

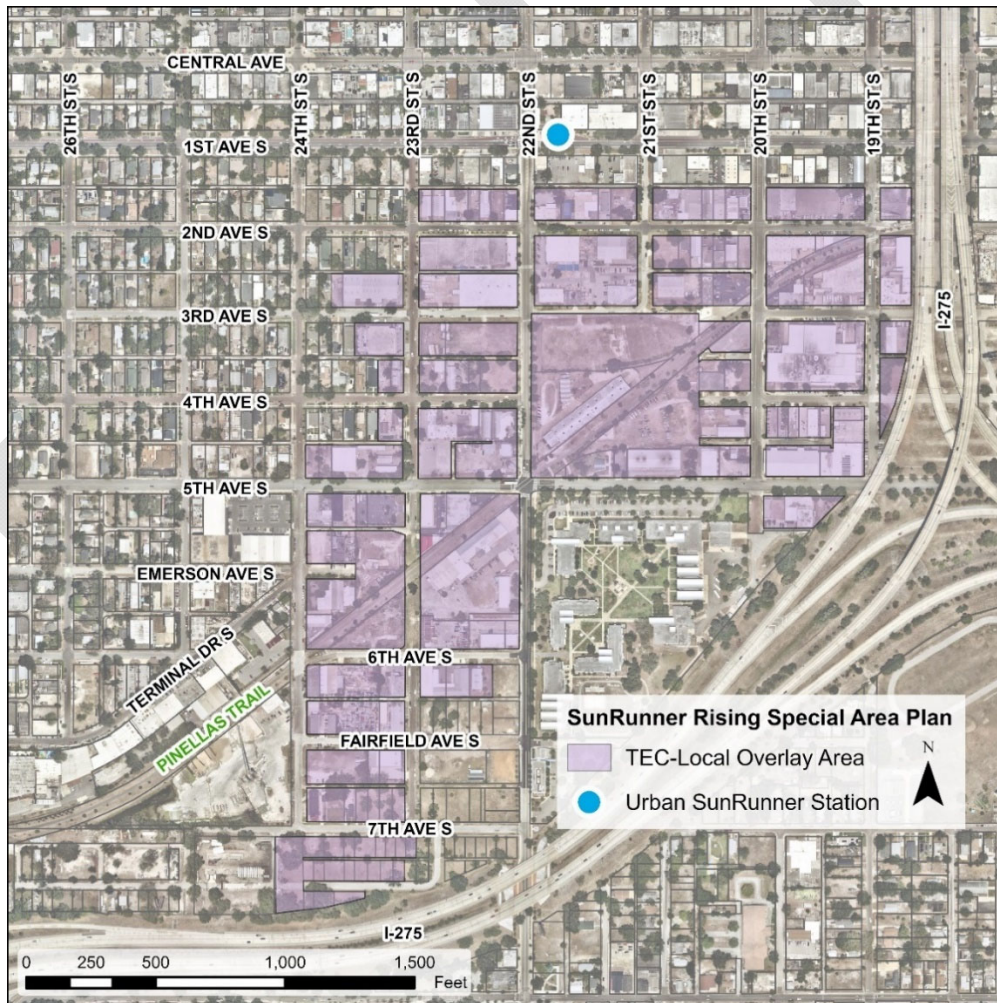
**Tier I, II, and III amendments must additionally provide the following:**

This Tier II application for the Proposed SunRunner Target Employment Center (TEC)- Local District Overlay includes assumptions made as of June 11, 2024.

**1. Parcel specific boundary map(s) of the entire AC, MMC, or PRD, and shapefile or list of parcels**

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 normally allowed in the industrial zoning category to encourage transit-oriented development in the SunRunner 22<sup>nd</sup> Street station area. This overlay will create new opportunities for target industry-supporting retail, office, research, and educational activity, as well as opportunities for residential development that are provided concurrently with or after target employment uses. Please see below for the boundary map.

**Figure 1: Proposed SunRunner Target Employment Center (TEC) – Local Overlay District**



**Attachment 1** includes the Special Area Plan (SAP) that was developed to meet the requirements for applying the Target Employment Center (TEC) – Local Subcategory, pursuant to Section 6.5.4.4.1 of the Countywide Rules. The TEC-Local Subcategory was developed as part of the 2023 *Target Employment and Industrial Lands Study (TEILS) Update*, which resulted in updates to the Countywide Rules in August 2023.

Portions of the *SunRunner Rising Development Study (2022)*, which was accepted by City Council on April 4, 2022, were repurposed as part of the SAP required by the Countywide Rules to apply a TEC-Local subcategory to a portion of the existing TEC Overlay in the 22<sup>nd</sup> Street SunRunner station area.

The *SunRunner Rising Development Study* is adopted by reference as the *SunRunner Rising 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.

## **2. Current future land use designations and their acreages, permitted uses, and maximum densities/intensities**

The subject 57.98-acre area has a Countywide Plan category of Industrial, a future land use designation of Industrial General (IG), and a zoning designation of Industrial Traditional (IT) with a Target Employment Center (TEC) Overlay on the Countywide Plan Map and the City's Future Land Use Map. Each of these designations permits a maximum intensity (floor area ratio) of 0.75 FAR, with a 100% intensity bonus for Manufacturing, Office, and Research/Development uses within the existing TEC Overlay (i.e., a maximum of 1.5 FAR for specified target employment uses).

Permitted uses in the City's IG future land use category include a mixture of light or heavy industrial park uses, along with accessory uses of office, retail, commercial recreation, commercial/business service, and personal/office service not to exceed 25% of the floor area of the principal use to which it is related (consistent with the Countywide Rules permitted uses for the Industrial category). **Attachment 3** contains a list of all permitted uses in the IT zoning district, per [Section 16.10.020.1. – Matrix: Use Permissions and parking requirements matrix and zoning matrix](#) of the City's Land Development Code (LDC).

The area contains industrial uses and is home to several artist galleries and workspaces. Parcels are typically less than 0.5 acres. Industrial uses such as garages/workshops, light manufacturing, general warehouses, and open storage facilities comprise 46% of parcels in the area and 59% of total acreage. The second largest existing land use category is vacant land, which makes up 40% of parcels and 28% of total acreage in the area. The SAP area also has 7 residential parcels, 7 commercial parcels including a medical office and restaurant, and 3 institutional uses including a local church and the Morean Arts Center.

**3. Proposed future land use designations and their acreages, permitted uses, and maximum densities/intensities, including areawide density/intensity averaging if applicable**

The subject 57.98-acre area's proposed future land use designation is SunRunner Target Employment Center-Local (TEC-Local) Overlay. As proposed, the SunRunner TEC-Local Overlay would replace the area's existing TEC Overlay while retaining the existing base future land use designation of Industrial General (IG). The SunRunner TEC-Local Overlay will be a voluntary option enabled through the adoption of Land Development Regulations (LDRs) and corresponding zoning overlay that future developments may choose to opt into to receive additional intensity, building height, and flexibility in permitted uses after meeting target employment requirements and design standards beyond what is permitted/required of the Industrial Traditional (IT) zoning district. The SunRunner TEC-Local Overlay will utilize a FAR-only approach and therefore will not have associated density or dwelling units per acre. Developments within the proposed SunRunner TEC-Local Overlay will have the option to develop under the TEC-Local standards or the IT zoning district standards. A description of the proposed target employment use requirement, maximum intensity, and proposed target employment and TOD-supportive uses is provided in Table 1 below. See **Attachment 2** for the proposed LDR text for the SunRunner Target Employment Center Local Overlay (draft language as of June 6, 2024).

The proposed SunRunner TEC-Local Overlay area will allow for increased intensity above the maximum FAR permitted by the underlying Industrial Traditional zoning district when target employment uses are provided concurrently with any other permissible proposed uses on site. To achieve the proposed maximum base intensity of 1.5, the total minimum combined floor area of all target employment uses on site shall be equal to or greater than 30% of net lot area<sup>1</sup>, or 40% of gross ground floor building area<sup>2</sup>, whichever is less. Proposed developments that contain a single one-story building are provided flexibility to provide floor area for target employment uses at the lesser of 30% of lot area or 30% of total floor area on the site. The 30% threshold was determined based on the existing floor area ratio of industrial uses in the subject area today (approximately 0.32 FAR) to maintain a similar footprint of target employment uses in future developments. Once the target employment use requirement is met, the remainder of a development's floor area may be dedicated to non-target employment, transit-supportive (TOD) uses, as described in Table 2 (page 5).

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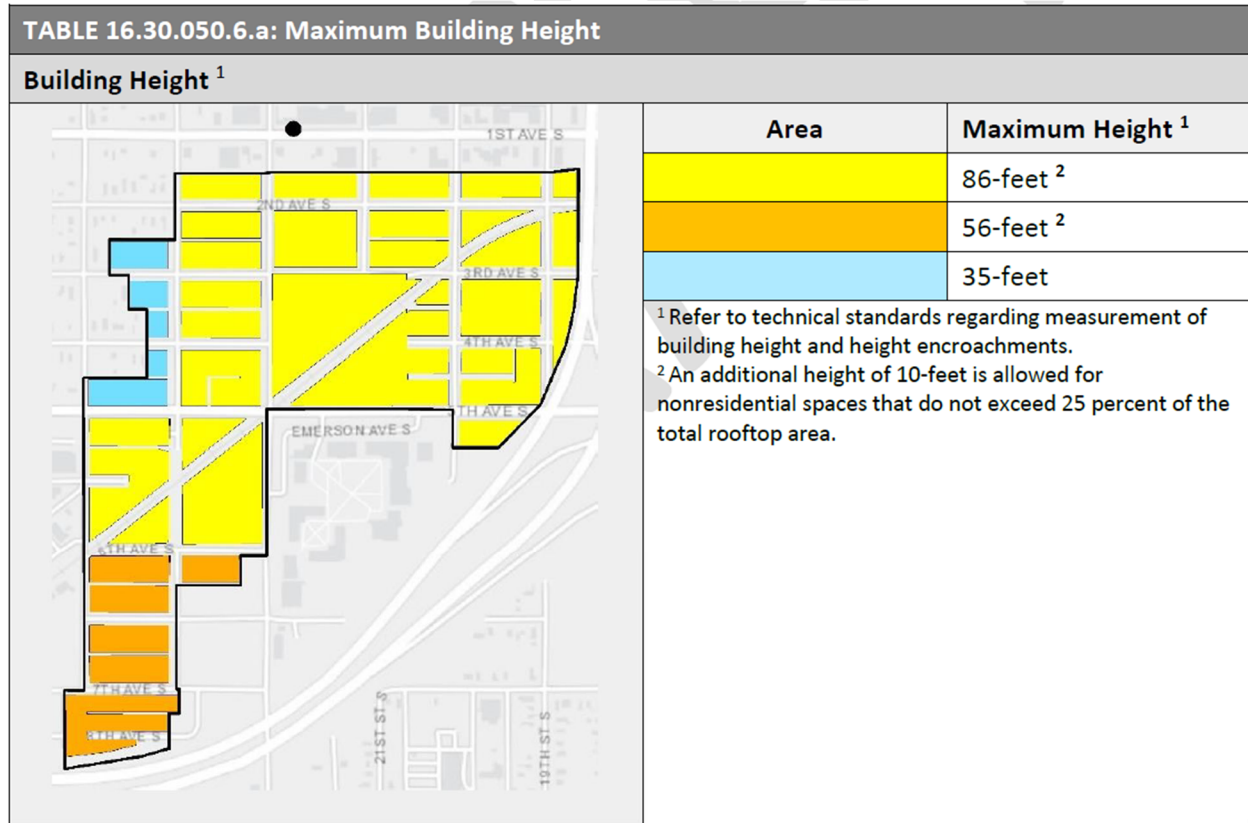
<sup>1</sup> Net lot area is defined as the total land area of the development site.

<sup>2</sup> Gross ground floor building area is defined as the total combined area of the first floor of all buildings on the development site.

**Table 1: Existing and Proposed Development Potential in the SunRunner TEC-Local Overlay**

	<b>Industrial Traditional Zoning District</b>	<b>SunRunner TEC-Local Overlay</b>
<b>Maximum Base FAR</b>	0.75	1.5 combined for all uses (when target employment use requirement is met)
<b>Maximum FAR with Bonus</b>	1.5 for manufacturing, office, laboratories, and research and development uses on parcels designated as Target Employment Center (TEC) Overlay on the future land use map.	5.0 combined for all uses with bonus approval <sup>3</sup>
<i>Maximum Height, lots abutting a residential zoning district</i>	35 ft	35 ft
<i>Maximum Height, lots north of 6<sup>th</sup> Avenue S that are not abutting a residential zoning district</i>	N/A	86 feet
<i>Maximum Height, all other areas</i>	50 ft	56 ft

**Figure 2: Proposed Building Heights Map**



<sup>3</sup> See proposed SunRunner TEC-Local Overlay district LDRs (attached) for list of FAR bonus provisions.

Consistent with Table 2-1 of the Countywide Rules, qualifying target employment uses for the SunRunner TEC-Local Overlay area were developed in accordance with the *SunRunner Rising Special Area Plan*, which recognizes the distinct creative industrial character of the proposed SunRunner TEC-Local Overlay area. As a result, the qualifying target employment uses in the SunRunner TEC-Local Overlay area (Table 2) are primarily related to small-scale artisan production, the arts, and other creative enterprises to maintain and attract new development that fits with the area’s character. It should be noted that many of the target employment uses would be classified as light industrial or employment uses today but are not explicitly listed within the City’s permissible use matrix. In an effort to enumerate the types of activities that qualify as target employment uses due to their orientation towards the arts and creative enterprises, definitions for these uses are provided in the proposed LDRs (**Attachment 2**). It is not the City’s intention to add these uses to the permissible use matrix in [Sec. 16.10.020.1](#). Additionally, the proposed permitted uses are specific to the TEC-Local SAP boundary and are permitted within that boundary only.

Once the target employment use requirement is met, the remaining floor area in a proposed development may be comprised of one or more of the TOD-supportive uses listed in Table 2—which are not permitted as principal uses in the IT zoning district today—to encourage transit-oriented development in the SunRunner 22<sup>nd</sup> Street station area. The proposed SunRunner TEC-Local LDRs provide standards to reasonably mitigate any adverse impacts associated with the introduction of non-industrial uses in an industrial traditional district.

