



# **SunRunner Rising**

## ***Development Study***

Forward Pinellas Board  
January 12, 2022

Pinellas Suncoast Transit Authority (PSTA)  
St. Petersburg, Florida

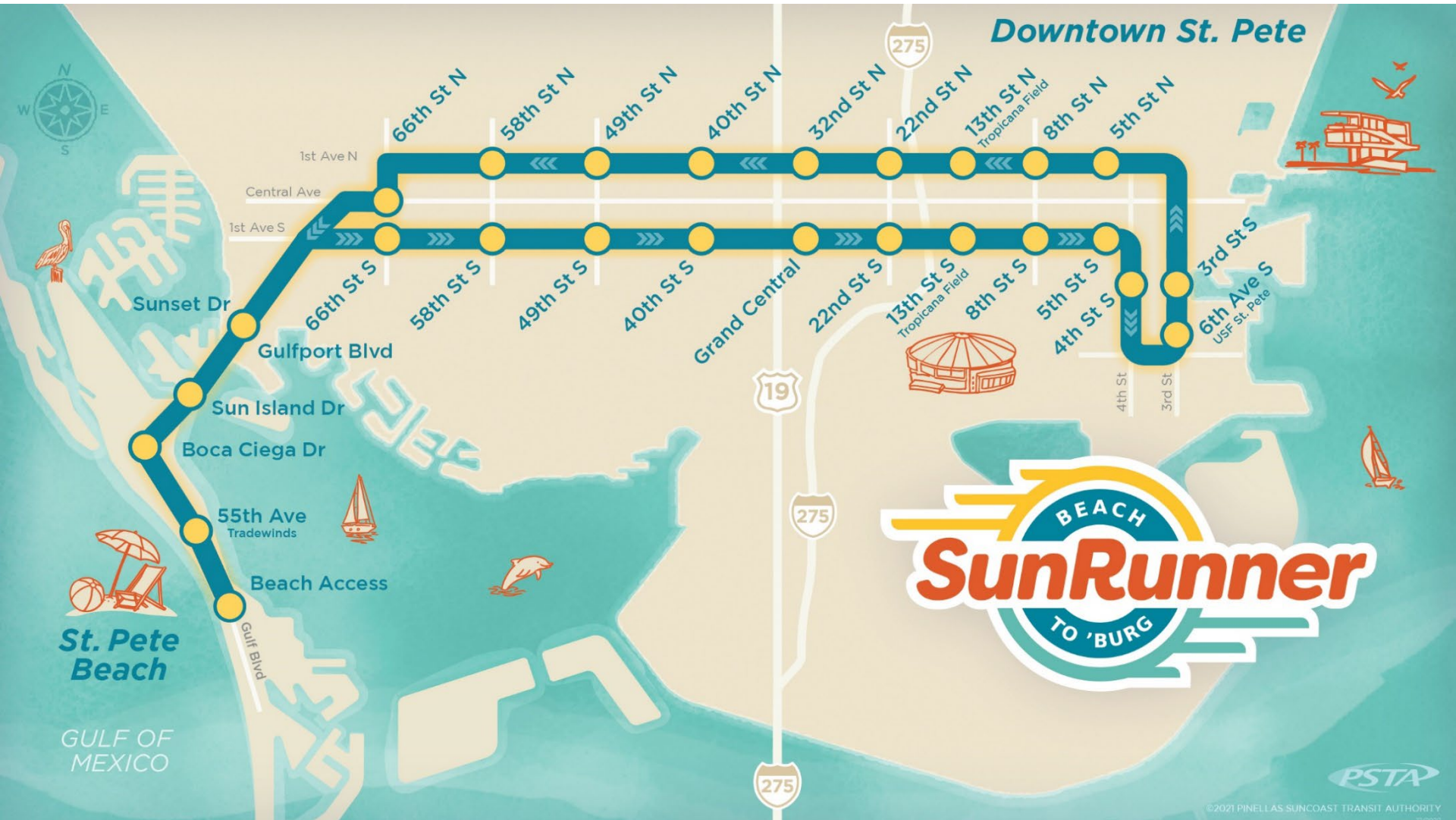
# Agenda



- **Study Overview**
- **TOD Framework:** Place Types, Station Readiness, Vision Plans
- Stakeholder Meetings Summary
- **Implementation:** Policy/Regulatory, Funding, and Partnership Strategies
- **Next Steps**



