

# COUNCIL MEETING

Municipal Building  
175-5<sup>th</sup> Street North  
Second Floor Council Chamber

CITY OF ST. PETERSBURG

**June 13, 2024  
4:00 PM**

Welcome to the City of St. Petersburg City Council meeting. The public may address City Council in person.

The public must attend the meeting in person to speak during public hearings or quasi-judicial hearings. If you are a person with a disability who needs an accommodation in order to participate in this meeting or have any questions, please contact the City Clerk's Office at 893-7448. If you are deaf/hard of hearing and require the services of an interpreter, please call our TDD number, 892-5259, or the Florida Relay Service at 711, as soon as possible. The City requests at least 72 hours advance notice, prior to the scheduled meeting, for accommodations.

To assist the City Council in conducting the City's business, we ask that you observe the following:

1. If you are speaking under the Public Hearings, Appeals or Open Forum sections of the agenda, please observe the time limits indicated on the agenda.
2. Placards and posters are not permitted in the Chamber. Applause is not permitted except in connection with Awards and Presentations.
3. Please do not address Council from your seat. If asked by Council to speak to an issue, please do so from the podium.
4. Please do not pass notes to Council during the meeting.
5. Please be courteous to other members of the audience by keeping side conversations to a minimum.
6. The Fire Code prohibits anyone from standing in the aisles or in the back of the room.
7. If other seating is available, please do not occupy the seats reserved for individuals who are deaf/hard of hearing.

The public can also attend the meeting in the following ways:

- Watch live on Channel 15 WOW!/Channel 641 Spectrum/Channel 20 Frontier FiOS
- Watch live online at [www.stpete.org/TV](http://www.stpete.org/TV)
- Listen and participate by dialing one of the following phone numbers
  - +1 312 626 6799 or
  - +1 646 876 9923 or
  - +1 253 215 8782 or
  - +1 301 715 8592 or
  - +1 346 248 7799 or

- +1 669 900 6833 and entering webinar ID: 938 3750 5508#
- Watch, listen, and participate on your computer, mobile phone, or other device by visiting the following link: <https://zoom.us/j/93837505508>

The public can participate in the meeting by providing public comment for agenda items other than public hearings and quasi-judicial hearings in the following ways:

- If attending the Zoom meeting by computer or other device, use the “raise hand” button in the Zoom app.
- If attending the Zoom meeting by phone only, enter \*9 on the phone to use the “raise hand” feature.

The “raise hand” feature in the Zoom meeting indicates your desire to speak but does not allow you to speak immediately. You must use the “raise hand” feature at the time the agenda item is addressed. All “raised hands” will be lowered after each agenda item. When it is your turn to speak, your microphone will be unmuted. At the conclusion of your comments or when you reach the three-minute limit, you will be muted. Please be advised that at all times the chair has the authority and discretion to re-order agenda items, and in the event the meeting is disrupted by violations of the rules of decorum, to accept public comment by alternate means, including by email only.

Regardless of the method of participation used, normal rules for participation apply, including the three-minute limit on comments, the requirement that any presentation materials must be submitted to the City Clerk in advance of the meeting, and the rules of decorum. Public comments must be submitted before the public comment period has closed.

**A. Meeting Called to Order and Roll Call.**

**June 13, 2024**

**4:00 PM**

Invocation and Pledge to the Flag of the United States of America.

**B. Approval of Agenda with Additions and Deletions.**

**C. Consent Agenda (see attached)**

**Open Forum**

*The City Council receives public comment during Open Forum and on agenda items with limited exceptions consistent with Florida law. All issues discussed under Open Forum must be limited to issues related to the City of St. Petersburg government. If you wish to address City Council on subjects other than **public hearing or quasi-judicial items listed on the agenda**, please sign up with the Clerk. Only City residents, owners of property in the City, owners of businesses in the City or their employees may speak during Open Forum.*

*If you wish to address City Council through the Zoom meeting, you must use the “raise hand” feature button in the Zoom app or enter \*9 on your phone at the time the agenda item is addressed. When it is your turn to speak, you will be unmuted and asked to state your name and address. At the conclusion of your comments or when you reach the three-minute time limit, you will be muted. All “raised hands” will be lowered after each agenda item.*

*Regardless of the method of participation used, normal rules apply, including the three-minute time limit on comments, the requirement that any presentation materials must be submitted in advance of the meeting and the rules of decorum. If live public comment is disrupted by violations of the rules of decorum, the chair is authorized to accept public comment by alternate means, including by email only.*

**D. Awards and Presentations**

**E. New Ordinances - (First Reading of Title and Setting of Public Hearing)**

Setting July 11, 2024 as the public hearing date for the following proposed Ordinance(s):

1. [Ordinance 585-H, An ordinance adopting amendments to the Intown Redevelopment Plan \(IRP\) of the City of St. Petersburg \(City\), increasing the redevelopment program budget in amended table 2 from \\$232.354 million to \\$574.854 million to fund “New Stadium Improvements” and “Historic Gas Plant Redevelopment Infrastructure” in the IRP west of 8th street; providing for an extension of the City’s TIF contributions through 2042, and allowing modifications to TIF contributions to the IRP Redevelopment Trust Fund by the City and Pinellas County; providing for severability; and providing an effective date.](#)

**F. Reports**

1. [A resolution of the City Council of St. Petersburg, Florida, approving an increase in the not to exceed amount of the engagement letter with Faegre Drinker Biddle & Reath LLP from \\$950,000 to \\$1,500,000; approving a supplemental appropriation in the amount of \\$550,000 from the unappropriated balance of the General Fund \(0001\) to the Legal Department, Legal Division \(030-1009\); and providing for an effective date.](#)

**G. New Business**

**H. Council Committee Reports**

**I. Legal**

1. [Settlement Andi Ibro v. City of St. Petersburg, Case No.: 23-001241-CI](#)

**J. Public Hearings and Quasi-Judicial Proceedings - 5:01 P.M.**

**First Reading and First Public Hearings**

**Setting July 11, 2024 as the second reading and second public hearing date for the following proposed Ordinance(s).**

1. [Ordinance 584-H of the City of St. Petersburg approving a Development Agreement for property generally bounded by First Avenue South to the north, Dr. Martin Luther King, Jr. and Tenth Streets South to the east, Interstate 175 to the south, and Seventeenth and Eighteenth Streets South to the west; recognizing that the subject agreement is by and between Hines Historic Gas Plant District Partnership, a Florida Joint Venture \(Developer\) and the City of St. Petersburg, Florida, A Florida Municipal Corporation; authorizing the Mayor or his designee to execute the agreement; and providing an effective date.](#)
2. [Ordinance 793-Z amending the Official Zoning Map of the City of St. Petersburg, Florida, by changing the zoning of seven \(7\) publicly-owned parcels, generally located south and west of Tropicana Field and bounded by I-175 to the south and 18th Street South to the west, from Downtown Center 2 \(DC-2\) to Downtown Center 1 \(DC-1\); Providing for repeal of conflicting ordinances and provisions thereof; and providing an effective date. \(City File: ZM-17\) \(Quasi-judicial\)](#)

**Public Hearings**

*NOTE: The following Public Hearing items have been submitted for **consideration** by the City Council. If you wish to speak on any of the Public Hearing items, please obtain one of the **YELLOW** cards from the containers on the wall outside of Council Chamber, fill it out as directed, and present it to the Clerk. You will be given 3 minutes **ONLY** to state your position on any item but may address more than one item.*

3. [Ordinance 586-H, an emergency ordinance concerning the dates of the City's upcoming general election and primary election and the dates of qualifying for those elections; making findings regarding those dates; ratifying November 5, 2024, as the date of that general election, August 20, 2024, as the date of that primary election, and June 4, 2024, through June 18, 2024, as the dates of qualifying for those elections; providing severability; and providing an effective date.](#)

**K. Open Forum**

**L. Adjournment**

# CONSENT AGENDA

COUNCIL MEETING

CITY OF ST. PETERSBURG

## Consent Agenda A June 13, 2024

NOTE: The Consent Agenda contains normal, routine business items that are very likely to be approved by the City Council by a single motion. Council questions on these items were answered prior to the meeting. Each Councilmember may, however, defer any item for added discussion at a later time.

### **(Procurement)**

1. [Approving the purchase of nine clean diesel trucks, one trailer, one tractor truck, and one loader utilizing Florida Sheriffs Association contract Nos FSA20-EQU21.0, Heavy equipment and FSA23-VEH21.0, Heavy trucks and buses and Florida State Department of Management Services #21-25101600 STC, medium and heavy trucks for a total combined cost not to exceed \\$4,047,818; approving a transfer in the amount of \\$1,800,000 from the unappropriated balance of the Sanitation Operating Fund \(4021\) to the Sanitation Equipment Replacement Fund \(4027\); approving a supplemental appropriation in the amount of \\$4,048,000 from the increase in the unappropriated balance of the Sanitation Equipment Replacement Fund \(4027\), partially resulting from the above transfer, to the Sanitation Department, Administration Division \(450-2237\), and providing an effective date.](#)

### **(City Development)**

2. A resolution of the City Council of St. Petersburg, Florida, approving an increase in the not to exceed amount of the engagement letter with Faegre Drinker Biddle & Reath LLP from \$950,000 to \$1,500,000; approving a supplemental appropriation in the amount of \$550,000 from the unappropriated balance of the General Fund (0001) to the Legal Department, Legal Division (030-1009); and providing for an effective date. (Moved to Reports as F-1)

### **(Community Enrichment)**

### **(Public Works)**

### **(Appointments)**

### **(Miscellaneous)**

# CONSENT



# AGENDA

COUNCIL MEETING

CITY OF ST. PETERSBURG

**Consent Agenda B  
June 13, 2024**

NOTE: The Consent Agenda contains normal, routine business items that are very likely to be approved by the City Council by a single motion. Council questions on these items were answered prior to the meeting. Each Councilmember may, however, defer any item for added discussion at a later time.

**(Procurement)**

**(City Development)**

**(Community Enrichment)**

**(Public Works)**

**(Appointments)**

**(Miscellaneous)**

1. [Housing, Land Use, & Transportation Committee Meeting Minutes \(May 16, 2024\)](#)

# MEETING AGENDA

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CITY OF ST. PETERSBURG

Note: An abbreviated listing of upcoming MEETING AGENDA Council meetings.

**Housing, Land Use & Transportation Committee**

*Thursday, July 11, 2024, 8:00 a.m., Conference Room 100*

**Public Services & Infrastructure Committee**

*Thursday, July 11, 2024, 9:25 a.m., Conference Room 100*

**Budget, Finance & Taxation Committee**

*Thursday, July 11, 2024, 10:50 a.m., Conference Room 100*

**CRA/Agenda Review**

*Thursday, July 11, 2024, 2:00 p.m., Conference Room 100*

**City Council Meeting**

*Thursday, July 11, 2024, 3:00 p.m., City Council Chambers*

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CITY OF ST. PETERSBURG  
**Board and Commission Vacancies**

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## **PROCEDURES TO BE FOLLOWED FOR QUASI-JUDICIAL PROCEEDINGS:**

1. **Anyone wishing to speak must fill out a yellow card and present the card to the Clerk. All speakers must be sworn prior to presenting testimony. No cards may be submitted after the close of Public Comment. Each party and speaker is limited to the time limits set forth herein and may not give their time to another speaker or party.** Each party and speaker wishing to present handouts, photographs, presentation slides or any other materials (collectively, “Materials”) during a quasi-judicial proceeding must submit such Materials to the City Clerk no later than 24 hours in advance of the applicable public hearing. **Materials submitted after the deadline will not be accepted and may not be used.**
2. At any time during the proceeding, City Council members may ask questions of any speaker or party. The time consumed by Council Member questions and answers to such questions shall not count against the time frames allowed herein. Burden of proof: in all appeals, the Appellant bears the burden of proof; in rezoning and land use cases, the Property Owner or Applicant bears the burden of proof except in cases initiated by the City, in which event the City Administration bears the burden of proof; for all other applications, the Applicant bears the burden of proof. Waiver of Objection: at any time during the proceeding Council Members may leave the Council Chamber for short periods of time provided they continue to hear testimony by audio. If any party has an objection to a Council Member leaving the Chamber during the hearing, such objection must be made at the start of the hearing. If an objection is not made as required herein it shall be deemed to have been waived.
3. Reading of the Title of the Ordinance(s), if applicable.
4. Initial Presentation. Each party shall be allowed ten (10) minutes for their initial presentation. The order of initial presentations shall be:
  - a. Presentation by City Administration.
  - b. Presentation by the Appellant followed by the Applicant, if different. If Appellant and Applicant are different entities, then each is allowed the allotted time for each part of these procedures.
  - c. Presentation by Opponent. If anyone wishes to utilize the initial presentation time provided for an Opponent, said person shall register as an Opponent with the City Clerk at least one week prior to the scheduled public hearing or within 48 hours after the City staff report for the public hearing has been published (whichever is later). If more than one person registers to utilize the initial presentation time provided for an Opponent, the registered persons shall attempt to agree on a single representative to participate as the Opponent in the proceeding. If the persons cannot agree on a single representative, then each person (or person’s representative) shall share equally the time allotted to the Opponent for each part of these procedures. If there is an Appellant who is not the Applicant or Property Owner, then no Opponent is allowed. If a Property Owner who is not the Appellant or the Applicant opposes the Application and utilizes any part of the time available to the Property Owner to make an initial presentation, the Opponent shall not be permitted to make an initial presentation (but shall be provided an opportunity for cross-examination and rebuttal/closing).
  - d. If the Property Owner is neither the Appellant nor the Applicant, they shall be allowed the allotted time for each part of these procedures and shall have the opportunity to speak last in each part of these procedures so that they have the opportunity to address what all the interested parties have presented.

5. Public Comment. Upon conclusion of the initial presentations, members of the public may speak for not more than three (3) minutes each. Speakers shall limit their testimony to information relevant to the ordinance or application and criteria for review.

6. Cross Examination. Each party shall be allowed a total of five (5) minutes for cross examination, which includes the time consumed by both questions and answers. Each party who opposes the application may only cross examine any witness who previously testified in support of the application. Each party who supports the application may only cross examine any witness who previously testified in opposition to the application. The questioning party is not permitted to make any statements, only to ask questions that are directly related to the testimony or evidence presented. All questions shall be addressed to the Chair and then (at the discretion of the Chair) asked either by the Chair or by the party conducting the cross examination of the appropriate witness. One (1) representative of each party shall conduct the cross examination. If anyone wishes to utilize the time provided for cross examination and rebuttal as an Opponent, and no one has previously registered with the City Clerk as an Opponent, said individual shall notify the City Clerk prior to the beginning of initial presentations for the applicable public hearing. If no one gives such notice, there shall be no cross examination or rebuttal by Opponent(s). The order of cross examination shall be:

- a. Cross examination by City Administration.
- b. Cross examination by Opponents, if applicable.
- c. Cross examination by Appellant followed by Applicant, followed by Property Owner, if different.

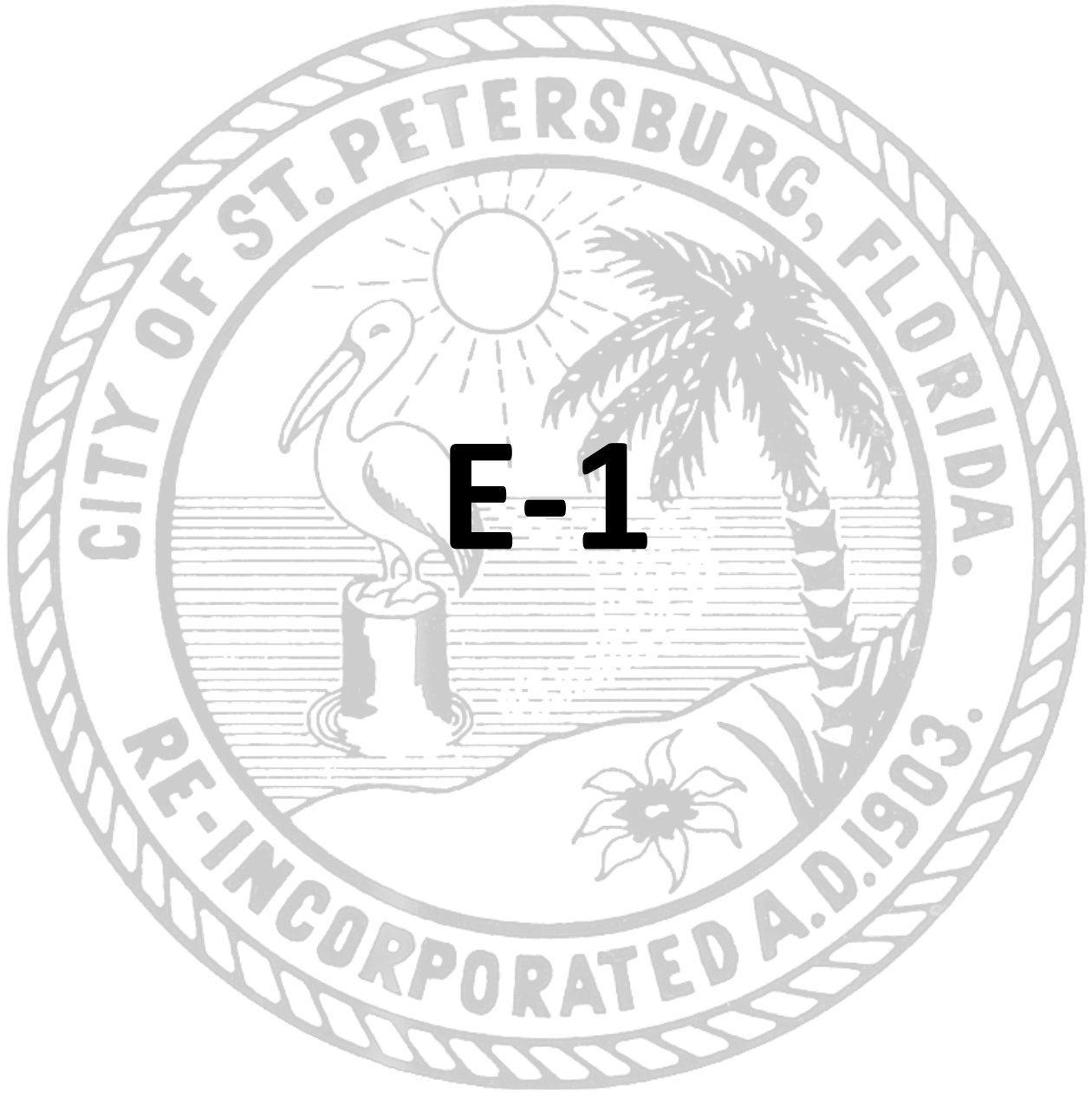
7. Rebuttal/Closing. Each party shall have five (5) minutes to provide a closing argument and/or rebuttal. The order of rebuttal/closing shall be:

- a. Rebuttal/Closing by City Administration.
- b. Rebuttal/Closing by Opponent, if applicable.
- c. Rebuttal/Closing by Applicant followed by the Appellant, if different, followed by Property Owner, if different.

00630194.doc - revised 7/7/2022

The following page(s) contain the backup material for Agenda Item: Ordinance 585-H, An ordinance adopting amendments to the Intown Redevelopment Plan (IRP) of the City of St. Petersburg (City), increasing the redevelopment program budget in amended table 2 from \$232.354 million to \$574.854 million to fund “ “New Stadium Improvements” and “Historic Gas Plant Redevelopment Infrastructure” in the IRP west of 8th street; providing for an extension of the City’s TIF contributions through 2042, and allowing modifications to TIF contributions to the IRP Redevelopment Trust Fund by the City and Pinellas County; providing for severability; and providing an effective date.

Please scroll down to view the backup material.



**ST. PETERSBURG CITY COUNCIL**  
**City Council Meeting**  
**June 13, 2024**

**TO:** The Honorable Deborah Figgs-Sanders, Chair and Members of City Council

**FROM:** **Tom Greene, Assistant City Administrator**  
**Anne A. Fritz, Director, Debt Financing**

**SUBJECT:** Ordinance NO. 585-H Adopting Amendments to Intown Redevelopment Plan

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**REQUEST:**

Community Redevelopment Agency recommendation to City Council approving the proposed amendments to the Intown Redevelopment Plan.

**OVERVIEW:**

As part of the process to approve the Second Amended and Restated Intown Interlocal Agreement, the City's Intown Redevelopment Plan (IRP) requires certain modifications.

Staff has revised Exhibit 1 to reflect the changes.

The modifications include:

- Add the "New Stadium Project" to the Stadium Plan: (page 7-8 of the IRP)

As the Stadium Plan of the IRP calls for Major League Baseball to be played on the site, on September 19, 2023, it was announced that the City of St. Petersburg, Pinellas County, Tampa Bay Rays, and Hines Development team have agreed to move forward with a new state-of-the-art ballpark and a transformational development of the Historic Gas Plant. In order to construct the stadium and related improvements, the proposed project would include a new stadium and all improvements associated therewith, parking garages, on-site parking, open space, plazas and paths, public art, and brownfield mitigation.

- Add the "Historic Gas Plant Redevelopment Infrastructure" to the Tropicana Field Site: (page 8 of the IRP)

The Tropicana Field site represents a catalytic development opportunity for St. Petersburg and the region, but preparing the site for redevelopment will require substantial improvement for infrastructure, including roadway and sidewalk improvements and new construction, streetlights, structures including bridges, Pinellas Trail and Booker Creek

improvements, environmental and stormwater controls and appurtenances thereto, drainage, sanitary sewer, potable water, reclaimed water, publicly-accessible amenities and open space, public art, and the demolition of the existing structure known as Tropicana Field, parking lots, and other structures and appurtenance.

- Extending the IRP until 2042, increasing the redevelopment budget to \$574.854 million to fund the “New Stadium Project” in the amount of \$212.5 million; fund the “Historic Gas Plant Redevelopment Infrastructure” project at \$130 million; and allows the City to annually modify the City Contribution percentage, but to no more than sixty (60%) percent. (page 8 of the IRP)

To fund the new projects in the IRP, during 2024, the City of St. Petersburg and Pinellas County agreed to increase the redevelopment budget to \$574.854 million. Table 2 was revised to add to the plan the “New Stadium Project” for a total of \$212.5 million and the “Historic Gas Plant Redevelopment Infrastructure” for \$130.0 million. It also extended the IRP until 2042, and City Contributions may be set annually for an amount not to exceed sixty percent.

- Updates the Trust Fund Programming (page 21 of the IRP).  
The 2024 amendment included further TIF funding for the New Stadium Project and Historic Gas Plant Redevelopment Infrastructure. These include \$212.5 million for the New Stadium Project to include:
  - New stadium including all improvements associated therewith
  - Two parking garages
  - On-site parking
  - Open space, plazas, paths
  - Public art
  - Brownfields mitigation/remediation

In addition, this amendment includes \$130 million for the following Historic Gas Plant Redevelopment Infrastructure:

- Roadway/sidewalk improvements and new construction
  - Streetlights
  - Structures including bridges, Pinellas Trail and Booker Creek improvements, environmental and stormwater controls, and appurtenances thereto
  - Drainage
  - Sanitary sewer
  - Potable water
  - Reclaimed water
  - Publicly-accessible amenities and open space
  - Public art
  - Demolition of the existing structure known as Tropicana Field, parking lots, and other structures and appurtenances.
- 
- Updates the language for the return of surplus to reflect Pinellas County requested modification (page 22 of the IRP).  
Any surplus remaining in the IRP Redevelopment Trust Fund after completion of the Tropicana Field projects identified in Amended Revised Table 2 will be returned to the City of St. Petersburg and Pinellas County. Per the 2024 amendment, the surplus amount from Pinellas County will be paid to the Tampa Bay Rays after completion of the new stadium project to be utilized for debt service on the new stadium project. Further, the amendment extended the agreement from April 7, 2032 until April 7, 2042, while maintaining a sunset date for County contributions ending April 7, 2032.
  - Amends Table 2 of the CRA Plan to apply the CRA's Tax Increment Financing funds to add the New Stadium Project, which include a new stadium and all improvements associated therewith, parking garages, on-site parking, open space, plazas and paths, public art, and brownfield mitigation (\$212.5 million) and the Infrastructure for the Historic Gas Plant Redevelopment Project (\$130 million). The City Contribution will be extended from 2032-2042 and will be subject to annual modification by the City as required, but not to exceed sixty percent (60%). (page 45 of the IRP).

**ATTACHMENTS:**

- Ordinance 585-H with the 2024 Updates to the Intown Redevelopment Plan

The Administration recommends approval of the Intown Redevelopment Plan. With the public hearing meeting, City Council will be required to convene as the CRA to also adopt a Resolution approving the IRP.



ORDINANCE NO. 585-H

AN ORDINANCE ADOPTING AMENDMENTS TO THE INTOWN REDEVELOPMENT PLAN (IRP) OF THE CITY OF ST. PETERSBURG (CITY), INCREASING THE REDEVELOPMENT PROGRAM BUDGET IN AMENDED TABLE 2 FROM \$232.354 MILLION TO \$574.854 MILLION TO FUND “NEW STADIUM PROJECT” AND “HISTORIC GAS PLANT REDEVELOPMENT INFRASTRUCTURE” IN THE IRP WEST OF 8<sup>TH</sup> STREET; PROVIDING FOR AN EXTENSION OF THE CITY’S TIF CONTRIBUTIONS THROUGH 2042, AND ALLOWING MODIFICATIONS TO TIF CONTRIBUTIONS TO THE IRP REDEVELOPMENT TRUST FUND BY THE CITY AND PINELLAS COUNTY; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of St. Petersburg approved the Intown Redevelopment Plan (IRP) to revitalize the City’s original downtown core area and waterfront for urban entertainment, sports, residential, commercial, institutional and office uses; and

WHEREAS, the Stadium Plan of the IRP calls for Major League Baseball to be played on the site, and on September 19, 2023 it was announced that the City of St. Petersburg, Pinellas County, Tampa Bay Rays, and Hines Development team have agreed to move forward with a new state-of-the-art ballpark and a transformational development of the Historic Gas Plant. In order to construct the stadium and related improvements, the proposed project would include a new stadium and all improvements associated therewith, parking garages, on-site parking, open space, plazas and paths, public art, and brownfield mitigation; and

WHEREAS, the Tropicana Field site represents a catalytic development opportunity for St. Petersburg and the region, but preparing the site for redevelopment will require substantial improvement for infrastructure, including roadway and sidewalk improvements and new construction, streetlights, structures including bridges, Pinellas Trail and Booker Creek improvements, environmental and stormwater controls and appurtenances thereto, drainage, sanitary sewer, potable water, reclaimed water, publicly-accessible amenities and open space, public art, and the demolition of the existing structure known as Tropicana Field, parking lots, and other structures and appurtenances; and

WHEREAS, Section 163.387(3)(b), F.S. allows the City of St. Petersburg (City) and Pinellas County (County) to modify their tax increment financing contributions to the IRP Redevelopment Trust Fund outside of the parameters defined by Florida Statutes through an interlocal agreement, but not to exceed 60% in a given year for City contributions while maintaining a 50% contribution from the County; and

WHEREAS, Section 163.387(2)(a), F.S. allows the City and County to modify the IRP to allow for an extension of City TIF contributions to the IRP Redevelopment Trust

Fund from 2032 to 2042, while maintaining a sunset date for County contributions ending in 2032; and

WHEREAS, in 2005, the St. Petersburg City Council and the Pinellas County Board of County Commissioners first approved the “Interlocal Agreement between the City of St. Petersburg, Florida and Pinellas County, Florida for the Commitment of Tax Increment Revenues in the Intown Redevelopment Area” (Interlocal Agreement) and have since approved four amendments, a restatement of the Interlocal Agreement, an amendment to the amended and restated Interlocal Agreement, and, concurrently with this Ordinance, a Second Amended and Restated Interlocal Agreement.

THE CITY OF ST. PETERSBURG DOES HEREBY ORDAIN:

Section 1. The Intown Redevelopment Plan (IRP) is hereby amended to read as provided in Exhibit 1 of this Ordinance, which is attached hereto and incorporated herein.

Section 2. Words that are ~~struck through~~ shall be deleted from the existing IRP and language that is underlined shall be added to the existing IRP. Provisions not specifically amended shall continue in full force and effect.

Section 3. Severability. The provisions of this ordinance shall be deemed to be severable. If any portion of this ordinance is deemed unconstitutional, it shall not affect the constitutionality of any other portion of this ordinance.

Section 4. Compliance with §166.041(4), Florida Statutes. A business impact estimate was prepared for this ordinance and posted on the City’s website no later than the date the notice of the proposed ordinance was published.

Section 5. Effective Date. In the event this ordinance is not vetoed by the Mayor in accordance with the City Charter, it shall become effective when the Board of County Commissioners approves it as an amendment to the IRP. 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 as described above.

/s/ Michael J. Dema  
City Attorney (designee)  
00748076

## Exhibit 1

# Intown Redevelopment Plan



**St. Petersburg, Florida**

# **Intown Redevelopment Plan**

**MAYOR/CRA EXECUTIVE DIRECTOR  
Kenneth Welch**

## **CITY COUNCIL/COMMUNITY REDEVELOPMENT AGENCY (CRA)**

**Deborah Figgs-Sanders, Chair  
Copley Gerdes, Vice Chair  
Gina Driscoll  
Richie Floyd  
Brandi Gabbard  
Lisset Hanewicz  
Ed Montanari  
John Muhammad**

## **ADMINISTRATION**

**Robert Gerdes, City Administrator  
James Corbett, City Development Administrator**

**Originally Adopted in March 1982**

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# Introduction

## INTRODUCTION

The **Intown Redevelopment Plan (IRP)** is the revitalization plan for the downtown. The development and implementation of the plan involves the efforts of City Council, the Community Redevelopment Agency, and the residential, financial, and business communities.

The Intown Redevelopment Plan (IRP) provides mechanisms and programs for coordinating and facilitating public and private improvements to encourage revitalization. The authority and powers invested in this plan come from the Community Redevelopment Act of 1969 (Florida Statutes, Chapter 163, Part III).

The Community Redevelopment Act grants local municipalities and local redevelopment agencies the authority to undertake community redevelopment projects following the designation of a redevelopment area to be of slum or blight, or a combination thereof.

Once an area has been declared appropriate for redevelopment, a community redevelopment plan is prepared. Before the plan is approved, the local governing body must hold a public hearing on the proposed plan.

In conjunction with preparing the plan, a redevelopment agency must be established to carry out the plan. On June 30, 1981, the City Council received redevelopment powers from the Pinellas County Board of Commissioners. Then the City Council of the City of St. Petersburg declared itself the

Community Redevelopment Agency for the Intown Redevelopment Plan (See Appendix A).

The Intown Redevelopment Plan was the second of four community redevelopment plans adopted for Downtown and its environs to promote revitalization (see Map 1). The first, the Jamestown Redevelopment Area, was established in 1977 and expired in 2007.

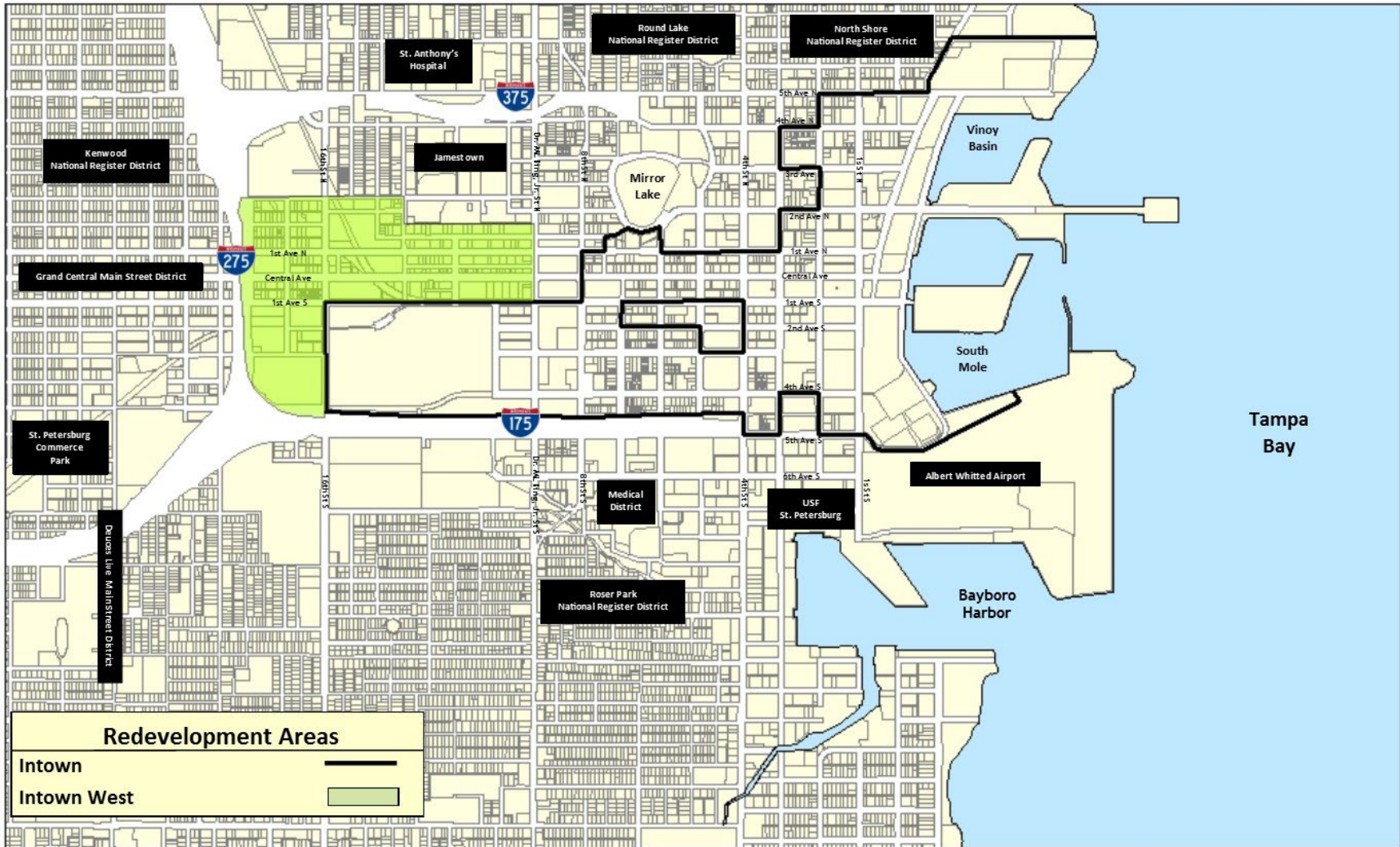
The 193-acre Bayboro Harbor Community Redevelopment Plan was approved in December 1985, with a tax increment financing (TIF) district approved in March 1988. The CRA and TIF district expired in March 2018.

The 123-acre Intown West Redevelopment Area lies north and west of Tropicana Field, and was created in 1990, with a tax increment district. Intown West was created to capitalize on the development of Tropicana Field and the eventual award of a Major League Baseball franchise. Specific issues the IWRP attempts to address include physical deterioration of structures and properties, poor visual identity and lack of a unified architectural theme or development pattern.

## PROJECT DESCRIPTION

The redevelopment of Intown has been a long-standing goal in St. Petersburg. It was recognized in the Goals for St. Petersburg 1973, the 1977 *Intown Sector Land Use Plan*, and, in 1979, the *Intown Design and Development Program (IDDP)*. Given the above precedents, part of Intown Sector (see Map 2) has been





Map 1  
**Community Redevelopment Areas in Downtown St. Petersburg**



identified as suitable for redevelopment as required under Chapter 163, Part III.

The redevelopment area is outlined on Map 2 and covers 309 acres, excluding rights-of-way. This area was declared suitable for redevelopment on December 17, 1981, (see Appendix A). Since its 1982 adoption, the IRP has been modified in response to changing market conditions, including amendments in 1995 that refined the plan emphasis for the Core, Waterfront, Duke Energy Center for the Arts and other project areas (see Ordinance No. 205-G).

In 2005, the City of St. Petersburg amended the Intown Redevelopment Plan to establish April 7, 2032, as its expiration date and utilize its tax increment financing revenue until that date to bond public projects related to the Pier, improvements to the Duke Energy Center for the Arts, finance a mixed-use parking garage/transportation facility in an appropriate location within the IRP area, and fund pedestrian, streetscape and park improvements within the tax increment district.

In 2015, the City amended the IRP to add \$20 million in budgetary authority to fund public improvements identified in the Downtown Waterfront Master Plan. Pinellas County's obligation to appropriate tax increment revenues was to terminate the earlier of April 7, 2032, or at such time as the \$117.4 million in funding required to pay for these projects has been repaid. Pinellas County's annual contribution to the Intown Redevelopment Trust Fund was also reduced from 95 percent to 85 percent of the increment increase in the IRP's property values.

A further amendment to the IRP in 2017 stipulated that the total TIF contributions needed to complete the IRP's \$117.4-million redevelopment program identified in Revised Table 2 were not to exceed \$190,984,882 as calculated since the approval of the 2005 IRP Interlocal Agreement. However, this ceiling on TIF contributions was not designed to prevent the City of St. Petersburg and Pinellas County from having future discussions regarding potential projects within the Intown CRA and amending the Intown Interlocal Agreement, if mutually agreed upon, to effectuate the implementation of those projects.

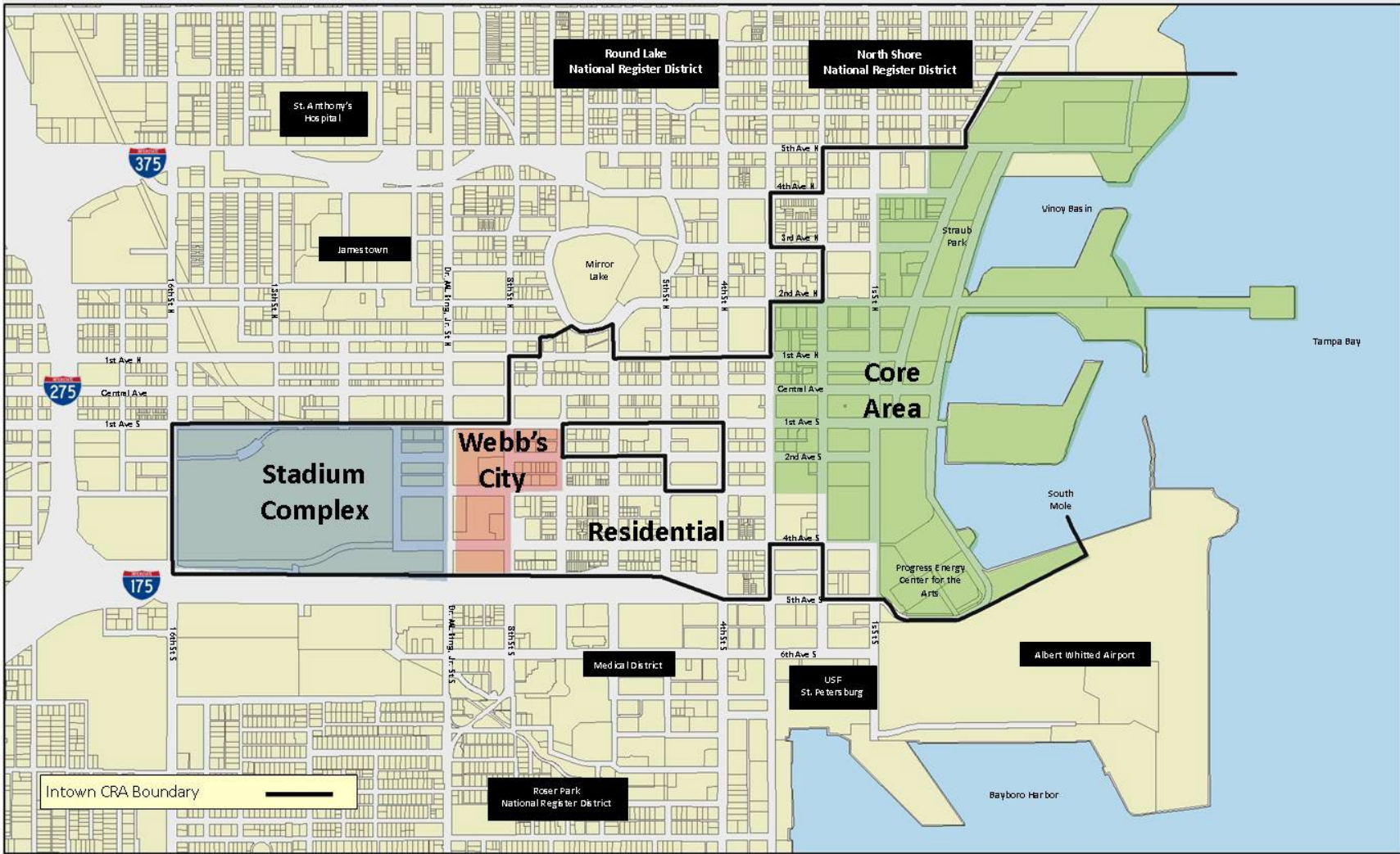
In 2018, the City of St. Petersburg and Pinellas County agreed to increase the redevelopment budget to \$232.4 million in exchange for reductions in both parties' annual contributions to the Intown Redevelopment Trust Fund for the duration of the Plan. Beginning in FY2019, the County's contribution to the Fund will be reduced from 85 percent to 75 percent, while the City's contribution will be reduced from 95 percent to 75 percent. Beginning in FY2023, both the County's and City's contribution to the Fund will be further reduced from 75 percent to 50 percent. Beginning in FY2023, both the County's and City's contribution to the Fund will be further reduced from 75 percent to 50 percent. Unless mutually agreed upon by the City of St. Petersburg and Pinellas County, County TIF contributions to the IRP Redevelopment Trust Fund for its duration are not to exceed \$108,100,000.

As the Stadium Plan of the IRP calls for Major League Baseball to be played on the site, on September 19, 2023 it was


announced that the City of St. Petersburg, Pinellas County, Tampa Bay Rays, and Hines Development team have agreed to move forward with a new state-of-the-art ballpark and a transformational development of the Historic Gas Plant. In order to construct the stadium and related improvements, the proposed project would include a new stadium and all improvements associated therewith, parking garages, on-site parking, open space, plazas and paths, public art, and brownfield mitigation.

The Tropicana Field site represents a catalytic development opportunity for St. Petersburg and the region, but preparing the site for redevelopment will require substantial improvement for infrastructure, including roadway and sidewalk improvements and new construction, streetlights, structures including bridges, Pinellas Trail and Booker Creek improvements, environmental and stormwater controls and appurtenances thereto, drainage, sanitary sewer, potable water, reclaimed water, publicly-accessible amenities and open space, public art, and the demolition of the existing structure known as Tropicana Field, parking lots, and other structures and appurtenance.

To fund the new projects in the IRP, during 2024, the City of St. Petersburg and Pinellas County agreed to increase the redevelopment budget to \$574.854 million. Table 2 was revised to add to the plan the “New Stadium Project” for a total of \$212.5 million and the “Historic Gas Plant Redevelopment Infrastructure” for \$130.0 million. It also extended the IRP until 2042, and City Contributions may be set annually for an amount not to exceed sixty percent.



Map 2  
**Intown Redevelopment Area and Project Focus Areas**



## PROJECT AREA

The Intown Redevelopment Area extends from Tampa Bay in the east to Tropicana Field in the west with its written description as follows:

Starting at a point located at 7th Avenue N.E. extended and Tampa Bay moving west along 7th Avenue N. E. to Beach Drive, South along Beach Drive to 5th Avenue North, West along 5th Avenue North to 2nd Street, South along 2nd Street to 4th Avenue North, West along 4th Avenue North to 3rd Street, South along 3rd Street to 3rd Avenue North, East along 3rd Avenue North to 2nd Street, South along 2nd Street to 2nd Avenue North, West along 2nd Avenue North to 3rd Street, South along 3rd Street to 1st Avenue North, West along 1st Avenue North to 6th Street, North along 6th Street to Mirror Lake Drive, West along Mirror Lake Drive to Arlington Avenue, Westerly along Arlington Avenue to 7th Street, South along 7th Street to 1st Avenue North, West along 1st Avenue North to 8th Street, South along 8th Street to 1st Avenue South, West along 1st Avenue South to 16th Street. South along 16th Street to I-175, East along I-175 to 4<sup>th</sup> Street, South on 4<sup>th</sup> Street to 5<sup>th</sup> Avenue South, East along 5<sup>th</sup> Avenue South to 3<sup>rd</sup> Street, North along 3rd Street to 4th Avenue South, East along 4th Avenue South to 2nd Street, South along 2nd Street to 5th Avenue South, Easterly along 5th Avenue South to Bayshore Drive, Easterly along Bayshore Drive to the Southern boundary of Municipal Parking Lot No. 51 on Plat Sheets D-1, D-3 and E-3 of the Official Zoning Map of the City of St. Petersburg, Easterly along the Southern boundary of Municipal Parking Lot No. 51, then Northerly along the Eastern boundary of Municipal Parking Lot No. 51 to Tampa Bay, Northerly along the coastline including any natural or artificial structures or land masses emanating from the coastline to a point located at the intersection of 7<sup>th</sup> Avenue N. E. extended and Tampa Bay; less the area beginning at the intersection of 1st Avenue South and 7<sup>th</sup> Street, South along 7th Street to 2nd Avenue South, East along 2nd Avenue South to 5th Street, South along 5<sup>th</sup> Street to 3rd Avenue South, East along 3<sup>rd</sup> Avenue South to 4<sup>th</sup> Street, North along 4<sup>th</sup> Street to 1<sup>st</sup> Avenue South, West along 1<sup>st</sup> Avenue South to 7<sup>th</sup> Street.

Within the redevelopment area are four important focus areas for new development: the Core, Webb's City, the Stadium Complex and surrounding residential areas (see Map 2). The first focus area is the Core, which also encompasses the waterfront. The integration of the Core and waterfront into a single focus area recognizes the importance of unifying these areas, which is a vital and unique part of the Intown and downtown revitalization.

Webb's City represents the second focus area and consists of the former Webb's City Department Store site and adjacent parcels. The Webb's City Department Store had functioned over the years as a residential service center as well as a tourist attraction. However, Webb's City Incorporated became financially troubled in 1976.

In January 1981, the City's involvement with Webb's City redevelopment program occurred when the Economic Development Administration transferred title of its property to the City. The City, in return, began making payments to EDA on the \$1.1 million transaction on February 18, 1987.

The Stadium Complex is the third focus area and is located between Dr. Martin Luther King, Jr. and 16th Streets and between 1st Avenue South and I-175. The Stadium Complex, formerly known as the Gas Plant area, was declared a redevelopment area by City Council on September 7, 1978, under Chapter 163, Part III, F.S.; (Council Resolution 78-738). Initially envisioned to support industrial park and residential development, the Gas Plant Redevelopment Plan, which

included plans to construct a multipurpose stadium on the site, was incorporated into the Intown Redevelopment Plan in 1983 (Ord. No. 669-F). Land acquisition and construction took the remainder of the decade, with the new domed stadium officially opened to the public on March 3, 1990.

The surrounding residential areas represent an important facet of establishing a permanent residential base in the downtown and providing for a 24-hour working, living and recreational activity center.

## REDEVELOPMENT ROLES

The City Council is the Community Redevelopment Agency (CRA) of the Intown Redevelopment Area and reviews certain projects for consistency with the Intown Redevelopment Plan, according to project cost thresholds adopted by resolution. The CRA has the authority to recommend amendments to the Redevelopment Plan ("Plan") with final approval by the City Council. As part of any redevelopment process, there may be times when appropriate modifications to the Plan are necessary.

Under Chapter 163, F.S., the governing body (City Council) has the authority to amend the Plan in conjunction with holding a public hearing. All plan changes, modifications, and amendments shall also be approved by the Pinellas County Board of County Commissioners.

## REDEVELOPMENT ACTIVITIES

The St. Petersburg City Council, acting as the Community Redevelopment Agency, will achieve the goal of downtown revitalization, in conformance with this adopted Plan, through the following implementation techniques and as further described in this Plan:

1. Acquisition of real property, as provided for under Chapter 163, F.S.;
2. Demolition, removal or clearance of existing building, structures and improvements and preparation of the project area as defined by this Plan;
3. Rehabilitation of certain existing structures, as defined in the Design and Development Guidelines section;
4. A relocation of site occupants presently residing in structures that are acquired by the Community Redevelopment Agency, as set forth in the Neighborhood Impact Chapter;
5. Construction of public improvements as deemed necessary to implement the Plan, encourage private investment and provide for the overall benefit of the City;
6. Disposition, by sale or lease, of property within the redevelopment area to private enterprises or for public purposes for uses in accord with this Plan and with such

other conditions, disposition agreements and covenants running with the land as are necessary to ensure implementation of the Plan;

7. Formulation and Administration of rules governing reasonable preference to persons who are engaged in business within the redeveloped area if feasible and to establish rules governing the right of owners to participate in the redevelopment process.
8. Establish design and development guidelines to ensure new development and rehabilitation of existing structures are compatible with the surrounding area and conform to sound urban design practices; and
9. Management of property acquired by the CRA from the time of acquisition until disposition of the property.

## OBJECTIVES AND STRATEGIES

The overall planning framework for the specific redevelopment programs of the IRP area is based on the 1979 *Intown Design and Development Program (IDDP)* and the 1977 *Intown Sector Land Use Plan*. These documents provide the framework for encouraging private development and rehabilitation. The overall objectives of the redevelopment plan are listed below:

### A. ENCOURAGE AND REINFORCE DEVELOPMENT

1. Encourage economic activity through the development of a unified commercial core area.

2. Formulate a participatory (public/private) approach to redevelopment.
3. Explore and develop organizational and leveraging devices to encourage private investment, such as construction of public improvements, establishment of a development corporation, and use of tax increment financing, interest subsidies, loan guarantees, and federal grants.
4. Define a mixed-use and middle income residential development project, formulating prototype design criteria and strategies and utilizing a participatory (public/private) development concept for marketing and packaging the project.
5. Provide support services for residential development.
6. Provide economic and employment opportunities for all citizens, with special emphasis on the disadvantaged and unemployed persons, working closely with the private sector and other organizations to promote the revitalization of Downtown St. Petersburg.
7. Continue the Waterfront Plan, Downtown Core Area, the Stadium Plan, Webb's City and Duke Energy Center for the Arts projects.

### B. PROVIDE GREATER ACCESSIBILITY TO INTOWN ACTIVITY AREAS AND VISUAL ASSETS THROUGH THE DEVELOPMENT

**OF AN INTEGRATED MOVEMENT SYSTEM FOR VEHICLES, TRANSIT, PEDESTRIANS AND PARKING.**

1. Develop a pedestrian system based on pedestrian counts and surveys in addition to current and projected development activity.
2. Utilize existing sidewalks and alleys for establishing a pedestrian system base.
3. Determine current and projected Intown vehicular circulation patterns by defining major roadways and their connecting streets, and identifying current and future activity nodes.
4. Determine appropriate areas to locate future parking facilities, de-emphasizing surface parking and focusing on potential areas for joint venture parking facility development.
5. Pursue a regional premium transit system with multiple downtown stations that serve Intown's existing activity areas and promote the development and expansion of others.

**C. ENSURE THAT THE FORM OF NEW DEVELOPMENT AND REDEVELOPMENT PROMOTES, REINFORCES AND MAINTAINS THE HISTORIC, CULTURAL AND AESTHETIC INTEGRITY OF THE INTOWN REDEVELOPMENT AREA.**

1. Maintain strict enforcement of City codes related to landscaping and signage through increased inspection.

2. Continue the beautification program (landscaping, street graphics and lighting) along Intown's visual corridors, utilizing where appropriate the streets earmarked for the Street Tree Planting Program, and encouraging private sector participation, through the Chamber of Commerce and other interested organizations, in maintaining the aesthetic appearance of this vegetation.
3. Develop design criteria and prototypes related to sidewalk textures, service delivery, landscaping, pedestrian facilities, pedestrian crossings, pedestrian lighting, sun and shade, and connections between buildings and public and private open space.
4. Develop prototypes for design of required open space to encourage quality design and establish concepts for relating building form and green space to other buildings, street and pedestrian systems and historic elements.
5. Increase Intown green open space through development of a landscaped pedestrian system and the Street Tree Planting Program and encourage developers to provide increased open space through incentives.

**METHODS OF FINANCING**

There are several funding techniques that will be utilized to finance redevelopment. The following is a brief explanation of these techniques.



- Tax increment financing is a redevelopment funding mechanism established under Chapter 163 (Community Redevelopment Act) of the Florida Statutes. As a financial tool, it provides that the assessed value of a designated redevelopment area may be frozen upon establishment of a redevelopment plan. The frozen base continues to be available to all local taxing agencies for operating purposes throughout the duration of the redevelopment project.

However, any growth in assessed value over the frozen base is reserved for the repayment of indebtedness incurred by the Community Redevelopment Agency in conjunction with redeveloping the area. The tax revenue generated by the redevelopment area is placed into a tax increment trust fund (T.I. Trust Fund or Trust Fund).

The property tax rates of local agencies continue to apply to this assessed value increment, but the revenue resulting therefrom is not available to other local taxing agencies (except the School Board) until all project indebtedness has been repaid.

- When available, Federal funds will continue to be used for downtown redevelopment projects.
- Industrial Revenue or Development Bonds (Chapter 159, Part III, F.S.) may be issued by the City to finance private improvements on behalf of a developer for project construction. The developer is responsible for the debt service.

- Revenue bonds can be issued by the City to finance public improvements e.g. parking structures and debt service paid back through parking revenues or a special fund.
- A special assessment district can be established for the purpose of assessing property owners for public improvements e.g. sidewalk improvements.

These financing methods will be used by the City in conjunction with the Community Redevelopment Agency and private sector to implement a comprehensive program for redevelopment.

Since the necessary components of a redevelopment program can be quite diverse, the available funding sources for each specific redevelopment component will be explored to the extent appropriate. The scope and quality of redevelopment may depend on a municipality's ability to complement the objectives of the redevelopment program and lower development costs to the private sector.

Summarized on the following page are some typical components of a hypothetical large-scale redevelopment project. These components are matched with potential available financing sources. Please note that one or more financing sources may be used.

## Typical Project Components

- Land acquisition, demolition of existing improvements, site grading and preparation of site for construction.
- Infrastructure (location or relocation of utilities, the closing or opening of public streets and/or sidewalks, the construction and maintenance of public roads, sidewalks, skywalks and lighting).
- Public parking facilities (grade level and structure).
- Public recreational facilities (athletic facilities, parks, docks, etc.).
- Municipal facilities (city hall, police station, library, etc.)
- Mass public facilities (convention hall, arena, museum, theatre, etc.).
- Commercial/retail facilities (hotels, restaurants, offices and specialty retail).
- Manufacturing/warehousing facilities.
- Middle-to-upper income multi-family housing (condominium and rental).
- Historic rehabilitation and restoration.

## Financing Sources

- Proceeds of tax increment bonds. Sale of property to developer. Developer advances credited to future outlays. Downtown Improvement Corporation.
- Proceeds of tax increment bonds. State and Federal grants.
- Parking revenue bonds. Proceeds of tax increment bonds.
- Proceeds of tax increment bonds. Federal loans and grants. User fees.
- Municipal general obligation bonds.
- Municipal non-ad valorem revenue or general obligation bonds. Resort tax. Industrial development bonds.
- Industrial development bonds. Conventional mortgage financing. Federal loans, grants and guaranties.
- Industrial development bonds. Conventional mortgage financing. Federal loans, grants and guaranties.
- Conventional mortgage financing. Local single-family mortgage revenue bond financing.
- Federal loans or grants. Industrial development bonds for commercial operations.



# Plan Implementation

## IMPLEMENTATION APPROACH

The overall implementation program revolves around adherence to a comprehensive program approach focusing on:

1. Public improvements, such as parking and sidewalk improvements, developed in conjunction with private sector projects;
2. Design programs and guidelines to ensure design compatibility between buildings and blocks and within the Intown as a whole;
3. Financial involvement by the City through tax increment financing, by State and Federal funding sources, and by financial institutions that create the types of lending programs necessary to accomplish downtown revitalization. This involvement focuses on utilizing public funds to generate greater private investment through leveraging techniques;
4. The organization of downtown activities through a centralized agency or group working with the City and merchants for the purpose of promotion, administration, and business development. This should also include lobbying efforts to modify existing and promote new state legislation favorable to downtown development.

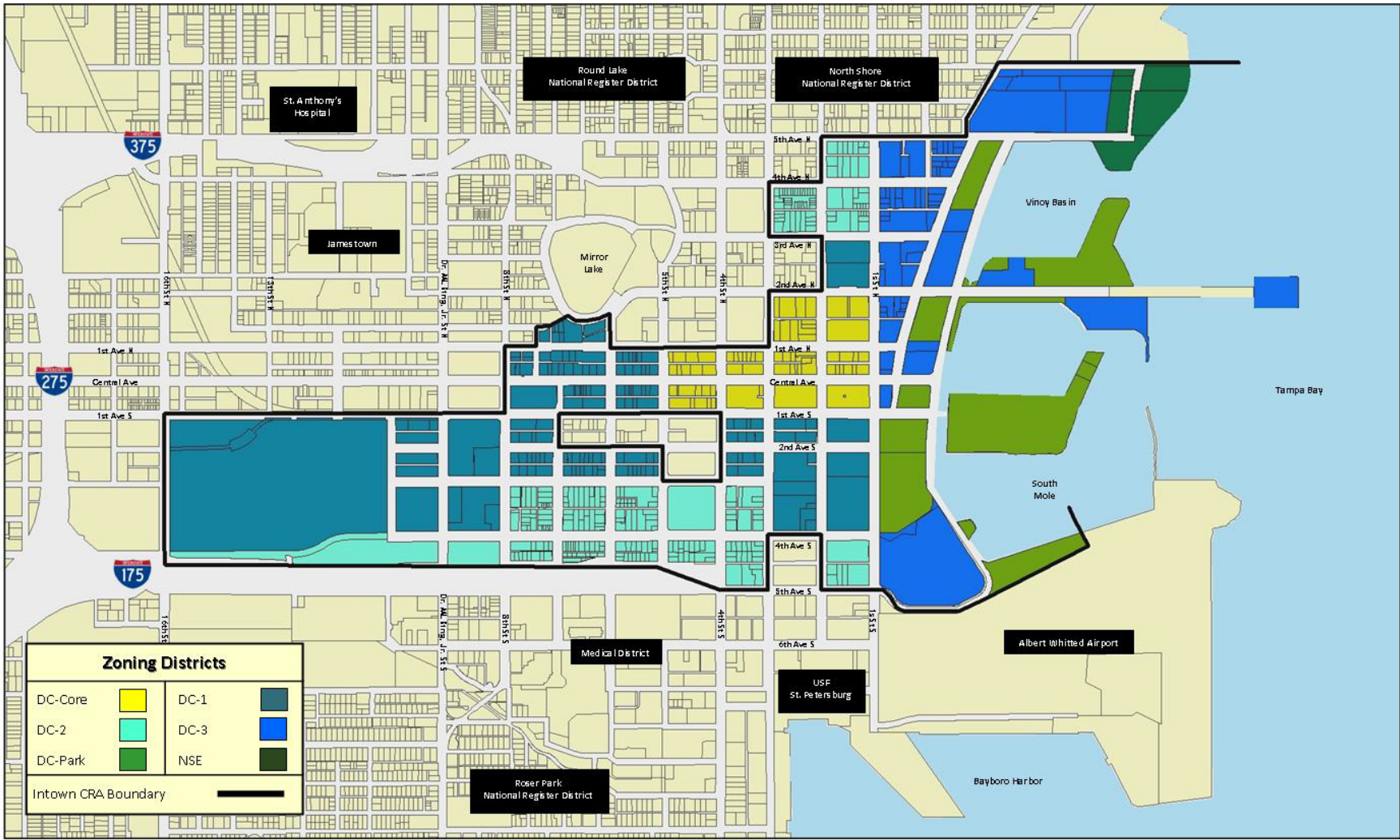
<sup>1</sup> Map 3 is for illustrative purposes. Please refer to the City's Official Zoning Map for the most up-to-date information.

## PLAN EMPHASIS

Part of the plan implementation is developing an overall land use emphasis in order to achieve the concentration and form of development desired. Map 3 depicts the Downtown Center zoning districts within the redevelopment area that implement the land use focus for Intown.<sup>1</sup> The uses indicated correspond to the Downtown Center zoning within each block as well as the *Intown Sector Land Use Plan*. This plan is in compliance with the City's Comprehensive Plan prepared under Chapter 163, Part II, F.S.

The central portion of the **Downtown Core** area is defined as a mixed use emphasis, either office, retail, residential or a combination thereof, reflecting the importance of concentrating intense office and major retail activity within this small area. This concentration achieves a 24-hour activity center and emphasizes a pedestrian orientation. The surrounding blocks provide a support base with mixed-use activities (office, residential and/or minor retail), with a specialty retail focus along the waterfront.

The **Webb's City** area will provide essential residential support services as well as expanding the employment base through office development. Another important emphasis for the Webb's City area is market rate housing.




Map 3


## Zoning in the Intown Redevelopment Area

May 10, 2011

The plan for the **Stadium Complex** is substantially complete with the construction of the stadium and attraction of a Major League Baseball franchise but ongoing refinements can be expected in order to meet the evolving needs of baseball and its fans.

The plan emphasis is designed to reflect the various activities for each focus area as implemented through the Downtown Center zoning districts and how these activity concentrations should integrate and support each other. Residential uses will be allowed throughout the redevelopment area, either as a permitted use or through the special exception or streamline approval processes provided by the land development regulations.

Open space and street layouts are depicted on Map 3. In addition, the limitation on the size and type of development in the area is governed by the City's Land Development Regulations, including open space and parking requirements and this Plan.

## TRUST FUND PROGRAMMING

The City of St. Petersburg approved the Intown Redevelopment Plan (IRP) to revitalize the city's original downtown core area and waterfront for urban entertainment, residential, commercial, institutional, and office uses. To stimulate private investment within Intown through public improvements, the

<sup>2</sup> TIF is a method of facilitating redevelopment by utilizing future city and county real property tax revenues to pay for public improvements. TIF earmarks any future

City also established a tax increment financing district and issued bonds totaling \$72.5 million to pay for these improvements.<sup>2</sup> Through four separate bond issues in 1984, 1985 and two in 1989, the City issued bonds to pay for projects such as improvements to Bayfront Center (now Duke Energy Center for the Arts) and the Pier, South Core garage, streetscape improvements, land acquisition, Tropicana Field improvements and other public initiatives.

In 2005, the City amended the IRP to extend until 2032 its use of tax increment financing to fund public improvement projects throughout Intown (see Ordinance 715-G and interlocal agreement in Appendix A). In addition to renovations to the Mahaffey Theater, the extension was designed to pay for projects such as the Pier project and its approach, a mixed-use transportation facility, pedestrian and streetscape improvements as well as improvements to the waterfront park system. The TIF related costs of these projects were approved by Pinellas County via interlocal agreement in the amount of \$95.4 million. The interlocal agreement also specified that on or before April 7, 2020, Pinellas County will conduct a fifteen-year review of its TIF contribution to the IRP Redevelopment Trust Fund to determine if it will continue, reduce or eliminate its contribution. The details of that review can be found in Section 38-61 of the Pinellas County Code of Ordinances.

In 2006, the City Council and Pinellas County increased this amount to provide an additional \$2 million in tax increment financing proceeds to complete the Mahaffey Theater

growth in real property taxable values from the year the tax increment financing district is designated to pay for the cost of improvements.

renovation project (see Ordinance 762-G and Appendix A). In 2010, City Council approved \$2.5 million from tax increment financing for use at the Duke Energy Center for the Arts to augment needed funding to complete the new Salvador Dali Museum. Pinellas County matched the City's funding with monies available through the Tourist Development Tax. In 2015, the City amended the IRP to add \$20 million in budgetary authority to fund public improvements identified in the Downtown Waterfront Master Plan approved in June 2015.

City Council approved plan amendments in 2017 that established a ceiling of \$190,984,882 for total TIF contributions needed to complete the IRP program, while reallocating funding for projects identified in Revised Table 2 below.<sup>3</sup> The total IRP budget at the time of \$117.354 million remained unchanged. This ceiling on TIF contributions shall not prevent the City of St. Petersburg and Pinellas County from having future discussions regarding potential projects within the Intown CRA and amending the Intown Interlocal Agreement, if mutually agreed upon, to effectuate the implementation of those projects.

Revised Table 2 was amended to delete the \$14-million "Mixed Use Transportation Facility" and reallocated its funding to other approved projects in the following manner:

- expend up to \$10 million in TIF on (i) "Enhancements to the Municipal Pier Project" and/or (ii) "Enhancements to

<sup>3</sup> The contribution ceiling was based on prior and future TIF expenditures for projects and associated debt service costs incurred since the approval of the 2005 IRP Interlocal Agreement to the completion of the IRP program.

the Downtown Waterfront Master Plan Improvements in the Pier District":

- expend \$4 million on "Downtown Transportation and Parking Improvements" throughout the Intown Redevelopment Area; and
- allocate to "Downtown Transportation and Parking Improvements" any remaining amount of the \$10 million not spent on enhancements to the "Municipal Pier Project" and/or "Downtown Waterfront Master Plan Improvements in the Pier District".

Revised Table 2 was further amended in 2018 to increase the eligible project costs by \$115 million from \$117.354 to \$232.354 million. Up to \$40 million in TIF funding was approved for projects east of 8<sup>th</sup> Street.<sup>4</sup> that support

- waterfront infrastructure related to resiliency and adaptation measures such as seawalls and marina improvements;
- rehabilitation and conservation of historic properties, which are defined as those listed individually on the Local Register of Historic Places or National Register of Historic Places, or contributing structures in Local or National Register districts;
- transit infrastructure projects; and
- parking improvements.

<sup>4</sup> Tax increment funding from the IRP Redevelopment Trust Fund can be spent on projects east of 8<sup>th</sup> Street's center right-of-way line.

TIF contributions from both the City of St. Petersburg and Pinellas County can be used for projects related to waterfront and transit infrastructure as well as rehabilitation or conservation of historic properties. Only City TIF contributions can be expended towards parking improvements. Any surplus remaining from the \$40 million budget can be used to fund projects west of 8<sup>th</sup> Street identified in Revised Table 2 and described below.

The 2018 amendment to the IRP also approved the expenditure of no less than \$75 million in TIF funding for redevelopment infrastructure improvements west of 8<sup>th</sup> Street related to the redevelopment of Tropicana Field. These improvements could include

- brownfield mitigation and remediation to enable redevelopment;
- public open space amenities on the site including improvements that support the reactivation of Booker Creek;
- streetscape improvements that provide public rights-of-way such as alleys, sidewalks, pedestrian facilities and streets that assist in reestablishing the grid network on Tropicana Field and connect it with surrounding neighborhoods;
- transit infrastructure and improvements; and
- parking improvements.

The 2024 amendment included further TIF funding for the New Stadium Project and Historic Gas Plant Redevelopment Infrastructure. These include \$212.5 million for the New Stadium Project to include:

- New stadium including all improvements associated therewith
- Two parking garages
- On-site parking
- Open space, plazas, paths
- Public art
- Brownfields mitigation/remediation.

In addition, this amendment includes \$130 million for the following Historic Gas Plant Redevelopment Infrastructure:

- Roadway/sidewalk improvements and new construction
- Streetlights
- Structures including bridges, Pinellas Trail and Booker Creek improvements, environmental and stormwater controls, and appurtenances thereto
- Drainage
- Sanitary sewer
- Potable water
- Reclaimed water
- Publicly-accessible amenities and open space
- Public art
- Demolition of the existing structure known as Tropicana Field, parking lots, and other structures and appurtenances.



Any surplus remaining in the IRP Redevelopment Trust Fund after completion of the Tropicana Field projects identified in Revised Amended Table 2 will be returned to the City of St. Petersburg and Pinellas County. Per the 2024 amendment, the surplus amount from Pinellas County will be paid to the Tampa Bay Rays after completion of the new stadium project to be utilized for debt service on the new stadium project. Further, the amendment extended the IRP from April 7, 2032, until April 7, 2042. while maintaining a sunset date for County contributions ending no later than April 7, 2032.

## PUBLIC IMPROVEMENT PROJECTS

When the City adopted the IRP in 1982, it identified an array of public improvement projects throughout Intown designed to facilitate private development. Major improvement goals included:

- redeveloping the downtown core into an intense mixed-use activity center that serves a broad range of dense land-uses;
- consolidating blocks for conveyance to developers;
- building parking garages to reduce or eliminate the demand for surface parking lots damaging to the urban fabric;
- enhancing the pedestrian experience by improving sidewalks, streetscaping and waterfront parks;
- expanding the cultural offerings through the ongoing development of what is now the Duke Energy Center

- for the Arts;
- developing a sports stadium;
- expanding market-rate residential development;
- establishing a transit system to reduce the need for automobile use downtown; and
- developing the Webb's City site.

On many of these fronts, the City has made significant progress. In others, work remains. The section below outlines the public and private development activity that has taken place since the IRP's adoption, as well as those actions that are needed. The projects identified are those which will have the greatest impact on leveraging private investment and provide important public amenities. All the public improvements will be constructed in conjunction with new development or rehabilitation. **All costs identified in this plan are estimates** (emphasis added) and include planning, design, construction and project management costs. Maintenance of landscaping (including watering) for all the pedestrian improvements will be the responsibility of the abutting property owner.

In the section entitled "Summary" on page 33 below, Table 1 summarizes projects implemented between 1982 and 2004, while Revised Table 2 identifies new public improvement projects proposed between 2005 and 2035. In addition, development and design guidelines for all projects in the redevelopment area are discussed in the section beginning on page 38 below entitled "Design and Development Guidelines."

## **Core Area Project**

The core project represents the establishment of a major activity center linking the downtown and waterfront (see Map 4). The public improvement programs identified for the core are designed to encourage private development and create the type of activity center that will attract people and business.

Since 1998, the core has seen the bulk of downtown's high-profile development activity, including the development of five residential condominium towers and a hotel on Beach Drive, construction of an urban entertainment complex and a major corporate headquarters, the establishment of a downtown college campus and cultural activities as well as the opening of many restaurants. These have all energized downtown into the 24/7 activity center envisioned by the City.

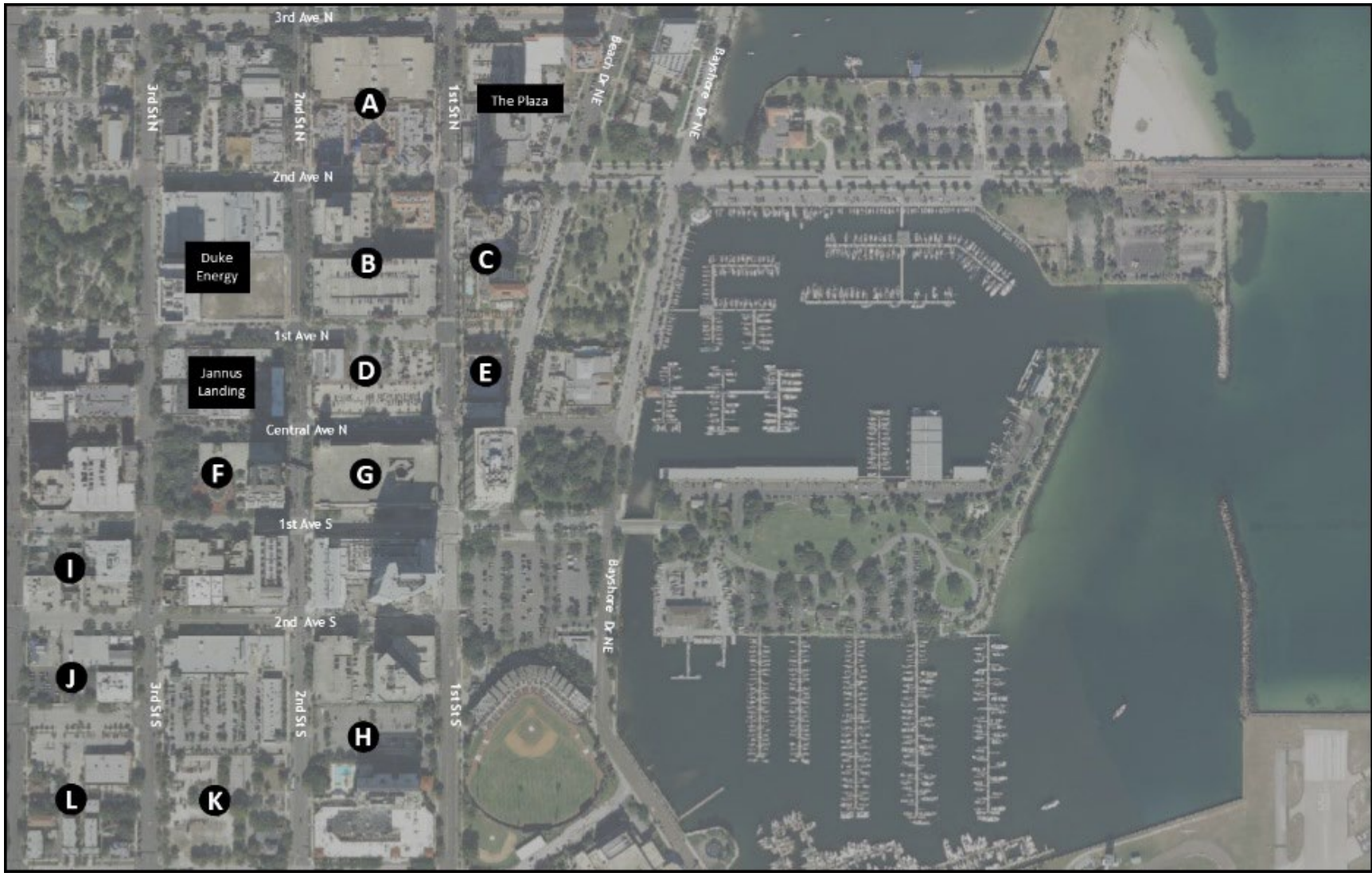
### **Unified Retail Program**

The unified retail program encompasses an eight-block area (blocks A, B, C, D, E, G, Duke Energy/St. Petersburg College, and Jannus Landing - Map 4) within the Core. The project focuses on new development with intense retail activity that integrates with St. Petersburg College, Sundial, Jannus Landing, and the Beach Drive Shops and implements the Waterfront Plan.

The unified retail concept seeks to create pedestrian oriented streets within the Core, to establish a strong tie between the major retail blocks. This concept will create the type of

compact retail area necessary for attracting pedestrian shoppers, generating retail variety, and creating a major focal point for the Core.

The unified retail concept establishes street and upper level activities in order to create a successful integration of retail stores. The successful development, marketing/promotion, management, and uniform maintenance of the unified retail district may require management by a single entity. Another important element of the unified retail program is ensuring quality architectural design unity and compatibility of existing



Map 4  
**Key Development Blocks in Downtown St. Petersburg**



development, new development and redevelopment within the core area.

The City's Land Development Regulations adopted in 2007 are the primary regulatory vehicle for ensuring the type and quality of development sought for Downtown. Through the Downtown Center zoning requirements, the LDRs establish allowable uses, development intensity, height, design details and other features necessary for the vibrant urban environment sought by the Intown Redevelopment Plan. Consequently, all future development and redevelopment must be consistent with the Downtown Center zoning requirements as well as the Plaza Parkway Design Guidelines.

Below is a brief description of the development activity and use emphasis within the unified retail area:

***St. Petersburg College/Duke Energy Block*** The block, located just east of Williams Park has made significant strides toward achieving the IRP's vision. St. Petersburg College opened its Downtown Center in 2005 by renovating the former Maas Brother furniture building and providing 111,000 sf of classroom and administrative space. Duke Energy Florida opened its 220,000-sf headquarters in 2006 allowing it to consolidate its functions in Pinellas County. Finally, SPC, American Stage and the Florida Orchestra have collaborated to build a new 25,000-sf cultural arts center linked with SPC's Downtown Campus that opened in 2009.

***Jannus Landing Block*** The historic block has seen substantial renovation activity since the IRP's inception,

including the adaptive reuse of the Detroit Hotel into condominiums, as well as tenant improvements for restaurants, offices and specialty retail. The block has also served as a concert venue for several decades, adding to the cultural and entertainment mix essential for downtown. Future development should continue the existing mixed-use pattern with a major street-level retail emphasis to reinforce and support the unified retail program.

***Block A*** The 2000 opening of BayWalk, a 160,000-sf urban entertainment center with shopping and movie theaters, was an immediate success, drawing nearly 3 million/year in its first few years. After struggling during the Great Recession and its aftermath, the complex underwent a \$30 million renovation, and reopened in 2014 as Sundial St. Petersburg.

***Block B*** The South Trust Tower at 125 2<sup>nd</sup> Ave N and the MidCore Parking Garage are the most significant development projects on this block. The 207,000-sf tower that opened in 1985 implemented the IRP's vision for a major office component, while the parking garage satisfied a downtown-wide emphasis. The garage, completed in 2000, also provided nearly 60,000 sf of retail space. The construction of the Millennium Walkway, linking the MidCore Garage with Sundial, met the IRP's design vision for a pedestrian network providing north/south connection lined by bronze sculptures.

***Block C*** The block is strategically located between the waterfront park system, Beach Drive and Sundial. Two

major condominium towers - Florencia (2000) and Ovation (2009) – opened in the 21<sup>st</sup> Century and implemented the IRP’s vision for mixed-use residential with a specialty retail emphasis to blend with Beach Drive Shops. The streetscape features, ground-floor retail and public art built by Ovation creates the major public open space that physically and visually links the unified retail core program with the waterfront park system.

**Block D** In 2011, this block located on Central Avenue is a surface parking lot, and is the most significant development site remaining in the Unified Retail Core. The Downtown Core zoning requirements call for an intense mixed-use block with significant ground-floor retail uses provided on all sides of the building. Because of the pedestrian linkages already established by the MidCore Garage arcade and the Millennium Walkway, major retail activity (2 or 3 levels) should be provided along a north/south pedestrian corridor linking Central Avenue with the Sundial block.

**Block E** When the IRP was first approved in 1982, the small block contained only the historic Ponce de Leon Hotel, an accessory structure and a surface parking lot. Since then the Hotel has undergone renovations, including the outfitting of three retail spaces for restaurant and nightclub use, and has been joined on the block by a Hampton Inn and Suites, a 92-room hotel with ground floor retail that opened in 2001.

## **Parking Structures**

Public parking structures and mixed-use parking structures/transportation facilities will continue to be constructed at key locations within the core area. Through the 2017 amendments to the IRP, City Council allocated at least \$4 million for “Downtown Transportation and Parking Improvements” that could be used to fund parking structures. In 2018, City Council also approved amendments increasing the budget for the IRP redevelopment program from \$117.4 million to \$232.4 million for additional projects. Of the \$115 million increase, up to \$40 million was allocated for projects east of 8<sup>th</sup> Street (see Revised Table 2). These structures should include ground level retail and may include air rights development above the parking structure, and will be located at appropriate locations within the IRP area (see Map 7).

## **Pedestrian System**

An important part of establishing a strong downtown revitalization program is providing pedestrian amenities. The Land Development Regulations (LDRs) identify areas within Intown where development may be required to upgrade or enhance streetscaping.

The Plaza Parkway Design Guidelines described in Appendix B serve as the design framework for the level of pedestrian treatment (pedestrian system classification) that is intended by the LDRs. Other blocks in the redevelopment area may be considered for inclusion as part of the pedestrian improvement program depending upon the availability of trust fund money and participation by all property owners along a given block

The pedestrian system cost breakdown for the Core includes, pedestrian mall areas, partial mall covering for weather protection, pedestrian improvements and skyways. The City will participate with the private sector in developing the pedestrian system.

Part of developing a unified core area is the ability to evaluate the design and human scale impacts of new development. Many of these design considerations were addressed during the 2007 amendments to the City's land development regulations that created the Downtown Center zoning districts. The urban design standards set forth in the DC districts improve the design and human scale of new development. These include

- Ensuring maximum building setbacks to create an urban edge to new development;
- "Stepbacks" for new construction above a certain height to prevent the creation of a "canyon effect" on downtown streets;
- Discouraging demolition of buildings without prior approval of a site plan and submission of building permits to maintain the urban fabric; and

Incorporation of a minimum amount of pedestrian type uses in new construction (i.e., galleries, shops, restaurants) to ensure street-level pedestrian activity on many of downtown's major streets (see "A" and "B" Streets on Map 5)...<sup>5</sup>

<sup>5</sup> Map 5 is for illustrative purposes. Please refer to the City's Land Development Regulations for the most up-to-date information.

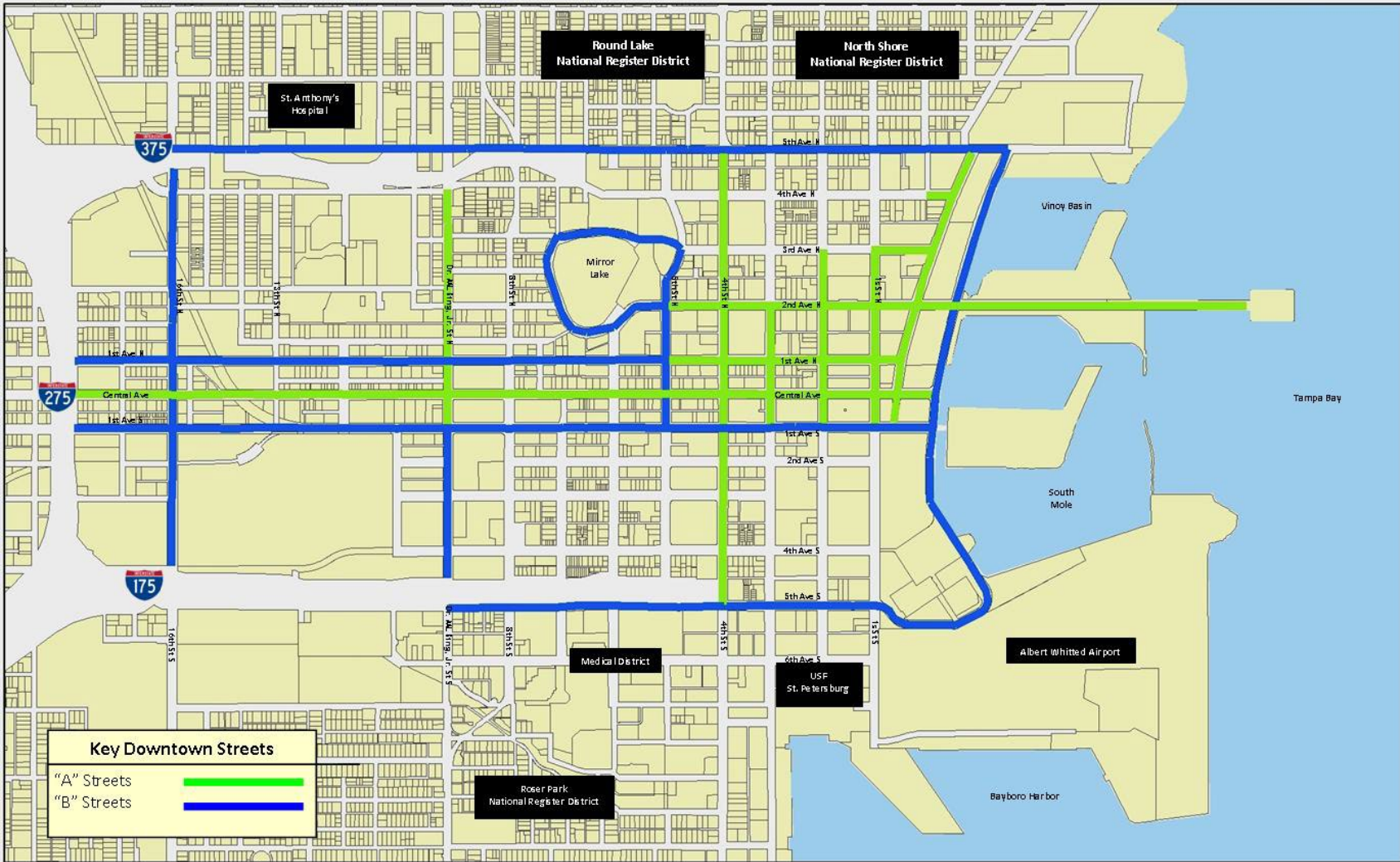
## Block Consolidation

The Community Redevelopment Agency, for the purpose of consolidating development parcels, may undertake selected land acquisition to consolidate blocks for development. The Agency has undertaken acquisition before, most notably in assembling land in the 1990s for Sundial and the MidCore Parking Garage, as well as for the Duke Energy corporate headquarters during the early 2000s.

Block consolidation includes the establishment of the unified retail core concept (Blocks A, B, C, D, G, E,) and Duke Energy/St. Petersburg College, Sundial and Jannus Landing and consolidation of Block F (see Map 4).

The following is a brief description of the development activity and use emphasis of the remaining Core blocks (F and G).

**Block F** In 1991, construction was completed on a 340,000-sf mixed-use office tower. The tower, which has undergone several name changes, was the last large office project built in downtown before the opening of the Duke Energy headquarters. The tower's parking needs are mostly met by the nearby SouthCore Garage, which can be accessed by an elevated pedestrian bridge. Any future development on the site must comply with the requirements of the Downtown Center zoning district.



**Map 5**  
**Streetscape Requirements for Downtown St. Petersburg**



**Block G** The SouthCore parking garage occupies the entire block providing 1,300 parking spaces, and more than 130,000 sf of commercial space. Future development of the site or air rights must comply with the Downtown Core zoning district.

## HISTORIC PRESERVATION

St. Petersburg has one of the oldest downtowns in the state of Florida and the rehabilitation and conservation of historic properties has shaped its economic development for the last forty years. In addition to the preservation of such landmarks as the Renaissance Vinoy, Snell Arcade, Kress Building, Mirror Lake High School, the Mirror Lake Library, the Coliseum and Lawn Bowling Club and Shuffleboard Courts, dozens of other smaller-scale historic preservation projects have helped preserve the unique architectural and local character of Downtown.

In fact, its impressive assemblage of pre-World War II architecture led Downtown St. Petersburg to be listed on the National Register of Historic Places in 2003 with hundreds of its structures identified as contributing to the character of the district. In addition, there are dozens of individually designated landmarks listed on the Local Register of Historic Places, the National Register of Historic Places or both.

<sup>6</sup> For the purpose of this section, historic properties are defined as those listed individually on the Local Register of Historic Places or National

To support the continued rehabilitation and conservation of historic properties, in 2018 City Council added up to \$5 million to the IRP redevelopment program (see Revised Table 2).<sup>6</sup>

## DUKE ENERGY CENTER FOR THE ARTS

The Duke Energy Center for the Arts, which includes the Salvador Dali Museum that opened in 2011, the Mahaffey Theater and other facilities, represents an important cultural resource and amenity to the community and a vital component of the downtown redevelopment program. It is necessary, therefore to prepare and periodically update (1) market and design studies to identify its appropriate role in the local and regional market (performing arts, theater, conventions, conferences and other related entertainment activities), and (2) facility improvements.

Project funding was required for market and architectural studies, public improvements required to support development of the Salvador Dali Museum, the rehabilitation of the Mahaffey Theater and expansion of the lobby, reorientation of the Theater entry toward the waterfront area, creation of an outdoor plaza, development of a new waterfront public park and funding for parking, landscaping and other related pedestrian and open space improvements (see Figure 1 for an aerial view of the Center and its environs).

Register of Historic Places, or contributing structures in Local or National Register districts.



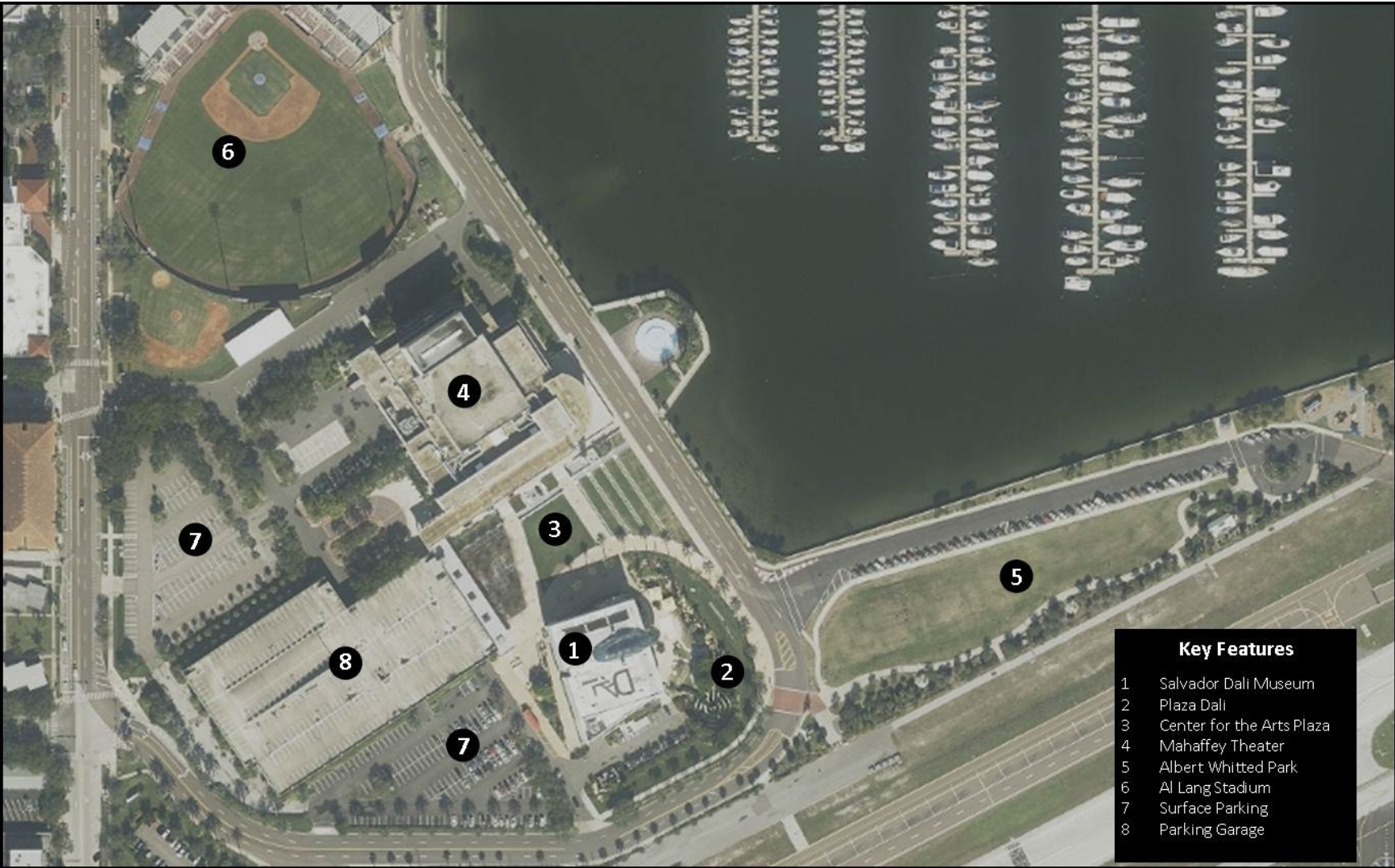


Figure 1  
**Duke Energy Center for the Arts and Environs**



## WEBB'S CITY

When the IRP was first adopted in 1982, Downtown St. Petersburg was losing retail services and employment to the suburbs and struggling to retain its residential base. The Webb's City project was devised to address these issues and encompasses a six-block area focusing on office, residential and residential service retail (see Map 6).

By the mid-1980s, the project was successful by attracting Webb's Plaza, the AAA Headquarters, and the headquarters of St. Petersburg's Fire Department. In fact, the Winn Dixie at Webb's Plaza would be the only grocer to serve Downtown for nearly twenty years. By 2011, however, the Plaza is no longer competitive in the downtown retail market that emerged in the past fifteen years and is a potential redevelopment opportunity. In addition, another three blocks in the Webb's City project area are either vacant or underbuilt, also providing redevelopment potential. However, as development in Downtown has resumed after the Great Recession, the Webb's City area is poised to take off. In 2015, The Hermitage, 357-unit luxury apartment complex has broken ground in the 700 block of 1<sup>st</sup> Avenue South. Bordering Webb's City are several projects that illustrate investment interest in the area, including: a Publix Supermarket under construction across 1<sup>st</sup> Avenue South, along with gallery space to support the Morean Arts Center and Hot Shop on Central Avenue; the renovation of the Historic YWCA Building at 642 2<sup>nd</sup> Avenue South into a high-end steakhouse in 2013; the conversion of a former public housing complex on Dr. Martin Luther King, Jr. Street South, into the market Urban Flats; and the construction of

Casablanca Tower and Orion, both market-rate multifamily complexes on 8<sup>th</sup> Street South. Webb's City strategic location between the IRP's "Core Area," Tropicana Field, the Intown West CRA and the Bayfront/All Children's medical district make it an attractive redevelopment opportunity for several different market sectors. The Downtown Center zoning district describes the uses allowed for the Webb's City project area. The LDRs along with the Plaza Parkway Design Guidelines, also prescribe appropriate urban design treatments for this important area.

## THE DOWNTOWN WATERFRONT AREA

The Downtown waterfront park system stretches from the Vinoy Park Hotel along 5<sup>th</sup> Avenue NE to the Salvador Dali Museum at the Duke Energy Center for the Arts on Bayshore Drive/Dali Boulevard SE (Figure 2). It represents St. Petersburg's signature planning triumph and continues to attract millions of visitors a year for festivals, dining, sports, culture and entertainment, and leisure. Over many years, the City has attempted to upgrade facilities to respond to the waterfront's ever-evolving needs. For instance, in the late 1980s, the City constructed \$12.5 million in improvements to the Pier and Pier approach that expanded parking opportunities.

The IRP's objective for the Downtown Waterfront Area entails the continued revitalization of the waterfront parks and Pier area and focuses on development of specialty retail, parking, cultural and recreational facilities. To that end, the City will be funding major public improvement projects to sustain and



Map 6  
**Webb's City Project Area**



expand the success of Downtown St. Petersburg, including the Municipal Pier Project, implementation of the Downtown Waterfront Master Plan and continued streetscaping and waterfront park investments.

### The Municipal Pier Project

The \$50-million Municipal Pier Project will result in extensive renovation or replacement of the Pier based on problems and issues cited in a City Engineering report to City Council on March 13, 2004, and subsequent documents. The report identified issues of deterioration that would not be remedied through the City's ongoing Pier maintenance program and determined that these efforts were not cost effective.

### Downtown Waterfront Master Plan

On November 8, 2011, St. Petersburg voters approved an amendment to the City Charter requiring City Council to "develop and approve an inclusive Downtown Waterfront Master Plan (DWMP) by July 1, 2015." On June 4, 2015, City Council approved the DWMP, which identified nearly \$800 million in potential public and private improvements throughout the DWMP planning area that will enhance St. Petersburg's signature planning achievement.

The study area for the DWMP is comprised of six "character" districts that collectively span approximately seven miles of contiguous public waterfront beginning at the Northeast Exchange Club Coffee Pot Park on the north to Lassing Park to the south. Two of the districts – Pier District and South Basin District – are wholly contained within the Intown

Redevelopment Area. The Pier District lies east of Beach Drive, north of Demens Landing and south of the North Mole sea wall. The South Basin District adjoins the Pier District to the south and reaches south to Albert Whitted Park and is generally bounded on the west by 1<sup>st</sup> Street South. A portion of a third district - North Shore- lying south of 7<sup>th</sup> Avenue NE and east of Bayshore Drive is within Intown (see Figure 2).

City Council's near concurrent approval of the Downtown Waterfront Master Plan with its May 2015 approval of the new St. Petersburg Pier design provides an opportunity to fund strategic public improvements within the Pier Approach to better link the proposed Municipal Pier with the bustling activity found on Straub Park, Beach Drive, Sundial St. Petersburg and Central Avenue. Within the Pier District, the DWMP identified \$51.7 million in improvements. Within the Pier Approach the City will fund through tax increment financing \$20 million in public improvements including but not limited to the redesign of existing downtown parks; street reconfiguration and streetscaping; and development of the Vinoy Basin area, any portion of which may include, without limitation, pedestrian areas and facilities, an open market, ferry/water taxi facilities, and restaurant/café facilities.

In 2017, City Council approved up to \$10 million for "Enhancements to the Municipal Pier Project" and/or "Enhancements to the Downtown Waterfront Master Plan Improvements in the Pier District". Any surplus that remains from this funding source will be used to augment the \$4 million in TIF allocated to the "Downtown Transportation and Parking Improvements" project (see Revised Table 2).

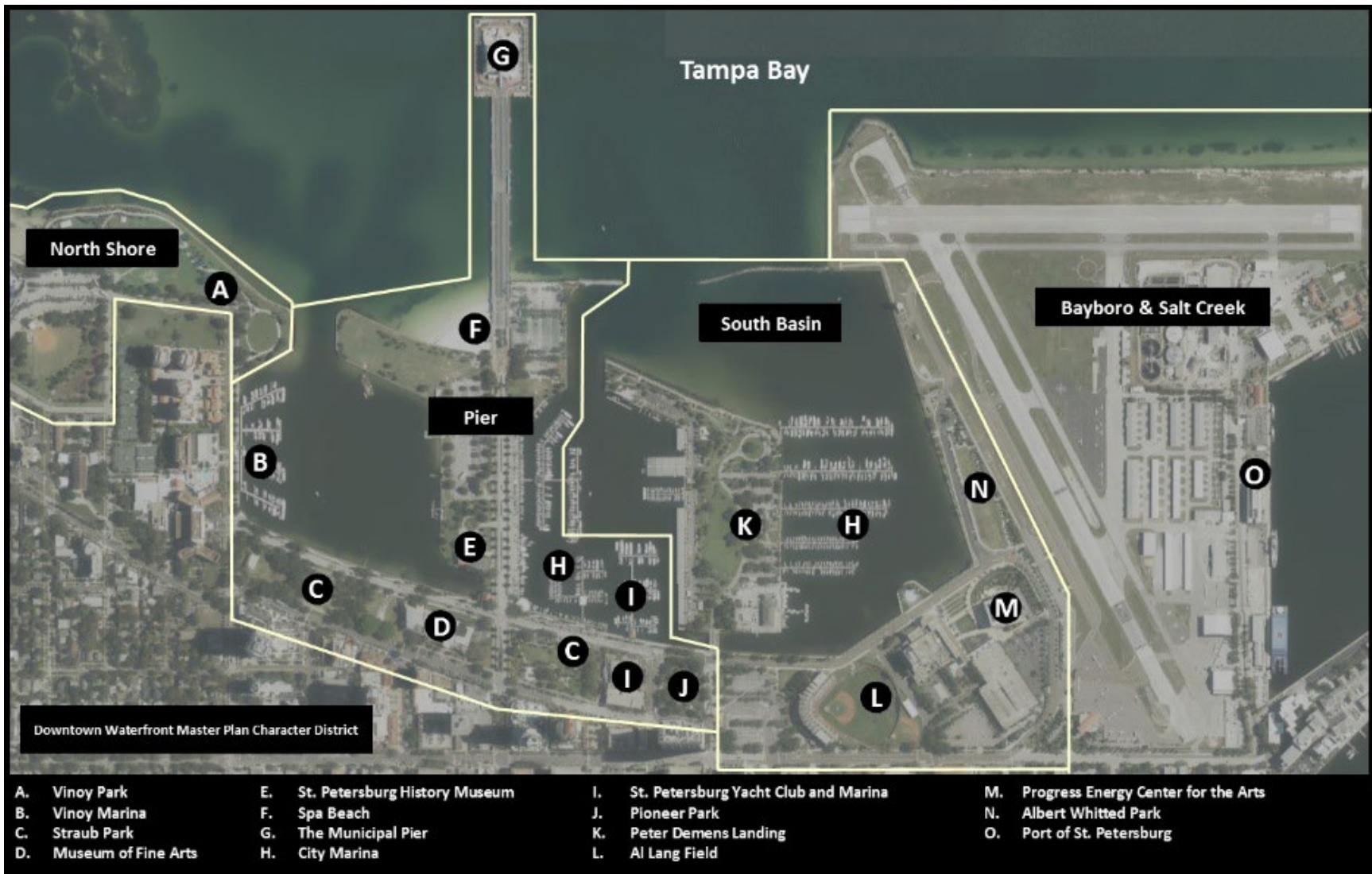


Figure 2

**The Downtown Waterfront Area**



Another \$2.5 million to fund park improvements that was approved in 2005 will continue the City's focus on maintaining and improving the IRP's park system and facilities as support amenities for Downtown's residential and specialty retail market (see Revised Table 2).

In 2018, City Council increased the redevelopment program budget by \$75 million with \$40 million allocated for improvements east of 8<sup>th</sup> Street, such as climate resiliency/adaptation projects (i.e., seawall and marina construction) (see Revised Table 2).

The City Charter will require a public referendum for any disposition of or long-term lease on City property in the Downtown Waterfront Area east of Beach Drive to the Municipal Pier structure.

## RESIDENTIAL DEVELOPMENT PROGRAM

The development of an expanded residential base in the Intown is essential to achieve a successful downtown redevelopment program. People living and working downtown will generate the 24-hour activity and community spirit necessary to continue the expansion of the downtown economic and cultural base. One important aspect of residential development is the utilization of the existing housing stock.

To ensure housing opportunities for all citizens of St. Petersburg, the residential development program focuses on two aspects of the housing market:

1. aid low and middle-income persons in the rehabilitation of their property or investor owners who provide housing for low and middle-income groups; and
2. aid in defining and assisting new middle-income residential development and infill housing, and ensuring its compatibility with the surrounding neighborhood. New low-income housing will continue to be provided through the City's existing programs in the Jamestown and Gas Plant area and through other federal programs.

The residential development program utilizes a variety of federal, state and local programs to encourage new housing and rehabilitation of the existing housing stock. This plan incorporates spot clearance and rehabilitation on a majority of the blocks in the redevelopment area and in other selected blocks utilizes rehabilitation and block consolidation for new infill housing (see Map 7). The program will consist of voluntary and compulsory participation by owners in the rehabilitation of their buildings in accordance with design criteria set forth in this plan.

The available funding alternatives include, but are not limited to, the following:

### Federal

- 312 Rehabilitation Loan Program offers direct loans and works on a revolving loan fund basis;
- Section 8 rent supplement for low-income persons.

- Mortgage insurance programs designed to encourage lending institutions investment in housing by reducing the risk related.
- The Historic Preservation Tax Credit program provides a 20 percent tax credit for developers of who renovate rental housing that are listed on the National Register of Historic Places.

#### State

- The Community Contribution Tax Credit (Section 220.183, F.S.) offers a 50% credit against state corporate income taxes for contributions of up to \$200,000, for community development, which could be used as direct grant or to start a revolving loan fund;
- The State of Florida provides tax incentives and loans to carry out projects in declared or distress areas;
- The Florida Housing Development Finance Agency may make available financing opportunities for residential rehabilitation, specifically through tax-exempt bonding.

#### Local

- promoting development of residential services;
- use of tax increment financing for residential related public improvements, such as recreation areas (use of alleyways), infrastructure, landscaping, lighting, etc;

- City may initiate vacation of alleys and streets for development;
- use a loan principal or interest subsidy program on conventional loans;
- use of tax increment financing for land acquisition;
- use of the Ad Valorem Tax Exemption for Historic Properties enabled by City ordinance;
- City may issue housing mortgage revenue bonds;
- local banks establishing a special loan pool for all types of residential development.

The key to encouraging the housing market to respond to the needs of housing consumers and stimulating new residential growth in the downtown, lies in creative financing techniques. When the IRP was adopted, it was estimated that the plan could generate 1500 or more additional housing units in the area. The IRP has exceeded that estimate. Since the IRP was adopted in 1982, more **than 2,100** residential units have been added within the community redevelopment area through 2015. In the rest of downtown, more than 820 dwelling units have been constructed during the same period. All but approximately four hundred units have been constructed since 1998 throughout downtown.

### Block Consolidation

The Community Redevelopment Agency, for the potential purpose of consolidating parcels, may undertake selected land acquisition for the residential development program. Blocks identified for consolidation are shown on Map 7.

The residential program involves the Vinoy project and the University Park Residential District. The development concept for these areas is described below:

### Vinoy Project

The Vinoy Project encompassed the renovation of the Renaissance Vinoy Park Hotel, construction of condominiums on adjoining property and establishment of a marina. The Vinoy represents a unique landmark within the City's signature waterfront park system. At one time in the 1970s and 1980s, the Vinoy was an economic and aesthetic blight on the waterfront due to its deteriorated condition and vacant status for approximately 18 years, from 1974 to 1992). However, its restoration and reopening in 1992, the development of the Vinoy Condominiums in 2001, and the construction of the yacht basin, have been essential ingredients in the resurgence of downtown and the waterfront.

The continuing use of the Vinoy for residential or hotel uses, or both, is vital to establishing and maintaining a permanent population base in the downtown in order to stimulate and support hotel, office and retail growth, expand the City's tax

base, encourage the rehabilitation of existing downtown neighborhoods, and reinforce the aesthetic quality of the waterfront park system.

The continued success of the Vinoy development will:

- ensure compatible development on the site that is sensitive to the visual image of the waterfront;
- develop and preserve a 200-foot wide open space buffer parallel to and west of Bayshore Drive NE between 7<sup>th</sup> Avenue NE and Fifth Avenue NE;
- protect the community's investment in the downtown waterfront park system; and
- enhance and achieve the specific development goals the Downtown Waterfront Area.

### University Park

Block "K" and Block "L" are located in an area identified by Downtown Core zoning for residential support (see Map 4 on page 16). The design concept should provide ground level green open space and may provide support service retail, in conformance with underlying zoning requirements.

The remainder of the district (8<sup>th</sup>-4<sup>th</sup> Streets between 3<sup>rd</sup> Avenue South and I-175) is appropriate for selected land acquisition and demolition for new in-fill housing and housing rehabilitation.



## TRANSPORTATION PROGRAM

A vibrant downtown requires a transportation system that balances automobile access with pedestrian-oriented facilities such as light rail, bus, trolley, biking and walking. The transportation program for Downtown St. Petersburg is a multimodal approach that recognizes Downtown as a regional activity center within Tampa Bay that needs to accommodate vehicular traffic while also maximizing the pedestrian experience so vital to its success. The City also expects that multiple stations will be located within Intown to serve any premium transit system that will be developed to improve regional access to Downtown St. Petersburg.

The interstate system carries visitors and workers to and from Downtown St. Petersburg, but once in Downtown the IRP program focuses on providing mass transit opportunities. The Pinellas Suncoast Transit Authority (PSTA) operates more than a dozen bus routes that use Williams Park in Downtown as a transfer point. In 2016, the City worked with PSTA to relocate the transfer point from Williams Park and create a new grid bus network in Downtown. In 2017, City Council approved \$4 million for “Downtown Transportation and Parking Improvements” to fund improvements to the Intown transportation network.

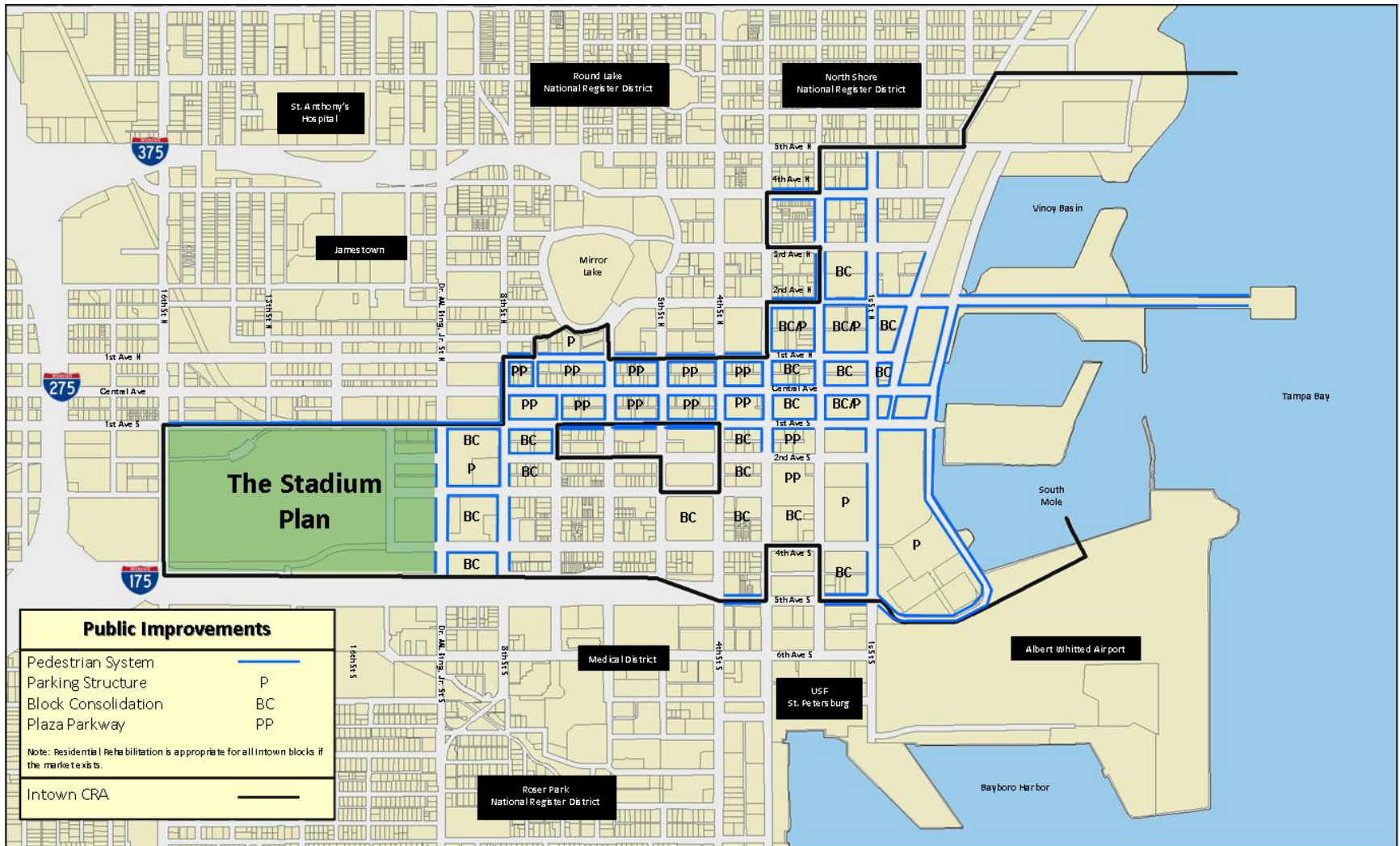
Transit within Intown and its environs is provided by the Looper Trolley, which was established in 1996. The program is administered by the St. Petersburg Downtown Partnership, Inc., and receives funding from several different sources,

including the City of St. Petersburg, Pinellas Suncoast Transit Authority, Florida Department of Transportation and private sector organizations. The Looper serves the main activity generators in downtown including the waterfront park system and Beach Drive, Central Avenue, and the Duke Energy Center for the Arts.

The Downtown Partnership, or successor, is also responsible for the Central Avenue Shuttle, which was established in Fall 2009. The Shuttle links the Downtown waterfront with the Grand Central Main Street District along Central Avenue.

In a dense urban environment, bicycles are an important mode of transportation costing little and using little space for parking. The City has been integrating bike lanes onto many downtown streets for the last decade to improve cyclist safety. In 2008, the Pinellas Trail was extended into downtown St. Petersburg along First Avenue South allowing users to travel on the trail from Demens Landing on Tampa Bay to Tarpon Springs. The trail is separated from traffic by parking and curbs to better ensure user safety.

Finally, several sites within Intown have been identified to serve as stations for the region’s first Bus Rapid Transit (BRT) project. As planned, the Central Avenue BRT would travel the First Avenue corridors from Downtown to the Gulf Beaches. The goals of the project are to develop and implement a successful BRT project along St. Petersburg’s Central Avenue corridor that supports local revitalization and economic development plans; improves long-term livability; enhances safety and access for pedestrians and bicyclists; attracts new ridership; supports the unique character of the area; and provides service in a cost-effective manner.



Map 7  
**Public Improvement Projects in the Intown Redevelopment Area**



The preferred route for the Central Avenue BRT service is from Downtown to Grand Central Station and then to St. Pete Beach. The Central Avenue BRT project is a top priority for the Pinellas Suncoast Transit Authority (PSTA) and it is included in the Tampa Bay Area Regional Transportation Authority's Master Plan. Additional funding will be needed to produce the final design plans, construct the project, acquire BRT vehicles and operate the service. The City and PSTA are actively seeking this funding from federal and state funding sources.

## **PLAZA PARKWAY**

The Plaza Parkway program entails construction of public improvements, including pedestrian system improvements, as an incentive for owners to rehabilitate or redevelop their property. To that end, the City has allocated \$2.5 million for the program from tax increment financing (see Revised Table 2). In addition, the program also requires property owners undertaking development to upgrade streetscaping, construct façade treatments and provide appropriate uses in downtown to implement the City's objective for a pedestrian-friendly downtown. (Such treatments are described in the Land Development Regulations and design requirements specified in the Plaza Parkway Design Guidelines.)

The primary focus of the program is on the properties located on Pedestrian Level "A" and "B" streets (see Map 5), although this program can be expanded to any part of the Intown Redevelopment Area. All other streets not designated as "A" or "B" streets shall comply with the minimum streetscape provisions provided in the Plaza Parkway Street System (see

Appendix B for "Plaza Parkway Design Guidelines").

## **UTILITY PROGRAM**

Water, sewer and other utilities in the Intown represent an important factor in revitalizing the area. Because of the age and substandard line sizes in the Intown, a detailed analysis of utilities is being conducted that will eventually result in a programming of capital improvements to meet the expected increase in demand.

Funding sources for infrastructure improvements will be through the City's capital improvement program and possibly Federal and State funds.

Costs incurred for the City to re-route water and sewer lines within or around a block because of a private development project will be borne by the developer.

## **TROPICANA FIELD REDEVELOPMENT PLAN**

The Tropicana Field Redevelopment Site was originally planned as a multi-purpose stadium project that was constructed on the original Gas Plant site. City Council approved an amendment to the Intown Redevelopment Plan changing the development program for the area to allow construction of a domed stadium. The stadium was opened to the public on March 3, 1990, eventually welcoming Major League Baseball in 1998.

Beginning in 2007, the City and the Tampa Bay Rays began discussions on redeveloping the Tropicana Field site when the

Rays proposed building a stadium on the Downtown Waterfront, a bid that was ultimately withdrawn by the team. In 2016, the City contracted with a consulting team to prepare a master plan for Tropicana Field that included a stadium along with other complementary uses such as residences, offices, hotels and specialty retail uses. Another master planning effort began in 2018 to identify the redevelopment potential of Tropicana Field without a stadium use.

All of these planning efforts recognized the catalytic development opportunity posed by the Tropicana Field site, not only for Downtown and St. Petersburg, but also for the Tampa Bay area. With its downtown location and stellar transportation access to the region, Tropicana Field's redevelopment can be an economic driver that provides thousands of new jobs for the community for a generation or more.

At the same time, preparing the site for redevelopment will require substantial improvement to its infrastructure, ensuring compatible physical and functional connections of its development with surrounding neighborhoods, and remediation/mitigation of a brownfield on the property to enable development.

To that end, City Council amended the IRP in 2018 to allow the expenditure of no less than \$75 million in TIF funding for redevelopment infrastructure improvements west of 8<sup>th</sup> Street related to the redevelopment of Tropicana Field. These improvements could include

- brownfield mitigation and remediation to enable redevelopment;
- public open space amenities on the site including improvements that support the reactivation of Booker Creek;
- streetscape improvements that provide public rights-of-way such as alleys, sidewalks, pedestrian facilities and streets that assist in reestablishing the grid network on Tropicana Field and connect it with surrounding neighborhoods;
- transit infrastructure and improvements; and
- parking improvements.

The Stadium Plan of the IRP calls for Major League Baseball to be played on the site, and on September 19, 2023, it was announced that the City of St. Petersburg, Pinellas County, Tampa Bay Rays, and Hines Development team have agreed to move forward with a new state-of-the-art ballpark and a transformational development of the Historic Gas Plant. In order to construct the stadium and related improvements, the plan would include the new stadium and all improvements associated therewith, parking garages, on-site parking, open space, plazas and paths, public art, and brownfield mitigation. Also included will be the infrastructure for the Historic Gas Plant Redevelopment. Such infrastructure would include the following: roadway/sidewalk improvements and new construction; streetlights; structures including bridges; Pinellas Trail and Booker Creek improvements; environmental and stormwater controls and appurtenances thereto; drainage; sanitary sewer; potable water; reclaimed water; publicly accessible amenities and open space; public art;

demolition of the existing structure known as Tropicana Field, parking lots, and other structures and appurtenances

## **OTHER PROJECTS**

The previously described public improvements represent important elements of revitalizing the area and providing an expanded and diversified retail, employment, residential and cultural base. In addition to these areas, other sites have been identified for selected public improvements:

- The City may participate in a joint development with the County and/or other private developer(s) in constructing a public parking structure or mixed-use parking structure/transportation facility at an appropriate location within the IRP area. Office and/or retail or other allowable uses shall be located on the ground level of the parking structure and may be located above the parking structure.
- The Block “H” office project, more commonly known as City Center, was completed in 1984 and was another joint public/private partnership involving the construction of a

**TABLE 1**  
**Major Public Improvement Projects Implemented in the Intown Redevelopment Area**  
1982 to 2004

Project	Development Cost <sup>(1)</sup>	Funding Sources	
		TIF - City and County	City and Other Sources
Stadium Development (Tropicana Field)	\$209,549,851	\$22,500,000	\$187,049,851
Bayfront Center/Mahaffey Theater Renovation	27,157,920	8,209,000	18,948,920 <sup>(2)</sup>
Sundial and MidCore Garage	22,135,606	5,496,000	16,639,606
South Core Garage	20,377,765	13,887,000	6,490,765
Development Sites Acquisition Costs	16,032,171	632,000	15,400,171
The Pier	14,862,273	1,600,000	13,262,273
Intown Streetscape Program	5,696,215	620,000	5,076,215
Waterfront Park Improvements	2,214,353		2,214,353
Downtown Museums Development	1,294,438	800,000	494,438
Downtown Transit Initiatives	583,110		583,110
Downtown Marketing and Promotion	231,070		231,070
Duke Energy Park Improvements	204,021		204,021
<b>Total</b>	<b>\$320,338,793</b>	<b>\$53,744,000</b>	<b>\$266,594,793</b>

(1) Some projects include land acquisition costs.

(2) \$2.6 M of development cost was donated by the Mahaffey Theater Foundation as part of the 1987-88 renovations.

parking structure with possible future air rights above the structure (see Map 4 on page 16).

- In conjunction with the rehabilitation of the Vinoy Park Hotel and adjacent new residential development, the City supported the development of marina slips adjacent to 5<sup>th</sup> Avenue NE in the North (Vinoy) Basin.
- Several sites within the redevelopment area may require block consolidation for commercial and/or residential development. These blocks are located on the fringe between the Core and the residential area, representing a transition zone requiring appropriate planning design and development. The blocks in this transition zone are identified as “I” and “J” on Map 4 on page 16. Future development shall comply with the Downtown Center zoning requirements.

## SUMMARY

Map 7 illustrates some of the various public improvements proposed and/or implemented in the Intown Redevelopment Plan since its inception, some of which have been described in the sections above. Table 1 describes projects implemented between 1982 and 2004 and their source of funding.

One important conclusion should be noted in regard to the trust fund allocation. Tax increment bonds have not been the only source of redevelopment funding in the past nor will they be the only source of funds available in the future for implementing projects. As outlined in Tables 1 and 2 and described in the “Methods of Financing” Chapter, a wide range

of sources have been and may be used for project funding. The tax increment generated by the redevelopment area serves only as a starting basis.

## ADMINISTRATIVE AND RELOCATION COSTS

Business and residential relocation costs and administrative costs related to the project will be funded through tax increment trust fund or tax increment bond proceeds. Tax increment bond proceeds may be used for necessary architectural and other professional services to implement development projects described in the Plan.

## PROPERTY DISPOSITION AND DEVELOPMENT POLICY

For the purposes of this Plan, the Community Redevelopment Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property. To the extent permitted by law, the Agency is authorized to dispose of real property in accordance with Florida Statute Chapter 163 and in compliance with this Plan.

### Owner Participation

Owner participation is an important part of ensuring a cohesive downtown revitalization program. Therefore, owner participation is encouraged in the redevelopment of downtown.

**AMENDED TABLE 2**  
**Intown Redevelopment Plan**  
**TIF Funding Required for New Public Improvement Projects - 2005-2042\***

Designated Projects	FY	Location	TIF Funds Required (in \$Millions) (4)	Other Potential Funding Sources	Total Cost
<b>Municipal Pier Project (1)</b>	2008-2020	Downtown Waterfront at 2 <sup>nd</sup> Avenue NE	\$50M	To be Determined	\$50M
<b>Downtown Waterfront Master Plan Improvements – Pier District</b>	2016-2020	Pier Approach	\$20M	No other public funding identified.	\$20M
<b>Duke Energy Center for the Arts</b>		NE Corner of 1 <sup>st</sup> St/5 <sup>th</sup> Ave S			\$31.286M
Mahaffey Theater	2005-2011		\$25.854M	City (\$2.932M)	
Salvador Dali Museum	2010-2011		\$2.5M		
<b>Enhancements to the Municipal Pier Project (2)</b>	2017-2020	Downtown Waterfront at 2 <sup>nd</sup> Avenue NE	\$10M	No other public funding identified.	\$10M
<b>Enhancements to the Downtown Waterfront Master Plan Improvements in the Pier District (2)</b>		Pier Approach			
<b>Downtown Transportation and Parking Improvements</b>	2017-2020	Throughout the IRP District	\$4M	No other public funding identified	\$4M
<b>Pedestrian System/Streetscape Improvements</b>	2006-2032	Throughout IRP District	\$2.5M	City	\$2.5M
<b>Park Improvements</b>	2006-2032	Waterfront Park System	\$2.5M	City	\$2.5M
<b>Waterfront, Transit, and Parking Improvements (3)</b> Resiliency/Adaptation infrastructure (i.e., seawalls and marinas) Transit infrastructure and improvements Parking improvements (City TIF only)	2019-2032	IRP District East of 8 <sup>th</sup> Street	\$35M	No other public funding identified	\$35M



**AMENDED TABLE 2**  
**Intown Redevelopment Plan**  
**TIF Funding Required for New Public Improvement Projects - 2005-2042\***

Designated Projects	FY	Location	TIF Funds Required (in \$Millions) (4)	Other Potential Funding Sources	Total Cost
<b>Rehabilitation and Conservation of Historic Resources (3)</b>	2019-2032	IRP District East of 8 <sup>th</sup> Street	\$5M	No other public funding identified	\$5M
<b>Redevelopment Infrastructure Improvements (3)</b> Brownfields Mitigation/Remediation Public Open Space Amenities, including Improvements to Booker Creek Streetscape Improvements to Re-establish Grid Network on Tropicana Field Site (i.e., sidewalks, pedestrian facilities, alleys, streets) Transit infrastructure and improvements Parking improvements	2019-2042	IRP District West of 8 <sup>th</sup> Street	\$75M	No other public funding identified	\$75M
<b><u>New Stadium Project (City TIF only)</u></b> <u>New stadium including all improvements associated therewith</u> <u>Two parking garages</u> <u>On-site parking</u> <u>Open space, plazas, paths</u> <u>Public art</u> <u>Brownfields mitigation/remediation</u>	<u>2024-2042</u>	<u>IRP District West of 8<sup>th</sup> Street</u>	<u>\$212.5M</u>	<u>No other public funding identified</u>	<u>\$212.5M</u>

**AMENDED TABLE 2**  
**Intown Redevelopment Plan**  
**TIF Funding Required for New Public Improvement Projects - 2005-2042\***

Designated Projects	FY	Location	TIF Funds Required (in \$Millions) (4)	Other Potential Funding Sources	Total Cost
<u>Historic Gas Plant Redevelopment</u> <u>Infrastructure (City TIF only)</u> <u>Roadway/sidewalk improvements and new construction</u> <u>Streetlights</u> <u>Structures including bridges, Pinellas Trail and Booker Creek improvements, environmental and stormwater controls, and appurtenances thereto</u> <u>Drainage</u> <u>Sanitary sewer</u> <u>Potable water</u> <u>Reclaimed water</u> <u>Publicly-accessible amenities and open space</u> <u>Public art</u> <u>Demolition of the existing structure known as Tropicana Field, parking lots, and other structures and appurtenances</u>	<u>2024-2042</u>	<u>IRP District West of 8<sup>th</sup> Street</u>	<u>\$130M</u>	<u>No other public identified</u>	<u>\$130M</u>
<b>Maximum TIF Funds Required: \$232.345 <u>574.854M</u></b>					

\* TIF expenditures may only be utilized for those Designated Projects in Table 2 where TIF funds are required as noted herein; provided, however, that no TIF expenditures may occur for Projects other than Designated Projects with TIF funds required as noted herein, without prior approval of the St. Petersburg City Council and the Pinellas County Board of County Commissioners. Tax increment financing contributions to the IRP Redevelopment Trust Fund will end on April 7, 2042.

(1) Because of the size of the project, the timing and/or amounts necessary for the Municipal Pier Project may need to be revised in the future. Such changes shall only occur in an amendment to the Interlocal Agreement between the City and County.

(2) The allocation of up to \$10 million in TIF for Enhancements to the Municipal Pier Project and/or Enhancements to the Downtown Waterfront Master Plan Improvements in the Pier District shall be determined by the City. Any of the \$10 million in TIF not utilized for Enhancements to the Municipal Pier Project and/or Enhancements to the Downtown Waterfront Master Plan Improvements in the Pier District shall be allocated to augment the \$4 million in TIF allocated to Downtown Transportation and Parking Improvements.

(3) The allocation of up to \$35 million in TIF for Waterfront, Transit, and Parking Improvements East of 8<sup>th</sup> Street and the allocation of up to \$5 million in TIF for Rehabilitation and Conservation of Historic Resources East of 8<sup>th</sup> Street shall be determined by the City. Any of the summed \$40 million in TIF not utilized for Waterfront, Transit, and Parking Improvements or Rehabilitation and Conservation of Historic Resources shall be allocated to augment the \$75 million in TIF allocated to Redevelopment Infrastructure Improvements West of 8<sup>th</sup> Street. Any surplus TIF remaining in the IRP Redevelopment Trust Fund after completion of the Redevelopment Infrastructure Improvements West of 8<sup>th</sup> Street identified herein that was contributed by the County shall be reallocated to the New Stadium Project.

(4) "TIF Funds Required" refers only to the anticipated construction and capital costs and not any required debt issuance or financing costs, which can also be funded with TIF.

Before the City pursues any development project on a particular site, contact will be made with the property owners to determine their interest in participating in the project. Such participation by an owner shall be contingent upon execution by such owner of a binding agreement by which the property retained or acquired will be developed and used in conformance with the plan.

The Community Redevelopment Agency may, prior to the execution of an agreement, determine in its sole discretion that it is in the best interest of the City to acquire such property for development by the City or disposition for competitive bidding. The Community Redevelopment Agency may acquire property which is retained by an owner under an Owner Participation Agreement if the owner fails, refuses or neglects to perform his/her obligation under said agreement.

#### Developer Disposition Agreement

The Community Redevelopment Agency shall reserve such powers and controls through disposition and development agreements with purchaser or leases of property as may be necessary to insure that development conforms to this plan. The leases, deeds, contracts, agreements and declarations of restrictions may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes or any other provisions necessary to carry out this Plan.

## ENFORCEMENT

After development, the administration and enforcement of this Plan or other documents implementing this Plan shall be performed by the City or the Agency.

The provisions of this Plan or other documents entered into pursuant to this Plan may also be enforced by Court litigation instituted by either the Agency or the City. Such remedies may include, but are not limited to, specific performance, damages, re-entry, injunctions, or any other remedies appropriate to the purposes of this plan. In addition, any recorded provisions expressly for the benefit of owners of property in the project area may be enforced by such owners.

The provisions of this Plan shall be effective until April 7, ~~2034~~2042.

## DESIGN AND DEVELOPMENT GUIDELINES

The design and development guidelines listed below were created in order to ensure compatibility between the types of developments that are desired in the downtown and how such developments should relate to the environment and each other.

All real property in the project area is hereby made subject to the controls and requirements of this Plan. No real property shall be developed, rehabilitated, or otherwise changed after the date of adoption of this Plan, except in conformance with

the provisions of this Plan and all applicable State and local laws in effect from time to time.

## DESIGN PARAMETERS

### General

- All redevelopment sites shall meet all the applicable Land Development Regulations.
- Developers of projects within the redevelopment area shall submit project proposals and designs to the Community Redevelopment Agency (CRA) for development review.
- All development should demonstrate the use of energy conservation techniques to reduce space cooling, hot water, and space heating demands. These techniques should address, but not be limited to:
  - building orientation
  - building facade materials
  - shading of buildings and parking lots
  - wind control for cooling ground level spaces and/or buildings
  - use of solar energy (if practical) to meet development energy needs or individual building requirements, e.g., shared solar hot water
  - use of paving material other than concrete or asphalt for parking lots to reduce area heat gain (such as turf block)
- use of natural sunlight for interior lighting (daylighting).
- All new and redeveloped surface parking areas shall be landscaped according to applicable City requirements.
- All parking structures should provide decorative facades through building materials and/or landscaping along each parking level and shall contain street level retail, office, cultural, or recreational activities.
- All buildings within the development project should integrate architecturally, aesthetically and functionally through building design, materials, open spaces, scale, circulation systems, pedestrian level activities, and uniform signage and lighting.
- All new development and redevelopment should provide design elements (trees, canopies, street furniture, entryways, etc.) to bring the building and related activity spaces in scale with human dimensions and perception of space.
- Development should provide appropriate architectural variety to the area and generate street level activities, such as outdoor cafes and cultural activities.

### Open and Pedestrian Spaces

Open spaces shall:

- be directly linked to the pedestrian system (sidewalks or skyways) and these links shall meet the Plaza Parkway

- Design Guidelines established in Appendix B; and
- provide sufficient lighting to ensure night security;

Open spaces should:

- relate to activities and buildings within the block;
- establish visual and functional ties to surrounding activities and create a sense of seclusion in spaces set aside from the main pedestrian flow such as found in court yards;
- provide various types of open space use (public, private, and semi-public spaces);
- provide sit-ability in terms of comfort and number of seating spaces (1 linear foot of seating space for each 300 square feet of open space), and such seating can be provided by appropriately designed benches, ledges or chairs;
- provide for human comfort and scale through the use of landscaping and/or canopies for shade and highlighting building entrances;
- be considered for location on roof tops or upper levels in conjunction with activity spaces, to provide views of Tampa Bay, especially for development along Beach Drive and 1st Street;
- provide sculptures, murals &/or water features; &
- provide simple designs which dictate logical order and

arrangement, allowing users to easily orient and relate themselves to the space and surrounding activities.

Pedestrian systems (all projects and areas within the Intown Redevelopment Area):

- shall be designed in conformance with the Plaza Parkway Design Manual (CRA Resolution 92-2).

#### Historic

- Renovation, redevelopment or new construction on historic properties shall comply with the City's historic preservation ordinance.
- Developments on sites with historic structures are encouraged to utilize the incentives offered by the City's land development regulations.

#### Residential

- All infill development should create a sense of place and neighborhood identity by relating to old and new architecture and by developing interrelated open and pedestrian spaces.
- All new development within and adjacent to residential areas should relate in building scale and mass with the surrounding neighborhood.

#### Waterfront

Within the boundaries of the City of St. Petersburg lies one of the most unique aesthetically and economically valuable assets of the Region; our downtown waterfront.

The park-like character of the waterfront forms a U-shape around the eastern edge of the downtown which is anchored at its southern end by the Duke Energy Center for the Arts, and its northern end by the Vinoy property. These two anchors represent prominent visual points that frame the Intown waterfront park system and, therefore, the development of the Vinoy site and the Duke Center for the Arts as activity and visual image centers is very important to the successful redevelopment of the downtown, the use of the waterfront as a public activity space, and the reinforcement of the aesthetic quality of the waterfront park system.

The downtown waterfront has established itself as an area with its own sense of time and place. In order to preserve and enhance this historical and visual continuity, it is important to establish the design compatibility of buildings along the waterfront with each other as well as with the park-like character of the waterfront. It is equally important to provide for a variety of activities along the waterfront and in the downtown so all citizens of St. Petersburg can enjoy the present and the future opportunities these City assets create.

#### Vinoy Property Development

The Vinoy property is approximately bounded by 5<sup>th</sup> Avenue NE and 7<sup>th</sup> Avenue NE, and Bayshore and Beach Drives NE.

Design considerations for the property include:

- shall maintain a compatible design relationship to the Vinoy and the waterfront in terms of building mass, scale, height, materials, color, and architectural character;
- shall provide for a 200-foot wide open space buffer parallel to and west of Bayshore Drive between Baywood Park and Fifth Avenue N.E. to maintain the open character of the waterfront allowing for visual access to and through the open space buffer area;
- shall preserve the Banyan trees and Indian Midden;
- shall provide landscaped buffers along all streets and any walls facing the street;
- shall landscape parking structures and areas;
- shall provide a landscaped design separation between the development, Baywood Park and open space buffer parallel to and west of Bayshore Drive.
- shall avoid utilizing large and continuous building masses to create a walled image or effect along Fifth Avenue N.E., since it is important to maintain the aesthetic charm and openness of the Vinoy Basin area and waterfront park system, especially as viewed from Pier Park and along Straub Park.
- should minimize visual intrusion of parking structures

along Fifth Avenue N.E. and Bayshore Drive via landscaping and/or site design of the project;

- The development that conforms to the stipulation entered into between the parties and approved by a final judgment executed by Judge Bryson on December 3, 1982, in the case of Padula and Workman v. City of St. Petersburg (Circuit Civil No. 82-6574-17) shall be deemed to conform to the provisions of the Community Redevelopment Plan. This final judgment is recorded at pages 7 and 8 of O.R. Book 5439 of the Official Records of Pinellas County, Florida.

#### Core Area (Unified Retail Core)

- Mediterranean Revival is a prominent architectural style in St. Petersburg. Mediterranean Revival design elements should be encouraged in the Core Area. New development should use appropriate building materials and design elements such as stucco, key stone or cast stone to highlight entryways and along 1st and 2nd level facades, barrel tile roofs, terra cotta tiles, towers with pyramidal or triangular shaped tops, accent brick (light colors), or canopies, arches, and arcades.
- The Jannus Landing Block should be rehabilitated or redeveloped in keeping with the architectural style (vernacular), scale, and character of the block. This involves addressing design issues related to the preservation of important building facades, pedestrian linkages through the block, and integrating internal and

external open spaces.

- The Core area will be encouraged to develop using the concept of a strong pedestrian orientation including open spaces and plazas.
- The Unified Retail Core should capitalize on and reinforce the existing urban fabric of the waterfront and the existing downtown business district.
- The major pedestrian axes **shall** directly link the waterfront and downtown business district.
- The major pedestrian axes **shall** function as the major retail spine linking the existing downtown business district.
- Retail activity will be encouraged to orient along the street as well as within the interior parts of the development.
- The pedestrian/open space system within the Core Area shall be a series of interconnected outdoor and/or indoor open spaces, with a focus on water features that link developments within the Core and to Downtown, Williams Park, the Waterfront and the Duke Energy Center for the Arts. Developments in the Core Area shall provide for the pedestrian/open space system through maximum use of natural sunlight through a large or series of glass atriums or open air designs (high ceilings, central outdoor plazas, sunlight filtration from the ceilings).

Gateway/entry points into the pedestrian/open space system shall be highlighted through large landscaped plazas or open spaces. The pedestrian/open space system and gateway shall include features such as sculptures, water landscaping and murals to create an exciting urban space.

- Development along the waterfront (Beach Drive) **should** maintain a building (east-west) axis perpendicular to Beach Drive on levels above the second floor.

Webb’s City

- All new development shall conform to the requirements of the Downtown Center zoning district and the Plaza Parkway Design Guidelines.

Rehabilitation

- Rehabilitation of existing structures **shall** conform to all applicable rules and regulations of the City of St. Petersburg.
- All buildings (including fences and accessory structures) within a commercial or residential rehabilitation project should integrate architecturally, aesthetically and functionally through building design, materials, scale, open spaces, circulation systems, pedestrian level activities, and uniform signage and lighting.

**DEVELOPMENT GUIDELINES**

- All new development shall be consistent with the permitted uses in the downtown zoning district in which it is located.
- Development intensity and uses shall be governed by the underlying zoning district. Of particular note are the Downtown Center zones (DC) which provide for mixed-use development based on floor area ratio (F.A.R.) system as outlined below:

District	Emphasis	FAR+
DC-C	Downtown Core	4.0 to 8.0
DC -1	Downtown Support	
	East of Dr. ML King St	3.0 to 7.0
	West of Dr. ML King St	3.0 to 5.0
DC -2	Downtown Residential	3.0 to 5.0
DC -3	Downtown Waterfront	2.0 to 3.0
DC -P	Downtown Park	0.2

+Range only applies from base FAR to administrative approval of FAR bonuses through streamline process. Additional bonuses can be awarded through a public hearing.

The Downtown Center land development regulations also contain bonus and exemption provisions which allows an increase in floor area ratio (F.A.R.) if selected open space, building program and urban design features are incorporated into the project. These include, but are not limited to, protecting designated historic landmarks, providing affordable housing, including retail uses on the first floor of a mixed use project, constructing streetscape improvements and providing specified percentage of office space. For more details on FAR bonuses, see the Downtown Center land development regulations.



- The major retail activity of the Intown **shall** be located in conformance with the uses permitted in the Downtown Center zoning district as depicted on Map 3 and described in the “Plan Emphasis” section contained herein.
- To encourage consolidation of blocks and promote a unified development concept, the City will consider the closing of selected streets and alleyways in accordance with an appropriate proposal.
- The development of both affordable and market rate housing should be encouraged through incentives.
- Building rehabilitation should conform to the permitted uses of the downtown zoning district in which it is located.

Uses or structures that, by reasons of appearance, traffic, smoke, glare, noise, odor, or other similar factors, would be incompatible with surrounding areas or structures shall not be permitted in any part of the project area.



# Neighborhood Impacts

## NEIGHBORHOOD IMPACT

Proposed public and private redevelopment of portions of the redevelopment area, especially the Core, Webb's City and the Stadium Complex, will have a number of far-reaching positive impacts on area residents and surrounding areas in terms of increased levels of amenity, and community services and facilities, improved environmental, physical and social quality and an expanded tax base that will lessen the property tax burden on all St. Petersburg citizens. While specific impacts cannot be determined until concrete project proposals are submitted, the following report attempts to quantify the range of impacts that might be expected with respect to displacement of existing occupants and environmental quality.

### Relocation

If Federal grant funds are not utilized in carrying out redevelopment activities in the Intown Redevelopment Area, a modified version of the City's relocation policy will be used where existing residential and commercial owners and occupants are displaced as a result of city condemnation. The relocation policy is as follows<sup>1</sup>:

<sup>1</sup> Section amended previously by Section 22, Ordinance 205-G.

Occupant	Moving Expenses
<b>Residential tenant</b>	
Low and moderate income. <sup>2</sup>	Actual relocation expenses up to \$1,000 (moving expenses for displaced persons and their personal property for a distance of 25 miles). Transportation costs beyond 25 miles may be paid at the discretion of the CRA. Plus: first and last month's rent, security deposit, and utility deposits and/or reconnection of utilities (not including delinquent accounts, line extensions or other capital expenses.) The CRA will provide written notice to the tenants to be displaced 60 days prior to the loss of possession.
<b>Residential-Tenant</b>	
Less than 90 days (at least 30 days)	\$100 Dislocation allowance
90 days or more	\$200 Dislocation allowance. Plus \$40 per furnished room total not to exceed \$400.
	The CRA will provide written notice to the tenants to be displaced 60 days prior to the loss of possession
<b>Residential-Owner</b>	Negotiated amount to be included in purchase contract or \$200 Dislocation allowance Plus \$40 per furnished room not to exceed a total of \$500 or actual moving expenses based on two bids (lowest bid).
<b>Business-Owner</b>	Actual moving expenses up to \$3000 based on two bids (lowest bid) <u>or</u> negotiated amount to be included in purchase contract.
<b>Business-Tenant</b>	Actual moving expenses up to \$3000 based on two bids (lowest bid).

<sup>2</sup> Low and moderate income means a household income that does not exceed 80% of the median income for the Tampa/St. Petersburg/Clearwater Metropolitan Statistical Area. For owner occupied residential or business replacement housing costs are considered in negotiated purchase offers.

The entire Webb's City area and selected blocks within the Core and surrounding residential areas are proposed to be acquired (see Map 6). With respect to the former, much of the land, and many of the structures within the area are vacant, requiring no displacement. However, there is one residential owner occupant, three commercial owner occupants and eleven commercial tenant occupants that would have to be displaced. One 64 unit retirement hotel is not proposed for acquisition at this time, but if acquisition became necessary, 64 residential tenant occupants would also have to be displaced.

The blocks proposed for acquisition within the may involve relocation activities related to 50 businesses (owner occupant and tenant) and 329 transient residential units.

The residential area surrounding the Core will be targeted for a rehabilitation program entailing some spot clearance. It is anticipated that there will be few such cases and these will be handled accordingly to the prescribed relocation policy.

However, there are selected blocks where block consolidation may take place for new infill residential development. The relocation activity related to these blocks may involve 209 permanent housing units and 51 transient units. The estimated number of people involved with residential relocation is 286 (based on 1980 Census data of 1.38 persons per household).

At the time the IRP was originally adopted, the Census tract blocks (Tract 214, Blocks 113, 114, 115, 116, 119 and 121) involved with the residential block consolidation program contained 89 structures, of which 60 were in a deteriorated or dilapidated condition.

At the present time, vacant commercial space availability within the Intown area and elsewhere in the City is sufficient to accommodate the commercial occupants that would be displaced as a result of redevelopment of the above areas on either a permanent or temporary basis, pending the expansion of available space through new downtown commercial development.

Since little displacement of long term residential tenants and owner occupants, other than hotel guests, is anticipated, sufficient replacement housing is available to meet their need as well.

City staff will provide technical and counseling assistance to displacees, both commercial and residential, in locating suitable replacement facilities which are comparable and within the tenants financial means and securing moving expense bids or computing such expenses. Eligible residential displacees, having been displaced by "governmental action," may also have ready access to "assisted housing," and City staff will provide assistance in making referrals to appropriate agencies for this purpose.

Grievances related to relocation will be handled by the existing Community Improvement Projects Committee-Grievance Committee. Upon hearing a grievance the committee will render its decision and forward it to the Redevelopment Agency. Grievance procedures, standing of decisions, and appeal process will be the same as used currently by the committee.

## RESIDENTIAL DEVELOPMENT

The establishment of an expanded residential base in the Intown is essential to achieve a successful downtown redevelopment program. People living and working downtown will generate the 24-hour activity and community spirit necessary to create a cohesive neighborhood environment.

The *Intown Sector Land Use Plan* projected an ultimate design population of 30,000 as a development parameter for the sector. In 1975, there were 11,600 people in the Intown, and 8,100 housing units. Assuming a constant household size, and maintenance of the current level of elasticity in the market, an additional 12,850 housing units would have to be built in the sector to accommodate the design population, even if no existing units were lost through attrition. However, the 1980 Census shows the Intown Sector population has decreased to 10,875.

Any housing program must consider both the provision of opportunities for new housing construction, and retention and improvement of the existing stock. Similarly, in order to provide a full range of housing choices, a comprehensive housing strategy must also take into consideration all types of tenure options ranging from investor owned rental units, through cooperatives to owner occupied single and multi-family units; varying levels of assistance to provide for the needs of housing consumers in all income ranges; and a variety of dwelling unit types and sizes to accommodate diverse household compositions and lifestyles.

The housing demand generated by upper income consumers is, for the most part, accommodated by the private sector, using conventional financing with little or no assistance.

Similarly, the shelter needs of lower income households are equally well provided for through a number of assistance programs. There are already over 1,560 federally assisted rental units for elderly households in place throughout the Intown sector, with another 314 under construction or planned, in relatively new, high and low rise apartment structures. For small and large families, 82 new public townhouse units have just been completed in the Jamestown area, and sufficient land has been set aside for up to 213 similar assisted units in the Gas Plant area. In addition, over 100 elderly and family households have been able to rent improved units in the Intown area through federal Section 8 rent supplement programs. These programs help lower income households compete for shelter on the open market, while at the same time, through guaranteed fair market rents, assist Section 8 landlords in securing conventional improvement financing, thereby representing an important existing housing stock retention incentive.

Between these two extremes, the affluent and urban poor, is a vast potential market of moderate income households who are finding it increasingly difficult to compete for suitable, affordable housing on conventional terms, and yet are ineligible for housing assistance. Any comprehensive housing production/retention strategy must deal with the needs of this group as well through measures to increase the affordability of both new and existing dwelling units of all types, sizes and tenure options (see Plan Implementation Chapter).

## ENVIRONMENTAL QUALITY

Again, specific environmental impacts can only be determined on the basis of specific project proposals. In this context the following impacts of redevelopment on both the natural and manmade environment are general in nature, and content.

### Drainage

In that most of the redevelopment area is occupied by structures, paved right-of-way or paved surface parking developed prior to the enactment of the City's Grounds Improvement Ordinance, any new development carried out under present ordinances mandating the provision of green permeable open space is bound to improve the present situation relating to storm water runoff. This is especially the case since any new development would be accompanied by improvements to the drainage infrastructure/storm sewer system as required.

### Vegetation

Trees may have to be removed to accommodate redevelopment proposed for the areas and may be removed upon approval by the City. However, all those specimens three inches or greater in trunk diameter at breast height are protected under the Tree Ordinance, except Punk trees, Brazilian Pepper, and all Palms. Suitable barricades, or stakes connected by flagging, plastic tape, or rope, if clumps or groups of trees are involved, are to be erected within six feet of the trunk or 2/3 of the area under the dripline of all trees to remain, whichever is greater, where no solvents, construction material, machinery, or temporary sod deposits are to be

placed. Land clearance must leave all ground cover intact within the trees' dripline. This may include Palmettos, ferns, hibiscus or other shade tolerance species.

A tree survey will be undertaken prior to construction to pinpoint exact locations, common names, and diameters of existing trees at breast heights. Also, planned improvements to the pedestrian system, coupled with F.A.R. bonuses for landscaping, should considerably increase the amount of vegetation in the redevelopment area.

### Flooding

With exception of publicly owned property east of Beach Drive, part of the Progress Energy Center for the Arts and Albert Whitted Airport (and portions of the blocks west of the Airport), on which no redevelopment is proposed at this time, the U.S. Geological Survey has not identified any flood prone zones within the project area.

### Noise

Article III of City Code Chapter 11 establishes noise limitations for activities in St. Petersburg.

### Water Quality

The project impact on domestic wastewater flow to the Albert Whitted Plant may be insignificant. Discharges into the sanitary sewer system from new sources developed as a part of the project will be insignificant prior to improvements at the Albert Whitted Plant.

All discharges to the sanitary sewer system are regulated by City ordinance. These regulations will insure that users are charged appropriate amount for wastewater treatment provided by the City's plant and that toxic and hazardous wastes are treated prior to discharge into the City's system. These programs will be implemented locally.

The St Petersburg Water System is presently permitted by the SWFWMD to provide up to 56 MGD of potable water per day. The average daily demand is 36-38 MGD. The additional demand for water by those locating in the project area will be insignificant in light of this total capacity. Due to the nature of this redevelopment project, no discharges into the ground water are anticipated.

#### Air Quality

It is anticipated that the project will not involve any point sources of air pollution which would require State or Federal permits. The development's primary impact on air quality will be from indirect sources related to transportation activities.

Pinellas County has not been designated as an Air Quality Maintenance area for Carbon Monoxide, so there is no specific control plan in effect for this pollutant. Large projects which result in significant increase in traffic flow and parking facilities are subject to review and permitting by the Florida Department of Environmental Regulation under Chapter 17-2.04(8) of the State Administrative Codes.

Demolition and construction activities which will occur as a part of project development will be a potential source of fugitive particulates. Approved dust control measures will be

employed during these activities to minimize wind erosion and Fugitive Particulate Air Pollution. Open burning of any waste material will be handled in accordance with Chapter 17-5 (Florida Administrative Codes) and Chapter 14-7 of the St. Petersburg City Codes to further reduce the impact of construction.

Landscaping of open spaces and buffer zones will be required as construction activities are completed to prevent wind erosion and Fugitive Particulate Air Pollution following the construction.

Determinations as to the need for Regional or Environmental Impact Statements based on increases in parking spaces or peak hour traffic are contingent upon specific project proposals. Every effort will be made to limit development size to adhere to ambient air quality standards for Carbon Monoxide. Proposed increased vegetation along rights-of-way and in conjunction with parking structures should also contribute to this goal.

#### Land Use/Zoning

The distribution and character of land uses in the redevelopment areas will be considerably altered by proposed redevelopment. Most importantly, the current intermingling of incompatible uses will be eliminated, and such uses will be strictly separated and buffered from one another. Furthermore, the current under-utilization of valuable downtown land will be reduced, and new uses will be in conformance with the adopted Land Use Plan and Zoning Ordinance.

### Traffic Circulation

Based upon existing street capacity in and around the proposed redevelopment area, some streets may experience a decrease in the level of service.

### Community Facilities and Services

The provision of new site improvements including new sidewalks, street improvements, new drainage systems, planned green spaces and buffer strips, adequate parking, and adequate lighting is anticipated to have a positive impact in the project area and surrounding community. The relocation of the displaced businesses from the project area is not anticipated to have any significant impact on existing community facilities in the surrounding community.

Within a two-mile radius of the project area, at least seven neighborhood and community parks exist. In addition, thirteen mini parks, three scenic parks, two specialized parks, and three undeveloped parks are also within a two-mile radius of the project area.

Adequate hospital facilities including Bayfront Medical Center Complex, All Children's Hospital, St. Anthony's Hospital and numerous nursing and congregate living facilities are within a one-mile radius of the project area.

Adequate fire and police service is provided by the St. Petersburg Police and Fire Departments and no significant increased demand on these services is anticipated as a result of the proposed development.

### School Population

Under the present Pinellas County School System, the desegregation (busing) Program is in effect throughout the County. The present school age population within the Project Area attends several schools, and the dispersal of the families from the project area or an increase in school aged children is not anticipated to have any significant impact on the school system.

### Social Fabric and Community Structure

In the there are so few residents in the area, relocation will involve little dispersal of long term neighbors. Also, the removal of many badly deteriorated structures is anticipated to significantly improve the living conditions of families and businesses as well as the physical environmental character of the redevelopment area and its surroundings. In fact, redevelopment will increase the permanent residential population and help to solidify a community sense within the Intown Sector.

## **OTHER BENEFITS**

The objective of the Intown Redevelopment Plan is to provide benefits to the residents and businesses within the redevelopment area as well as City-wide.

The redevelopment projects described in the plan are designed to provide expanded residential, business, cultural, employment and other service benefits to the redevelopment area as described below:



- The pedestrian system improvements will provide aesthetics as well as functional benefits to residences and businesses in the area by creating the type of environment which makes it a pleasurable and safe walking experience in the area.
- The transportation program provides transit services for people working and living in the area making it more convenient to travel to the various working, shopping and recreational centers within the Intown.
- The revitalization of the downtown will provide important neighborhood services which are currently not located in the redevelopment area, such as the residential service center (food and drug store, etc.) to be developed in the Webb's City area, and the increase in retail stores and other support services that will be provided by private enterprise as a result of an expanded residential and employment base in the downtown.
- The residential development program will provide housing opportunities for existing households in the redevelopment area as well as the City. Homeowners will have opportunities to upgrade their residences and new housing will increase available housing for the first time home buyers as well as mobility for homeowners who wish to improve their housing standards.
- Needed utility improvements in the redevelopment area will increase the quality of services as well as allowing the redevelopment area to reach its development capacity.
- Downtown revitalization means more people living and working in the area which, in turn, increase business opportunities for existing businesses and generates an expanded retail and employment base.



# Appendices

## **APPENDIX A**

### Table of Documents Adopting and Amending IRP

Summary of Legal Documents Related to the Intown Redevelopment Plan (1981 to 2018)

Ordinance #	Date Approved	Description
81-1401 (City Resolution)	December 17, 1981	City Council makes blight finding for the Intown Redevelopment Area. Also includes City Council Resolution 81-100 which declared the Webb's City area blighted pursuant to Florida's Community Redevelopment Act. Includes Pinellas County Resolution No. 81-465 in which the BCC delegated redevelopment authority to St. Petersburg.
557-F	March 18, 1982	Adoption of the Intown Redevelopment Plan (IRP). Includes Pinellas County Ordinance #82-24 which approved the IRP on August 3, 1982.
569-F	April 15, 1982	Amending IRP to increase the proposed office space for the Webb's City Redevelopment Project.
570-F	April 15, 1982	Establishing a Redevelopment Trust Fund to finance Community Redevelopment Projects within the Redevelopment area. Includes Pinellas County Ordinance #82-24 which approved the IRP Redevelopment Trust Fund on August 3, 1982.
605-F	October 21, 1982	Granting the power of eminent domain to the St. Petersburg Community Redevelopment Agency. Includes Pinellas County Resolution No. 82-591 which authorized the amendment on December 7, 1982.
622-F	January 20, 1983	Amending IRP to increase the allowable size of the commercial component of the development concept for Block E of the Webb's City project area.
641-F	March 1, 1983	Amending IRP by eliminating the minimum requirement of floor area ratio and changing the classification to Pedestrian System for the Webb's City Project.

Summary of Legal Documents Related to the Intown Redevelopment Plan (1981 to 2018)

Ordinance #	Date Approved	Description
654-F	May 19, 1983	Amending IRP to include design guidelines for a public improvement project called the Vinoy. Pinellas County approved on May 24, 1983.
669-F	September 1, 1983	Amending IRP to incorporate the Gas Plant Project, including the Stadium and repealing the plan previously adopted by Resolution 79-698. Approved by Pinellas County on August 16, 1983.
725-F	March 1, 1984	Amending IRP to add a new use emphasis category entitled recreation/open space to replace the existing parkland use.
735-F	April 5, 1984	Amending Ordinance No. 570-F by amending Section 1 to change the calculation and appropriation of TIF revenues for the IRP. Includes Pinellas County Ordinance No. 86-39 which amended County Ordinance 82-24 related to the creation of the Intown Trust Fund.
746-F	May 17, 1984	Amending IRP to revise the Gas Plant Redevelopment Project. Pinellas County approved project on May 15, 1984.
755-F	July 19, 1984	Amending IRP by modifying the Webb's City Project "Block D" Development Plan. (Includes CRA resolution 84-13 recommending approval of amendment.)
823-F	June 6, 1985	Amending IRP related to pedestrian system, defining parking garage sites (Blocks B and G), adding block consolidation to Blocks A, F and G, and Bayfront Center.
852-F	November 21, 1985	Amending IRP clarifying use of TIF bond proceeds.
966-F	May 21, 1987	Amending IRP to amend Webb's City Plan.

Summary of Legal Documents Related to the Intown Redevelopment Plan (1981 to 2018)

Ordinance #	Date Approved	Description
1054-F	October 6, 1988	Amending IRP incorporating Bay Plaza Plan (incorporate Blocks A and G into Unified Retail Core and added development and design guidelines).
1084-F	February 2, 1989	Amending IRP related to projects and TIF. Pinellas County approves by Resolution 88-132 which is attached. (Note: Resolution 89-132, which contains identical language as 88-132, is also attached.)
2038-F	February 21, 1991	Amending IRP to define parking garage projects for the Mirror Lake area.
31-G	September 17, 1992	Amending Plan emphasis for area between 3 <sup>rd</sup> and 5 <sup>th</sup> Avenues North from Beach to 1 <sup>st</sup> Street from Residential to Mixed-Use-Specialty Retail.
205-G	September 14, 1995	Amending Unified Retail Core, