



DEVELOPMENT REVIEW COMMISSION

Prepared by the Planning & Development Services Department,
Urban Planning and Historic Preservation Division

For Public Hearing on Wednesday, May 1, 2024
at 1:00 p.m. in the City Council Chambers, City Hall,
175 Fifth Street North, St. Petersburg, Florida.

City File: LDR 2024-03

**Text Amendments: SunRunner Target Employment Center-Local Overlay for the
22nd Street South BRT Station**

This is a City-initiated application requesting that the Development Review Commission (“DRC”), in its capacity as the Land Development Regulation Commission (“LDRC”), make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** the following text amendments to the City Code, Chapter 16, Land Development Regulations (“LDRs”).

APPLICANT INFORMATION

Applicant: City of St. Petersburg
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St. Petersburg, Florida 33701

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BACKGROUND

This application for text amendment to the City of St. Petersburg’s Land Development Regulations is the culmination of several overlapping efforts to synchronize land use and transportation policies within the City of St. Petersburg. Early roots of this effort date back to adoption of the Central Avenue Revitalization Plan on September 20, 2012. The purpose of the Central Avenue Revitalization Plan was to recognize the potential for,

“Central Avenue as a vibrant urban mixed-use corridor with unique and exciting districts that offer a variety of high-quality residential, business, shopping, entertainment, cultural, and mobility opportunities for residents, entrepreneurs, business owners, investors, and visitors,” and prepare for the forthcoming bus rapid transit system, now commonly known as the SunRunner Bus Rapid Transit.

Results of the Central Avenue Revitalization Plan were then implemented through a series of text amendments to the Comprehensive Plan and Land Development Regulations and map amendments creating the Central Avenue Activity Center Overlay. Adopted on December 19, 2013 (LGCP 2013-01) changes included increases to the residential density, floor area ratio, and maximum building heights allowed along the Central Avenue corridor from Interstate-275 to Pasadena Avenue.

Following several years of engineering and construction, the SunRunner Bus Rapid Transit system began operation on October 21, 2022. At that time, several overlapping initiatives were in process including the SunRunner Rising Study, the Target Employment Industrial Land Study Update, and the Grand Central Master Plan. The balance of this report section titled “Background” is intended to provide a brief introduction and then demonstrate in chronological order how each step was a necessary pre-requisite for the next leading up to the proposed text amendments that are the subject of this application and the Development Review Commission (DRC). This LDR application will apply to the Sunrunner 22nd Street South Station. A second application will be brought forward immediately following this application to address the remaining Sunrunner Activity Center corridor and the commercial corridors outside of the Coastal High Hazard Area (LDR 2024-04).

SunRunner Rising Study

The SunRunner Rising Development Study establishes an integrated land use and transportation implementation strategy for transit-supportive development and infrastructure along the 10-mile corridor of the SunRunner Bus Rapid Transit (BRT) project. The study was a federally funded project through the Federal Transit Authority (“FTA”)’s Transit-Oriented Development Pilot Program and was facilitated by the Pinellas Suncoast Transit Authority (“PSTA”) in partnership with the City of St. Petersburg, the City of South Pasadena, and Pinellas County’s Metropolitan Planning Organization, Forward Pinellas.

The study’s first input sessions began in the Spring of 2020 and published in April 2022. The study provides recommendations for 10 station areas to support the SunRunner BRT investment, promote ridership, and assist St. Petersburg in providing land use strategies and equitable economic principles and recommendations that are a product of the community’s vision for the station areas. Plan strategies reflect the unique character, land use conditions and community-informed vision in each of the local jurisdictions and are tailored to capture their respective development opportunities. When combined with the TEILS Update, these two studies are the most important influences on the current set of recommendations.

For More Information: [SunRunner Rising Development Study](#)

Target Employment and Industrial Land Study

Employment and industrial classified lands are important components to attracting and retaining target employers within St. Petersburg and throughout Pinellas County. For these reasons, employment and industrial related map categories were historically protected with specialized criteria in the St. Petersburg Comprehensive Plan and Countywide Plan. The relevance of these specialized criteria was reinforced in a 2008 countywide study titled “Target Employment and Industrial Land Study for the Pinellas Community”. The report was prepared by the then-named Pinellas Planning Council, Countywide Planning Authority, and the Pinellas County Economic Development Department.

In recent years, noticeable changes were beginning to emerge in target employment needs. Additionally, actions by the Florida Legislature, including House Bill 1339 in 2020, Senate Bill 962 in 2021, Senate Bill 102 in 2022, and Senate Bill 328 in 2023 make it easier for employment and industrial lands to convert to residential uses if a certain minimum threshold is met for affordable housing. This pre-emption conflicted with Comprehensive Plan and Countywide Plan policies prohibiting residential and restricting other commercial uses in the Employment and Industrial categories.

These factors compelled Forward Pinellas to reassess the locational needs of target employment industries throughout Pinellas County and the existing policy framework in the Countywide Plan which seeks to preserve land for high-wage jobs. Starting in January 2022, Forward Pinellas initiated the Target Employment and Industrial Land Study Update (“TEILS Update”) with the goal of identifying ways to maintain a healthy economy while balancing competing residential interests for limited employment land. The TEILS Update would help inform changes to the Countywide Plan, and by extension, local changes to the St. Petersburg Comprehensive Plan.

During the evaluation period, Forward Pinellas hosted a listening session at the St. Petersburg College Midtown Campus with the Warehouse Arts District and Deuces Live on April 27, 2022. Discussion focused on the lack of traditional manufacturing, existing non-conventional uses, potential for conventional residential and commercial uses that could supplement the existing employment and industrial uses, and the potential for improved walkability and pedestrian infrastructure. The TEILS Update was published on January 11, 2023.

As a result of the TEILS Update, the Countywide Plan was amended away from a one-size-fits-all approach and toward a more diverse mix of land uses on employment and industrial lands. The amended countywide approach now recognizes four (4) new Target Employment Center (“TEC”) subcategories, including the Target Employment Center-Local (“TEC-Local”) subcategory referenced hereafter.

TEC-Local is suited for areas of the county that house smaller-scale manufacturers and artisan users with industrial and warehouse space needs, such as the Warehouse Arts District. Through the Countywide Plan, local governments are now permitted to mix land uses, in conjunction with local sub-area planning efforts. The proposed LDR amendment will address the following Countywide Plan requirement for TEC uses to be development concurrently, with a minimum of 30% of the lot area or 40% of the first floor, see Table 16.30.050.5:

2.3.3.14 Category/Symbol – Target Employment Center (TEC).

Subcategories – The Target Employment Center category includes four subcategories, enumerated in Table 2-2 below. All incentives associated with Target Employment subcategories listed in Table 2-2 below are dependent upon *Target Employment uses being developed concurrently with or before all other non-Target Employment uses*, through a commitment from the applicant such as a development agreement, or other binding action by the local government.

The new TEC-Local option synchronized perfectly with parallel conversations regarding the Central Avenue Activity Center, recommended updates through the SunRunner Rising Study, and station area planning at the 22nd Street South station.

For More Information: [2008 Target Employment Industrial Land Study](#)
[2023 Target Employment Industrial Land Study](#)

Comprehensive Plan Text Amendment (CPPC Application No. LGCP 2023-01)

On November 7, 2023, the Community Planning and Preservation Commission (“CPPC”) held a public hearing regarding city-initiated text amendments to the City of St. Petersburg’s Comprehensive Plan that focused on land use designations related to the commercial corridors and the SunRunner corridor/station areas. A subcategory under the Target Employment Center (“TEC”) Overlay was proposed to include the new SunRunner TEC-Local Overlay designation in conformance with the recent update to the countywide TEILS study and subsequent Countywide Plan text amendments that support a TEC-Local category when supported by a locally adopted Special Area Plan.

The City’s intent to apply the SunRunner TEC-Local Overlay within a larger TEC Overlay is consistent with the following proposed Comprehensive Plan policy language (new language shown in underline) scheduled for adoption and to be presented concurrently at a public hearing before City Council. Proposed policy LU3.1 states:

9. Target Employment Center (TEC) Overlay - Overlaying the future land use designations of those areas, not less than 100 acres in size, that are now developed or appropriate to be developed in a concentrated and cohesive pattern to facilitate employment uses of countywide significance. Permitted uses and density/intensity standards shall be as per the underlying future land use categories, with a 100 percent intensity bonus for manufacturing, office and research/development uses.
 - a. SunRunner TEC-local at the 22nd Street Station – Located over Industrial Traditional (IT) zoned land located south of 1st Avenue South, east of 24th Street, and north and west of Interstate 275, where alternative permitted uses and density/intensity standards may be established in accordance with the SunRunner Rising Development Study/Special Area Plan through adoption of Land Development Regulations specifying standards related to density, intensity, height, urban form, and public realm. The LDRs will provide provisions to incentivize and retain small-scale manufacturers and artisan uses and address continued need for industrial and warehouse space. Target Employment uses are required to be developed concurrently with or before all other non-Target Employment Uses. The established boundary is reflected as a zoning overlay.

Adoption of Special Area Plan (Part of CPPC Application No. LGCP 2023-01)

The Comprehensive Plan text amendment quoted above includes requirements for a SunRunner Rising Special Area Plan (“SAP”) and adoption of land development regulations specifying standards related to density, intensity, height, urban form, and public realm. The CPPC is authorized to approve the SAP along with any associated map amendment, which is further described in the background section of this report.

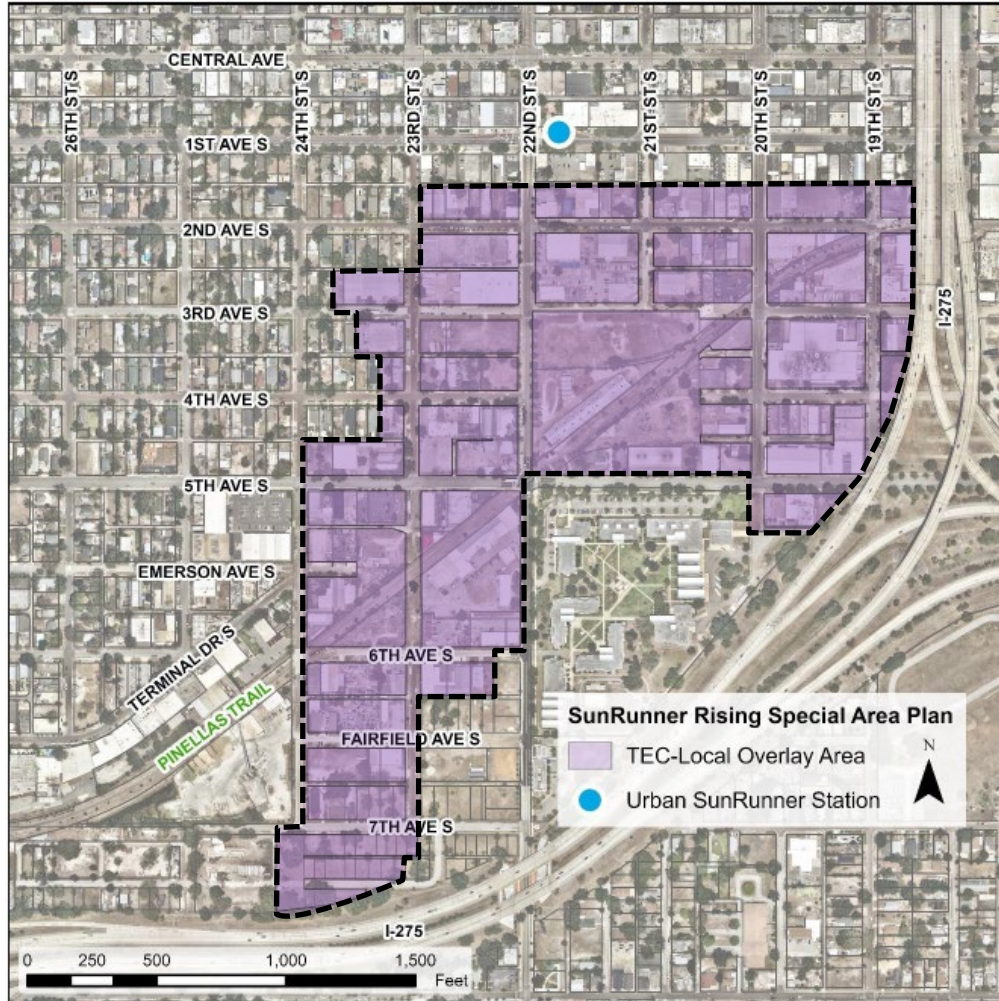
The SunRunner Rising Development Study (“Study”), which was accepted by City Council on April 4, 2022, is adopted by reference as the SunRunner Rising Special Area Plan (“SAP”) associated with the transit-oriented development (“TOD”) near and around SunRunner station areas and along the Central Avenue corridor necessary to support the continued success of the SunRunner Bus Rapid Transit (“BRT”) system. The Study was a joint effort between the City of St. Petersburg, Pinellas Suncoast Transit Authority (“PSTA”), and Forward Pinellas intended to assist the cities of St. Petersburg, South Pasadena, and St. Pete Beach by providing community-supported land use strategies, equitable economic development plans and programs, and a county-wide framework for TOD in Pinellas County.

Portions of the Study are being repurposed as part of CPPC Application No. LGCP 2023-01 to create a Special Area Plan required by the Countywide Rules to apply a TEC-Local subcategory to a portion of the existing TEC Overlay in the 22nd Street SunRunner station area. The Special Area Plan adopted with this CPPC application will satisfy the SAP requirements for applying the TEC-Local subcategory, pursuant to Section 6.5.4.4.1 of the Countywide Rules.

Map Amendment (CPPC Application No. FLUM-67)

The Comprehensive Plan text amendments described above will enable an associated future land use and zoning map amendment also being reviewed by the CPPC as Application No. FLUM-67. The proposed map amendment will assign the SunRunner TEC-Local Overlay to a subject area generally located south of 1st Avenue South, east of 24th Street, and north and west of Interstate 275, as depicted on the following map:

Figure 1: SunRunner Rising Special Area Plan Map



REQUEST

Land Development Regulations Text Amendment (Application No. LDR 2024-03)

SunRunner Target Employment Center-Local Overlay

Pursuant to the proposed Comprehensive Plan language establishing the SunRunner TEC-Local Overlay at the 22nd Street Station, this text amendment application creates the corresponding Land Development Regulations described in the Comprehensive Plan through a new City Code Section 16.30.050 titled “Sunrunner Target Employment Center Local Overlay.”

For Proposed Code Language: See Attachment A

RELEVANT CONSIDERATIONS ON AMENDMENTS TO THE FUTURE LAND USE MAP

The Urban Planning & Historic Preservation Division staff reviewed this application in the context of the following criteria excerpted from the City Code *Section 16.70.040.1.1 Amendments to the Comprehensive Plan and Land Development Regulations*, the review and decision shall be guided by the following factors:

Consistency and Compatibility (with Comprehensive Plan)

Pursuant to Section 16.80.020.1 of the City Code of Ordinances, the DRC, acting as the LDRC, is responsible for reviewing and making a recommendation to the City Council on all proposed amendments to the LDRs. The following objectives and policies from the City's Comprehensive Plan are applicable to the attached proposal:

Land Use Element:

- V1.1 Development decisions and strategies shall integrate the guiding principles found in the Vision Element with sound planning principles followed in the formal planning process.
 - Includes reference to, “increased flexibility for quality economic development” within industrial corridors.
- LU2.4 The City may permit an increase in land use intensity or density outside of activity centers where available infrastructure exists and surrounding uses are compatible.
- LU2.5 The Land Use Plan shall make the maximum use of available public facilities and minimize the need for new facilities by directing new development to infill and redevelopment locations where excess capacity is available.
- LU3.1 The Future Land Use Element contains the following categories (see description for Comprehensive Plan text amendment (LGCP 2024-01) above.
- LU3.4 The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.
- LU3.5 The tax base will be maintained and improved by encouraging the appropriate use of properties based on their locational characteristics and the goals, objectives and policies within this Comprehensive Plan.
- LU3.6 Land use planning decisions shall weigh heavily the established character of predominately developed areas where changes of use or intensity of development are contemplated.
- LU3.8 The City shall protect existing and future residential uses from incompatible uses, noise, traffic and other intrusions that detract from the long-term desirability of an area through appropriate land development regulations.
- LU3.11 More dense residential uses (more than 7.5 units per acre) may be located along (1) passenger rail lines and designated major streets or (2) in close proximity to activity centers where compatible.
- LU3.14 The conversion of single family structures into multifamily units shall be in accordance with the LDRs, however, any associated variances will be discouraged.
- LU3.15 The Land Use Plan shall provide housing opportunity for a variety of households of various age, sex, race and income by providing a diversity of zoning categories with a range of densities and lot requirements.
- OBJECTIVE LU11: The City of St. Petersburg shall identify and address the needs of specific areas of the City that are deteriorated, blighted, underutilized, threatened or generally inconsistent with the community's character including but not limited to: 1. Neighborhoods 2. Redevelopment Areas 3.

Potential Redevelopment Areas 4. Annexation Areas 5. The Gateway 6. The Waterfront 7. Corridors 8. Brownfields 9. Urban Infill and Redevelopment Areas

- LU11.2 The need for redevelopment should be assessed based on the following factors; 1) building conditions, 2) socio/economic characteristics, 3) land to improvement value ratios, 4) non-conforming uses and 5) potential for private investment.
- OBJECTIVE LU21: The City shall, on an ongoing basis, review and consider for adoption, amendments to existing or new innovative land development regulations that can provide additional incentives for the achievement of Comprehensive Plan Objectives.
- LU21.1 The City shall continue to utilize its innovative development regulations and staff shall continue to examine new innovative techniques by working with the private sector, neighborhood groups, special interest groups and by monitoring regulatory innovations to identify potential solutions to development issues that provide incentives for the achievement of the goals, objectives and policies of the Comprehensive Plan.
- LU22.1 The City shall continue to pursue strategies which reduce GHG emissions and vehicle miles traveled.
- LU23.1 The City's development review policies and procedures shall continue to integrate land use and transportation planning so that land development patterns support mobility choices and reduced trip lengths.
- LU23.2 The City's development review policies and procedures shall acknowledge the GHG emission reduction impacts of higher density development and the negative impacts of sprawling, low-density development.
- LU23.3 The City's LDRs shall continue to support greater development intensity within the Corridor and Center zoning districts, particularly where located along fixed transit lines and around transit stops and stations.
- LU26.1 The City shall, on an ongoing basis, examine existing adaptive reuse standards and revise or eliminate land-use provisions that act as regulatory barriers to the continued use of existing infrastructure and historic buildings.
- LU27.2 In order for TOD to achieve its full potential to create well-designed, livable mixed-use urban communities, improve the City's economic well-being, and contribute to energy conservation by establishing energy efficient land use patterns, the following principles will guide the planning, design, and development of TOD: Coordination, Economic Development and Implementation.
- H1.3 Review ordinances, codes, regulations and the permitting process for the purpose of eliminating excessive and overlapping requirements and resolving conflicting requirements and amending or adding other requirements in order to increase private sector participation in meeting housing needs, while continuing to insure the health, welfare and safety of the residents.
- OBJECTIVE H3B: The City shall provide affordable housing incentives (such as revised Land Development Regulations and expedited permitting processing) to developers of affordable housing for the extremely low, very low and low income groups (see Policy H1.7).
- H3.6 The City shall support and participate in the Low Income Housing Network to assess, on a regular basis, extremely low, very low, low, and moderate income housing needs and recommend programs that should be instituted to facilitate and implement the City's Housing Goals, Objectives and Policies.
- H3.8 All residential districts designated by the land use plan and zoning map shall permit development of affordable housing for extremely low, very low, low, and moderate income households, preferably in developments containing units affordable to a range of income groups.

- H13.5 The City’s LDRs shall continue to support mixed-income housing in or near employment centers and recognize the positive fiscal impacts in transit-accessible, high density locations.
- H13.7 The City shall provide housing density bonuses for workforce housing as outlined in the LDRs.

STAKEHOLDER MEETINGS AND WORKSHOPS

Prior to bringing these text amendments forward, City Staff hosted two (2) design charettes and two (2) workshops with the Development Review Commission:

- 2023, June 21st and 28th: Urban Station Design Charettes

On June 21 and June 28, 2023, City staff and Kimley-Horn (planning consultants) hosted two (2) urban station design charettes with community stakeholders at the SPC Midtown Campus, 1048 22nd Street South. Themes from the stakeholder feedback included:

- Favorable reaction on increased maximum heights.
- Requests to expand the Study Area west and south.
- Requests for greater flexibility within each district.
- Desire for more residential housing options.
- Comments on historic disinvestment in area south of Central Avenue.
- Nonconforming uses that were favored: Brewery, Drug Store/Pharmacy, Commercial Recreation, Outdoor, Outdoor Performing Arts Venue, Outdoor Sales, and Commercial Garden and Greenhouse.

City staff believes this proposal is responsive to the stakeholder themes.

- 2024, January 10: DRC Workshop

On January 10, 2024, City staff hosted a workshop with the DRC, presented a first draft of the TEC, Local overlay, and received member comments. The staff presentation included a review of existing development options, a brief history of the 2008 and 2022 Target Employment and Industrial Lands Study (“TEILS”), and a detailed outline of key subject areas for discussion. These subject areas are now grouped in the draft City Code Section 16.30.050. The DRC provided constructive feedback that is reflected in the list of updates below and incorporated into the proposed final draft.

- 2024, March 6: DRC Workshop

On March 6, 2024, City staff hosted a workshop with the DRC, presented numerous updates to the proposal, and received additional member comments. The staff presentation included a review of existing development options, a brief history of the 2008 and 2022 Target Employment and Industrial Lands Study (“TEILS”), and a list of updates incorporating DRC feedback from the January workshop, including:

- Target employment use requirement recalibrated based on land area and area of the first floor.
- Amend TOD supportive uses to remove size restrictions on hotel and health club land uses.
- Clarify distinction between physical occupancy and requirement for a Certificate of Occupancy.
- Base FAR allowance reduced and maximum bonus FAR unchanged.
- Building heights confirmed to a maximum 8-stories with transition to surrounding neighborhoods.
- Minimum parking confirmed with reductions for BRT, small storefronts, and TOD supportive uses.
- More permissive mobile food truck and roadside vending standards.
- Approximately 10 letters of support from stakeholders in the subject area.

PUBLIC HEARING PROCESS

The ordinance associated with the LDR text amendments requires one (1) public hearing by the Development Review Commission and one (1) public hearing by the City Council.

RECOMMENDATION

Staff recommends that the Development Review Commission, in its capacity as the Land Development Regulation Commission, make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of the City Code, Chapter 16 LDR text amendments described herein.

Attachments:

Attachment A: Proposed Section 16.30.050. SunRunner Target Employment Center Local Overlay at 22nd Street South and Strike-through/underline of Section 16.20.100. Industrial District (“IT”)

Attachment B: Public Comments

HOUSING AFFORDABILITY IMPACT STATEMENT

City of St. Petersburg Housing Affordability Impact Statement

Each year, the City of St. Petersburg receives approximately \$2 million in State Housing Initiative Partnership (SHIP) funds for its affordable housing programs. To receive these funds, the City is required to maintain an ongoing process for review of local policies, ordinances, resolutions, and plan provisions that *increase the cost of housing construction, or of housing redevelopment*, and to establish a tracking system to estimate the cumulative cost per housing unit from these actions for the period July 1– June 30 annually. This form should be attached to all policies, ordinances, resolutions, and plan provisions which increase housing costs, and a copy of the completed form should be provided to the City’s Housing and Community Development Department.

I. Initiating Department: Planning & Development Services Development

II. Policy, Procedure, Regulation, or Comprehensive Plan Amendment Under Consideration for adoption by Ordinance or Resolution:

See attached proposed amendments to Chapter 16, City Code of Ordinances (LDR 2024-03)

III. Impact Analysis:

A. Will the proposed policy, procedure, regulation, or plan amendment, (being adopted by ordinance or resolution) increase the cost of housing development? (i.e. more landscaping, larger lot sizes, increase fees, require more infrastructure costs up front, etc.)

No (No further explanation required.)

B. Will the proposed policy, procedure, regulation, plan amendment, etc. increase the time needed for housing development approvals?

No (No further explanation required)

IV: Certification

It is important that new local laws which could counteract or negate local, state and federal reforms and incentives created for the housing construction industry receive due consideration. If the adoption of the proposed regulation is imperative to protect the public health, safety and welfare, and therefore its public purpose outweighs the need to continue the community’s ability to provide affordable housing, please explain below:

The proposed regulation, policy, procedure, or comprehensive plan amendment will **not** result in an increase to the cost of housing development or redevelopment in the City of St. Petersburg and no further action is required.(Please attach this Impact Statement to City Council Material, and provide a copy to Housing and Community Development department.)

Manager, Urban Planning and Historic Preservation Division (signature)

Date

Copies to: City Clerk
Joshua A. Johnson, Director, Housing and Community Development

ATTACHMENT A

**Proposed Section 16.30.050. SunRunner Target Employment Center
Local Overlay at 22nd Street South**

Strike-through/underline of Section 16.20.100. Industrial District (“IT”)

SECTION 16.30.050. SUNRUNNER TARGET EMPLOYMENT CENTER LOCAL OVERLAY
FINAL DRAFT UPDATED APRIL 17, 2024

16.30.050.1. - Applicability.

This section applies to any property within the SunRunner Target Employment Center Local Overlay District (SunRunner TEC-Local Overlay) as depicted as a zoning overlay on the Official Zoning Map. The following regulations provide an alternative development option within the overlay district. A property owner may opt to develop under these standards or may utilize the development standards in the underlying Industrial Traditional (IT) district in Section 16.20.100.

16.30.050.2. – Introduction to the SunRunner TEC-Local Overlay District.

The SunRunner TEC-Local Overlay is established as a subcategory of the existing Target Employment Center (TEC) Overlay designated on the Future Land Use Map. The standards and requirements of the SunRunner TEC-Local Overlay are established in accordance with the SunRunner Rising Development Study and SunRunner Rising Special Area Plan.

The purpose of the SunRunner TEC-Local Overlay is to allow and encourage a variety of uses and building typologies that support and attract target employment users in the creative industries. The overlay district allows alternative permitted uses, density, intensity, and development standards than what is typically permitted in the industrial zoning districts to encourage transit-oriented development in the SunRunner 22nd Street station area by allowing non-industrial uses to develop alongside small-scale fabrication, makers, and arts spaces when performance measures are met.

The SunRunner TEC-Local Overlay is located over Industrial Traditional (IT) zoned land south of 1st Avenue South, east of 24th Street South, and north and west of Interstate 275. The overlay district is south of the SunRunner Bus Rapid Transit (BRT) 22nd Street South Station and SunRunner BRT Activity Center, and north and east of established, predominantly single-family neighborhoods. This area is characterized by small-scale manufacturers and artisan users with industrial and warehouse needs. The overlay district functions as a place where people go to patronize and experience unique local businesses known for on-site production with a creative orientation.

The overlay district establishes provisions to incentivize and retain a mix of spaces for target employment users involved in small-scale manufacturing, artisanal production, brewing and distilling, design services, artist studios, creative incubators, and other light industrial, arts-related activities that are compatible with residential and commercial areas. This area also provides opportunities for target industry-supporting retail, office, research and educational activity, as well as opportunities for residential development that is provided concurrently with or after target employment uses.

Development standards in the SunRunner TEC-Local Overlay:

- Reinforce the creative industrial character of the area;
- Establish guidelines to retain and protect small-scale industrial uses;
- Encourage urban form design components and public realm improvements that promote walkability to support public transportation, use of the Pinellas Trail, and other multi-modal transportation alternatives.

16.30.050.3. - Definitions.

For the purpose of this section, the following terms and definitions apply:

Artisanal production. The onsite production of hand-fabricated or hand-manufactured parts and custom or craft consumer goods based on the skill and knowledge of the artisan and the use of hand tools or small-scale, light

mechanical equipment. The artisanal production category includes apparel manufacturing, cabinetry, furniture making, glass working, jewelry making, metal working, pottery, sculpture, personal care products, wood working, and their substantial equivalents. Showrooms and the ancillary sales of goods produced on-site or customarily found in association with the type of business are permitted.

Arts Education. Establishments that provide general or specialized education, instruction, or training in the arts and creative enterprises to individuals or groups.

Arts-Related Sales and Services. Establishments selling, leasing, or renting finished artwork, supplies used to support artisanal production work, musical instruments, multi-media, publications, or other hand-fabricated goods produced as a result of the skill and knowledge of an artist or artisan to the general public, businesses, or institutions.

Artist Retreat. Establishments providing transient accommodation units in relationship with a museum, gallery, art production facility, art exhibition, or other creative enterprise facility that are available to artists, apprentices, or students of an arts education program more than three times in any consecutive 365-day period, each for a term less than 90 days. Artist retreat uses shall provide designated space for creative work, arts education, or art exhibition, such as a studio or art gallery. Artist retreat transient accommodation units shall only be available to registered participants of the retreat's activities.

Craft Food and Beverage Production. Establishments engaged in on-site, small-scale production of hand-crafted, specialty food and beverage products. Typical examples include bakeries, breweries, chocolatiers, coffee roasters, confectioneries, and distilleries. Tasting rooms and the ancillary sale of products produced on-site or customarily found in association with the type of business are permitted, not to exceed 50% of gross floor area.

Creative Incubators. Establishments providing multiple individuals, organizations, or small firms access to collaborative or shared workplace facilities and business or administrative services, education, mentoring, and networking related to work in the arts and creative enterprises. These establishments typically offer access to low-cost studio spaces, business/administrative services, and specialized equipment to support the creative endeavor.

Laboratories and Research and Development. In addition to the definition provided for this use in [section 16.10.020.1 – Matrix: Use Permissions and Parking Requirements Matrix and Zoning Matrix](#), in the SunRunner TEC Local Overlay district this use may also include the following establishments:

- (1) Arts Lab or Research Facility. An establishment used for the experimentation and exploration of new techniques and technologies involved in the creative enterprises, including but not limited to artificial intelligence, digital media, interactive installations or exhibits including virtual reality, multimedia projects, music composition or production, sound design, and fashion.
- (2) Test Kitchen. An establishment where professionals involved in the food and beverage industry explore and refine innovative techniques related to the culinary arts. Such use provides multiple cooking stations designed for researching, developing, and testing new recipes, cooking methods, or flavor combinations. Such use may include a tasting room, where the general public samples the facility's products, as an ancillary use not to exceed 50% of gross floor area.

Office, Business Incubator. Establishments providing multiple start-ups and other small firms with access to collaborative or shared workplace facilities including office space, event space, and conference rooms; prototyping space, electronics labs, or machine shops with equipment; and business or administrative services, education, and networking.

Office, Co-Working. Establishments providing multiple individuals or small firms access to collaborative or shared workplace facilities including, but not limited to, office suites, for-rent 'hot desks', dedicated workstations, meeting rooms, conference rooms, event space, resource libraries, and business or administrative support services.

Office, Design Services. Establishments that provide design services to individuals, groups, or businesses including architectural design, fashion design, graphic design, interior design, industrial design, landscape architecture, product development, software development, urban design, and their substantial equivalents.

Target employment use. Within the SunRunner TEC-Local Overlay district, target employment uses shall mean those uses permitted as principal uses in the industrial traditional (IT) zoning district, as established in [section 16.10.020.1 Matrix: Use Permissions and Parking Requirements Matrix and Zoning Matrix](#), as well as those uses related to small-scale manufacturing, fabrication, and assembly, research and development, design services, artist studios, and other light industrial or creative enterprises, as identified in section 16.30.050.4.1.B.

16.30.050.4. - Use Standards.

16.30.050.4.1. – Permitted Uses.

A. *Target employment uses required.*

1. All sites shall incorporate one or more target employment uses provided under section 16.30.050.4.1.B, such that the total minimum combined floor area of all target employment uses on the site is equal to or greater than 30-percent of lot area or 40-percent of the first floor, whichever is less. Where there are multiple buildings on a property, the 40-percent applies to the first floor of all buildings. For sites with one-story building(s) only, the total minimum combined floor area of all target employment uses on the site shall be 30-percent of total floor area of all buildings on the site. The required TEC-square footage may be provided in any of the buildings, as long as the total equates to the required minimum.
2. Any floor area that is not used for target employment uses may be used for one or more of the non-target employment uses provided under section 16.30.050.4.2.
3. *Target employment uses required to be provided concurrently.* No Certificate of Occupancy shall be issued for any non-target employment use on a site until the required gross floor area for target employment uses is completed.

