



FORWARD
PINELLAS

Integrating Land Use & Transportation

Countywide Planning Authority Countywide Plan Map Amendment

CW 20-20

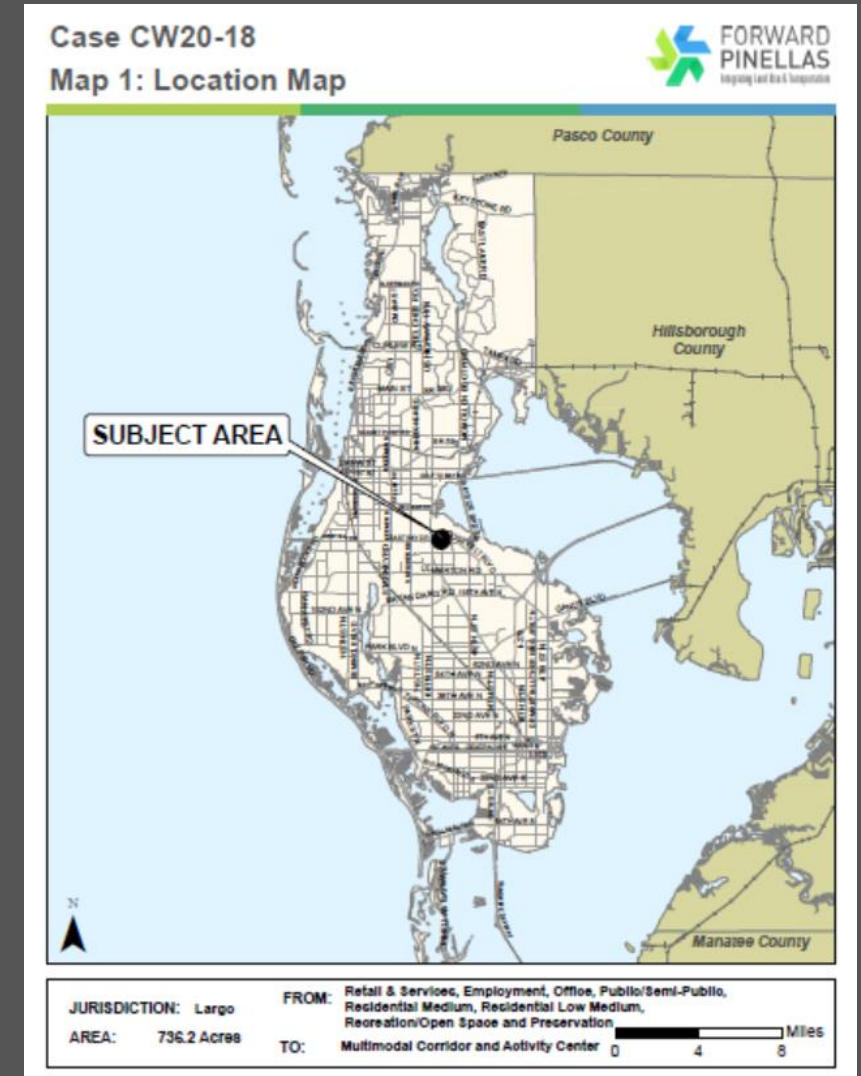
City of St. Petersburg

December 15, 2020



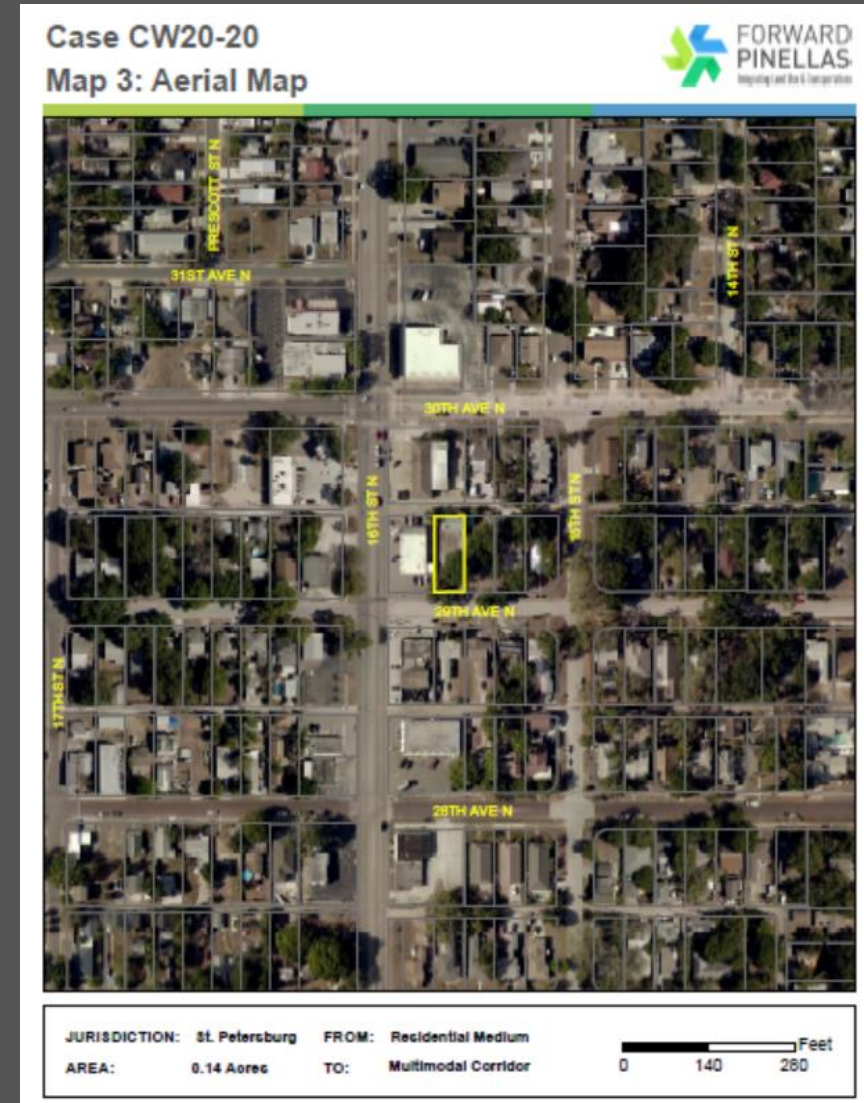
City of St. Petersburg Requested Action

- The City of St. Petersburg seeks to amend a property from Residential Medium to Multimodal Corridor
- The purpose of the proposed amendment is to allow for the development of a multifamily triplex



Site Description

- **Location:** 1525 29th Street North
- **Area Size:** Approximately 0.14 acres
- **Existing Uses:** Vacant single family residential property
- **Surrounding Uses:** Multifamily residential, retail



Front of the subject property



West of the subject property



South of the subject property



East of the subject property



Current Countywide Plan Map Category

- Category: Residential Medium

Category	Permitted Uses Not Subject to Acreage Threshold	Permitted Uses Subject to Three Acre Maximum	Permitted Uses Subject to Five Acre Maximum
Residential Medium	<ul style="list-style-type: none"> Residential Residential Equivalent Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes Accessory Dwelling Unit Public Educational Facility Recreation/Open Space Community Garden Agricultural Light 	<ul style="list-style-type: none"> Ancillary Nonresidential Office Personal Service/Office Support Retail Commercial Transportation Utility 	<ul style="list-style-type: none"> Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2
Use	Density/Intensity Standard		
Residential and Vacation Rental Use	Shall not exceed 15 units per acre (UPA)		
Residential Equivalent Use	Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 15 UPA		
Nonresidential Use	Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75		



Proposed Countywide Plan Map Category

- **Category:** Multimodal Corridor
- **Permitted Uses:** As determined by the local government’s implementing regulations adopted pursuant to Section 6.2.3.2. Amendments to permitted uses shall be pursuant to the Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and use provisions of Section 6.2.4
- **Density/Intensity Standards for Supporting Corridor:**

Use	Density/Intensity Standard
Residential	Shall not exceed 45 UPA
Temporary Lodging	Shall not exceed 75 UPA
Nonresidential or Mixed-Use	Shall not exceed 2.5 floor area ratio (FAR)



Planning and Urban Design Principles

- Amendments to the Multimodal Corridor designation are pursuant to the Planning and Urban Design Principles (PUDP) described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies
- The following are examples of how the City addresses these principals through their Comprehensive Plan policies

Principle	Application
Location, Size, and Areawide Density/Intensity Ranges	The proposed amendment is located in the city’s Corridor Residential Tradition-1 (CRT-1) zoning district, and conforms to the purpose of this district, which encourages the development of townhomes, condominiums, apartment buildings and mixed-use buildings.
Connectivity	This principle is addressed through factors including, but not limited to the following: high-density mixed-use developments and redevelopments in and adjacent to Activity Centers, preserves the grid street network and linking of local streets, supports the development of corridors in addition to Central Avenue, encourages the increased use of transit by extending sidewalks and bicycle routes to mass transit stop where feasible.
Site Orientation	The standards for the city’s CRT-1 zoning district includes orientation standards based on the hierarchy of transportation, which begins with the pedestrian. The Comprehensive Plan states that the principle structure shall be oriented toward the primary street, and includes pedestrian-oriented standards that require entries to a structure to be connected to the public sidewalk.



Planning and Urban Design Principles (continued)

- Amendments to the Multimodal Corridor are pursuant to the Planning and Urban Design Principles (PUDP) described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies
- The following are examples of how the City addresses these principals through their Comprehensive Plan policies

Principle	Application
Public Realm Enhancements	The Comprehensive Plan encouraged public realm enhancements through standards such as encouraging increased use of transit by extending sidewalks and bicycle routes to mass transit stops where feasible, and requiring that downtown and other activity centers shall remain mixed-use areas with well-traveled and redeveloping commercial corridors that encourage mass transit use.
Ground Floor Design and Use	Multifamily dwelling units or commercial units on the ground floor facing a primary street are required to contain a primary entry, which faces the primary street. The city's Comprehensive Plan requires decorative door surrounds, porches, porticos, stoops or a combination thereof.
Transition to Neighborhoods	The city's Comprehensive Plan heavily weighs land use decisions based on the established character of predominantly developed areas. Furthermore, the city's Land Use Plan shall provide for compatible land use transition through an older land use arrangement, proper buffering and the use of physical and natural separators.



Conclusion:

- The proposed amendment is appropriate for the intended purpose, and is consistent with the locational characteristics for the Multimodal Corridor category.
- On balance, it can be concluded that the proposed amendment is consistent with the Relevant Countywide Considerations contained in Section 6.5.3.1 of the Countywide Rules.



Analysis of the Relevant Countywide Considerations

Relevant Countywide Considerations

1. Consistency with the Countywide Rules: Consistent with purpose and locational characteristics.
2. Adopted Roadway Level of Service (LOS) Standard: The amendment area is located near a roadway segment where the existing Level of Service is operating at a LOS “D” or better; therefore, those policies are not applicable.
3. Location on a Scenic/Noncommercial Corridor (SNCC): The amendment area is not located within a SNCC; therefore, those policies are not applicable.
4. Coastal High Hazard Areas (CHHA): The amendment area is not located no a CHHA; therefore, those policies are not applicable.
5. Activity Center and Multimodal Corridor Plan Categories: The amendment area involves the expansion of the Multimodal Corridor category. The amendment conforms to the purpose, locational characteristics, and other requirements of the proposed category and addresses the relevant Planning and Urban Design Principles.
6. Adjacent to or Impacting an Adjoining Jurisdiction or Public Educational Facility: The proposed amendment is not adjacent to a public educational facility or adjoining jurisdiction; therefore, those policies are not applicable.
7. Reservation of Industrial Land: The proposed amendment area does not involve the reduction of land designated as Industrial or Employment; therefore, those policies are not applicable.



- Public comments were received for Case CW 20-20. Overall concerns included parking, increased traffic, encroachments of commercial uses, safety issues, and lack of involvement from the applicant in the public hearing process.

