



SunRunner Rising

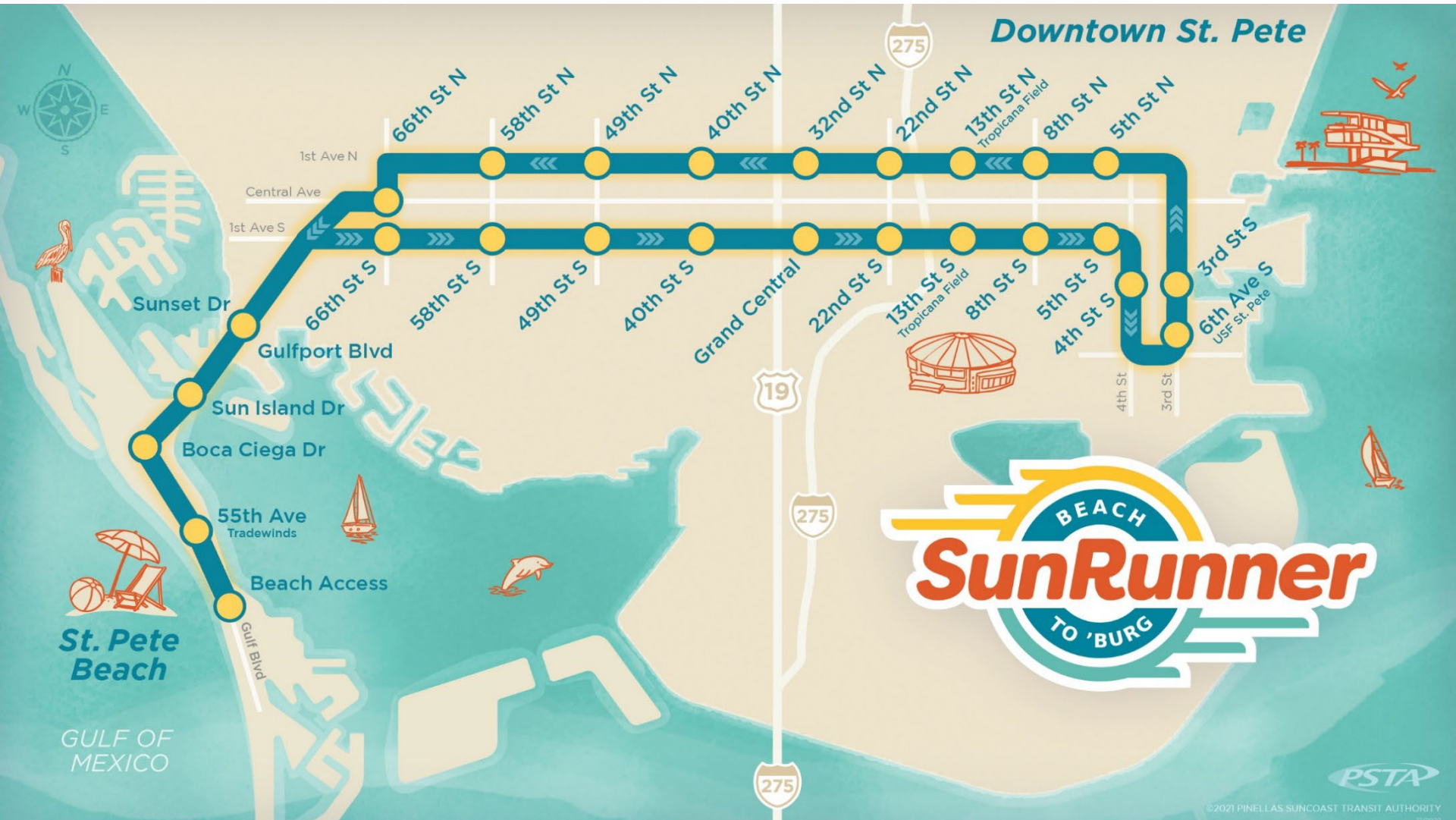
Development Study

Forward Pinellas
Board

May 11, 2022

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

SunRunner BRT



SunRunner Rising Development Study



City Updates:

- City of St. Petersburg City Council *ACCEPTED* the SunRunner Rising Development Study to incorporate recommendations into the Plan 2050 Comp Plan and update Land Development Regulations (starting with Urban Stations including 22nd Street)
- Meeting with City of South Pasadena Commission in May to review and potentially accept the plan including regulatory and infrastructure recommendations



SunRunner Rising Development Study



Components:

- 3 Volumes
- Place Type Overview & TOD Readiness
- Stakeholder and Community Engagement
- Station Area Profiles and Implementation Strategies
 - Policy and Regulatory Strategies
 - Infrastructure Recommendations
- Next Steps
 - Integrate recommendations into Comprehensive Plan and Land Development Regulation updates
 - Corridor-wide Funding Strategies



TOD Place Types

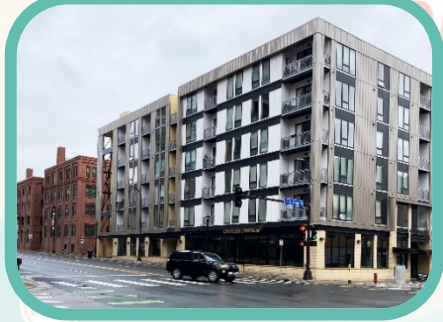


NEIGHBORHOOD

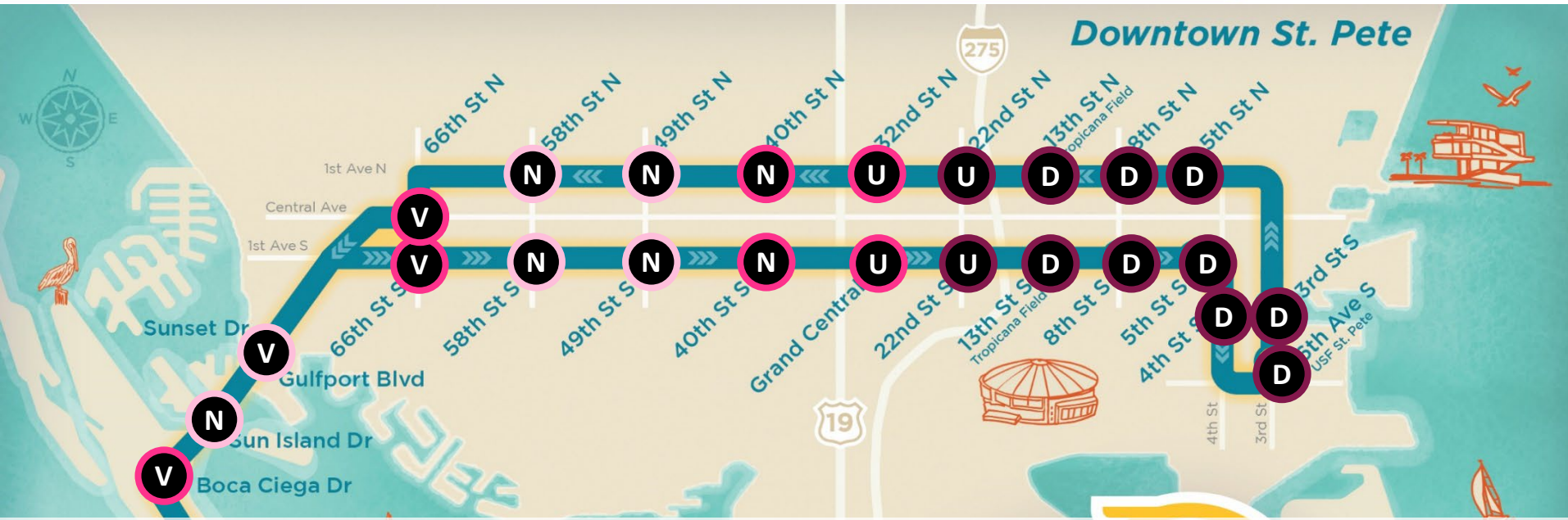
VILLAGE

URBAN

DOWNTOWN



TOD Place Types & Market Readiness



Place Type	
D	Downtown
U	Urban
V	Village
N	Neighborhood

Readiness	
	High
	Medium
	Low

- Market Readiness based on:**
- Supportive zoning
 - Vacant and publicly owned parcels
 - Surface parking/redevelopment opportunities
 - Building age and land to building value