B. *Qualifying target employment uses.* A building or site shall include one or more of the following uses to satisfy the target employment use requirement of this subsection. Any additional use allowed as a target employment use in the SunRunner TEC-Local overlay district as determined by the POD shall be primarily related to small-scale production, the arts or other creative enterprises and shall be consistent with the intent and purpose of the SunRunner TEC-Local overlay.

1. Artisanal Production;
2. Arts Education;
3. Arts-Related Sales and Services;
4. Artist Retreat;
5. Craft Food and Beverage Production;
6. Creative Incubator;
7. Laboratories and Research and Development, Arts Lab or Research Facility;
8. Laboratories and Research and Development, Test Kitchen;
9. Museum;
10. Office, Business Incubator;
11. Office, Co-Working;
12. Office, Design Services;
13. Office, General;
14. Performing Arts Venue (500 seats or less);

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15. Any use permitted as a principal use in the industrial traditional (IT) zoning district.

16.30.050.4.2. – TOD Supportive Uses.

The SunRunner TEC-Local Overlay permits alternative uses than what is traditionally allowed in the industrial traditional zoning district to encourage transit-oriented development in the SunRunner 22nd Street station area. The City is committed to preserving and protecting the existing creative industrial character of the SunRunner TEC-Local Overlay while also recognizing the opportunity for additional non-target employment uses to develop in appropriate locations to create a vibrant, mixed-use environment supported by multimodal transportation options.

- A. The following alternative TOD supportive, non-target employment uses are allowed in the SunRunner TEC Local Overlay district when the target employment use requirements provided under section 16.30.050.4.1 are satisfied. Refer to section [16.10.020.1 – Matrix: Use Permissions and Parking Requirements Matrix and Zoning Matrix](#) for use definitions.
 1. *Accessory, Dwelling Unit.* May be permitted only on lots with an existing detached single-family house;
 2. *Accessory Artist in Residence.* May be permitted in excess of 10% of gross floor area, not to exceed 50% of gross floor area, and allowed to contain more than one dwelling space on lots with an existing target employment use or in new developments when a target employment use occupies at least 50% of gross floor area;
 3. Dwelling, Live/Work;
 4. Dwelling, Multifamily;
 5. Bed and Breakfast;
 6. Hotel;
 7. Restaurant and Bar, Brewpub;
 8. Restaurant and Bar, Indoor;
 9. Restaurant and Bar, Accessory Outdoor Area;
 10. Restaurant and Bar, Indoor and Outdoor;
 11. Retail Sales and Service;
 12. Service Establishment;
 13. Service, Personal;
 14. Commercial Recreation, Outdoor;
 15. Health Club;
 16. Performing Arts Venue (Indoor and Outdoor)

16.030.50.4.3. – Parking Requirements.

- A. Target employment uses are exempt from the minimum number of parking spaces required.
- B. TOD supportive uses shall provide the minimum number of parking spaces required for the use pursuant to section [16.10.020.1 – Matrix: Use Permissions and Parking Requirements Matrix and Zoning Matrix](#), Downtown, except as noted in the following:
 1. Where an individual nonresidential space facing 22nd Street South or the Pinellas Trail is equal to or less than 30 feet in width and measures 3,000 square feet or less in gross floor area, there shall be no required parking. Any qualified individual nonresidential space shall be located on the ground floor, adjoining the pedestrian sidewalk, and include a storefront entrance.

- 2. Where an existing building or portion thereof is converted to a TOD supportive use, the required parking may be reduced by up to 5 parking spaces.
- C. Where a property, in whole or part, is located within ¼-mile of the SunRunner 22nd Street South station or the Pinellas Trail right-of-way, the minimum number of parking spaces required may be reduced by 25 percent. High-frequency transit routes located on the Interstate 275 do not qualify for this adjustment. This 25 percent reduction may be combined with other parking reductions allowed under section 16.40.090.3.2 – Minimum number spaces required, except that it shall not be combined with the reduction allowed for proximity to high-frequency transit routes.
- D. Developments shall comply with the minimum bicycle parking requirements established in section 16.40.090.4. All developments with frontage along the Pinellas Trail shall provide a minimum of 2 short-term bicycle parking spaces, or 1 per 5,000 square feet of ground-level gross floor area, whichever is greater, regardless of use.

16.30.050.5 - Maximum Development Potential.

Achieving maximum development potential will depend upon market forces, such as minimum desirable unit size, and development standards, such as minimum lot size, parking requirements, height restrictions, floor area ratios, maximum building and impervious surface ratios, and building setbacks.

TABLE 16.30.050.5.a: Maximum Intensity	
Intensity	
Intensity, Minimum: Target Employment Uses	30-percent of lot area or 40-percent of the first floor, whichever is less ¹
Intensity, Maximum: Base	1.5 FAR
Intensity, Maximum: With Bonuses ²	5.0 FAR
Maximum impervious surface	0.95
Additional Notes:	
¹ Target Employment Uses shall be provided before or concurrently with all other uses at a minimum intensity of 30% of the lot area or 40% of the first floor, whichever is less. Where there are multiple buildings on a property, the 40% applies to the first floor of all buildings. For sites with one-story building(s) only, the total minimum combined floor area of all target employment uses on the site shall be 30 percent of total floor area of all buildings on the site.	
² See section 16.30.050.5.1 for FAR bonus requirements.	

16.30.050.5.1. - Bonuses to FAR Calculations in the SunRunner TEC Local Overlay District.

Projects within the SunRunner TEC Local Overlay district may qualify for an additional intensity bonus. These bonuses are specifically written to provide support for TEC-Local uses and the Sunrunner BRT. Projects receiving FAR bonuses shall not exceed the maximum intensity allowed for the site. To qualify for bonuses: a project shall comply with all minimum use requirements of the SunRunner TEC-Local Overlay district.

If the proposed development includes residential dwelling units, the first 1.0 bonus FAR shall be selected from a. Workforce Housing. For any FAR bonus above 3.5, the first 0.5 bonus FAR shall be selected from b. 1-3 or C.1-2, as shown in Table 16.30.050.5.1. Thereafter, any bonus or combination of bonuses is allowed.

Once a project has been determined to qualify for bonuses by the POD, the development may utilize any combination of the bonus provisions listed in this subsection to attain the desired additional development rights, except as otherwise limited by these regulations.

TABLE 16.30.050.5.1: Bonuses to FAR calculations in the SunRunner TEC Local Overlay District

FAR Bonuses	
a. Workforce Housing	Minimum Bonus Increment is 0.1 FAR
1) For each additional 1.0 FAR or fraction of the bonus FAR requested, five percent of the total number of housing units shall be provided, on site, as workforce housing units. Units associated with this bonus shall meet all requirements of the City's workforce housing program.	Not limited
2) Provide financial support to the City's housing capital improvements projects (HCIP) trust fund or its successor fund equal to one half of one percent or more of the total construction cost per each 0.5 of FAR bonus.	Not limited
b. Land Uses	Minimum Bonus Increment is 0.5 FAR
1) Provision of target employment uses above the required minimum percent	0.5 FAR for every additional 5% above the required minimum percent
2) Provision of industrial or artisanal production space with 16-foot floor-to-ceiling clearance and load bearing floors, serviced directly by appropriate loading access (such as double wide doors, ramps, freight elevators), ventilation, and other characteristics necessary for future use consistent with industrial and maker spaces.	0.5 FAR per 5,000 square feet
3) Provide affordable commercial space in accordance with City Affordable Commercial space program to fulfill at least 50% of the target employment use requirement. Must rent for current calendar year district average for 10 years, with 5% max increase per year.	0.5 FAR per 5,000 square feet
c. Streetscape Design, Street Frontage, and Pinellas Trail Frontage	Minimum Bonus Increment is 0.5 FAR
1) Provision of small storefront spaces along 22 nd Street South with tenant improvements for immediate occupancy by target employment uses. Qualified small storefront spaces shall not exceed a maximum width of 30 feet and be incorporated into a minimum 50% of the linear building frontage.	0.5 FAR per 5,000 square feet
2) Provision of leasable shared workspace, flex space, or micro-retail spaces (less than 200 square feet) with tenant improvements for immediate occupancy by target employment uses.	0.5 FAR per 5,000 square feet
3) Provision of pedestrian-oriented uses adjacent and connected to the Pinellas Trail. Pedestrian-oriented uses shall be provided within 30 feet of the trail right-of-way and shall be incorporated into a minimum of 65% of linear building frontage and shall have at least 30% transparency at ground level.	0.5 FAR per 5,000 square feet
4) Provide financial support to the City's streetscape improvement program equal to one-half of one-percent or more of the total construction cost per each 0.5 FAR bonus	0.5 FAR, not to exceed 1.0 FAR

<p>5) Site improvements in accordance with the 2018 Warehouse Arts District Deuces Live Joint Action Plan, including but not limited to trail corners (private and public spaces designed with electrical connections, pedestrian lighting, and other elements to ensure the space is equipped for “pop-up” uses), resting areas, plazas featuring sculptures or other interactive artistic displays, reserved spaces for floor graphics and wall murals, bike share stations, etc. where the cost of such improvements can be demonstrated to be equal to one-half of one-percent or more of the total construction cost per each 0.5 FAR bonus.</p>	<p>0.5 FAR</p>
<p>d. Open Space</p>	
<p>1) Provision of publicly accessible space that is adjoining the 22nd Street South corridor.</p>	<p>0.5 FAR per 5,000 square feet</p>
<p>2) Incorporate pedestrian-oriented uses and elements along the Pinellas Trail, such as retail, restaurants, and bars.</p>	<p>0.5 FAR for every additional 5% of lot area</p>

16.30.050.6. - Building Envelope: Maximum Height and Building Setbacks.

The height restrictions do not correlate directly to the zoning districts. They are designed to concentrate heights around the 22nd Street South SunRunner BRT station and then transition toward existing maximum building heights in the surrounding neighborhoods.