**Table 2: Proposed Permitted Uses in the SunRunner TEC-Local Overlay District**

<b>Qualifying Target Employment Uses</b> <i>(the minimum combined floor area of one or more of the below uses shall be equal to or greater than 30% of lot area or 40% of gross ground floor building area, whichever is less, and provided concurrently with or before non-target employment, TOD-supportive uses on site)</i>	<b>TOD-Supportive Uses</b> <i>(may make up the remaining floor area, up to the maximum base intensity of 1.5 FAR, after the target employment use requirement is met)</i>
<ol style="list-style-type: none"> <li>1. Artisanal production;</li> <li>2. Arts Education;</li> <li>3. Arts-Related Sales and Services;</li> <li>4. Artist Retreat;</li> <li>5. Craft Food and Beverage Production;</li> <li>6. Creative Incubator;</li> <li>7. Laboratories and Research and Development, Arts Lab or Research Facility;</li> <li>8. Laboratories and Research and Development, Test Kitchen;</li> <li>9. Museum;</li> <li>10. Office, Business Incubator;</li> <li>11. Office, Co-Working;</li> <li>12. Office, Design Services;</li> <li>13. Office, General;</li> <li>14. Performing arts venue (500 seats or less);</li> <li>15. The following uses which are permitted as a principal use in the Industrial Traditional (IT) zoning district:</li> </ol>	<ol style="list-style-type: none"> <li>1. Accessory, Dwelling Unit (only on lots with an existing detached single-family home);</li> <li>2. Accessory Artist in Residence;</li> <li>3. Dwelling, Live/Work;</li> <li>4. Dwelling, Multifamily;</li> <li>5. Bed and Breakfast;</li> <li>6. Hotel;</li> <li>7. Restaurant and Bar, Brewpub;</li> <li>8. Restaurant and Bar, Indoor;</li> <li>9. Restaurant and Bar, Accessory Outdoor Area;</li> <li>10. Restaurant and Bar, Indoor and Outdoor;</li> <li>11. Retail Sales and Service;</li> <li>12. Service Establishment;</li> <li>13. Service, Personal;</li> <li>14. Commercial Recreation, Outdoor;</li> <li>15. Health Club (5,000 sq. ft. or less);</li> </ol>

<ul style="list-style-type: none"> <li>- Brewery</li> <li>- Catering Service/Food Service Contractor</li> <li>- Commercial Garden and Greenhouse</li> <li>- Construction Establishment</li> <li>- Government Building and Use</li> <li>- Laboratories and Research and Development</li> <li>- Manufacturing – Light, Assembly and Processing</li> <li>- Manufacturing – Heavy</li> <li>- Motor Vehicle Service and Repair</li> <li>- Nursery</li> <li>- Office, Temporary (Day Labor)</li> <li>- Office, Veterinary</li> <li>- Publishing and Printing</li> <li>- Recycling Center</li> <li>- School, All Others</li> <li>- Service, Fleet Based</li> <li>- Studio</li> <li>- Warehouse</li> <li>Wholesale Establishments</li> </ul>	<p>16. Outdoor Performing Arts Venue; 17. Performing Arts Venue (more than 500 seats).</p>
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**4. For AC and MMC categories, documentation of consistency with size criteria**

Table 2-2 of the Countywide Rules requires a minimum of 10 acres for the application of the Target Employment Center-Local subcategory. The subject area is 57.98 acres and is therefore consistent with this requirement.

**5. For amendments of 10 acres or more, documentation of how the Planning and Urban Design Principles will be addressed**

The Countywide Plan Strategies discuss the six Planning and Urban Design Principles which are addressed through the *SunRunner Rising Special Area Plan for the TEC-Local area*, the *SunRunner Rising Development Study (2022)*, the *2023 Target Employment and Industrial Lands Study (TEILS)*, the *2018 Warehouse Arts District and Deuces Live Joint Action Plan (WADA Plan)*, and the *2015 South St. Petersburg Community Redevelopment Area Plan*.

**A. Location, Size, and Density/Intensity Standards** – The 57.98-acre subject area is located within the Industrial Category of the Countywide Plan Map and is within the Target Employment Center overlay. The subject site falls within the appropriate size according to Countywide Rules Section 2.3.3.14. Density/Intensity Standards were derived from the *SunRunner Rising Special Area Plan* and the *SunRunner Rising Development Study* and comply with the Countywide Rules. The Pinellas Trail intersects the subject area to the south near 6<sup>th</sup> Avenue S. There is one urban SunRunner Station near the subject area at 1<sup>st</sup> Avenue S and 2<sup>nd</sup> Street S.

Consistent with the Countywide Plan Land Use strategy 16.1.1 and the *SunRunner Rising Development Study*, the proposed SunRunner TEC-Local Overlay reflects the desire to locate increased density/intensity in proximity to the SunRunner Bus Rapid Transit (BRT) system. The *SunRunner Rising Development Study* and *Special Area Plan for the TEC-Local Area* discuss the need for increased development potential and a diverse mix of uses within a quarter- to half-mile of SunRunner BRT stations to create a walkable, mixed-use environment that can support the investment in enhanced transit by generating activity and drawing potential transit riders to the area. 62 of the 135 parcels (31.40 acres) within the proposed SunRunner TEC-Local Overlay are within a quarter-mile of the SunRunner 22<sup>nd</sup> Street S station and 110 of the 135 parcels (51.27 acres) are within a half-mile of the 22<sup>nd</sup> Street S station. The area proposed for the SunRunner TEC-Local Overlay district is consistent with the best practices listed under Land Use Strategy 16.1.1.C, which state that activity centers typically encompass a quarter- to half-mile walking radius around a transit hub and should be less than 500 acres.

The proposed maximum base intensity and ability to develop transit-supportive uses alongside target employment uses are intended to generate new housing, employment, and entertainment options in the SunRunner 22<sup>nd</sup> Street station area to achieve the critical mass necessary to support the SunRunner BRT. In addition, the proposed maximum building height of 8 stories for properties that are north of 6<sup>th</sup> Avenue S and not abutting a residential zoning district (see Figure 2) combined with the ability to achieve a maximum intensity of 5.0 FAR through bonus provisions will concentrate the most intense/dense developments within one-half mile of the 22<sup>nd</sup> Street SunRunner stations. It will also encourage the provision of workforce housing in the area closest to the SunRunner 22<sup>nd</sup> Street stations in accordance with the City's housing goals. The proposed LDRs work towards this goal with the requirement that any new development proposing a multifamily use that wants to use the FAR bonuses to achieve more than the FAR Base must get the first 1.0 FAR bonus from the provision of workforce housing units on site equal to at least 5% of total housing units and affordable to households earning 120 percent AMI or less or through financial support of the City's housing capital improvements projects (HCIP) trust fund equal to one half of one percent or more of the total construction cost per each 0.5 FAR bonus.

In addition to the area's proximity to the SunRunner 22<sup>nd</sup> Street S station, approximately 0.6 miles of the Pinellas Trail intersects with the proposed SunRunner TEC-Local Overlay district. The proposed LDRs for the SunRunner TEC-Local Overlay district include standards for new developments with frontage along the trail that work towards the vision for trail-oriented development laid out by the 2018 *WADA Plan*. Trail-oriented standards from the proposed LDRs include the requirement that building entrances be accessible from the Trail and that surface parking lots, loading, and storage areas not be located between the building and trail frontage to create a more active trail corridor. New developments with frontage along the Trail are further encouraged to activate the Trail and provide a mix of uses adjacent to the Trail through FAR bonuses. New developments may receive a FAR bonus for incorporating pedestrian-oriented uses and frontage design elements to activate the Trail, as well as providing improvements in accordance with the 2018 *WADA Plan* (such as pop-up

trail corners, shaded rest areas, and bike parking areas). See the proposed LDRs (**Attachment 2**) for additional details.

- B. **Connectivity** – The proposed *SunRunner Rising SAP* highlights an objective to fill in gaps in the sidewalk network within the area and implement improved bicycle facilities. The proposed SunRunner TEC-Local Overlay LDRs work towards these objectives by requiring that all public sidewalks be repaired to City standards or be constructed if no sidewalk exists. Further, the proposed LDRs require all buildings have walkways connections that connect to the public sidewalk and bus stops, that building entrances be visible and directly accessible from adjacent primary street and sidewalk, and that sites larger than 5 acres be divided into smaller units through the use of pedestrian walkways or other circulation routes. Developments are also required to provide a minimum number of bicycle parking spaces and incentivized to make site improvements that may include bicycle facilities, such as bike share stations, through the proposed FAR bonuses.

The *SunRunner Rising SAP* and the Planned Improvements section of this application also identify future projects to improve mobility. These connections are needed as the existing large lots with existing industrial uses that occupy entire blocks which break up the existing street grid pattern.

The *SunRunner Rising Development Study* highlights the goal of creating a transit-oriented development (TOD) through the following pillars which help create high-quality transit and relate to connectivity.

- Integrated neighborhoods
- Multimodal access
- Public spaces
- Equitable development and economic opportunity
- Increased development intensities
- Comfortable walking distance

The 2018 *WADA Plan* addressed connectivity by recommending complete walkable infrastructure by infilling sidewalks and enhancing crosswalks, and making the 22<sup>nd</sup> Street corridor more livable by creating dedicated bicycle facilities, more generous pedestrian walks, and creating active parks and pop-up spaces. The City's Fiscal Year 2024 Capital Improvements Plan details funding both recommended and estimated to support the bicycle and pedestrian improvements associated with the *WADA Plan*.

The *South St. Petersburg CRA Plan* (2015) acknowledged connectivity through functionality improvements and pedestrian-scaled design. The *Complete Streets Implementation Plan* (2019) addressed street modifications specific to connectivity by recommending sidewalk projects near multi-use trails, transit routes, and transfer stations be prioritized, maintained, and enhanced. The *Complete Streets Implementation Plan* also recommended updates be made to the City's Comprehensive Plan specific to protecting the pedestrian realm and traditional pattern of development in applicable neighborhoods by limiting the abandonment of public rights of way or alleys and controlling the design and placement of private driveways. Additional updates to the City's Comprehensive Plan include maximizing



accessibility to the city, downtown, civic destinations, parks, neighborhoods, and businesses.

- C. **Site Orientation** – The *SunRunner Rising Development Study* highlights the best practices for TOD address building location, parking location, and parking requirement. Building form and building placement standards are currently in development through the Land Development Code updates as part of this Countywide Rules Map Amendment process. Under Section 16.30.050.7.1 – Buildings and Site Design, Generally of the proposed SunRunner Target Employment Center Overlay, buildings shall be located adjacent to streets to improve access and shall provide walkway connections to bus stops and public sidewalks. Additionally, the proposed code language specific to development along the Pinellas Trail is detailed in Section 16.030.50.7.2. and states properties with frontage along the Pinellas Trail shall treat the trail as a street frontage in addition to any street-facing frontages and meet additional requirements.
- D. **Public Realm Enhancements** – The proposed public realm improvements were identified through the existing conditions analysis of the *SunRunner Rising Development Study*, stakeholder and community engagement of the *SunRunner Rising Development Study*, and the *St. Petersburg Complete Street Implementation Plan*. Below is a list of potential public realm recommendations to be reviewed further:
- Establish bicycle and pedestrian connections from the station area to surrounding neighborhoods and the Pinellas Trail
  - Utilize extra roadway and parking spaces for permanent parklets
  - Implement a wayfinding system for SunRunner stations and station amenities
  - Seek opportunities for shared parking structures
  - Provide long-term bicycle parking/storage at or near the SunRunner stations
  - Reduction in required minimum parking and set parking maximums
  - Incentivize shared parking or a district parking location
- E. **Ground Floor Design and Use** - In an effort to improve the public realm, ground floors are encouraged to contain pedestrian-oriented uses through the use of FAR bonuses and required to be incorporated into at least 60% of linear building frontage for new developments abutting 22<sup>nd</sup> Street S. In addition, all ground floor building entrances are required to face and be accessible from primary streets, the Pinellas Trail, and the public realm. The proposed LDRs also include minimum glazing and fenestration requirements for the ground floor of buildings to create a more attractive public realm. Under Section 16.30.050.7.1 – Buildings and Site Design, Generally of the proposed SunRunner Target Employment Center Overlay, 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). 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).

Under Section 16.30.050.7.2 – Buildings and Site Design along the Pinellas Trail, of the proposed SunRunner Target Employment Center Overlay no ground floor 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.

- F. **Transition to Neighborhoods** – The *SunRunner Rising Development Study* recommends development along thoroughfares, city connectors, and neighborhood collector streets have greater height allowance than development adjacent to local streets. Development and redevelopment should be structured to create a walkable area that is oriented to the street and the Pinellas Trail. The *SunRunner Rising Development Study* also describes stepdowns/stepbacks, buffers, and other transitions to neighborhoods with consideration for single-family neighborhoods. Additional standards and the location of the highest intensities and densities are currently in development.

**6. Pre-application meeting**

A pre-application meeting has been scheduled for XX. The City of St. Petersburg Planning and Development Services Department staff will discuss submittal requirements with Forward Pinellas and the timeline for the approval of the proposed TEC-Local designation.

**7. For amendments of 10 acres or more, transportation impact analysis pursuant to Countywide Rules Section 6.2.5**

- A. **Calculate the average daily trips for the current land use category(ies) of the proposed AC, MMC or PRD category based on the acreage and traffic generation characteristics for each applicable category described in Section 2.3.3.**

The average daily trips for the subject site (57.98 acres) is approximately 14,263 trips based on the traffic generation characteristics in Section 2.3.3.10. The trips per acre of 246 was derived from Section 2.3.3.10 under Trip Generation Characteristics for the Industrial category. Table 3 summarizes the average daily trips for the current land uses.

**Table 3: Daily Trips – Current Land Use Categories**

Development Potential Acres	57.98
Trips per Day per Acre (Industrial)	246
Trips per Day	14,263

- B. Calculate the average daily trips for the proposed AC, MMC or PRD category based on the acreage and traffic generation characteristics for each applicable category described in Section 2.3.3, multiplied by 50%.**

The average daily trips for the proposed TEC-Local area were calculated with a 50% reduction factor which totaled 7,132 trips per day. Due to the net new trips between the current land use category and the proposed land use category being negative or fewer trips in the proposed condition, the following assumptions were made to calculate a new net trips value reflective of the anticipated increase in trips due to the proposed increase in allowable development:

Square Footage Percent Increase – The potential percentage increase in square footage for allowable development from the current development standards to the proposed TEC-Local development standards for the subject area was calculated to forecast trips per day within the area. The proposed development standard of a maximum base 1.5 FAR for areas with low, medium, and high development potentials (**Table 4**), was used to provide a range of development that could occur in the area over time.

50% Reduction Factor – This factor was used in alignment with the requirements set forth by Forward Pinellas. Internal capture rates were assumed to be included in this reduction factor.

5% Mode Split Reduction Factor – Due to the proximity of the proposed TEC-Local area to the Pinellas Trail and the 22<sup>nd</sup> Street SunRunner station, a 5% mode split reduction factor was applied. This percentage is a conservative estimate of the percentage of people commuting to work by modes of transportation other than a car. This percentage is consistent with mode split percentages used for proposed development in Downtown St. Petersburg.

**Table 4: Daily Trips - Proposed Land Use Categories with Assumptions**

	<b>Low Redevelopment Potential Scenario</b>	<b>Medium Redevelopment Potential Scenario</b>	<b>High Redevelopment Potential Scenario</b>
Development Potential Acres	57.98	57.98	57.98
Trips per Day per Acre (Industrial)	246	246	246
Square Footage Percent Increase	109%	181%	290%
Trips per Day with Development Assumption Factor, 50% Reduction Factor, and 5% Mode Split Reduction Factor	14,140	19,049	26,414

- C. If the proposed average daily trips calculated in (B) is smaller than the current average daily trips calculated in (A), then only the requirements of Section 6.2.3 must be met and no additional transportation assessment is required. If the proposed average daily trips is**

**a larger number than the current average daily trips, then an additional transportation assessment will be required. This assessment will include the following steps:**

The proposed average daily trips calculated for the proposed TEC overlay for medium and high development assumption factors are greater than the current average daily trips (14,263 trips). The net new daily trips for the proposed TEC Local area are 14,140 trips under the Low Development Assumption Factor, 19,049 trips under the Medium Development Assumption Factor, 26,414 trips under the High Development Factor. Additional transportation assessment steps are detailed below.