# SunRunner BRT



# SunRunner Rising Development Study



Summer/  
Fall 2020

EXISTING  
CONDITIONS & BEST  
PRACTICE REVIEW

Winter 2020/  
Spring 2021

REDEVELOPMENT  
VISION

Summer  
2021

STATION TOD  
FRAMEWORK  
PLANS

Fall/  
Winter 2021

IMPLEMENTATION  
PLAN

## PUBLIC ENGAGEMENT

Stakeholder Listening Sessions (Summer/Fall 2020)

Developer's Forum (Spring 2021)

Virtual Community Workshops (Spring/Summer 2021)

Station Area Stakeholder Meetings (Summer/Fall 2021)

*Ongoing efforts with our partners*



**STPETE2050**

# Transit Oriented Development



Diversity of housing, retail, and job options

More dense, mixed-use development

Active public spaces and street fronts

Investments and policies that close the socioeconomic gap

Pedestrian oriented design

# Place Types



DOWNTOWN	URBAN	VILLAGE	NEIGHBORHOOD
<p><b>High-rise buildings, mix of uses, employment, high walkability/bikability, and multimodal connections.</b></p>	<p><b>High to medium-rise buildings, mix of land uses, high walkability/bikability, and multimodal connections.</b></p>	<p><b>Medium to low-rise buildings, shopping and retail center, small-scale office, residential character, and fewer multimodal connections.</b></p>	<p><b>Low-rise buildings, neighborhood retail, residential character, and fewer multimodal connections.</b></p>



