

FORWARD PINELLAS STAFF ANALYSIS



APPLICATION NO.:	Case CW 24-03
STAFF:	Emma Wennick, Program Planner
APPLICANT:	City of St. Petersburg
PROPERTY SIZE:	0.41 acres
CURRENT COUNTYWIDE PLAN MAP CATEGORY:	Office
PROPOSED COUNTYWIDE PLAN MAP CATEGORY:	Multimodal Corridor
CURRENT LOCAL FUTURE LAND USE PLAN MAP CATEGORY: (R/OG)	City of St. Petersburg – Residential / Office General
PROPOSED LOCAL FUTURE LAND USE PLAN MAP CATEGORY:	City of St. Petersburg – Planned Redevelopment – Mixed Use
LOCATION / PARCEL ID:	200 66th St. N / 19-31-16-67500-084-0100

BACKGROUND SUMMARY:

The proposed amendment is submitted by the City of St. Petersburg and seeks to amend the designation of approximately 0.41 acres of property from Office to Multimodal Corridor.

STAFF RECOMMENDATION:

Staff recommends approval of an amendment to the Countywide Plan Map from Residential Office to Multimodal Corridor.

PLANNERS ADVISORY COMMITTEE RECOMMENDATION:

The Planners Advisory Committee met on January 2, 2024 and voted unanimously to recommend approval. (vote: 13-0)

LOCAL GOVERNMENT COUNCIL/COMMISSION ACTION:

The City of St. Petersburg City Council held a public hearing on the local future land use map amendment on December 7, 2023. The Board approved the first reading of Ordinance 788-Z and public comments opposing the request were heard.

CURRENT PROPERTY INFORMATION:

Property Use(s):	Single Family
Site Features:	The site is three (3) platted lots north of the intersection of two Future Major Streets and the Central Avenue Corridor Activity Center (AC) overlay on the Future Land Use Map.

PLANNING CONSIDERATIONS:

When considering this application, the following general site conditions, planning concepts, and other facts should be noted:

1. The subject 0.41-acre site address is 200 66th Street North, which is located within a larger triangular shaped land area surrounded by three roadways (66th Street North, Pasadena Avenue North and 1st Avenue North) that are designated as Future Major Streets (e.g., freeway/expressway, arterial or collector) by the City of St. Petersburg's Comprehensive Plan.
2. The requested amendments will also further recommendations of the SunRunner Rising Development Study, as the subject site is located within a short walk from the existing 66th Street bus rapid transit station area.
3. The intended use is consistent with the permitted uses and locational characteristics of the proposed Multimodal Corridor category.

RELEVANT COUNTYWIDE CONSIDERATIONS:

The proposed amendment to the Countywide Plan Map is a legislative decision. The standards for the current and proposed Countywide Plan Map categories are summarized below:

	Current Countywide Plan Map Category: Office (O)	Proposed Countywide Plan Map Category: Multimodal Corridor (MMC)
Purpose:	Intended accommodate areas developed, or appropriate to be developed, with office uses, low-impact employment uses, and residential uses (subject to an acreage threshold), in areas characterized by a transition between residential and commercial uses and in areas well-suited for community-scale residential/office mixed-use development.	Intended to recognize those corridors of critical importance to the movement of people and goods throughout the county, and that are served by a combination of automobile, bus, bicycle, rail, and/or pedestrian transportation. This category is characterized by mixed-use development, supported by and designed to facilitate transit, and is particularly appropriate for creating transit connections between Activity Centers.
Permitted Uses:	<p>Office; Personal Service/Office Support; Residential Equivalent; Research/Development-Light; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light.</p> <p>Ancillary Nonresidential; Transportation/Utility; Manufacturing-Light are subject to a three-acre maximum.</p> <p>Residential; Vacation Rental pursuant to the provisions of Section 509.242(1)(c), Florida Statutes; Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2). are subject to a five-acre maximum.</p>	<p>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 the use provisions of Section 6.2.4.</p>
Max. Density:	15 units per acre	60 units per acre
Max. Floor Area Ratio (FAR):	0.50	4.0

Max. Impervious Surface Ratio (ISR):	0.75	N/A
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Section 6.5.3. of the Countywide Rules provides the review criteria for amendments to the Countywide Plan Map. An analysis of these criteria are provided below:

1. The manner in, and extent to, which the amendment is consistent with the Countywide Rules and with the Countywide Plan Strategies as implemented through the Countywide Rules.