- a. Safety – Documentation of safety issues and concerns within the proposed AC, MMC or PRD category boundary will be required. This documentation will at a minimum include a review and analysis of automobile and bike/pedestrian crashes over the last five years, and a summary of any plans or programs that are being implemented to address safety issues.**

In addition to the requirements, safety statistics were collected from Forward Pinellas and summarized as part of the SAP. For the years 2018 to 2022, 81 crashes occurred within the proposed TEC-local area (Table 5). Over 16 crashes occurred on average per year for the five years. Accidents have steadily increased within the same timeframe. Within the 5 years, no crashes resulting in a fatality occurred, 1 crash resulted in a serious injury, 7 crashes resulted in non-incapacitating injuries, and 20 crashes resulted in possible injuries. 2 bicycle crashes and 1 pedestrian crash occurred during the same 5-year period.

**Table 5: Crash Summary for Proposed TEC-local Area (2018 - 2022)**

Crash Type	2018	2019	2020	2021	2022	Grand Total
Angle	3	6	4	3	7	23
Bike	-	-	-	2	-	2
Head On	1	-	-	-	-	1
Hit Fixed Object	2	1	2	5	7	17
Left Turn	1	1	2	1	1	6
Pedestrian	1	-	-	-	-	1
Rear End	1	4	5	6	3	19
Right Turn	1	1	-	-	1	3
Sideswipe	2	1	-	3	-	6
Single Vehicle	-	-	1	-	-	1
Unknown	-	-	-	-	1	1
U-Turn	-	-	-	1	-	1
Grand Total	12	14	14	21	20	81

The most common crash types in the area were angle (28%), rear end (24%), and hit fixed object (19%). The three locations where most crashes occurred were at 5th

Avenue S and 22nd Street S, 5th Avenue S and 20th Street S, and 5th Avenue S and 24th Street S.

There are several past and ongoing efforts that are helping to address safety in the area including:

- The *Warehouse Arts District and Deuces Live Joint Action (WADA) Plan* (2018), which includes safety-related recommendations such as creating complete walkable infrastructure through infilling sidewalks, enhancing crosswalks, and implementing other basic infrastructure for a safe, contiguous walking environment. The 2018 WADA Plan also recommended making 22nd Street S and 5th Avenue S Livable Street by investing in the two connecting corridors as places for dedicated bike facilities, more generous pedestrian walks, branded crosswalks, street trees, on-street parking, and lighting. Many improvements derived from the 2018 WADA Plan are currently under construction with an estimated completion date of 2025.
- The subject area lies within the South St. Petersburg Community Redevelopment Area (CRA) and has a strategy of multimodal functionality and pedestrian-scaled design. This can be accomplished by improving pedestrian circulation and safety along the major corridors with streetscape elements and encouraging shared parking between adjacent uses.
- The Connecting South St. Pete CRA Study is a community-driven initiative that aims to identify strategies to improve walking, biking, and transit access across South St. Pete neighborhoods and commercial corridors. The study seeks to enhance safety for all and make the area more walkable and bikeable.

**b. Roadway Level of Service – Documentation of existing level of services on roadways within and intersecting with the proposed AC, MMC or PRD category boundary.**

The FDOT describes roadway level of service (LOS) as a quantitative stratification of quality of service for motorists. Roadway LOS is divided into six letter grades, “A” through “F,” with “A” being the highest (free flow conditions) and “F” being the lowest (heavy traffic congestion). Forward Pinellas continues to produce their annual roadway LOS report so that local governments can assess the potential impact of land use changes and developments on roadway operating conditions. The capability of the below major roads to accommodate additional vehicle trips with the implementation of the TEC-Local overlay was evaluated.

Based on available data from the 2022 Forward Pinellas LOS Database, roadway facilities that intersect with the TEC local area include 1<sup>st</sup> Ave South and 20<sup>th</sup> Street North. The Level of Service (LOS) standard for these roadways is LOS D or better. As shown in Table 6, the roadways operate at LOS C (20<sup>th</sup> St N) and LOS D (1<sup>st</sup> Ave S).

**Table 6: Level of Service Standards**

Roadway	2022 AADT	Peak Hour Volume	Peak Hour Capacity	V/C	LOS
10 - 1ST AVE S: (34TH ST S -to- 16TH ST S)	11,500	1,092	1,543	0.708	D
134 - 20TH ST N: (1ST AVE N -to- 5TH AVE N)	4,000	209	1,470	0.142	C

- c. Net Trips Impact on Level of Service – Completion of a level of service analysis documenting the projected level of service and potential impacts resulting from the difference in trips between the existing land use category(ies) and the AC, MMC or PRD designation.**

The net new daily trips for the SAP area range from 14,140 to 26,414 trips depending on the development assumption factor. The net new daily trips are based on the estimated distribution on the adjacent road network. To provide a conservative estimate, 15% of the net new trips are assumed to travel on 1<sup>st</sup> Avenue S and 6% of the net new trips are assumed to travel on 20<sup>th</sup> Street North, as shown in **Table 7**. The net new daily trips were adjusted using a peak hour factor of 9.5%, consistent with the peak hour volumes provided by Forward Pinellas, and added to the existing peak hour volume. As shown in **Table 7**, 1<sup>st</sup> Avenue S and 20<sup>th</sup> Street N would operate at an acceptable LOS D or better under each development assumption factor. It is expected that congestion will be experienced on 1<sup>st</sup> Avenue South under from 34<sup>th</sup> Street S to 16<sup>th</sup> Street S under the high development assumption factor scenario.

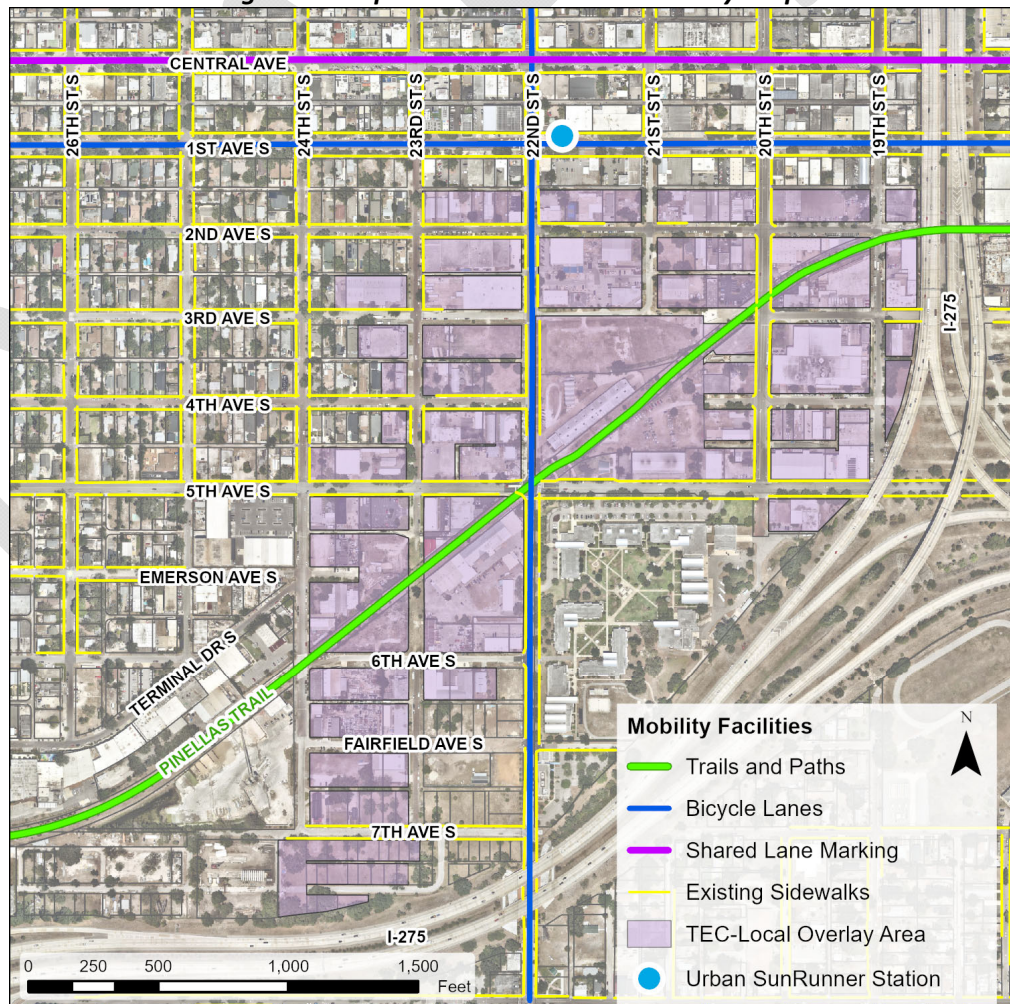
**Table 7: Level of Service Standards with Net New Trips**

Dev. Assumpt. Factor	Facility	2022 ADT	Net New Daily Trips	Peak Hour Future Volume	Peak Hour Capacity	V/C Ratio	LOS
Low	10 - 1ST AVE S: (34TH ST S -to- 16TH ST S)	11,500	2,121	1,283	1,543	0.83142	D
Low	134 - 20TH ST N: (1ST AVE N -to- 5TH AVE N)	4,000	849	251	1,470	0.170744	C
Medium	10 - 1ST AVE S: (34TH ST S -to- 16TH ST S)	11,500	2,857	1,349	1,543	0.874374	D
Medium	134 - 20TH ST N: (1ST AVE N -to- 5TH AVE N)	4,000	1,143	266	1,470	0.180663	C
High	10 - 1ST AVE S: (34TH ST S -to- 16TH ST S)	11,500	3,962	1,449	1,543	0.938806	D
High	134 - 20TH ST N: (1ST AVE N -to- 5TH AVE N)	4,000	1,585	287	1,470	0.195542	C

- d. **Multimodal Facilities and Services – Documentation of existing multimodal facilities and services within and adjacent to the proposed boundary for the AC, MMC or PRD category. This includes sidewalks, crosswalks, trails, bike treatments or facilities, bus stops and associated amenities, bus terminals/transfer centers, and bus route services. Other amenities may include, but are not limited to streetscape, landscaping and buffering improvements. The documentation will also identify any gaps in sidewalk, bike lane, or trail networks and areas where bus stop pads are not connected to sidewalks within the AC, MMC or PRD category.**

There are several gaps in the sidewalk network and some of the existing sidewalks need improvement. Sidewalk gaps are observed along the west side of 23<sup>rd</sup> Street S, 21<sup>st</sup> Street S, 19<sup>th</sup> Street S, 2<sup>nd</sup> Avenue S east of 22<sup>nd</sup> Street, 3<sup>rd</sup> Avenue S east of 24<sup>th</sup> Street, and the entirety of the area south of 5<sup>th</sup> Avenue S. Several of the existing industrial uses have large driveways that create gaps in the existing sidewalk network. There are minimal bicycle facilities in the area, with only 22<sup>nd</sup> Street S having dedicated bicycle lanes. A mobility map depicting the pedestrian and bicycle facilities in the area is shown below in Figure 3.

**Figure 3: Proposed TEC-local Area Mobility Map**



There is a strong public art presence with buildings having murals on what were previously blank or unmaintained side or rear walls. Sculptures, banners, and signage are placed around the area as well. To enhance pedestrian safety in the area, improved crossings with push button activation signals and higher visibility crosswalks are recommended throughout the SAP area, as identified in the City of St. Petersburg Complete Streets Implementation Plan.

North of the SAP area, there are existing bike lanes on the 1<sup>st</sup> Avenues which were improved to include buffers and green pavement markings during construction of the dedicated bus lanes and stations for the SunRunner BRT. Also identified in the Complete Streets plan are additional bike network recommendations including neighborhood greenways and shared lanes in the area. These improvements would provide safe bike network connections between the 1<sup>st</sup> Avenues and the Pinellas Trail which bisects the SAP area.

The City has partnered with Lime to offer a shared bike service throughout Downtown St. Petersburg. This program helps stimulate economic growth for downtown and the surrounding areas. The City has also partnered with VEO to provide e-scooters to residents and visitors which also enhances mobility for the entire City.

The Grand Central Station, just west of the SAP area, serves 15 routes. Two of these routes, Route 79 and the Central Avenue Trolley provide connection into the SAP area. In addition, the SunRunner BRT provides service on the 1<sup>st</sup> Avenues. There is currently a gap in transit service on 22<sup>nd</sup> Street.

The South St. Pete CRA Mobility Plan is currently in progress to identify multimodal improvements that will enhance the area's mobility and connectivity. Multimodal improvements include enhancing pedestrian facilities, bicycle facilities, and streetscaping.

- e. Planned Improvements – Documentation of planned/programmed multimodal improvements that will serve the purpose of reducing automobile congestion. Documentation shall include estimated reduction in automobile congestion, as well as the funding source and timing of planned/programmed multimodal improvements.**

There are several other ongoing projects in the area related to connectivity. Part of the SAP area is included in the 22<sup>nd</sup> Street S Corridor Improvements Project which was part of the Joint Action Plan in October 2018 through the City of St. Petersburg. This project includes creating a “festival” type space for community events as shown in Figure 4 and streetscape improvements like bicycle lanes and on-street parking. Construction is tentatively scheduled to begin in 2025.



**Figure 4: Proposed Deuces Live Main Street Core**



The City is currently working towards implementation and the project is on the Forward Pinellas Transportation Improvement Program (TIP) (FY 2023/24 – 2027/28) as a roadway improvement project currently underway with a tentative construction completion date of 2028. The limits of this project area on 22nd Street N from 5th Avenue S to 1st Avenue N.

- D. Local governments are strongly encouraged to coordinate fulfillment of the transportation assessment requirement, if applicable, with the provisions of the Pinellas County Mobility Plan, as implemented by the countywide Multimodal Impact Fee ordinance.**

Per Chapter 12, Section 12.6 of the City’s Code of Ordinances, the multimodal impact fee is to be assessed in accordance with Pinellas County Ordinance 85-43, as amended.

**8. Enumeration of existing and proposed plan/code provisions, including schedule for proposed adoption.**

On June 6, 2024, the St. Petersburg City Council voted unanimously to approve transmittal of the Comprehensive Plan text changes, LDR text changes for the SunRunner TEC-Local Overlay, and Future Land Use Map and Zoning Map Amendment for the Sunrunner TEC-local Overlay. The second reading/public hearing for adoption is scheduled for September 5, 2024. The following is the latest schedule as of June 6, 2024, and at the time of submittal to Forward Pinellas.

Schedule as of June 10, 2024 for Comprehensive Plan Text Changes and TEC-local Amendments

<b>Upcoming Meetings</b>	
<b>July 10, 2024</b>	DRC Public Hearing: Sunrunner and Commercial Corridor LDR text Package
<b>July 10, 2024</b>	Forward Pinellas Public Hearing for review and recommendation to the Countywide Planning Board of the Future Land Use Map and Comprehensive Plan text changes with the LDR text changes
<b>August 13, 2024</b>	Countywide Planning Board Public Hearing for the Future Land Use Map and Comprehensive Plan text changes with the LDR text changes
<b>August 15, 2024</b>	City Council 1st Reading: Sunrunner and Commercial Corridor LDR text Package
<b>September 5, 2024</b>	City Council Second Reading/Public Hearing Comprehensive Plan text changes; LDR text changes for Sunrunner TEC-local Overlay @ 22nd Street S. Station, and Future Land Use Map/ Zoning Map Amendment Sunrunner TEC-local Overlay @ 22nd Street S. Station
<b>Past Meetings</b>	
<b>June 6, 2024</b>	City Council 1st Public Hearing/Transmittal: Comprehensive Plan text changes; LDR text changes for the Sunrunner TEC-local Overlay @ 22nd Street S. Station; and Future Land Use Map / Zoning Map Amendment Sunrunner TEC-local Overlay @ 22nd Street S. Station
<b>June 5, 2024</b>	DRC Workshop: Sunrunner and Commercial Corridor LDR text Package
<b>May 14, 2024</b>	CPPC Public Hearing – Future Land Use Map Zoning Map Amendment for Sunrunner TEC-local Overlay @ 22nd Street S. Station

<b>May 1, 2024</b>	DRC Public Hearing – LDR text changes for Sunrunner TEC-local Overlay @ 22nd Street S. Station
<b>March 6, 2024</b>	DRC Public Hearing – LDR text changes for Commercial corridors and SunRunner TEC-local Overlay @ 22nd Street S. Station
<b>November 7, 2023</b>	CPPC Public Hearing – Comprehensive Plan text changes; Workshop Zoning Map Amendment for SunRunner TEC-local Overlay @ 22nd Street S. Station
<b>September 14, 2023</b>	City Council Workshop @ Housing, Land Use, and Transportation Committee – Comprehensive Plan text changes, LDR text changes, Zoning Map Amendments
<b>June 21 &amp; June 28, 2023</b>	SunRunner Urban Station Design Charettes, SPC Midtown Campus, Jamerson Community Room 141, 1300 22nd St. S. Both events covered the same content.

**9. Justification narrative demonstrating one or more of these unanticipated changes:**

- **Improvement in transit facilities**
- **Increases in population or employment densities**
- **Local government funding study for public infrastructure**
- **Other unique conditions**

The goal of the SAP is to provide the framework for allowing greater flexibility and mix of uses in the SAP area, while also retaining and encouraging artisan and small manufacturing land uses defined in the TEC-Local Overlay, improving the public realm, and supporting transit-oriented development (TOD) as described in the *SunRunner Rising Development Study*. A population analysis has been provided to better understand the potential increases in both population and development with the implementation of the proposed SunRunner TEC-Local Overlay.

***Population Analysis within the proposed SunRunner TEC-Local Overlay***

Increases in population resulting from the proposed increases in intensity and introduction of residential as a TOD-supportive use in the SunRunner TEC-Local Overlay area are calculated in Table 8 below. A potential build-out analysis was conducted to determine the potential acreage that could be redeveloped with residential uses alongside target employment uses. The analysis calculated a redevelopment potential of 44.45 acres out of 57.98 acres in the area based on vacant acres, those that have a high, medium, and low potential of redevelopment utilizing building age, land to building value, building area to land area. From there three scenarios were developed based off of the 44.45 acres that calculated the percent those acres would be developed - high scenario (80% of the 44.45 acres would develop at a 1.5 FAR), medium (50%), and low (30%) build-out scenario. A 1.5 FAR was utilized and is a cautious approach that includes a reflection of bonuses on top of the 1.5 FAR as not all developments will reach full entitlements

(some recent developments average around 25% to 40% of full entitlements). A potential population estimate was then calculated for each build-out scenario.

The proposed changes take a FAR-only approach and require that target employment uses must be provided concurrently with any other development. Therefore, the potential population increase resulting from the ability to develop multi-family residential alongside target employment uses is a function of the amount of building square footage that could be occupied by residential units after dedicating area for target employment uses. Potential population under the high, medium, and low scenario used the following assumptions:

- The potential acres that could be redeveloped would include maximum base FAR of 1.5 as well as potential bonuses up to a FAR of 5.0.
- Target employment uses will occupy potential new building area at an amount equal to 30% of net lot area.
- The remaining building area will be dedicated to residential uses.
- The residential unit estimate for the remaining building area is equal to the potential residential building area divided by the average multi-family residential unit size (1,000 square feet).
  - The average multi-family residential unit size of 1,000 square feet was calculated by taking the average of heated building square footage divided by the number of residential units for multi-family developments built in the last 10 years near Downtown St. Petersburg using data sourced from the Pinellas County Property Appraiser.
- The occupancy rate is 1.5 persons per multi-family dwelling unit. Potential population is equal to the total unit estimate multiplied by the occupancy rate.

**Table 8: Population Analysis under Proposed Maximum Base 1.5 FAR**

Proposed - Max Base FAR							
Scenario	Redevelopment Assumption Factor	Potential Acres	Potential Total Sq Ft of New Development (Potential Acres * FAR)	Potential Sq Ft of Residential (Total SF of new development - Required SF of TEC use)	Units	Occupancy Rate	Potential Population
Low	30%	13.34	871,358.1	697,086.5	697	1.50	1,046
Med	50%	22.23	1,452,263.6	1,161,810.9	1,161	1.50	1,742
High	80%	35.56	2,323,621.7	1,858,897.4	1,858	1.50	2,787

With the Target Employment Center Overlay and TEC-Local future land use designation, sites are to be developed or appropriate to be developed in a concentrated and cohesive pattern to facilitate employment uses of countywide significance. Targeted development and support for employment are important factors in handling the projected increases in population by 2050 effectively. Access to the interstates and the Pinellas Trail as well as the proximity to Downtown St. Petersburg make the SAP area highly desirable for future development. Additional opportunities for the SAP area include:

- Potential for redevelopment of vacant buildings and lots with a more flexible mix of permitted uses to address the evolving needs of target industry employers in alignment with the *TEILS Update* objectives
- Targeted Employment Center (TEC) Overlay allows for a 100% intensity bonus for manufacturing, office, and research and development uses
- Proximity to the Pinellas Trail can spur trail-oriented development, enhanced landscaping, and design to activate the trail and create new connections to the surrounding neighborhoods
- Network of low-speed neighborhood streets can have a stronger emphasis on multimodal uses, such as neighborhood greenways
- Presence of local artists, makers, and other creative industry entrepreneurs contributes to the distinctive character of the area, setting it apart from other districts in the City
- Placemaking elements associated with the established Warehouse Arts District and Deuces Live area can be further encouraged to contribute to an identifiable sense of place and community character
- Potential to increase density/intensity and building height as an incentive for providing employment uses, affordable housing and different housing types, flex spaces, public amenities, mobility improvements/trail connection, and other community benefits
- Prioritize improvements from the South St. Pete CRA Mobility Plan

With opportunities come constraints, which are listed below. The SAP and the *SunRunner Rising Development Study* have detailed goals, strategies, and framework to address the constraints with a focus on preserving space for artists and light warehouse users and improving connectivity and the public realm through transit-oriented development.

- Some existing industrial uses occupy large lots that occupy entire blocks that break up the street grid pattern
- Existing permitted uses are limited: residential uses are not permitted by-right and most commercial uses are only permitted as an accessory use
- Sidewalk gaps along 2<sup>nd</sup> Avenue S east of 22<sup>nd</sup> Street, 3<sup>rd</sup> Avenue S east of 24<sup>th</sup> Street, 21<sup>st</sup> Street, 19<sup>th</sup> Street, and in the area south of 5<sup>th</sup> Avenue S
- Many industrial uses have large driveways that disrupt the sidewalk network
- Adjacent to the historic district which limits development potential
- Limited green space, parks, and public gathering spaces

Cognizant of the expected growth for the City and the existing land users and owners of the TEC-Local designation will allow for greater densities and intensities based on the recommendations from the *SunRunner Rising Development Study* and SAP. The TEC-Local designation will require Land Development Regulation updates which are currently ongoing. The LDRs will provide provisions to incentivize and retain small-scale manufacturers and artisan uses and address the continued need for industrial and warehouse space. An expansion, greater flexibility, and greater mix of uses, which are recommendations of the SAP and *SunRunner Rising Development Study* align with the goal and purpose of the TEC-Local designation.

**ATTACHMENT 1 – SUNRUNNER RISING SPECIAL AREA PLAN**

DRAFT

# **Draft: SunRunner Rising Special Area Plan**

**Forward Pinellas Tier II Countywide Plan Map Amendment for  
TEC-Local Area**

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DRAFT

## OVERVIEW

The purpose of this document is to provide the Local Special Area Plan (SAP) requirements for applying the Target Employment Center (TEC) – Local Subcategory, pursuant to Section 6.5.4.4.1 of the Countywide Rules. The TEC-Local Subcategory was developed as part of the 2023 *Target Employment and Industrial Lands Study (TEILS) Update*, which resulted in updates to the Countywide Rules in August 2023.

Portions of the *SunRunner Rising Development Study (2022)*, which was accepted by City Council on April 4, 2022, are repurposed in this document to create the SAP required by the Countywide Rules to apply a TEC-Local subcategory to a portion of the existing TEC Overlay in the 22<sup>nd</sup> Street SunRunner station area.

The *SunRunner Rising Development Study* is adopted by reference as the *SunRunner Rising 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.

## SECTION 1: EXISTING CONDITIONS

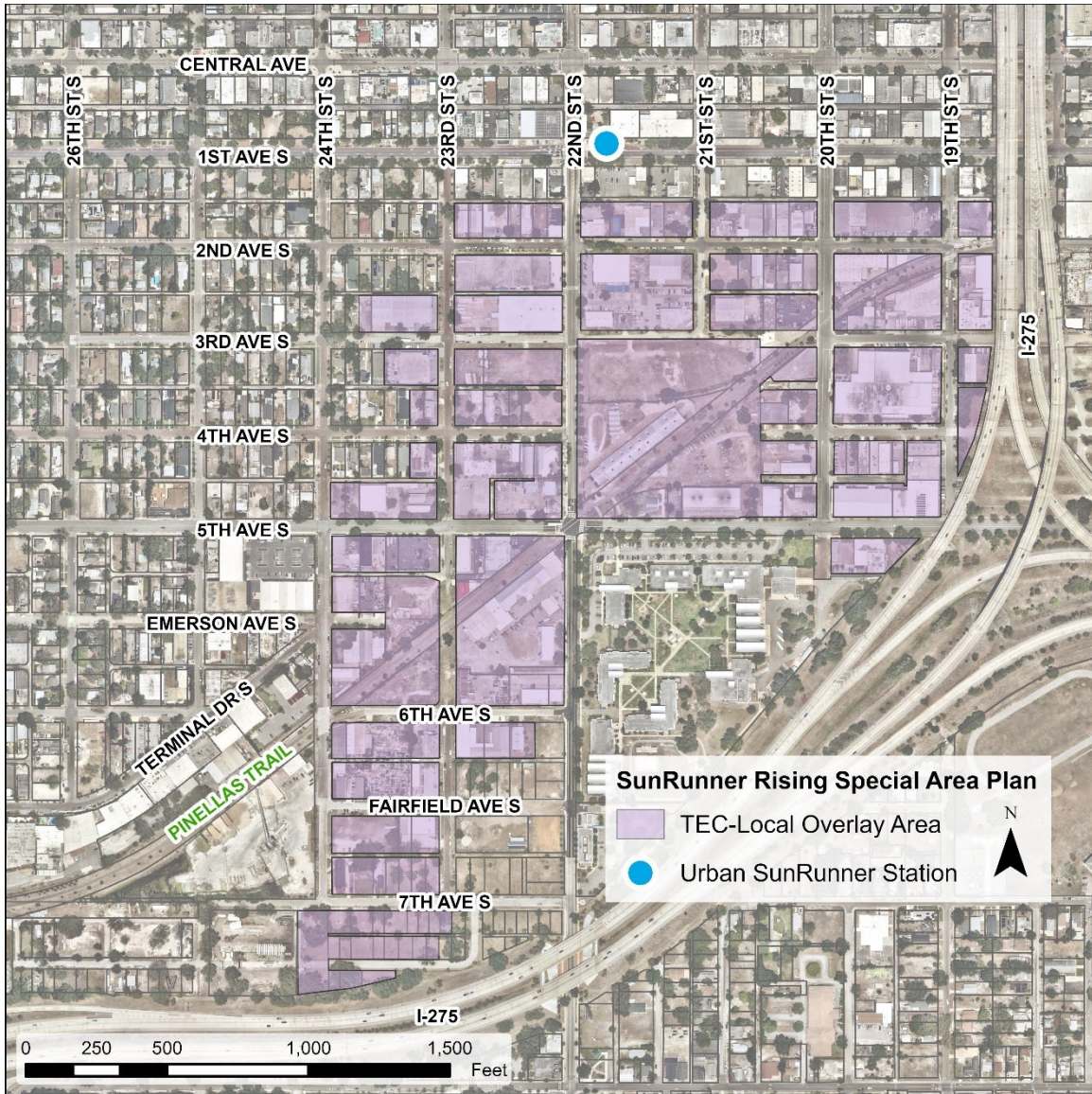
### Area History and Context

This SAP is a subset of the adopted *SunRunner Rising Development Study* and focuses on the Industrial Traditional (IT) zoned area south of the 22<sup>nd</sup> Street Urban SunRunner Stations as shown in **Figure 1**. The SAP area is in the South St. Pete Community Redevelopment Area (CRA) and includes portions of the Warehouse Arts District and Deuces Live Districts. It is bisected by the Pinellas Trail and is adjacent to the Grand Central District and Historic Gas Plant District Redevelopment, as well as the Palmetto Park, Melrose-Mercy, and Jordan Park neighborhoods.

The Warehouse Arts District was once a primarily industrial area with ideal access to a previously existing rail line which has been converted to the Pinellas Trail. This area is now also home to emerging and established artists who use the large warehouses within the district to create large-scale art. The Deuces Live District was a thriving African-American community before the construction of Interstate 275 and has its Main Street designation along 22<sup>nd</sup> Street S from the I-275 overpass to 15<sup>th</sup> Avenue S. Currently, the district has locally-owned restaurants and art galleries that embrace the African-American history and culture of the area. The SAP area sits at the intersection of these two districts and thus seeks to incorporate recommendations from the *Warehouse Arts District – Deuces Live Action Plan (2018)* into the goals, objectives, and vision of this planning effort.

The SAP area is just south of the Grand Central District, which is known for its local businesses, shops, restaurants, breweries, and proximity to the Pinellas Trail. To the east of the SAP area across I-275 is the Historic Gas Plant District Redevelopment site, with the goal of bringing equitable and impactful development to benefit the entire City of St. Petersburg.

Figure 1: SunRunner Rising Special Area Plan Map



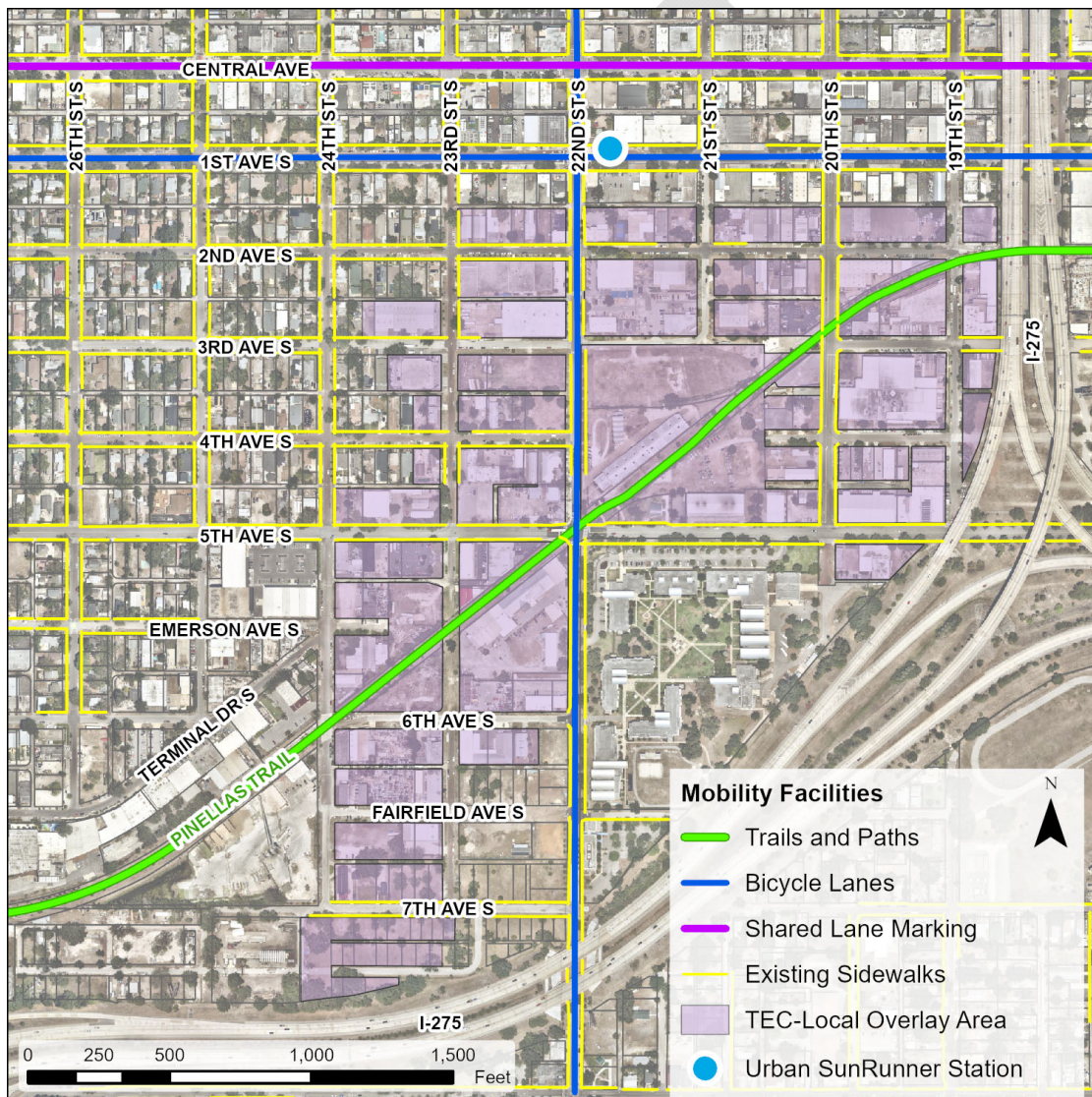
### Urban Form

The SAP area is comprised of some smaller blocks as well as large blocks occupied by industrial uses, which tend to have larger building footprints. The area is bisected by the Pinellas Trail, which is disconnected from the street grid in some places (particularly between 20<sup>th</sup> Street S and 22<sup>nd</sup> Street S) and has little interaction with adjacent parcels. Many buildings have their back to the trail, do not provide pedestrian connections from the property to the trail, and have fences on the property line between the building and trail right-of-way. The area includes a range of warehouse and industrial building types. Existing building heights in the area range between 1 and 3 stories.

## Public Realm

There are several gaps in the sidewalk network and some of the existing sidewalks need improvement. Sidewalk gaps are observed along the west side of 23<sup>rd</sup> Street S, 21<sup>st</sup> Street S, 19<sup>th</sup> Street S, 2<sup>nd</sup> Avenue S east of 22<sup>nd</sup> Street S, 3<sup>rd</sup> Avenue S east of 24<sup>th</sup> Street S, and the entirety of the area south of 5<sup>th</sup> Avenue S. Several of the existing industrial uses have large driveways that create gaps in the existing sidewalk network. There are minimal bicycle facilities in the area, with only 22<sup>nd</sup> Street S having dedicated bicycle lanes. There is a strong public art presence with buildings having murals on what were previously blank or unmaintained side or rear walls. Sculptures, banners, and signage are placed around the area as well.

Figure 2: SAP Area Mobility Map



## Existing Land Uses and Open Space

The SAP area contains industrial uses and is home to several artist galleries and workspaces. Parcels are typically less than 0.5 acres. Industrial uses such as garages/workshops, light manufacturing, general warehouses, and open storage facilities comprise 46% of parcels in the area and 59% of total acreage. The second largest existing land use category is vacant land, which makes up 40% of parcels and 28% of total acreage in the area. The SAP area also has 7 residential parcels, 7 commercial parcels including a medical office and restaurant, and 3 institutional uses including a local church and the Morean Arts Center.

## Zoning

The area is currently zoned Industrial Traditional (IT), with an underlying future land use of Industrial General (IG) and Target Employment Center (TEC) Overlay, and Countywide Plan Map designation of Industrial.

The IT district has a maximum nonresidential intensity (FAR) of 0.75. Per Section 16.20.100 of the City's Land Development Code, there is a 100% intensity bonus allowed for manufacturing, office, and laboratories and research and development uses on parcels designated as Target Employment Center (TEC) Overlay on the future land use map, meaning properties could achieve up to a 1.5 FAR in the SAP area if those specific uses are provided. The maximum impervious surface ratio (ISR) is 0.95 and the minimum lot width is 60 feet. It should be noted that based on a parcel analysis of the SAP area, the typical lot width is 40 to 50 feet.

Building envelope standards are differentiated based on whether a property abuts a nonindustrial zoned property or a major street, as follows:

	<b>Lot abutting a nonindustrial zoned property or abutting a major street</b>	<b>Lot abutting industrial zoned property only and not abutting a major street</b>
<b>Maximum Building Height</b>	35 feet	50 feet
<b>Building Setbacks – Yard adjacent to street</b>	10 feet	0 feet
<b>Building Setbacks – Interior Yards</b>	20 feet	0 feet

The IT district also requires industrial properties shield from view of non-industrial properties or major streets through the use of buffers. The buffer and landscaping requirements vary based on the type of fence used to create the buffer. Generally, buffer widths range between 10 to 20 feet and a combination of trees and shrubs is required for landscaping within the buffer.

Permitted uses in the area are predominantly industrial, including manufacturing, outdoor storage, warehouses, and laboratories for research and development. Non-industrial permitted uses within the SAP area are very limited but include breweries, microbreweries, veterinary offices and kennels, studios, and mixed-use buildings with a mixture of permitted and accessory uses.

Adjacent zoning districts to the SAP area include Commercial Corridor Traditional (CCT-1 and CCT-2), Neighborhood Traditional (NT-2), Center Institutional (IC), and Downtown Center (DC-2). The area is also in proximity to the Central Avenue Corridor Activity Center and Intown Activity Center. Comprehensive Plan and LDR updates for the Central Avenue Corridor Activity Center and Commercial Corridor zoning districts (including Commercial Corridor Suburban [CCS] and CCT district) are being handled concurrently with this Special Area Plan. Increases in density and intensity are proposed along the Commercial Corridors with the intent of revitalizing the corridors by expanding employment and housing opportunities such as workforce housing.

### Area Mobility Networks

Numerous Rectangular Rapid Flashing Beacon (RRFB)-equipped crossings have been installed throughout the City. Several RRFB locations have included additional push buttons oriented to the curb where they are easily accessible to bicyclists. The City has also implemented “scramble” all-red signal phasing where the Pinellas Trail crosses the 5th Avenue South/22nd Street intersection as identified in the City of St. Petersburg Complete Streets Implementation Plan.

North of the SAP area, there are existing bike lanes on the 1st Avenues which were improved to include buffers and green pavement markings during construction of the dedicated bus lanes and stations for the SunRunner BRT, as shown in **Figure 2**. Also identified in the Complete Streets plan are additional bike network recommendations including neighborhood greenways and shared lanes in the area. These improvements would provide safe bike network connections between the 1st Avenues and the Pinellas Trail which bisects the SAP area.

The City has partnered with Lime to offer a shared bike service throughout Downtown St. Petersburg. This program helps stimulate economic growth for downtown and the surrounding areas. The City has also partnered with VEO to provide e-scooters to residents and visitors which also enhances mobility for the entire City.

The Grand Central Station, just west of the SAP area, serves 15 routes. Two of these routes, Route 79 and the Central Avenue Trolley provide connection into the SAP area. In addition, the SunRunner BRT provides service on the 1<sup>st</sup> Avenues. There is currently a gap in transit service on 22<sup>nd</sup> Street.

The South St. Pete CRA Mobility Plan is currently in progress to identify multimodal improvements that will enhance the area’s mobility and connectivity. Multimodal improvements include enhancing pedestrian facilities, bicycle facilities, and streetscaping.

### Demographic, Housing, and Jobs Profile

The surrounding area of the SAP has a significant minority population (40%), which is higher than the Pinellas County average. The area’s rich African-American history can be felt today and has helped guide planned improvements.

There are minimal residents in the SAP area, 9 in total with 3 total housing units according to the 2017-2021 American Community Survey Estimate. There are 46 businesses that employ over 300 employees based on 2023 ESRI Business Analyst information.

Based on the data provided in the Forward Pinellas 2050 Long Range Transportation Plan (LRTP), as of 2020, Traffic Analysis Zones (TAZs) that encompass the SAP and surrounding areas include a population of 809 residents, 409 dwelling units and 1,784 jobs.

## Equity Assessment

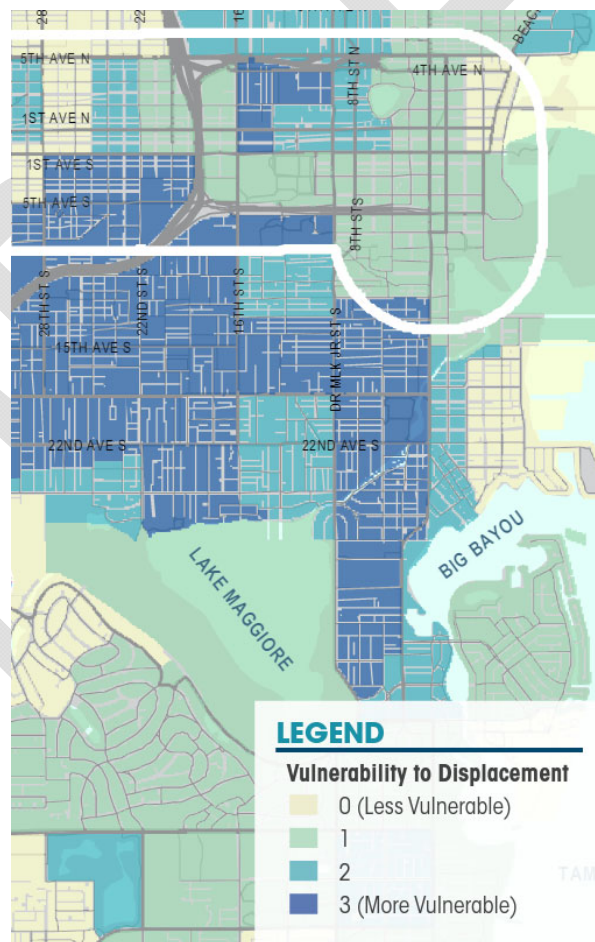
The following section is a subset of the Equity Assessment that was provided in the *SunRunner Rising Development Study*. The data from the *SunRunner Rising Development Study* has been tailored for this SAP.

### Vulnerability to Displacement

Vulnerability of Displacement measures the risk of any given area being “gentrified” as investment occurs in response to the public transit improvement. After premium transit systems are in place, over time, spending behaviors and property values respond to market preferences in locations near transit stations, reportedly increasing residential land and home prices over time.

The SAP area is more vulnerable to displacement in comparison to other areas of the SunRunner Corridor and the City. **Figure 3** displays areas in St. Petersburg that are vulnerable to displacement from less vulnerable to more vulnerable. The white border in **Figure 3** represents the *SunRunner Rising Development Study* study area and is based on a half-mile buffer around the SunRunner BRT alignment on 1st Avenue North and South, Pasadena Avenue, and Gulf Boulevard.

*Figure 3: Excerpt from SunRunner Rising Development Study - Vulnerability to Displacement*





### Access to Opportunity

Access to opportunity reflects the goal for all communities to have equitable access to a high quality of life. It is based on the principle that every resident—regardless of income, race, ethnicity, age, or ability—can live in a community of their choice with access to basic services and amenities. Areas with low access to opportunity lack key components of a complete neighborhood and can exhibit low quality of life outcomes—including life expectancy, educational attainment, and income level—compared to the County. Unfortunately, many areas with low access to opportunity are also areas where many residents are people of color. This pattern illustrates the need to improve equity across neighborhoods and to remove barriers to opportunity that negatively impact many communities of color.

The SAP area currently provides less access to opportunity for its residents.

### Jobs and Housing Diversity

Jobs and housing diversity are important in creating a community of complete neighborhoods with equitable access to quality employment options and housing choices that accommodate households of different ages, sizes, and incomes. A diverse range of housing options—including different prices, sizes, types, and a mix of rental and for-sale—is key to encouraging complete neighborhoods where families and households of all types and incomes can choose to live. Housing diversity includes single-unit homes, as well as units of different types and sizes that can complement the existing single-unit pattern of an area. Similarly, access to a range of quality jobs enables people of different incomes and education levels to find employment and wealth-building opportunities.

The SAP area provides less diverse jobs and housing in comparison to other areas of the SunRunner Corridor and the City.

### Transit Dependency

Transit-dependent populations are those who are too young or old to drive or have limited access to a personal vehicle. Many of these people have very few mobility options to meet their basic travel needs and, as members of the transportation-disadvantaged population, they face chronic problems that reduce their quality of life and productivity. These residents have heightened sensitivity to any changes in transit service yet have the most to gain from improvements to transit service in their community.

The population in the SAP area has less dependence on transit compared to other parts of the City, however, 22<sup>nd</sup> Street leads to areas further south that are more dependent on transit as shown in **Figure 4**. The white border in **Figure 4** represents the *SunRunner Rising Development Study* study area and is based on a half-mile buffer around the SunRunner BRT alignment on 1st Avenue North and South, Pasadena Avenue, and Gulf Boulevard.

Figure 4: Excerpt from SunRunner Rising Development Study – Transit Dependency



### Infrastructure Assessment

The following section covers the existing infrastructure for the special area including utilities and roadway infrastructure. Included is the existing impact on the utility network, existing safety conditions, and existing roadway level of service (LOS).

### Existing Utility Infrastructure

The SAP area is within the City of St. Peterburg’s service area for potable water and sanitary sewer service. These facilities were evaluated to identify the potential increase in capacity based on the proposed buildout densities and intensities.