# TOD Place Types



# TOD Place Types & Readiness Scores

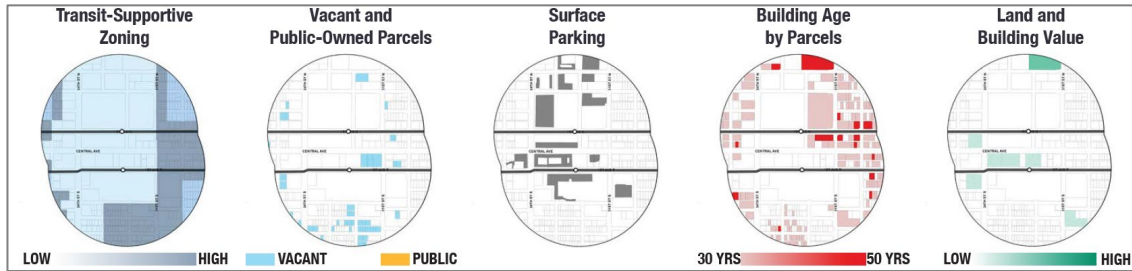




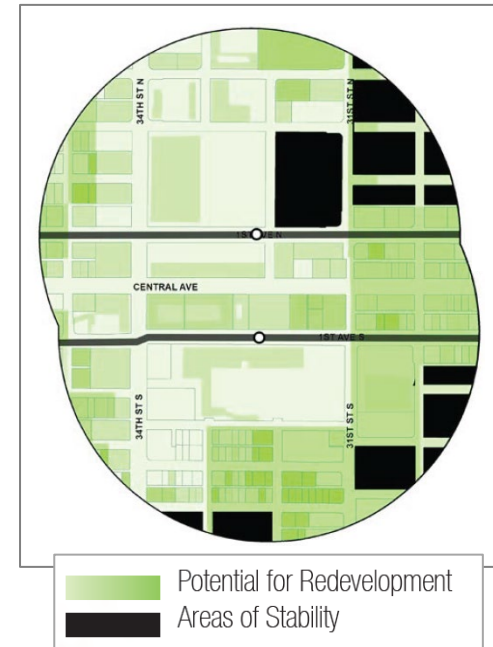
# TOD Framework



## TOD Readiness & Development Potential



## Areas of Stability

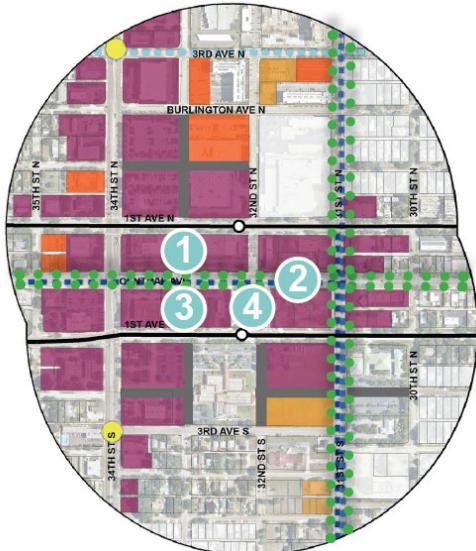


## Redevelopment Vision Station Area Plan

### ENVISIONED STATION AREA COMPONENTS

- SunRunner Stop
- Mixed-Use: Retail, Office, Residential, and/or Hotel
- Retail, Restaurant, or Brewery/Bar
- Multi-family Housing
- Stable Development
- New Street Network
- Streetscape Improvements

- 1 Pedestrian mall with storefronts
- 2 Mixed-use building
- 3 Public plazas and public space
- 4 Separated bike facilities



# TOD Redevelopment Vision Plan



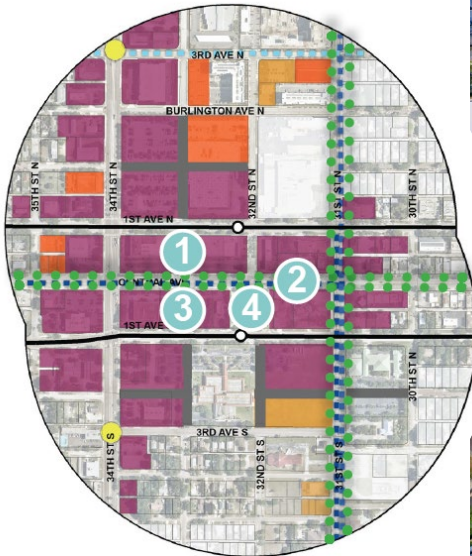
DEVELOPMENT/REGULATORY



PARTNERSHIPS



INFRASTRUCTURE



# Implementation Plan



- Regulatory Strategies
  1. **TOD supportive policy** and regulatory changes (uses, employment mix, design standards)
  2. **Provide housing opportunities** and **equitable development**
  3. **Preserve neighborhood character** and neighborhood **transitions**
  4. **Enhanced mobility** to and from stations and **right-size parking**
- Infrastructure Assessment
- Funding Strategies



# Regulatory Strategies



## Create TOD zoning categories or overlays

- Increase densities and intensities within station areas
- Apply missing middle zoning adjacent to station areas
- Additional flexibility of uses (e.g., flexibility of industrial zoned areas at 22nd Street and commercial uses in other areas)

### Bonuses:

- Workforce and attainable housing, greater heights in some areas
- Parking, shared parking, and public realm improvements
- Minimum and maximum affordable unit mixes

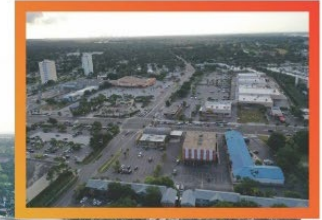


# Regulatory Strategies



## Update Countywide Activity Centers

- Create Major Centers at:
  - Pasadena Avenue/  
Gulfport Boulevard
  - 66th Street
  - 58th Street
  - 49th Street
- Create Neighborhood Center at:
  - 40th Street



# Infrastructure Strategies



- Mobility improvements to better connect into and around station areas
  - Dedicated facilities for pedestrians, bicycles, and other non-auto modes
  - Lighting improvements
- Utility services assessment
  - Available permitted capacity of treatment plants
  - Material and age of utility lines
  - Increased demand based on development growth



## What is Value Capture?

Public recovery of increased property & other values created by public infrastructure investment

## Necessary Conditions for Value Capture

- Market vitality & supportive zoning/regulatory
- Enabling legislation required
- Compelling public/private business case
- Feasible financial strategies & incentives
- Coordinated partnerships & institutional capacity

# Funding Strategies

## Mechanisms & Incentives



- Local Opportunities
  - Transit district ad valorem assessment
  - TIF funding from transit Special Service District or CRA
  - Sales tax (e.g., Penny for Pinellas)
  - Municipal bond financing
  - Accelerated review & approvals
  - Grant opportunities



# Next Steps



- Estimated station area buildout based on recommended policy changes
- Conduct value capture analysis
- Identify infrastructure improvements
- Plan acceptance by municipalities