Staff Analysis: The Countywide Rules state that the Multimodal Corridor (MMC) category is “intended to recognize those corridors of critical importance to the movement of people and goods throughout the county, and that are served by a combination of automobile, bus, bicycle, rail, and/or pedestrian transportation. This category is characterized by mixed-use development, supported by and designed to facilitate transit, and is particularly appropriate for creating transit connections between Activity Centers”

The subject property is a 0.41-acre site, with an existing single-family home that was built in 1950. The site is 3 platted lots north of the intersection of two Future Major Streets and the Central Avenue Corridor Activity Center (AC) overlay as designated on the Future Land Use Map. The contracted purchaser of the property has requested the proposed amendment to allow for the redevelopment of the property to construct up nine townhomes with the potential for retail or other permitted mixed uses.

The Countywide Rules permits the width of a designated Multimodal Corridor to extend up to ½ mile from the parcel boundary adjacent to the corridor on either side. The length shall not be less than ½ mile, although longer lengths are encouraged. The intended use is consistent with the permitted uses and locational characteristics of the proposed MMC category. The subject property is located to the north of property that is also designated Multimodal Corridor.

Furthermore, the subject property is located within the SunRunner Bus Rapid Transit’s 66th Street station area. The previously referenced development study considered this area to have “medium-readiness” for transit-oriented development with good walkability and a high level of connectivity to local destinations. The redevelopment vision for this “village” station area is “a commercial center that draws from multiple surrounding neighborhoods while providing multi-family housing to support population growth.”

2. Forward Pinellas has developed a multimodal accessibility index (MAX index). Proposed amendments will need to maintain a MAX score equal to or better than the Countywide Average MAX score. The Current Countywide Average MAX score: 7.5; if that score is not reached, balancing criteria will be required. An amendment adopting or amending the Activity Center (AC), Multimodal Corridor (MMC) and Planned Redevelopment District (PRD) categories and affecting

fewer than 10 acres shall be subject to the Multimodal Accessibility Index (MAX Index).

Staff Analysis: MAX scores are assigned to individual quarter-mile grid cells, which Forward Pinellas defines as a reasonable walkable travel shed. The MAX score is based on factors such as bicycle facilities, premium transit services, walkability, roadway LOS, scooter/bike-share locations, transit access, and programmed transportation projects. The subject property is in a grid cell with a MAX score of 22. The countywide average MAX score is 7.5.

- 3. If located within a Scenic/Noncommercial Corridor, the manner in, and extent to, which the amendment conforms to the criteria and standards contained in Section 6.5.4.1 of these Countywide Rules.**

Staff Analysis: The amendment area is not located on a Scenic/Noncommercial Corridor.

- 4. If located within a Coastal High Hazard Area, the manner in, and extent to, which the amendment conforms to the terms set forth in Section 4.2.7.**

Staff Analysis: The amendment area is not located on a CHHA; therefore, those policies are not applicable.

- 5. If the amendment involves the creation, expansion, contraction of, or substantive change to the Activity Center, Multimodal Corridor, or Planned Redevelopment District category, the manner in, and extent to, which the amendment conforms to the purpose and requirements of the applicable category, and addresses the relevant Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies.**

Staff Analysis: 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; therefore, the amendment can be deemed consistent with this Relevant Countywide Consideration.

- 6. The manner in, and extent to, which the amendment significantly impacts a public educational facility or an adjoining jurisdiction.**

Staff Analysis: The proposed amendment is not adjacent to a public educational facility or adjoining jurisdiction; therefore, those policies are not applicable.

- 7. If the amendment involves the conversion from the Employment (E), Industrial (I), or Target Employment Center (TEC) category, the extent to which the amendment area can continue to provide for target employment opportunities as evaluated and set forth in Section 6.5.4.5.**

Staff Analysis: The proposed amendment area does not involve the reduction of land designated as Industrial or Employment; therefore, those policies are not applicable.

PUBLIC CORRESPONDENCE

The proposed Countywide Plan Map amendment was publicly advertised as required by Section 7.8.4. of the Countywide Rules. No public correspondence has been received to date.

CONCLUSION

Staff finds the proposed amendment is consistent with the Relevant Countywide Considerations found in Section 6.5.3.1 of the Countywide Rules.