The current infrastructure demands were evaluated using the equivalent residential unit (ERU) method, which standardizes potable water and sanitary sewer demands by quantifying all land uses within the SAP area as they relate to the demand from a residential unit. The ERUs for the current density/intensities of the SAP area are shown in **Table 1**.

*Table 1: Existing Utility Infrastructure*

Land Use	Current Density/Intensity	Current ERUs
Residential	15 units	15
Non-Residential (1)	800,000 SF	240

- 0.3 ERUs were assumed for every 1,000 square feet of non-residential land use

According to the City of St. Petersburg’s Comprehensive Plan, the LOS for average daily potable water and sanitary sewer capacity are 125 gallons per capita per day (gpcd) and 161 gpcd respectively for this station area. These average daily flow values were used along with household data from the US Census to calculate the average daily demands shown in **Table 2**.

*Table 2: Average Daily Demands*

Infrastructure	Potable Water	Sanitary Sewer (2)
LOS Standard	125 gpcd	161 gpcd
Average Persons per Residence (1)		2.26
Average Demand Per Residential Unit	283 GPD	364 GPD

- Persons per household, 2017-2021 according to the United States Census Bureau QuickFacts for St. Petersburg, Florida
- Sanitary sewer LOS based on the Southwest Water Reclamation Facility Service Area

Potable water and sanitary sewer average flow rates were applied to the number of ERUs within the station area to calculate the total demands. Based on the average demands per residential unit, **Table 3** shows current potable water and sanitary sewer demands for the SAP area.

*Table 3: Current Utility Demands*

	Current Demand (GPD)
Potable Water	72,038
Sanitary Sewer	92,784

### Roadway and Bike/Ped Crashes

For the years 2018 to 2022, 81 crashes occurred within the SAP area. Over 16 crashes occurred on average per year for the five years. Within the 5 years, no crashes resulting in a fatality occurred, 1 crash resulted in a serious injury, 7 crashes resulted in non-incapacitating injuries, and 20 crashes resulted in possible injuries. 2 bicycle crashes and 1 pedestrian crash occurred during the same 5-year period.

The most common crash types in the area were angle (28%), rear end (24%), and hit fixed object (19%). The three locations where most crashes occurred were at 5<sup>th</sup> Avenue S and 22<sup>nd</sup> Street S, 5<sup>th</sup> Avenue S and 20<sup>th</sup> Street S, and 5<sup>th</sup> Avenue S and 24<sup>th</sup> Street S.

### Roadway Level of Service

Based on available data from the 2022 Forward Pinellas LOS Database, roadway facilities that intersect with the TEC local area include 1st Ave South and 20th Street North. The Level of Service (LOS) standard

for these roadways is LOS D or better. As shown in **Table 4**, the roadways operate at LOS C (20th St N) and LOS D (1st Ave S).

*Table 4: Level of Service Standards*

Roadway	2022 AADT	Peak Hour Volume	Peak Hour Capacity	V/C	LOS
10 - 1ST AVE S: (34TH ST S -to- 16TH ST S)	11,500	1,092	1,543	0.708	D
134 - 20TH ST N: (1ST AVE N -to- 5TH AVE N)	4,000	209	1,470	0.142	C

### Current Average Daily Trips

The average daily trips for the subject site (57.98 acres) is approximately 14,263 trips based on the traffic generation characteristics in Section 2.3.3.10 of the Forward Pinellas Countywide Rules. The trips per acre of 246 was derived from Section 2.3.3.10 under Trip Generation Characteristics for the Industrial category which the SAP area is designated as. **Table 5** summarizes the average daily trips for the current land uses.

*Table 5: Current Average Daily Trips - Current Land Use Category per the Forward Pinellas Countywide Plan Map*

Development Potential Acres	57.98
Trips per Day per Acre (Industrial)	246
Trips per Day	14,263

### Opportunities, Constraints, and Focus Areas

The opportunities, constraints, and focus areas have been analyzed to better understand the existing condition of the SAP area and what is needed to support the goals of the SAP.

#### Opportunities

- Potential for redevelopment of vacant buildings and lots with a more flexible mix of permitted uses to address the evolving needs of target industry employers in alignment with the *TEILS Update* objectives
- Targeted Employment Center (TEC) Overlay allows for a 100% intensity bonus for manufacturing, office, and research and development uses
- Proximity to the Pinellas Trail can spur trail-oriented development, enhanced landscaping, and design to activate the trail and create new connections to the surrounding neighborhoods
- Network of low-speed neighborhood streets can have a stronger emphasis on multimodal uses, such as neighborhood greenways
- Presence of local artists, makers, and other creative industry entrepreneurs contributes to the distinctive character of the area, setting it apart from other districts in the City
- Placemaking elements associated with the established Warehouse Arts District and Deuces Live area can be further encouraged to contribute to an identifiable sense of place and community character

- Potential to increase density/intensity and building height as an incentive for providing employment uses, affordable housing and different housing types, flex spaces, public amenities, mobility improvements/trail connection, and other community benefits
- Prioritize improvements from the South St. Pete CRA Mobility Plan

#### Constraints

- Existing industrial uses occupy large lots that occupy entire blocks that break up the street grid pattern
- Existing permitted uses are limited: residential uses are not permitted by-right and most commercial uses are only permitted as an accessory use
- Sidewalk gaps along 2<sup>nd</sup> Avenue S east of 22<sup>nd</sup> Street, 3<sup>rd</sup> Avenue S east of 24<sup>th</sup> Street, 21<sup>st</sup> Street, 19<sup>th</sup> Street, and in the area south of 5<sup>th</sup> Avenue S
- Many industrial uses have large driveways that disrupt the sidewalk network
- Adjacent to historic district which limits development potential
- Limited green space, parks, and public gathering space

## SECTION 2: AREA FRAMEWORK

The Area Framework section references the goals of the SAP as derived from the *SunRunner Rising Development Study* along with existing plans that support the area goals and proposed development within the special area.

### Area Goals

The goal of the SAP is to provide the framework for allowing greater flexibility and mix of uses in the SAP area, protect and retain artisan and small manufacturing land uses, improve the public realm, and support transit-oriented development (TOD) as described in the *SunRunner Rising Development Study*.

Recommendations for the SAP are tailored to the area and provide a flexible framework that can be adjusted and modified as development gains momentum. Strategies and recommendations for the *SunRunner Rising Development Study* center around developing TOD supportive policy that includes flexibility to address changing market conditions, providing a diversity of housing and economic opportunities through equitable development strategies, preserving neighborhood character and creating neighborhood transitions, and enhancing the area's mobility and accessibility.

### Guiding Principles and Themes

The following section references existing plans and studies that align with the goal of the SAP and the goals and recommendations established by the *SunRunner Rising Development Study* that impact the SAP area.

#### Warehouse Arts District and Deuces Live Action (WADA) Plan

The Warehouse Arts District and Deuces Live Action (WADA) Plan was approved in October 2018. The planning area boundary follows I-275, along the Pinellas Trail, and through residential, commercial, and industrial areas as shown in the map below (**Figure 5**). The goals of the Plan focus on pedestrian experiences such as providing a more walkable environment to the development of public and private spaces to support different event types.

The 22<sup>nd</sup> St S corridor is within both the WADA Plan and the *SunRunner Rising Development Study*. Included below are the goals of the WADA Plan which are consistent with the *SunRunner Rising Development Study*.

- Complete Walkable Infrastructure
  - Infill sidewalks, crosswalks, lighting, street trees, and other basic infrastructure for a safe, contiguous walking environment
- Make 22<sup>nd</sup> Street S and 5<sup>th</sup> Avenue S Livable Streets
  - Invest in the two connecting corridors as places for dedicated bike facilities, more generous pedestrian walks, branded crosswalks, street trees, on-street parking, and lighting
- Feature the Trail
  - Enhance the appearance of the corridor with art, trees, and lighting, and leverage the potential relationships of businesses along the trail with front doors and active patio spaces that can be accessed from the trail
- Create Active Parks and Pop-up Spaces

- Develop signature park spaces in both WADA and Deuces that leverage key intersection locations and proximity to local businesses for dedicated small festival and community event space
- Express Art, Industry, & Culture Through Design
  - Incorporate and encourage interesting and unique expressions of art in the design of gateways, parks, and street infrastructure
- Guide the Development of Successful Urban Spaces
  - Design both public and private activity areas that can be used in many types of ways, supporting diverse event types, and fostering an interface between public space and private business activity

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Figure 5: WADA Plan Area Map





## South St. Petersburg Community Redevelopment Plan

The SAP area lies within the South St. Petersburg Community Redevelopment Area (CRA). The proposed amendments specified in this document will address issues that were identified during the creation of the South St. Petersburg CRA Plan such as poor transit access, linking people with jobs and transit, lack of new construction, and poor walkability. The following strategies of the South St. Petersburg CRA align with the goals, framework, and recommendations of the *SunRunner Rising Development Study*:

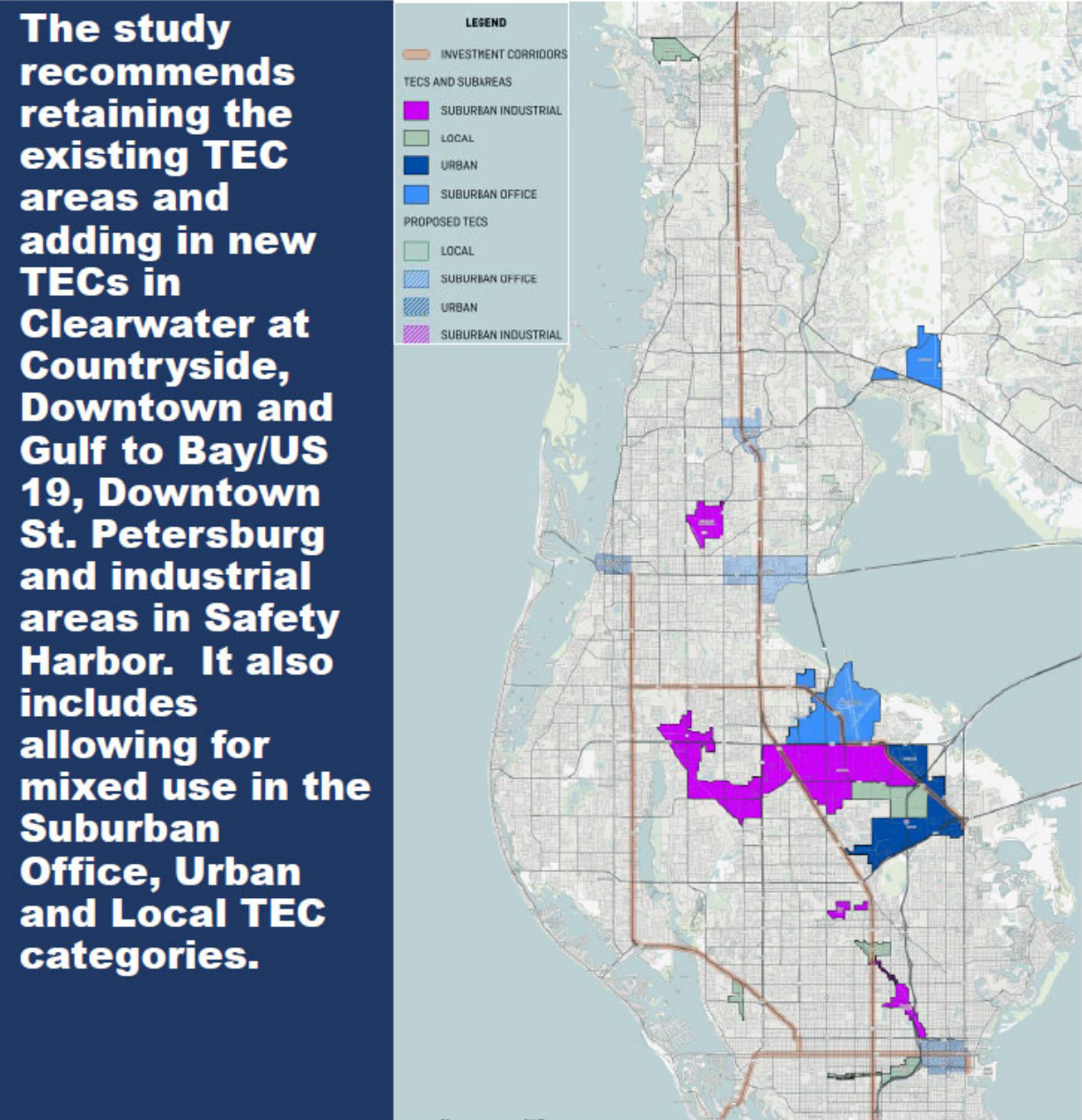
- Multimodal Functionality and Pedestrian Scaled Design
  - Improve pedestrian circulation and safety along the major corridors with streetscape elements
  - Encourage shared parking between adjacent uses
  - Use site design techniques, lighting and sound attenuation, landscaping, fencing, and other means to provide adequate buffers and protections from surrounding residential properties
- Housing and Neighborhood Revitalization
  - More aggressive code enforcement
  - Create financial incentives for the rehabilitation of rental and owner-occupied housing
  - Reinvigorate neighborhood associations

## Target Employment and Industrial Land Study Update

The Target Employment and Industrial Land Study (TEILS) Update focuses on the Countywide strategy to provide greater flexibility and a mix of uses on the County's Target Employment lands while still maintaining a healthy economy that attracts Target Industry clusters and high-wage employment opportunities to Pinellas County. Traditionally, TECs provided a narrow set of permitted uses, but the TEILS Update highlights the evolving needs of target industry employers and how they are increasingly seeking Class A office space in vibrant, amenity-rich, mixed-use environments. The study further defines various land use contexts for TECs and gives the Warehouse District a "Local" designation.

The TEC-Local category is described as an area with smaller-scale manufacturers and artisan use with industrial and warehouse space needs that would also allow for flex space and mixed-use development. A map of the proposed and existing TECs and proposed land use typologies is shown below in **Figure 6**.

Figure 6: Excerpt from TEILS Update – Proposed and Existing Target Employment Centers and Proposed Land Use Typologies Map

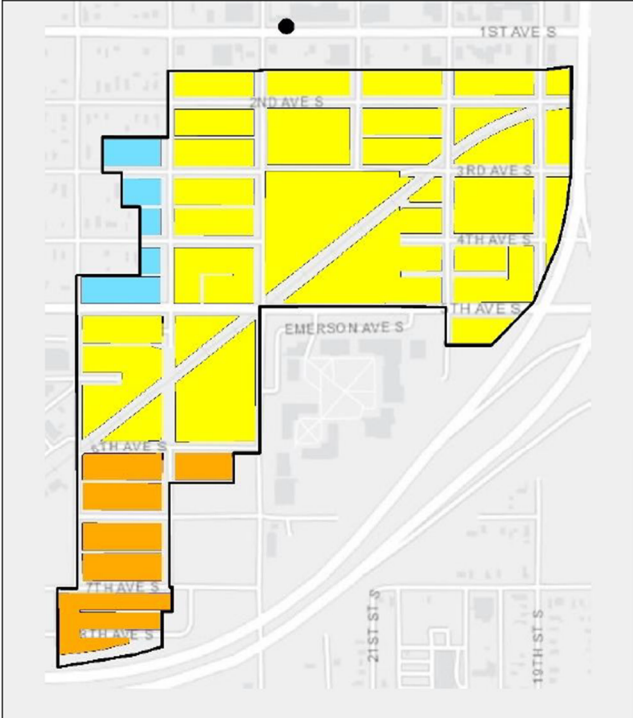


## SECTION 3: FRAMEWORK ANALYSIS AND DISTRICT MASTER PLAN

### Urban Form

The City is modifying Land Development Regulations (LDR) that specify standards related to density, intensity, height, urban form, and public realm to the SAP area. The LDR updates will provide provisions to incentivize and retain small-scale manufacturers and artisan uses and address the continued need for industrial and warehouse space. Increased densities should maintain form and design standards. A map of the proposed building heights within the SAP area is shown in **Figure 7**.

Figure 7: Proposed Building Heights Map

Building Height <sup>1</sup>	
	<b>Area</b>
	<b>Maximum Height <sup>1</sup></b>
	86-feet <sup>2</sup>
	56-feet <sup>2</sup>
	35-feet
<sup>1</sup> Refer to technical standards regarding measurement of building height and height encroachments. <sup>2</sup> An additional height of 10-feet is allowed for nonresidential spaces that do not exceed 25 percent of the total rooftop area.	

### Public Realm

The proposed public realm improvements were identified through the existing conditions analysis of the *SunRunner Rising Development Study*, stakeholder and community engagement of the *SunRunner Rising Development Study*, and the St. Petersburg Complete Street Implementation Plan. Below is a list of potential public realm recommendations to be reviewed further:

- Establish bicycle and pedestrian connections from the station area to surrounding neighborhoods and the Pinellas Trail
- Utilize extra roadway and parking spaces for permanent parklets
- Implement a wayfinding system for SunRunner stations and station amenities
- Seek opportunities for shared parking structures
- Provide long-term bicycle parking/storage at or near the SunRunner stations

- Reduction in required minimum parking and set parking maximums
- Incentivize shared parking or a district parking location

### Connectivity

It is recommended that a mobility study be completed to investigate ways to connect attractions and neighborhoods to the south to the SunRunner corridor. It is also recommended the City examine surrounding transit connections and potential improvements and additional or modified transit routes. Opportunities should be explored for shared streets and curbsless streets. The City is currently working with PSTA on the South St. Pete CRA Mobility Plan to identify additional recommendations for greater connectivity in the area with the intent of prioritizing projects.

There are several other ongoing projects in the area related to connectivity. Part of the SAP area is included in the 22<sup>nd</sup> Street S Corridor Improvements Project which was part of the Joint Action Plan in October 2018 through the City of St. Petersburg. This project includes creating a “festival” type space for community events and streetscape improvements like bicycle lanes and on-street parking. Construction is tentative to begin in 2025.

The City is currently working towards implementation and the project is on the Forward Pinellas Transportation Improvement Program (TIP) (FY 2023/24 – 2027/28) as a roadway improvement project currently underway with a tentative construction complete date of 2028. The limits of this project area on 22<sup>nd</sup> Street N from 5<sup>th</sup> Avenue S to 1<sup>st</sup> Avenue N.

### Diversity and Equity in Land Uses

The large number of industrial uses within the area is not supportive of TOD uses. It is recommended there be a mix and flexibility of uses and a focus on retaining space for artists, creatives, and small-scale manufacturers along with greater allowances for residential uses within the SAP area. A diversity in land uses may result in increased employment opportunities for the area’s residents which currently has low access to opportunities and low job diversity.

### Employment Capacity and Economic Development

Based on calculations from the 2050 Long Range Transportation Plan, utilizing TAZs that include the SAP and surrounding areas, it is projected that the number of jobs in the area will increase by 75% or from 1,784 jobs to 3,120 jobs. This is coupled with a projected population increase within the area of 56% and housing unit increase of 52%. With potential changes to the LDRs that would allow for residential flexibility, in addition to the flexibility of other non-residential uses, the projected employment and population increase may be higher over time.

## SECTION 4: VISION MAP

The below vision map, **Figure 8**, is a subset of the information found in the *SunRunner Rising Development Study* and depicts land uses and transportation improvements that would support TOD development around the 22<sup>nd</sup> Street Station Area. The recommendations of greater flexibility in uses and transportation improvements were applied to visioning associated with the SAP.

Figure 8: 22nd Street Station Area Vision Map

### St. Petersburg

#### Redevelopment Vision

The Redevelopment Vision for this station area includes focusing commercial and mixed-use developments along Central Avenue, infill development, and improving connectivity on 22nd Street S. There are several parcels in this station area with surface parking lots that can be better utilized as mixed-use or commercial developments. Smaller, vacant parcels in this area provide opportunities for infill development like retail or smaller-scale multi-family residential units to bring continuity to the urban streetscape.

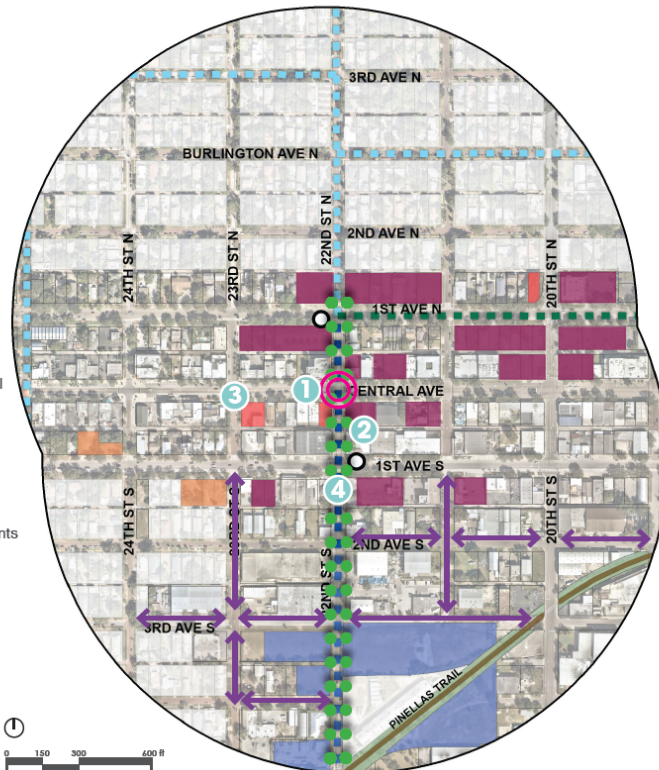
The images on the next page correspond with the vision map and provide examples for the types of improvements envisioned for the station area.

#### ENVISIONED STATION AREA COMPONENTS

- SunRunner Station
- Mixed-Use: Retail, Office, Hotel and/or Residential
- Retail, Restaurant, or Brewery/Bar
- Multi-Family Residential
- Industrial Mixed-Use Opportunity Sites
- Existing Parks/Open Space
- Stable Development
- Streetscape Improvements
- Sidewalk and Pedestrian Connectivity Improvements
- Placemaking Opportunity

#### STATION AREA PLANNED IMPROVEMENTS

- Trail
- Separated Bike Facility
- Bike Lane
- Shared Lane Marking/Neighborhood Greenway



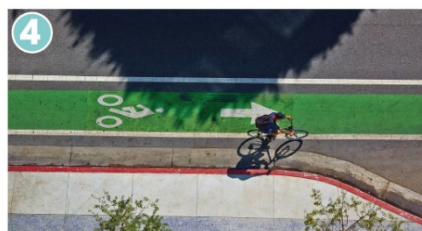
Intersection mural that speaks to the history and character of the station area



Mixed-use buildings along Central Avenue with ground floor retail and residential units above



Local, small-scale businesses like shops, breweries, and eateries



Separated bike facility

## SECTION 5: ACTION PLAN

### Implementation Framework

The following list of action steps provides a high-level tentative road map for implementing the SAP. It includes the potential time frames for updates to city policies and regulations to support the SAP vision and framework outlined in this document and past plans identified. The time frame associated with each of the below action steps is an estimate and is subject to change based on guidance provided at Local Planning Agency and City Council meetings.

#### *Schedule as of June 10, 2024 for Comprehensive Plan Text Changes and TEC-local Amendments*

<b>Upcoming Meetings</b>	
<b>July 10, 2024</b>	DRC Public Hearing: Sunrunner and Commercial Corridor LDR text Package
<b>July 10, 2024</b>	Forward Pinellas Public Hearing for review and recommendation to the Countywide Planning Board of the Future Land Use Map and Comprehensive Plan text changes with the LDR text changes
<b>August 13, 2024</b>	Countywide Planning Board Public Hearing for the Future Land Use Map and Comprehensive Plan text changes with the LDR text changes
<b>August 15, 2024</b>	City Council 1st Reading: Sunrunner and Commercial Corridor LDR text Package
<b>September 5, 2024</b>	City Council Second Reading/Public Hearing Comprehensive Plan text changes; LDR text changes for Sunrunner TEC-local Overlay @ 22nd Street S. Station, and Future Land Use Map/ Zoning Map Amendment Sunrunner TEC-local Overlay @ 22nd Street S. Station
<b>Past Meetings</b>	
<b>June 6, 2024</b>	City Council 1st Public Hearing/Transmittal: Comprehensive Plan text changes; LDR text changes for the Sunrunner TEC-local Overlay @ 22nd Street S. Station; and Future Land Use Map / Zoning Map Amendment Sunrunner TEC-local Overlay @ 22nd Street S. Station
<b>June 5, 2024</b>	DRC Workshop: Sunrunner and Commercial Corridor LDR text Package
<b>May 14, 2024</b>	CPPC Public Hearing – Future Land Use Map Zoning Map Amendment for Sunrunner TEC-local Overlay @ 22nd Street S. Station
<b>May 1, 2024</b>	DRC Public Hearing – LDR text changes for Sunrunner TEC-local Overlay @ 22nd Street S. Station
<b>March 6, 2024</b>	DRC Public Hearing – LDR text changes for Commercial corridors and SunRunner TEC-local Overlay @ 22nd Street S. Station

<b>November 7, 2023</b>	CPPC Public Hearing – Comprehensive Plan text changes; Workshop Zoning Map Amendment for SunRunner TEC-local Overlay @ 22nd Street S. Station
<b>September 14, 2023</b>	City Council Workshop @ Housing, Land Use, and Transportation Committee – Comprehensive Plan text changes, LDR text changes, Zoning Map Amendments
<b>June 21 &amp; June 28, 2023</b>	SunRunner Urban Station Design Charettes, SPC Midtown Campus, Jamerson Community Room 141, 1300 22nd St. S. Both events covered the same content.

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## SECTION 6: SUPPORTING DOCUMENTATION

### Community Involvement

City staff has worked with related stakeholders, including the Pinellas Realtors Organization (PRO), St. Petersburg Area Chamber of Commerce, Downtown Developers Council, Downtown Partnership, Bay Area Apartment Association, Council of Neighborhood Associations (CONA), individual neighborhoods, multiple community workshops and charettes, Forward Pinellas (countywide land planning agency), City's Housing Land Use and Transportation Committee (HLUT), and the City's Affordable Housing Advisory Committee (AHAC). City staff has also engaged in conversations with local artists who have not been as heavily involved in the SAP public engagement efforts to gain a better understanding of the needs of the artisan community.

### Community Design Charettes

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 Development 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 consensus was support for greater density and greater intensity throughout the zoning districts.

### Community Led Engagement

Several community led engagement efforts have taken place in the area recently. The Palmetto Park Neighborhood Association, which is west of the SAP area has held discussions on the upcoming changes to the SAP area and created a survey to gain additional feedback from the neighborhood. Community engagement led by members of the development community and artist community has occurred over the last several years. Recommendations have been provided to City staff with changes to the land use mix, allowable flexibility in uses and activities, and increases to the densities and intensities in the area, particularly along 22<sup>nd</sup> Street.

### Resiliency

The area is not within the Coastal High Hazard Area (CHHA). No additional considerations should be made at this time as part of this SAP.



## Buildout Analysis

A potential build-out analysis was conducted to determine the potential acreage that could be redeveloped with residential uses alongside target employment uses. The analysis calculated a redevelopment potential of 44.45 acres out of 57.98 acres in the area based on vacant acres, those that have a high, medium, and low potential of redevelopment utilizing building age, land to building value, building area to land area. From there three scenarios were developed based off of the 44.45 acres that calculated the percent those acres would be developed - high scenario (80% of the 44.45 acres would develop at a 1.5 FAR), medium (50%), and low (30%) build-out scenario. A 1.5 FAR was utilized and is a cautious approach that includes a reflection of bonuses on top of the 1.5 FAR as not all developments will reach full entitlements (some recent developments average around 25% to 40% of full entitlements). A potential population estimate was then calculated for each build-out scenario.

The proposed changes take a FAR-only approach and require that target employment uses must be provided concurrently with any other development. Therefore, the potential population increase resulting from the ability to develop multi-family residential alongside target employment uses is a function of the amount of building square footage that could be occupied by residential units after dedicating area for target employment uses. Potential population under the high, medium, and low scenario used the following assumptions:

- The potential acres that could be redeveloped would include maximum base FAR of 1.5 as well as potential bonuses up to a FAR of 5.0.
- Target employment uses will occupy potential new building area at an amount equal to 30% of net lot area.
- The remaining building area will be dedicated to residential uses.
- The residential unit estimate for the remaining building area is equal to the potential residential building area divided by the average multi-family residential unit size (1,000 square feet).
  - The average multi-family residential unit size of 1,000 square feet was calculated by taking the average of heated building square footage divided by the number of residential units for multi-family developments built in the last 10 years near Downtown St. Petersburg using data sourced from the Pinellas County Property Appraiser.
- The occupancy rate is 1.5 persons per multi-family dwelling unit. Potential population is equal to the total unit estimate multiplied by the occupancy rate.

*Table 6: Population and Buildout Analysis under Proposed Maximum Base 1.5 FAR*

Proposed - Max Base FAR							
Scenario	Development Assumption Factor	Potential Acres	Potential Total Sq Ft of New Development (Potential Acres * FAR)	Potential Sq Ft of Residential (Total SF of new development - Required SF of TEC use)	Units	Occupancy Rate	Potential Population
Low	30%	13.34	871,358.1	697,086.5	697	1.50	1,046
Med	50%	22.23	1,452,263.6	1,161,810.9	1,161	1.50	1,742
High	80%	35.56	2,323,621.7	1,858,897.4	1,858	1.50	2,787

## Utility Constraints

A conservative approach was taken to determine utility constraints within the SAP area. The approach includes a higher number of units and potential non-residential square footage identified in Table 6. The below utilities analysis (**Table 7**) was based on conceptual flows calculated from the City’s LOS standards for potable water and sanitary sewer based on the Comprehensive Plan and current and projected buildout densities and intensities. Additional analysis is required to identify specific infrastructure improvements necessary to accommodate the projected capacity demands as outlined in this analysis. Additional information and analysis can be requested to be provided as part of future developments to include surrounding development to analyze there is sufficient infrastructure.

*Table 7: Utilities Analysis*

Land Use	Current	Potential Buildout	Current ERUs	Buildout ERUs – Low	Buildout ERUs – High
Residential	15 units	2,000 units	15	1,800	3,500
Non-Residential (1)	800,000 SF	1,500,000 SF	240	390	540
Total			255	2,190	4,050

1. 0.3 ERUs were assumed for every 1,000 square feet of non-residential land use

Potable water and sanitary sewer average flow rates were applied to the number of ERUs within the station area to calculate the total demands. Based on the average demands per residential unit, **Table 8** shows the estimated net potable water and sanitary sewer demands for the SAP area.

*Table 8: Estimated Net Utility Demands*

	Current Demand (GPD)	Low Buildout Demand (GPD) <sup>1</sup>	High Buildout Demand (GPD) <sup>2</sup>	Percent Increase in Demand	
Potable Water	72,038	576,300	1,115,875	800% <sup>1</sup>	1,549% <sup>2</sup>
Sanitary Sewer	92,784	742,274	1,437,247		

1. Persons per household, 2017-2021 according to the United States Census Bureau QuickFacts for St. Petersburg, Florida
2. Sanitary sewer LOS based on the Southwest Water Reclamation Facility Service Area

## Local Implementing Regulations

Updates need to be made to the City’s Comprehensive Plan, Land Development Regulations, and Zoning requirements in conjunction with SAP development to ensure the vision and framework of the SAP is implementable upon adoption.

The City is creating a TEC-Local Overlay to address allowing flexibility that meets the goals discussed to address the existing conditions described in this document and the District Framework. The tentative schedule was identified earlier in this document.

## Transportation Analysis

The following table (**Table 9**) details transportation metrics associated with the proposed development as a result of the approval of the SAP. The following assumptions were made to calculate a new net trips value reflective of the anticipated increase in trips due to the proposed increase in allowable development:

Square Footage Percent Increase – The potential percentage increase in square footage for allowable development from the current development standards to the proposed TEC-Local development standards for the subject area was calculated to forecast trips per day within the area. The proposed development standard of a maximum base 1.5 FAR for areas with low, medium, and high development potentials (Table 4), was used to provide a range of development that could occur in the area over time.

50% Reduction Factor – This factor was used in alignment with the requirements set forth by Forward Pinellas. Internal capture rates were assumed to be included in this reduction factor.

5% Mode Split Reduction Factor – Due to the proximity of the proposed TEC-Local area to the Pinellas Trail and the 22nd Street SunRunner station, a 5% mode split reduction factor was applied. This percentage is a conservative estimate of the percentage of people commuting to work by modes of transportation other than a car. This percentage is consistent with mode split percentages used for proposed development in Downtown St. Petersburg.

*Table 9: Daily Trips - Proposed Land Use Categories with Assumptions*

	<b>Low Development Assumption Factor</b>	<b>Medium Development Assumption Factor</b>	<b>High Development Assumption Factor</b>
Development Potential Acres	57.98	57.98	57.98
Trips per Day per Acre (Industrial)	246	246	246
Square Footage Percent Increase	109%	181%	290%
Trips per Day with Development Assumption Factor, 50% Reduction Factor, and 5% Mode Split Reduction Factor	14,140	19,049	26,414

The net new daily trips for the SAP area range from 14,140 to 26,414 trips depending on the development assumption factor. The net new daily trips are based on the estimated distribution on the adjacent road network. To provide a conservative estimate, 15% of the net new trips are assumed to travel on 1st Avenue S and 6% of the net new trips are assumed to travel on 20th Street North, as shown in **Table 10**. The net new daily trips were adjusted using a peak hour factor of 9.5%, consistent with the peak hour volumes provided by Forward Pinellas, and added to the existing peak hour volume. As shown in **Table 10**, 1st Avenue South and 20th Street North would operate at an acceptable LOS D or better under each development assumption factor. It is expected that congestion will be experienced on 1st Avenue South from 34th Street South to 16th Street South under than high development assumption factor scenario.

Table 10: Level of Service Standards with Net New Trips

Dev. Assumpt. Factor	Facility	2022 ADT	Net New Daily Trips	Peak Hour Future Volume	Peak Hour Capacity	V/C Ratio	LOS
Low	10 - 1ST AVE S: (34TH ST S -to- 16TH ST S)	11,500	2,121	1,283	1,543	0.83142	D
Low	134 - 20TH ST N: (1ST AVE N -to- 5TH AVE N)	4,000	849	251	1,470	0.170744	C
Medium	10 - 1ST AVE S: (34TH ST S -to- 16TH ST S)	11,500	2,857	1,349	1,543	0.874374	D
Medium	134 - 20TH ST N: (1ST AVE N -to- 5TH AVE N)	4,000	1,143	266	1,470	0.180663	C
High	10 - 1ST AVE S: (34TH ST S -to- 16TH ST S)	11,500	3,962	1,449	1,543	0.938806	D
High	134 - 20TH ST N: (1ST AVE N -to- 5TH AVE N)	4,000	1,585	287	1,470	0.195542	C

DRAFT

**ATTACHMENT 2: DRAFT SUNRUNNER TARGET EMPLOYMENT CENTER LOCAL OVERLAY  
(AS OF JUNE 2024)**

DRAFT

## ORDINANCE NO. 583-H

An ordinance amending the city code creating a new section 16.30.050 – SunRunner Target Employment Center – Local Overlay; providing for definitions, including local overlay specific uses; providing standards for development and design in the overlay district; providing for severability; and providing an effective date.

The City of St. Petersburg does ordain:

**SECTION ONE.** Section 16.30.050 pertaining to SunRunner Target Employment Center Overlay is hereby created as follows:

### ***SECTION 16.30.050. SUNRUNNER TARGET EMPLOYMENT CENTER LOCAL OVERLAY***

#### **16.30.050.1. - Applicability.**

This section applies to any property within the SunRunner Target Employment Center Local Overlay (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.**

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 22<sup>nd</sup> 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 1<sup>st</sup> Avenue South, east of 24<sup>th</sup> Street South, and north and west of Interstate 275. The overlay district is south of the SunRunner Bus Rapid Transit (BRT) 22<sup>nd</sup> 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. – Use Descriptions.**

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 30 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 employment-generating 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 site, 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.
  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. *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);
  15. The following uses which are permitted as a principal use in the Industrial Traditional (IT) zoning district:
    - a. Brewery
    - b. Catering Service/Food Service Contractor
    - c. Commercial Garden and Greenhouse
    - d. Construction Establishment
    - e. Government Building and Use
    - f. Laboratories and Research and Development
    - g. Manufacturing – Light, Assembly and Processing
    - h. Manufacturing – Heavy
    - i. Motor Vehicle Service and Repair
    - j. Nursery

- k. Office, Temporary Labor (Day Labor)
- l. Office, Veterinary
- m. Publishing and Printing
- n. Recycling Center
- o. School, All Others
- p. Service, Fleet Based
- q. Studio
- r. Warehouse
- s. Wholesale Establishments

**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 22<sup>nd</sup> 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 22<sup>nd</sup> 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. A qualified individual nonresidential space shall be located on the ground floor, adjoining the pedestrian sidewalk, and include a storefront entrance; and
  - 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 22<sup>nd</sup> Street South station or the Pinellas Trail right-of-way, the minimum number of parking spaces required may be reduced by 25 percent. 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.

<b>TABLE 16.30.050.5.a: Maximum Intensity</b>	
<b>Intensity</b>	
Intensity, Minimum: Target Employment Uses	30-percent of lot area or 40-percent of the first floor, whichever is less <sup>1</sup>
Intensity, Maximum: Base	1.5 FAR
Intensity, Maximum: With Bonuses <sup>2</sup>	5.0 FAR
Maximum impervious surface	0.95
<b>Additional Notes:</b>	
<sup>1</sup> 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.
<sup>2</sup> 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, as shown in Table 16.30.050.5.1. 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.

<b>TABLE 16.30.050.5.1: Bonuses to FAR calculations in the SunRunner TEC Local Overlay District</b>	
<b>FAR Bonuses</b>	
<b>a. Workforce Housing</b>	<b>Minimum Bonus Increment is 0.1 FAR</b>
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>b. Land Uses</b>	<b>Minimum Bonus Increment is 0.5 FAR</b>
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
<b>c. Streetscape Design, Street Frontage, and Pinellas Trail Frontage</b>	<b>Minimum Bonus Increment is 0.5 FAR</b>

1) Provision of small storefront spaces along 22 <sup>nd</sup> 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
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.	0.5 FAR
6) Provision of publicly accessible space that is adjoining the 22 <sup>nd</sup> Street South corridor.	0.5 FAR per 5,000 square feet
7) Incorporate pedestrian-oriented uses and elements along the Pinellas Trail, such as retail, restaurants, and bars.	0.5 FAR for every additional 5% of lot area

**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 22<sup>nd</sup> Street South SunRunner BRT station and then transition toward existing maximum building heights in the surrounding neighborhoods.

**TABLE 16.30.050.6.a: Maximum Building Height**

Building Height <sup>1</sup>	
	<b>Area</b>
	86-feet <sup>2</sup>
	56-feet <sup>2</sup>
	35-feet
<sup>1</sup> Refer to technical standards regarding measurement of building height and height encroachments. <sup>2</sup> An additional height of 10-feet is allowed for nonresidential spaces that do not exceed 25 percent of the total rooftop area.	

**TABLE 16.30.050.6.b: Minimum Building Setbacks**

Building Setbacks <sup>1</sup>	
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
<sup>1</sup> 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.**

- A. *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.

B. *Building and parking layout and orientation.*

1. *All development in the SunRunner TEC-Local Overlay:*

- a. Buildings shall be located adjacent to streets to improve access and shall provide walkway connections to bus stops and public sidewalks.
- b. 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.
- c. Building entrances shall face and be visible from adjacent primary streets and shall be directly accessible from the sidewalk adjacent to such street.
- d. For proposed Buildings containing residential uses, provide an environmental report 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.
- e. 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.
- f. Surface parking lots which are visible from a street (not including alleys) shall provide a solid knee wall not less than 36 inches high.
- g. 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 design is impractical due to topographic or other site-specific constraints.

2. *Development with frontage along 22<sup>nd</sup> Street South:*

- a. 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.
- b. Developments with frontage along 22<sup>nd</sup> 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 22<sup>nd</sup> Street South. Each of the foregoing pedestrian-oriented uses shall have a minimum average depth of 40 feet.
- c. 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).
- d. 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.

- e. 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.

C. *Building Fenestration*

1. *Development with frontage along 22<sup>nd</sup> Street South, 2<sup>nd</sup> Avenue South, and 3<sup>rd</sup> Avenue South,*

- a. Buildings shall be equally detailed on all façades visible from a street (not including alleys).
- b. Ground level façades along 22<sup>nd</sup> 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).
- c. Ground level façades along 2<sup>nd</sup> Avenue South and 3<sup>rd</sup> 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).
- d. 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.
- e. 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.
- f. Window fenestration on the street façades shall be organized in a rational pattern.

D. *Screening and Landscaping.*

- 1. All developments shall conform to the IT zoning district requirements stated in section 16.20.100.6.

E. *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 purposes 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 36 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 16.30.050.9 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 below, 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 with the written permission of the property owner.
  - 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.

**SECTION TWO. *Coding.*** As used in this ordinance, language appearing in struck-through type is language to be deleted from the City Code, and underlined language is language to be added to the City Code, in the section, subsection, or other location where indicated. Language in the City Code not appearing in this ordinance continues in full force and effect unless the context clearly indicates otherwise. Sections of this ordinance that amend the City Code to add new sections or subsections are generally not underlined.

**SECTION THREE. *Severability.*** The provisions of this ordinance shall be deemed severable. If any provision of this ordinance is determined to be unconstitutional or otherwise invalid, such determination shall not affect the validity of any other provisions of this ordinance.

**SECTION FOUR. *Effective Date.*** In the event this Ordinance is not vetoed by the Mayor in accordance with the City Charter, it shall become effective upon the expiration of the fifth business day after adoption unless the Mayor notifies the City Council through written notice filed with the City Clerk that the Mayor will not veto this Ordinance, in which case this Ordinance shall become effective immediately upon filing such written notice with the City Clerk. In the event this Ordinance is vetoed by the Mayor in accordance with the City Charter, it shall not become effective unless and until the City Council overrides the veto in accordance with the City Charter, in which case it shall become effective immediately upon a successful vote to override the veto.

**SECTION FIVE.** COMPLIANCE WITH § 166.041(4), FLORIDA STATUTES. This ordinance is enacted to implement Part II of chapter 163, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements, and development permits. Therefore, a business impact estimate was not required and was not prepared for this ordinance.

APPROVED AS TO FORM AND CONTENT:

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Legal Department

DRAFT

**ATTACHMENT 3 – PERMITTED USES IN THE INDUSTRIAL TRADITIONAL (IT) DISTRICT  
(AS OF JUNE 2024)**

The following uses are permitted by right in the IT district. Those that are in bolded font are uses that also qualify as target employment uses to meet the requirements of the proposed LDRs:

- Accessory Use and Structure
- Adaptive Reuse
- Redevelopment of Grandfathered Uses
- Accessory Dwelling Unit, Owner/Manager
- Kennel
- Pet Care Indoor
- Pet Care Indoor/Outdoor
- **Brewery**
- **Catering Service/ Food Service Contractor**
- Microbrewery
- Mixed Use (Mixture of Permitted and Accessory Uses.)
- **Motor Vehicle Service and Repair**
- **Office, Temporary Labor (Day Labor)**
- **Office, Veterinary**
- Outdoor Sales, Accessory Use
- Outdoor Sales, Accessory Use Garden Oriented
- Outdoor Storage, Accessory Commercial
- Service, Fleet-Based
- **Studio**
- **Construction Establishment**
- **Laboratories and Research and Development**
- **Manufacturing - Light, Assembly and Processing**
- **Manufacturing - Heavy**
- Outdoor Storage, Principal Use
- Outdoor Storage, Accessory Industrial
- **Publishing and Printing**
- **Recycling Center**
- Storage, Self / Mini Warehouse
- Towing and Freight Trucking
- **Warehouse**
- **Wholesale Establishment**
- Commercial Recreation, Indoor
- Motion Picture Theater/Cinema (500 seats or less)
- Motion Picture Theater/Cinema (more than 500 seats)
- Park, Active
- Park, Passive
- Cemetery
- Crematorium
- **Government Building and Use**
- **School, All Others**
- Social Service Agencies
- Marina
- Parking Surface Accessory
- Parking, Structured
- Wireless Communication Antennae (WCA)
- Wireless Communication Support Facility (WCSF)
- Utility Plant and Storage
- Utility Substation, Utility Storage Tanks
- **Commercial Garden and Greenhouse**
- **Nursery**

The following uses are permitted as accessory uses in the IT district (cannot exceed 25% of floor area of the principal use):

- Accessory Artist in Residence
- Car Wash and Detailing
- Drug Store or Pharmacy
- Office, General
- Outdoor Sales, Principal Use Outdoor Oriented
- Restaurant and Bar, Brewpub
- Restaurant and Bar, Indoor
- Restaurant and Bar, Accessory Outdoor Area
- Restaurant and Bar, Indoor and Outdoor
- Retail Sales and Service
- Service Establishment
- Service, Office
- Recreation Use, Accessory to Residential Use
- Recreation Use, Accessory to Public Park
- Cemetery, Accessory to a House of Worship

The following uses are permitted by special exception in the IT district:

- Large Tract Planned Development
- Salvage Yard
- Outdoor Performing Arts Venue
- Probation / Parole Correction Office
- Parking, Surface - Principal Use