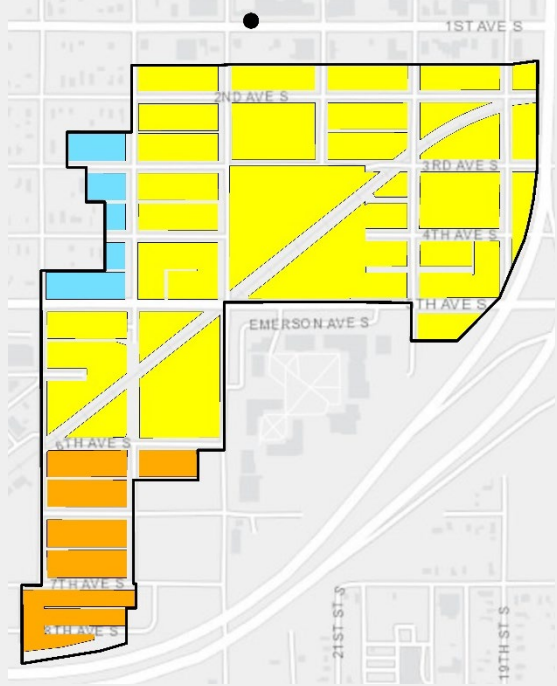
<p>TABLE 16.30.050.6.a: Maximum Building Height</p>		
<p>Building Height ¹</p>		
 <p>The map displays a grid of streets with colored overlays indicating maximum building heights. A large yellow area covers the central and upper portions of the site, bounded by 1st Ave S to the north and 10th St S to the south. An orange area covers a strip along the western side, bounded by 21st St S to the west and 10th St S to the south. A blue area covers a strip along the western side, bounded by 21st St S to the west and 7th Ave S to the south. A black dot is located at the intersection of 1st Ave S and 21st St S.</p>	<p>Area</p>	<p>Maximum Height ¹</p>
	<p>[Yellow Area]</p>	<p>86-feet ²</p>
	<p>[Orange Area]</p>	<p>56-feet ²</p>
	<p>[Blue Area]</p>	<p>35-feet</p>
<p>¹ Refer to technical standards regarding measurement of building height and height encroachments. ² An additional height of 10-feet is allowed for nonresidential spaces that do not exceed 25 percent of the total rooftop area.</p>		

TABLE 16.30.050.6.b: Minimum Building Setbacks	
Building Setbacks ¹	
Yard Adjacent to Streets	0-feet or 15-feet from the curb, whichever is greater
Yard Adjacent to Streets, abutting NT Zoning	10-feet
Yards Abutting the Pinellas Trail	0-feet
Interior Yards	0-feet
Interior Yards, Abutting NT Zoning	20-feet
¹ Refer to technical standards regarding measurement of building setbacks and setback encroachments.	

16.30.050.7. - Building Design.

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

16.30.050.7.1. - Buildings and Site Design, Generally.

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

Building and parking layout and orientation.

All development in the SunRunner TEC-Local Overlay district:

1. Buildings shall be located adjacent to streets to improve access and shall provide walkway connections to bus stops and public sidewalks.
2. The principal structure shall be oriented toward the primary street. A building on a corner property may be oriented to the secondary street so long as all street façades are articulated as primary façades. Buildings at the corner of two intersecting streets are encouraged to highlight and articulate the corner of the building.
3. Building entrances shall face and be visible from adjacent primary streets and shall be directly accessible from the sidewalk adjacent to such street.
4. For proposed Buildings containing residential uses, provide an environmental report of of the surrounding industrial uses and potential future industrial uses, including any mitigation measures needed to address the health and safety of future residents due to proximity to such uses, such as but not limited to a Noise Impact Assessment and an Air Quality Analysis.
5. All mechanical equipment and utility functions (e.g. electrical conduits, meters, HVAC equipment) shall be located behind the front façade line of the principal structure. Mechanical equipment that is visible from the primary street shall be screened with a material that is compatible with the architecture of the principal structure or plant material.
6. Surface parking lots which are visible from a street (not including alleys) shall provide a solid knee wall not less than 36 inches high.
7. No development shall be designed to prohibit or obstruct the ability for future vehicle, bicycle, and pedestrian access and connectivity to adjacent lots, including through the use of new public or private

streets, except where the POD determines that such is impractical due to topographic or other site-specific constraints.

Development with frontage along 22nd Street South:

1. Buildings shall create a presence on the street. This means that a minimum of 60 percent of the principal structure's linear frontage, per street face, shall be on the building setback line.
2. Developments with frontage along 22nd Street shall include appropriate nonresidential, pedestrian-oriented uses. These uses shall include, but not be limited to, arts-related sales and services, artisanal and craft food and beverage production with showrooms and tasting rooms, restaurants and bars, target employment office uses, studios, and museums. Such pedestrian-oriented uses shall be incorporated into no less than 60 percent of the linear building frontage abutting 22nd Street South. Each of the foregoing pedestrian-oriented uses shall have a minimum average depth of 40 feet.
3. Surface parking, ancillary equipment, loading and service operations shall be placed to the rear or internal to the property and shall not be visible from streets (not including alleys).
4. Parking structures are encouraged to be internal to the site and include architectural features related to the principal structure and shall meet the general development standards for parking structures.
5. Detention and retention ponds and drainage ditches shall be located behind the principal building to the rear of the property. Detention and retention ponds and drainage ditches shall comply with the design standards set forth in the drainage and surface water management section.

Development along 22nd Street South, 2nd Avenue South, and 3rd Avenue South,

1. Buildings shall be equally detailed on all façades visible from a street (not including alleys).
2. Ground level façades along 22nd Street South shall have at least 50 percent transparency at the ground level. All façades for ground level residential use and all faces for floors above ground level and second floor for non-residential uses shall have at least 30 percent total fenestration. At least two-thirds of this requirement shall be transparent (i.e., window glass).
3. Ground level façades along 2nd Avenue South and 3rd Avenue South shall have at least 30 percent transparency at the ground level. All façades for ground level residential use and all faces for floors above ground level and second floor for non-residential uses shall have at least 10 percent total fenestration. At least two-thirds of this requirement shall be transparent (i.e., window glass).
4. A zero-lot line building or buildings that have interior façades or portions thereof that cannot provide glazing due to building and fire code regulations are exempt from providing fenestration on any exempt portion of the building. Portions of these façades which are not exempt shall have fenestration and architectural detailing consistent with the design style of the building which shall comprise at least 20 percent of the façade. Permanent, durable architectural features such as shutters, tile mosaics, medallions, Trompe L'oeil, or other items are acceptable.
5. No floor of any street façade shall have a blank area greater than 36 feet in width and the height of the floor. All other façades shall include fenestration and other architectural features.
6. Window fenestration on the street façades shall be organized in a rational pattern.

Screening and Landscaping.

1. All developments shall conform to the IT zoning district requirements stated in [section 16.20.100.6](#).

Pedestrian circulation.

1. *Sidewalks required.* Existing public sidewalks shall be repaired to City standards. Where no public sidewalk exists, a public sidewalk shall be constructed in accordance with the requirements of the subdivision section.

-
2. Where multiple entry features or multiple buildings exist within the same development, each entry feature and building shall be connected by an internal sidewalk system that is clearly delineated from the vehicular pavement. The internal sidewalk system shall connect to any public sidewalk that abuts the property.
 3. Cross easements which connect the internal pedestrian system are encouraged between abutting property owners.
 4. Pedestrian circulation routes are encouraged to be emphasized with special design features that establish them as areas where pedestrians are physically separated from the flow of vehicular traffic. Techniques shall include one or more of the following:
 - (a) Arcades, porticos, or other shade structures;
 - (b) Bollards;
 - (c) Seat walls or benches;
 - (d) Landscape planters.
 5. Sites larger than five acres shall be divided into smaller units through the use of pedestrian walkways, private drives, and other vehicular circulation routes.

16.030.50.7.2. – Building and Site Design along the Pinellas Trail.

The Pinellas Trail represents a unique opportunity to cultivate a vibrant, multimodal environment that blends one of the region’s greatest recreational assets with the distinct communities that interface with the trail. The city recognizes the symbiotic relationship that can exist between the trail and local businesses and finds that special consideration towards building design and orientation along the Pinellas Trail is necessary to activate trail frontages, maintain a safe, pedestrian-oriented environment for trail users, and stimulate local economic development for businesses that locate along the Pinellas Trail.

The following design criteria allows the property owner and design professional to choose their preferred architectural style, building form, scale and massing, while creating a framework for good urban design practices which create a positive experience for users of the Pinellas Trail. For purposed of this section, the Pinellas Trail shall be referred to as “the trail.”

- A. Properties with frontage along the Pinellas Trail shall treat the trail as a street frontage in addition to any street-facing frontages and meet the following requirements:
 1. A minimum of one entrance shall be directly accessible from the trail via a walkway with a minimum width of five feet. All pedestrian improvements shall be ADA accessible and provided alongside adequate lighting.
 2. Off-street parking areas, outdoor storage, and loading areas shall not be located between any building and the trail. building mechanical and accessory features may be located between the building and the trail but shall be screened with plant or fence materials. Screening with plant or fence materials shall be required if the equipment is otherwise visible from any public right-of-way.
 3. No groundfloor of any trail-facing façade shall have a blank area greater than 40 feet in width and the height of the floor. Blank walls may be limited through use of murals, fenestration, and/or architectural features.
 4. Fencing must be decorative and follow all standards of the commercial zoning districts. No chainlink, barbed wire or electric fencing may be used abutting the Pinellas Trail.

16.30.050.8. - Special Events.

- A. Special events related to target employment uses and creative enterprises, such as live performances, pop-up markets, temporary art exhibits, are permitted in the SunRunner TEC-Local Overlay district upon receipt of a

completed temporary use permit application in accordance with the criteria for temporary uses and procedures identified in the Applications and Procedures section.

- B. Special events may include mobile food trucks allowed by a City-issued permit in accordance with the criteria for mobile food trucks and procedures identified in section 16.30.050.4.5 and [section 16.50.440](#).
- C. *Standards*.
 - 1. Conditions shall be imposed to reasonably mitigate any adverse impacts resulting from noise, lighting, vehicular traffic, vehicular parking, pedestrian traffic, solid waste collection, and other such matters and effects as may be expected from the occurrence of such special events.
 - 2. Special events occurring on a site for a duration of more than three hours shall demonstrate that restroom facilities are available on-site or off-site.
 - 3. Special events shall comply with the Noise Ordinance in [Chapter 11](#).

16.30.050.9 - Vending.

This subsection allows flexibility to the standards established for mobile food trucks and roadside vending to recognize the diverse activities and unique needs associated with creative entrepreneurial endeavors in the SunRunner TEC-Local Overlay. Unless otherwise expressly stated, the standards and procedures identified in section 16.50.440 – Vending, mobile food trucks and section 16.50.460 – Vending, roadside market shall apply.

- A. *Vending, mobile food trucks*. Alternative standards for the vending of products from a class I mobile food truck on private property within the SunRunner TEC-Local Overlay are provided as follows:
 - 1. *Vacant properties*. The operation of a class I mobile food truck on vacant and undeveloped private property shall be allowed in the SunRunner TEC-Local Overlay.
 - 2. *Frequency*. Except as may be allowed as part of a City-issued permit (as defined in section 16.50.440), mobile food trucks are permitted on each property, a maximum of no more than five days per calendar week. Mobile food trucks that are present on the same property more than two days per week and/or park overnight shall:
 - a. Not be located in parking spaces required by the other uses on the property unless the number of spaces exceeds the minimum amount required for other uses on the property. The utilization of an off-street parking space for the operation of a food truck must not cause the site to become deficient in required off-street parking; and
 - b. Provide a site map for location and/or placement of food truck(s) on the subject property.
 - c. Demonstrate that restroom facilities are available on-site or off-site.
 - 3. *Hours of operation*. Class I mobile food trucks shall be allowed to operate after 7:00 a.m. and before 9:00 p.m. in the SunRunner TEC-Local Overlay unless allowed by a City-issued permit (as defined herein).
 - a. *Extended hours*. At locations where mobile food trucks are allowed to operate, an owner may request to extend the hours of operation from 9:00 p.m. until 1:00 a.m. The request for extended hours shall be reviewed by the POD, subject to the criteria contained in the applications and procedures section.
 - 4. *Food truck special events*. An owner may request as part of a food truck special event application that the food truck special event take place over a period of more than seven days. The request for a food truck special event for a duration longer than seven days shall be reviewed by the POD, subject to the criteria contained in the applications and procedures section.
- B. *Vending, roadside markets*. Alternative standards for roadside vending markets within the SunRunner TEC-Local Overlay are provided as follows:

-
1. In addition to food, roadside vending markets may sell hand-fabricated material goods produced by a target employment use operating within the SunRunner TEC-Local Overlay.
 2. Roadside vending markets are allowable throughout the SunRunner TEC-Local Overlay provided all other conditions of operation stated in section 16.50.460 are met.

16.20.100. INDUSTRIAL TRADITIONAL DISTRICT ("IT")

16.20.100.2. Purpose and intent.

The purpose of the IT district regulations is to permit rehabilitation, improvement and redevelopment in a manner that is consistent with the character of the neighborhood and respects adjacent residential uses. Properties located in the SunRunner Target Employment Center Local Overlay may opt to develop in accordance with the Overlay regulations as an alternative to compliance with this section, see 16.30.050. Traditional industrial areas consist of external areas which border residential or other uses, where buffering may be an issue, and internal areas which border only other industrial uses. Necessary buffering and transition differs between these two. This section:

- (1) Creates buffers and transitional zones between industrial corridors and abutting neighborhoods;
- (2) Provides standards and incentives for design including site planning, architectural design, signage and lighting; and
- (3) Establishes guidelines to shield storage areas, walls and fences to provide a better visual environment.

Flexibility is provided to encourage high quality economic development.

ATTACHMENT B

**Community Design Charette: Proposed Changes
Letters from Individual Stakeholders
Hearing Binder Submitted to DRC on January 10, 2024**

SPECIAL NOTE:

The hearing binder includes 316 pages of miscellaneous reports and support letters organized by Joe Furst, Place Projects. Although previously provided to the Development Review Commission on January 10, 2024, the binder is included here by link for your information and reference. The Table of Contents immediately follows the links:

ShareDrive Link: [LDR 2024-03 Attachment B, Hearing Binder.pdf](#)

Short URL: <https://bit.ly/4dfm97d>

QR Code:





January 10, 2024
Development Review Commission Hearing Binder
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3. Place Projects//GAI - Land Use Strategy
4. Place Projects//GAI - Neighborhood Workshop Invite
5. Place Projects - 22nd Street Corridor I-Mix Website
6. Place Projects - I-MIX Presentation for Community Boards/Groups
7. Place Projects//GAI - I-MIX and Vision 2050 - Comparison Guide
8. Place Projects//GAI - I-MIX, Comparable Districts Nationally
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10. I-MIX, TOD Overlay Community Workshop Photos
11. Place Projects//GAI - Atlanta Beltline Case Study
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2861 RE Management, Inc.
2861 34th Street South
Saint Petersburg, FL 33711
(727) 580-4584

February 22, 2024

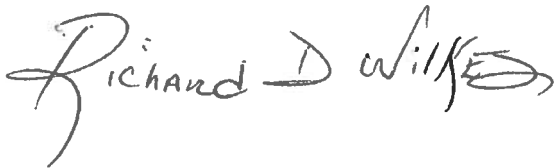
To whom it may concern:

I write this letter as an affected property owner along the 22nd Street Corridor, with an address of 2861 34th St S. I am in general support of the forthcoming SunRunner Station Area Plan, **with the exception of the currently proposed transition of height from 8 to 5 stories at 3rd Avenue S.** Since acquiring our buildings, we've been tirelessly working to create new opportunities for growth but have been limited by the overly restrictive zoning code. The proposed changes allow a series of new uses to the district, while preserving and advancing artist and artisan uses. The code is a perfect balance to create a creative live, work, play district. We could not be more excited about the growth and opportunities the proposed zoning changes will bring to the area.

Reducing height from 8 to 5 stories along the corridor will greatly limit the opportunity for economic development and create an unnecessary divide.

We urge the various City and County boards to hear our voices and ensure consistency with the plan.

Thank you for your consideration,

A handwritten signature in black ink that reads "Richard D. Wilkes". The signature is written in a cursive style with a large, stylized "R" and "W".



To whom it may concern:

I write this letter as an affected property owner and owner of 3 Daughters Brewing on the 22nd Street S Corridor with an address of 222 22nd Street S. I am in general support of the forthcoming SunRunner Station Area Plan, **except for the currently proposed transition of height from 8 to 5 stories at 3rd Avenue S.** Since opening 3 Daughters, we've been tirelessly working to create new opportunities for growth. The surrounding area has been limited by an overly restrictive zoning code. The proposed changes allow a series of new uses to the district, while preserving and advancing artist and artisan uses. The code is a perfect balance to create a creative live, work, play district. We could not be more excited about the growth and opportunities the proposed zoning changes will bring to the area.

Reducing height from 8 to 5 stories within the district will limit the opportunity for economic development and create an unnecessary divide.

We urge the various City and County boards to hear our voices and ensure consistency of height and opportunity with the plan.

Thank you for your consideration.

Mike Harting
CEO -3 Daughters Brewing

Jorge and Suzanne Alvarez
1241 Fairway Circle South
Saint , Petersburg , Florida
33705

To whom it may concern:

I write this letter as an affected property owner along the 22nd Street Corridor, with an address of 150 22nd Street South. I am in general support of the forthcoming SunRunner Station Area Plan, **with the exception of the currently proposed transition of height from 8 to 5 stories at 3rd Avenue S.** Since acquiring our buildings, we've been tirelessly working to create new opportunities for growth, but have been limited by the overly restrictive zoning code. The proposed changes allow a series of new uses to the district, while preserving and advancing artist and artisan uses. The code is a perfect balance to create a creative live, work, play district. We could not be more excited about the growth and opportunities the proposed zoning changes will bring to the area.

Reducing height from 8 to 5 stories along the corridor will greatly limit the opportunity for economic development and create an unnecessary divide. We urge the various City and County boards to hear our voices and ensure consistency with the plan.

Thank you for your consideration,

Jorge and Suzanne Alvarez

JSA, LLC

COMMUNITY DESIGN CHARETTE: PROPOSED CHANGES FOR COMMERCIAL AND SUNRUNNER CORRIDOR STATION AREAS OF 22ND AND 32ND ST LOCATION

Summary

The Community Design Charettes for the Proposed Changes For Commercial and SunRunner Corridor Station Areas were held on June 21, 2023 and June 28, 2023 at the St. Petersburg College Midtown Center. Approximately 40 community members were in attendance during each session. Participants were asked to complete activities to express their ideas on future development and redevelopment within the station areas. Participants were asked their preference on building heights within the study area and the types of uses they would prefer to see permitted by right and not permitted. A running presentation describing the study area, updates on recommendations from the SunRunner Rising study, and a schedule of upcoming meetings was provided. The material presented and the exercises were the same for both sessions. The community design charette activities are listed below:

- Activity 1 - Live/Work/Play Map
- Activity 2 - Building Heights Map
- Activity 3 - Corridor Districts and Industrial Traditional District Uses
- Activity 4 - Comment Cards

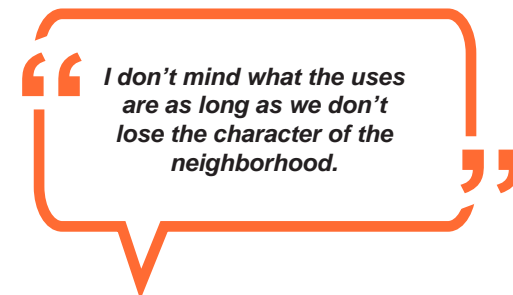
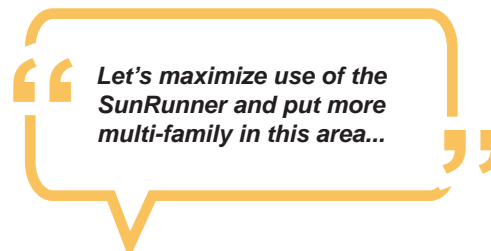
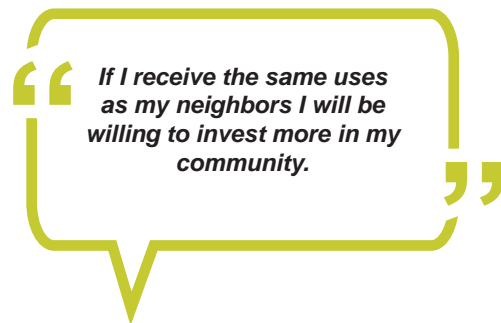
Overall, the most common comment was the request for more flexibility within the zoning districts while maintaining the character of the neighborhood. Opinions ranged on the location of taller buildings but the general consensus was support for greater density and greater intensity throughout the zoning districts.



June 21, 2023 Design Charette



June 28, 2023 Design Charette



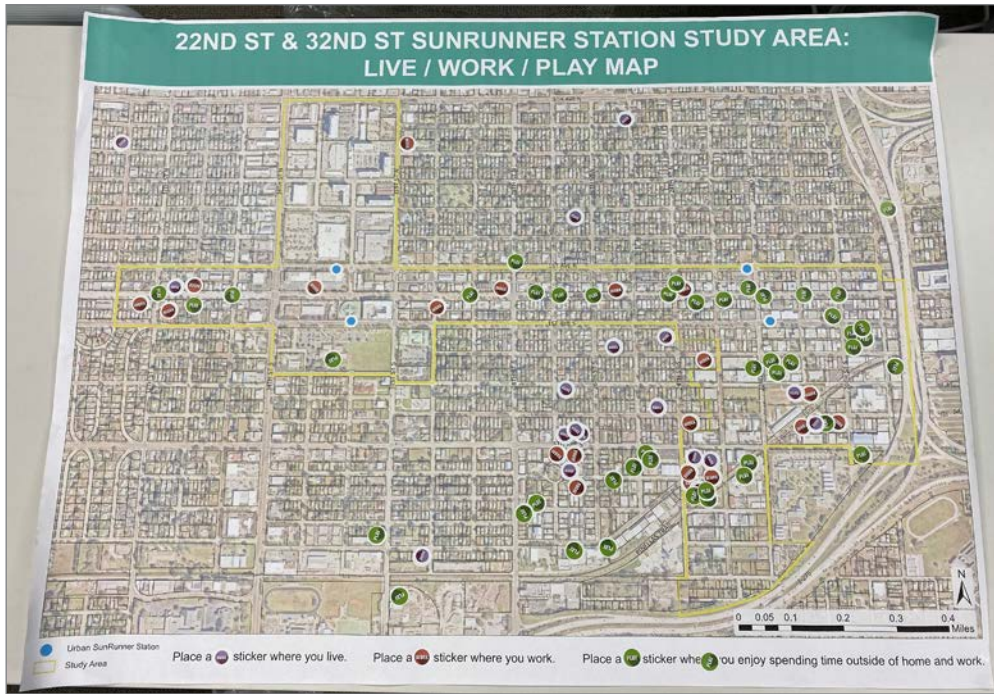
COMMUNITY DESIGN CHARETTE: PROPOSED CHANGES FOR COMMERCIAL AND SUNRUNNER CORRIDOR STATION AREAS OF 22ND AND 32ND ST LOCATION

Activity 1 - Live/Work/Play Map

Workshop participants were asked to place a sticker where they live, where they work, and where they like to spend leisurely time on a map of the study area.

Most work south of Central Avenue and east of 28th Street S both within the station areas and less than five blocks outside of the station areas. Leisurely activities are enjoyed throughout the study area.

Below were the stickers used for this activity and an example of the study area map.



Live/Work/Play Map from June 28, 2023 Design Charette



Live/Work/Play Map from June 21, 2023 Design Charette



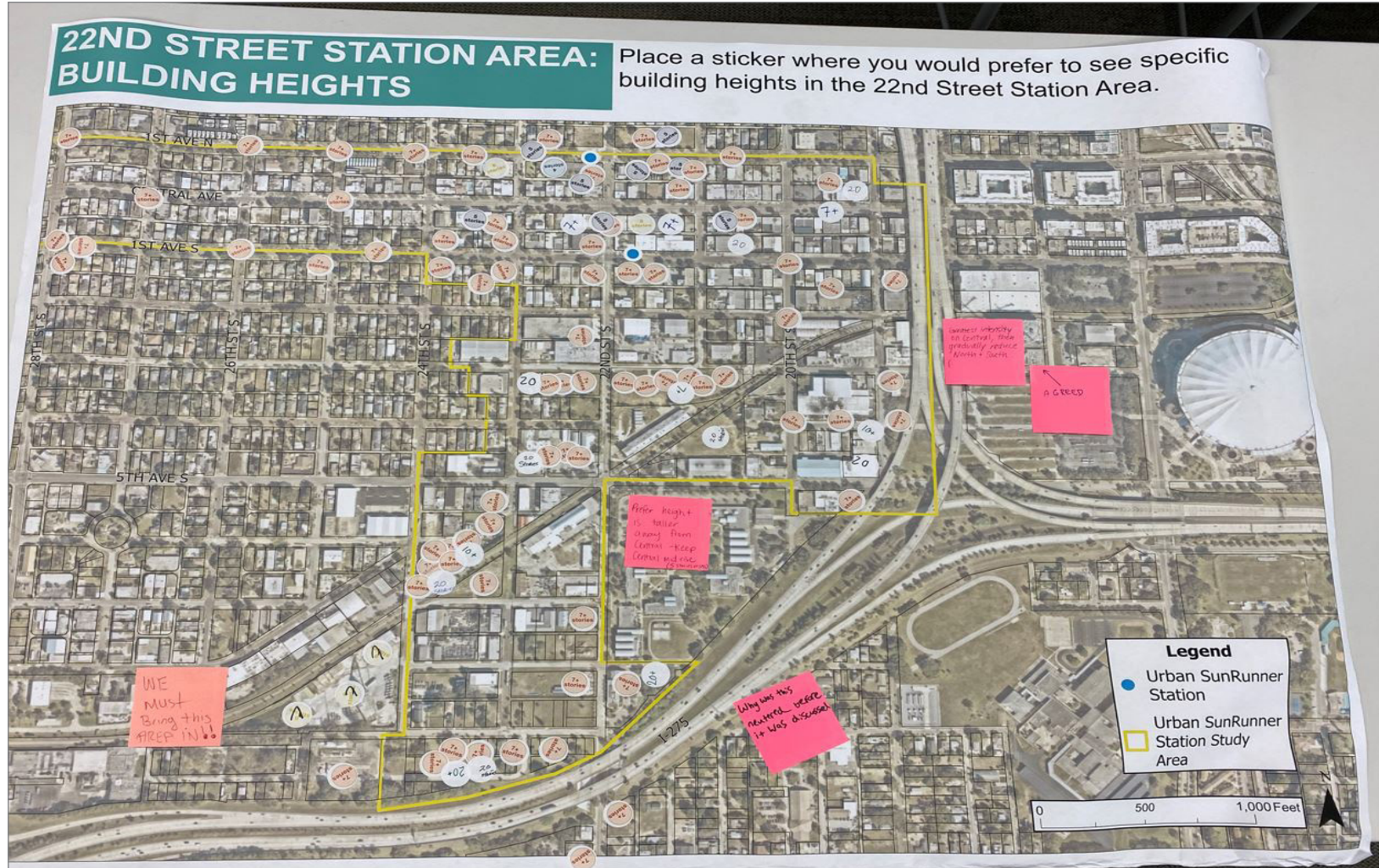
Live/Work/Play Map from June 28, 2023 Design Charette

COMMUNITY DESIGN CHARETTE: PROPOSED CHANGES FOR COMMERCIAL AND SUNRUNNER CORRIDOR STATION AREAS OF 22ND AND 32ND ST LOCATION

Activity 2 - Building Heights Map

Workshop participants were provided stickers indicating heights they would prefer to see near the station areas. These stickers were to be placed on maps for the 22nd Street Station Area and the 32nd Street Station Area. Height stickers ranged from 3 floors to 7 plus floors and a blank sticker for heights that were not provided.

Comments received mentioned support for greater heights but the location of taller buildings did not reach a consensus. Some comments were for greater heights along Central Avenue and gradually decreasing on 1st Avenue N and 1st Avenue S. Other comments mentioned maintaining the current heights on Central Avenue and gradually increasing on 1st Avenue N and 1st Avenue S.



22nd Street Station Area Map from June 21, 2023 Design Charette

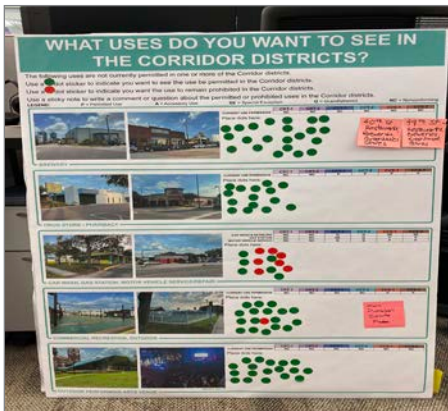
COMMUNITY DESIGN CHARETTE: PROPOSED CHANGES FOR COMMERCIAL AND SUNRUNNER CORRIDOR STATION AREAS OF 22ND AND 32ND ST LOCATION

Activity 3 - Corridor Districts and Industrial Traditional District Uses

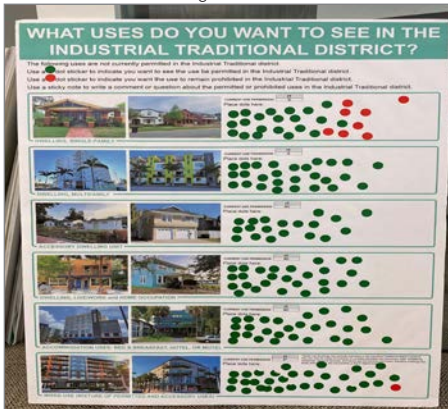
A list of uses and accompanying pictures that are not currently permitted by right within the Corridor Districts and Industrial Traditional District were made displayed to gain community input. Two sets of non-permitted uses were displayed on large boards: one set for the Corridor Districts and one set for the Industrial District. Charette participants were asked to place a green sticker next to uses they would like to see permitted within the applicable districts and a red sticker next to uses that should remain prohibited within the applicable zoning districts.

Within the **Corridor Districts**: uses such as breweries, commercial gardens and greenhouses, commercial recreation, outdoor, drug stores/pharmacies, and outdoor performing arts venues were preferred, while auto-centric uses, outdoor storage, and surface parking as a principal use were not preferred.

Within the **Industrial Traditional District**: uses such as accessory dwelling units, live/work dwellings, multi-family dwellings, accommodation uses, health clubs, indoor performing arts venues, child care facilities, and mixed-use buildings were preferred, while gas stations were the only use not preferred.



Corridor District Uses from June 21, 2023 Design Charette



Industrial Traditional Uses from June 28, 2023 Design Charette



Uses Exercise from June 28, 2023 Charette

COMMUNITY DESIGN CHARETTE: PROPOSED CHANGES FOR COMMERCIAL AND SUNRUNNER CORRIDOR STATION AREAS OF 22ND AND 32ND ST LOCATION

Activity 3 - Corridor Districts and Industrial Traditional District Uses Results

The below tables display the preference results for proposed permitted uses from both charettes. A list of each use for both the Corridor Districts and Industrial Traditional District is provided with the number of green stickers for uses the community would like to see permitted and red stickers for uses the community feels should remain prohibited. The table is arranged in order of uses with the most green stickers to uses with the most red stickers.

Corridor Districts Proposed Permitted Uses

Use(s)	Green Stickers	Red Stickers
Brewery	53	1
Commercial Recreation, Outdoor	44	3
Outdoor Performing Arts Venue	42	5
Commercial Garden and Greenhouse	39	1
Drug Store/Pharmacy	35	4
Outdoor Sales (Not Garden Related)	25	15
Car Wash, Gas Station, Motor Vehicle Service/Repair	14	24
Outdoor Storage	10	25
Self/Mini Warehouse Storage	8	36
Surface Parking - Principal Use	13	37

Industrial Traditional District Proposed Permitted Uses

Use(s)	Green Stickers	Red Stickers
Indoor Performing Arts Venue	49	1
Accommodation Uses: Bed & Breakfast, Hotel or Motel	48	0
Dwelling, Live/Work and Home Occupation	46	0
Dwelling, Multifamily	42	0
Health Club (Gym)	40	1
Mixed Use (Mixture of Permitted and Accessory Uses)	31	1
Dwelling, Single Family	30	11
Accessory Dwelling Unit	30	0
Restaurant and Bar	28	0
Meeting Hall and Other Community Assembly Facility	27	0
Cafe, Neighborhood Scale	26	0
Retail Neighborhood Scale	25	0
Service Establishment and Service, Personal	23	0
Office, General and Office, Medical	22	1
Child Care Facility	21	0
Retail Sales and Services	20	0
Bank Without Drive-Thru	14	8
Gas Station	9	25

COMMUNITY DESIGN CHARETTE: PROPOSED CHANGES FOR COMMERCIAL AND SUNRUNNER CORRIDOR STATION AREAS OF 22ND AND 32ND ST LOCATION

Activity 4 - Comment Cards

Comment cards were made available for participants to describe how they would prefer the Station Areas developed in terms of uses and heights. 47 comment cards were completed. The questions focused on understanding different perspectives on preferences from residents both homeowners and renters, property owners, small business owners, and artists. Each group was represented during the charettes and in the comment card responses.

Based on the completed comment cards, five common themes were identified below:

- Support for mixed-use buildings with retail on the ground floor and residential on above floors
- Support for greater density and intensity the zoning districts within the study area
- Support for more housing options including affordable housing
- Desire to allow more uses/flexibility to use property for a variety of uses

Next Steps Based on Feedback Received:

- Determine appropriate height requirements for zoning districts and station areas
- Determine what changes occur to the permitted uses in the station areas
- Draft design standards to include form and mobility considerations

6. What types of uses would you like to see in industrial areas?

High intensity, mixed use & residential

8. How do you feel about mixed use buildings in industrial and commercial areas?

I support mixed-use buildings everywhere.

9. How do you feel about residential buildings in industrial and commercial areas?

The more the better. The convenience of being able to live where you work is an awesome option. Plus, new business owners and artists alike have an opportunity to seek accommodations in conjunction with their career. Perfect opportunity for visitors of new location for others.

Please provide general thoughts, comments, or concerns about the 22nd St/32nd St Station Areas:

We should upzone parcels currently zoned single-family residential, eliminate minimum parking requirements, and enact parking maximums. We hope to move away from car-centric urban planning. The success of the SunRunner depends on us adding density. Good transit needs good land use, and good land use needs good transit.



Comment Card Exercise from June 21, 2023 Design Charette



Comment Card Exercise from June 28, 2023 Design Charette

Responses from Comment Card Exercise

Appendix A - Sign-In Sheets

Appendix B - Activity 1 - Live/Work/Play Maps

Appendix C - Activity 2 - Building Heights Maps

**Appendix D - Activity 3 - Corridor Districts and
Industrial Traditional District Use Boards**

Appendix E - Activity 4 - Comment Cards

Appendix F - Presentation

Appendix G - Meeting Notice



February 20, 2024

RE: SunRunner Station Area Plan//22nd Street South

To whom it may concern:

I write this letter on behalf of the Deuces Live in general support of the forthcoming SunRunner Station Area Plan, **with the exception of the currently proposed transition of height from 8 to 5 stories at 3rd Avenue S**. The proposed zoning changes will bring much needed economic development to the 22nd Street S Corridor north of the Deuces Main Street and bring traffic and exposure to our neighborhood.

Reducing height from 8 to 5 stories will greatly limit the opportunity for the economic development we need and create a "cut off" of development opportunities at an arbitrary point on the corridor, once again limiting the Deuces growth.

We urge the various City and County boards to ensure consistency in the opportunities for growth and allow the 8 stories of development potential to come to the southern end of the SunRunner Overlay to the 275 Overpass.

Further, upon the successful completion of the SunRunner Station Area Plan, our organization would like to seek City support to help us calibrate the zoning South of the 275 overpass to accomplish our own goals of growth and advancement. Our history and legacy warrant a thoughtful framework.

Thank you for your consideration,

Latorra Bowles

Latorra M. Bowles, Executive Director

The Deuces Live, Inc.

833 22nd Street South

St. Petersburg, Florida 33712

Direct: 727-433-8237 that's 727-4DEUCES - **Cell:** 727-273-4294

Email: deuceslivestpetemainstreet@gmail.com

www.deuceslive.org



2342 Emerson Avenue South
St. Petersburg, FL 33712

March 5, 2024

To Whom It May Concern:

I write this letter as a property owner and owner/operator of Duncan McClellan Gallery and Director of DMG School Project, 2342 Emerson Avenue, in the Warehouse Arts District of St. Petersburg, Florida.

I moved my business from Tampa to St. Petersburg and helped form the Warehouse Arts District with aspirations of making this area a vibrant part of the City. We, the artist community, have taken this district as far as we can. The time is now to take the district to the next level and give us additional opportunities needed to activate and continue its growth.

As such, I am in general support of the forthcoming SunRunner Station Area Plan, **with the exception of the currently proposed transition of height from 8 to 5 stories at 3rd Avenue S.** We should have the same height opportunity at our location further south and west in the district. We were instrumental in the creation of the district and, in the sense of fairness, should be included fully in the opportunities to expand my operations.

Since opening DM Glass/Duncan McClellan Gallery, we've been tirelessly working to create new opportunities for growth. The surrounding area has been limited by an overly restrictive zoning code. The proposed changes allow a series of new uses to the district, **while preserving and advancing artist and artisan uses.** The code is a perfect balance to create a creative live, work, play district. We are very excited about the growth and opportunities the proposed zoning changes will bring to the area.

Reducing height from 8 to 5 stories within the district would limit the opportunity for economic development and create an unnecessary divide.

We urge the various City and County boards to hear what we are asking, to ensure consistent height and opportunity with the plan.

Thank you for your consideration.

Duncan McClellan
Duncan McClellan Gallery
813-760-6600 cell
duncan@dmglass.com
2342 Emerson Avenue So.
St. Petersburg, FL. 33712
www.Dmglass.com

More than a Gallery.....

To whom it may concern:

I write this letter on behalf of the Morean Arts Center and the Morean Center for Clay in general support of the forthcoming SunRunner Station Area Plan, **with the exception of the currently proposed transition of height from 8 to 5 stories at 3rd Avenue S.** Representing the artist community for over 100 years and operating the Morean Center for Clay since 2009, we understand the needs of the local creative community and could not be more excited about the growth and opportunities the proposed zoning changes will bring to the area.

The proposed changes will provide opportunities for housing, commercial uses and a complete live, work, play neighborhood. These changes are necessary for the creative community to reach its full potential.

Reducing height from 8 to 5 stories will greatly limit the opportunity for economic development and limit our opportunities at the Morean Center for Clay which is further south down the corridor at 5th Avenue S.

We urge the various City and County boards to hear our voices and ensure consistency with the plan.

Thank you for your consideration,



Roger F. Ross, Jr



**PALMETTO PARK
NEIGHBORHOOD ASSOCIATION**

February 23, 2024

Dear St Petersburg City Council,

I write on behalf of the Palmetto Park Neighborhood Association in regards to the City of St. Petersburg's draft of the SunRunner Target Employment Center Local Overlay zoning code, released on February 9, 2024. In the draft code, the City has proposed that 3rd Avenue South serve as a delimiting line, where buildings along 22nd Street South would be allowed to be 86 feet tall if they are north of 3rd Avenue South and 56 feet tall if they are south of 3rd Avenue South.

Please note that, pursuant to a procedurally valid vote held during our February 2024 general meeting, the members of the Palmetto Park Neighborhood Association present at the meeting who participated in the vote unanimously decided to support extending the above-described demarcation line to 8th Avenue South, which is the southernmost boundary of the Palmetto Park Neighborhood Association, thereby allowing additional parcels to be zoned for an allowable height of 86 feet.

Sincerely,

A handwritten signature in black ink that reads "Lindsay Wulff".

**Lindsay Wulff
Palmetto Park Neighborhood
Association President**



palmettoparkna@gmail.com

RWTV, LLC
2232 2nd Ave South
Saint Petersburg, FL 33711

February 22, 2024

To whom it may concern:

I write this letter as an affected property owner along the 22nd Street Corridor, with an address of 2232 2nd Ave S. I am in general support of the forthcoming SunRunner Station Area Plan, **with the exception of the currently proposed transition of height from 8 to 5 stories at 3rd Avenue S.** Since acquiring our buildings, we've been tirelessly working to create new opportunities for growth but have been limited by the overly restrictive zoning code. The proposed changes allow a series of new uses to the district, while preserving and advancing artist and artisan uses. The code is a perfect balance to create a creative live, work, play district. We could not be more excited about the growth and opportunities the proposed zoning changes will bring to the area.

Reducing height from 8 to 5 stories along the corridor will greatly limit the opportunity for economic development and create an unnecessary divide.

We urge the various City and County boards to hear our voices and ensure consistency with the plan.

Thank you for your consideration,

A handwritten signature in black ink that reads "Richard D. Wilkes". The signature is written in a cursive style with a long horizontal stroke at the end.

Trisland Holdings, Inc.
2151 Central Ave
Saint Petersburg, FL 33713

February 22, 2024

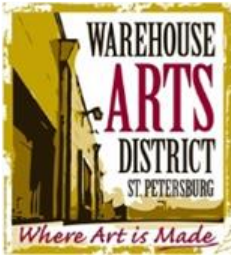
To whom it may concern:

I write this letter as an affected property owner along the 22nd Street Corridor, with an address of 2151 Central Ave. I am in general support of the forthcoming SunRunner Station Area Plan, **with the exception of the currently proposed transition of height from 8 to 5 stories at 3rd Avenue S.** Since acquiring our buildings, we've been tirelessly working to create new opportunities for growth but have been limited by the overly restrictive zoning code. The proposed changes allow a series of new uses to the district, while preserving and advancing artist and artisan uses. The code is a perfect balance to create a creative live, work, play district. We could not be more excited about the growth and opportunities the proposed zoning changes will bring to the area.

Reducing height from 8 to 5 stories along the corridor will greatly limit the opportunity for economic development and create an unnecessary divide.

We urge the various City and County boards to hear our voices and ensure consistency with the plan.

Thank you for your consideration,



Warehouse Arts District Association
515 22nd Street South
St. Petersburg, FL 33712
info@whereartismade.com
<http://www.whereartismade.com>
727-826-7211

To whom it may concern:

I write this letter on behalf of the Warehouse Arts District Association in general support of the forthcoming SunRunner Station Area Plan, **with the exception of the currently proposed transition of height from 8 to 5 stories at 3rd Avenue S**. Representing the artist community in the Warehouse Arts District since 2012, we understand the needs of the local creative community and could not be more excited about the growth and opportunities the proposed zoning changes will bring to the area.

The proposed changes will provide opportunities for housing, commercial uses and a complete live, work, play neighborhood. These changes are necessary for the creative community to reach its full potential.

Reducing height from 8 to 5 stories will greatly limit the opportunity for economic development and limit our opportunities at the Arts Exchange which is further south down the corridor between 5th and 6th Avenue S and fronting 22nd St.

We urge the various City and County boards to hear our voices and ensure consistency with the plan.

Thank you for your consideration,
Mark Aeling
Board President
Warehouse Arts District Association

Board Members:

Mark Aeling
Reuben Pressman
Nancy Cohen
Jesse Javens

Joeseeph Furst
Robert Kapusta
Ronald Schlosser
Veatrice Farrell

Jim Kammerud
Scott Neil
Teresa Sullivan
Nina Mahmoudi

Scott Pickens
Wendy Snyder
Barclay Harless