Implementation Strategies



POLICY & REGULATORY

REGULATORY CHANGES

EQUITY STRATEGIES



INFRASTRUCTURE

MOBILITY

UTILITY INFRASTRUCTURE



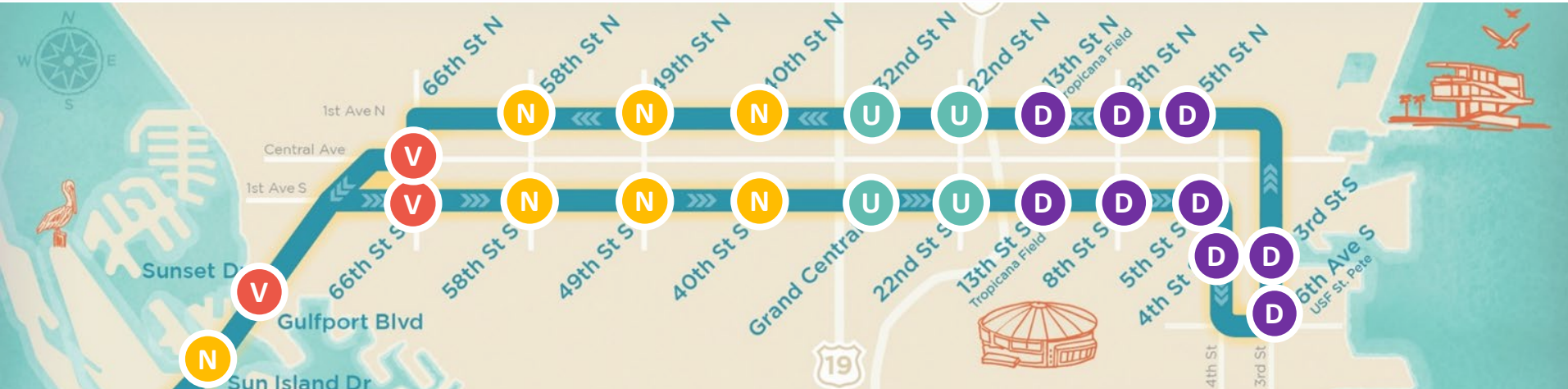
PARTNERSHIPS

ENGAGEMENT

VALUE CAPTURE



Implementation Strategies



NEIGHBORHOOD

VILLAGE

URBAN

DOWNTOWN

Height

Max 6 stories
(max 5 stories in
South Pasadena)

Max 8 stories
(max 5 stories in
South Pasadena)

8 to 12 stories

Minimum 2 stories
along Central Avenue

Density

60 to 90 DU/A

60 to 120 DU/A

90 to 150 DU/A

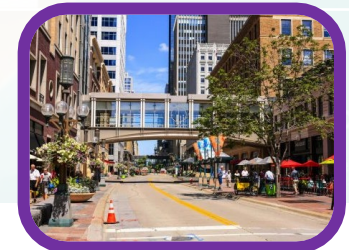
No changes from
existing

Intensity

2.0 to 3.0 FAR

3.0 to 4.0 FAR

3.0 to 5.0 FAR





- Create TOD zoning category OR
Rezone suburban classifications and apply TOD overlay to commercial category

- 90 to 120 DU/A (up from 60)
- Max 8 stories, 3.0 to 4.0 FAR

Bonuses:

- Workforce and attainable housing, greater heights in some areas
 - Parking, public realm improvements
 - Minimum and maximum affordable unit mixes
- Greater flexibility of commercial uses
 - Apply NTM zoning within and adjacent to station area
 - Create Major Center





Potential Buildout

- High level projections based on proposed regulatory changes
- Net increase within ¼ mile station area

RESIDENTIAL

RETAIL/OFFICE

St. Petersburg

+ 10,000 to 17,000 units
(117% increase)

+ 2.7 to 4.5 million sq. ft
(66% increase)

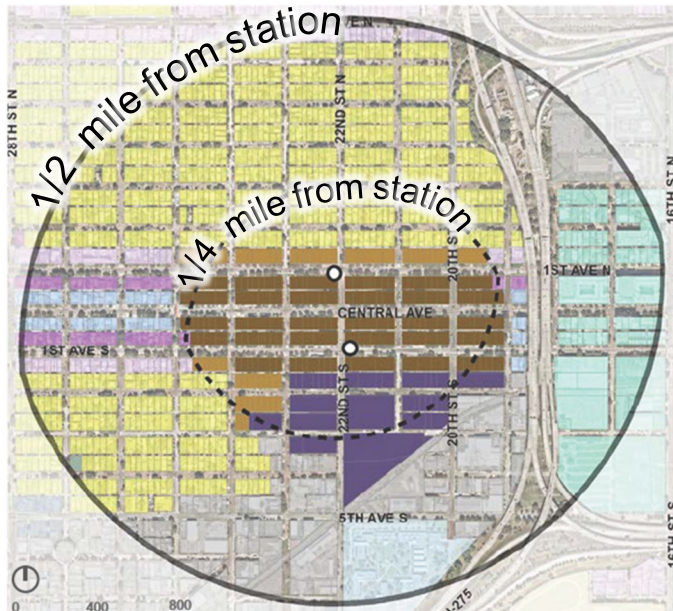
South Pasadena

+ 600 to 2,500 units
(105% increase)

+ 230,000 to 470,000 sq. ft
(42% increase)

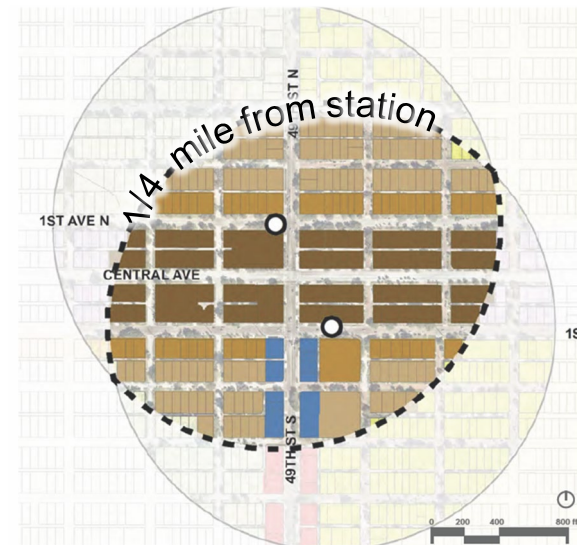


Following best practices, SunRunner Rising assessed development potential and regulations within $\frac{1}{4}$ mile of transit stops. The effort recommends updating zoning policies within $\frac{1}{4}$ mile of stops with the potential to expand transit-supportive zoning practices up to and beyond $\frac{1}{2}$ mile where transit connectivity can be fostered and continuous.



Urban and Downtown Station Areas

- From a policy and regulatory perspective, the City may want to extend the recommended zoning modifications to a half-mile radius around the stations, as shown in the map.



Neighborhood and Village Station Areas

- The purpose is to focus development around a quarter-mile of the stations initially and look at the bi-directional opportunity for people to travel



Streetscape
& Mobility
Improvements

8-10'
Sidewalk

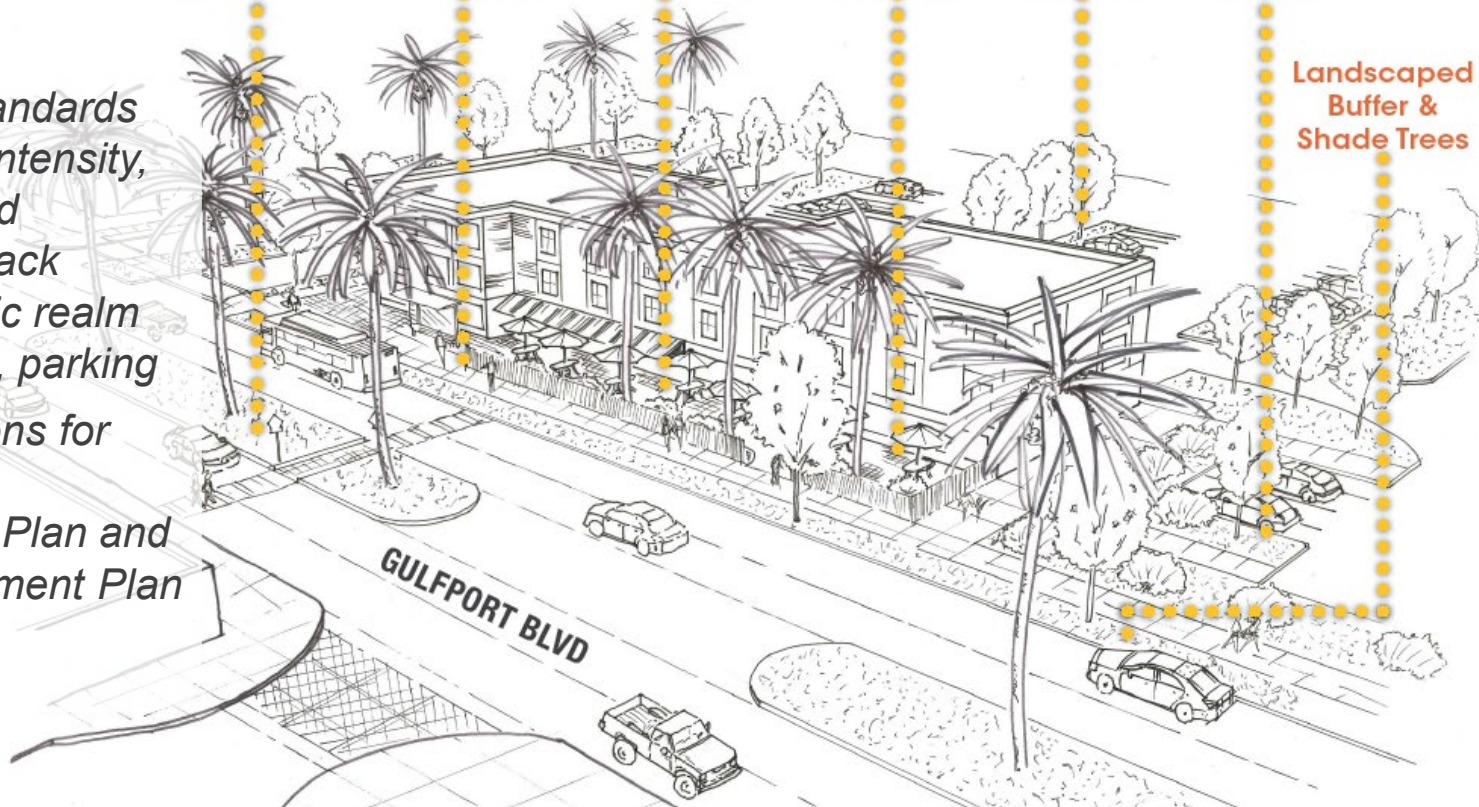
Active Frontage
for Outdoor
Café Seating

25' Building
Setback

Parking
in Rear

Screened
Parking

Landscaped
Buffer &
Shade Trees



- *Special Area Standards for density and intensity, building form and placement, setback minimums, public realm and connectivity, parking*
- *Recommendations for integration into Comprehensive Plan and Capital Improvement Plan*



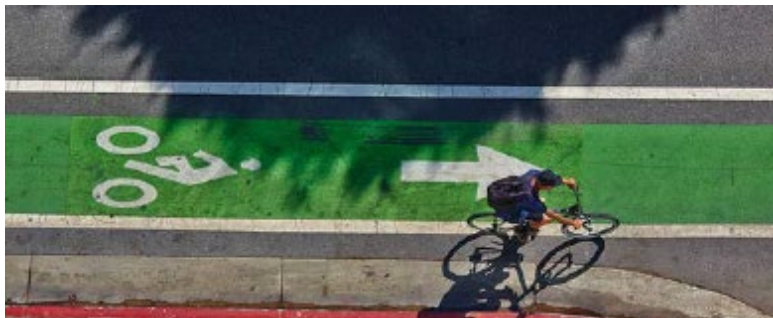
INFRASTRUCTURE



Urban Place Type Example



- Wayfinding to SunRunner stops
- Bike and pedestrian connections from neighborhoods
- Shared streets and curbless streets
- Re-grid street network to reduce large block sizes
- Shared parking structures
- Use extra roadway and parking space for parklets





PARTNERSHIPS



Equitable Considerations and Recommendations

- Housing Affordability
 - Density/Intensity **bonuses** and **height increases**
 - Alternative/customized **community-based AMI**
 - **Public-Private partnerships** and the creation of affordable housing
 - **Consider a land bank** of vacant, abandoned, or tax-delinquent properties to be redeveloped for affordable housing or other community needs
 - **Permanent affordable housing trust fund** as a dedicated source of public funds to support the preservation and production of affordable housing
 - Mitigating displacement through **rent stabilization and just cause eviction** ordinances



PARTNERSHIPS



Equitable Considerations and Recommendations

- Community Asset Building and Neighborhood Services
 - Explore **community benefits agreements** for station areas outside of the Trop site
 - **“First Source Hiring”** agreement requiring employers in corridor to employ economically disadvantaged, local residents for entry level jobs
 - Continue to foster **workforce development partnerships** to help current residents gain the skills/training
 - **Continue to provide local business assistance** in the form of grants, mentorship, and other financial resources, to prevent the displacement of locally-owned businesses
 - **Leverage funding** for multimodal improvements identified

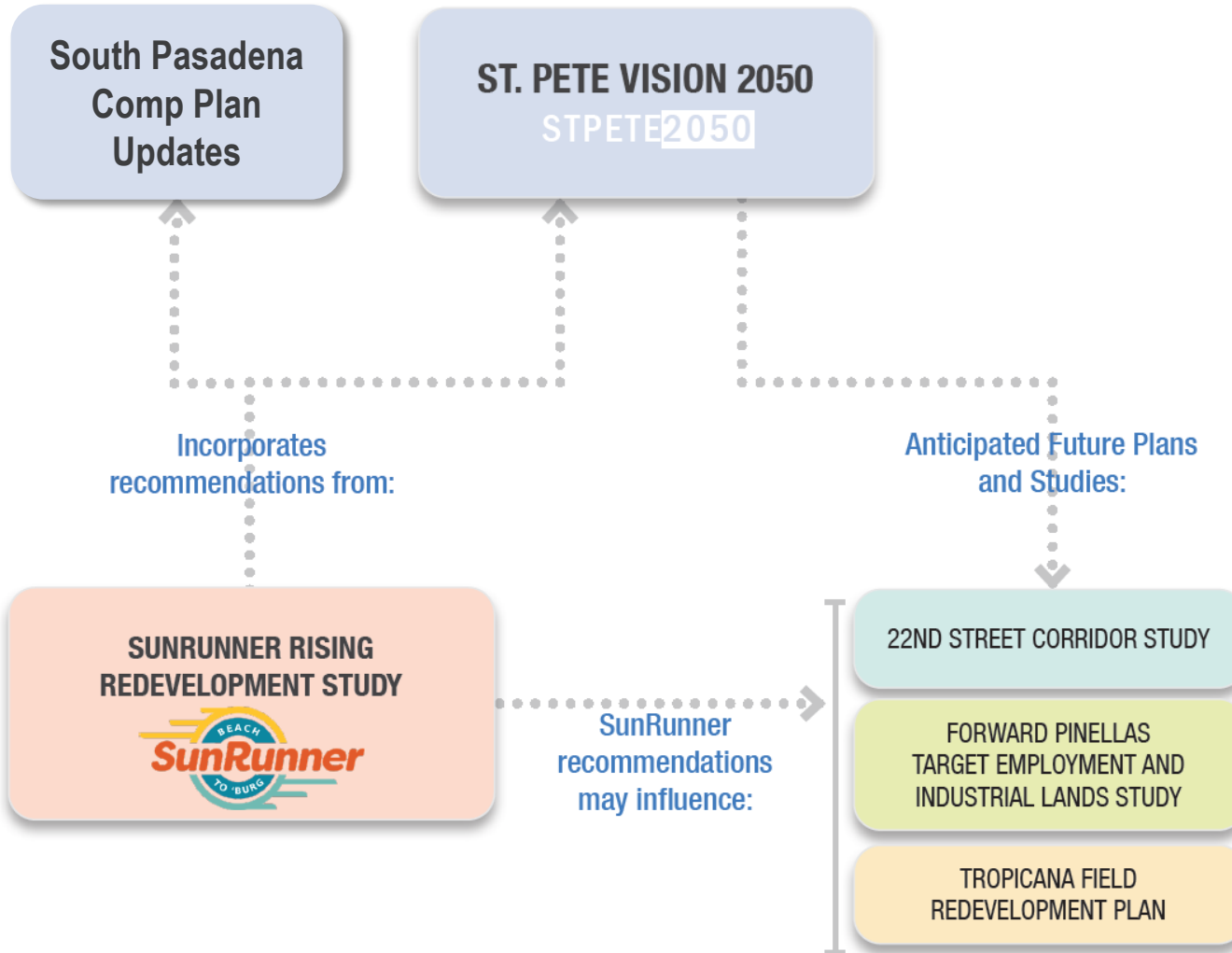


PARTNERSHIPS



- Corridor-wide Funding Strategy Objective:
 - Utilize existing and/or incremental new values from capital investment to fund long-term transit operations
- Value capture models for 25-year period:
 - Compares property value generated by existing and new development
 - Reviewed Special Assessments and Impact Fee models
- Special Assessment Strategies for consideration:
 - **Incremental** – capturing property value increase from base year
 - **Fixed** – assessment rate per square-foot and per unit on all land uses
 - **Variable** – like fixed, but with a unique rate by land use

Next Steps



Questions and Answers

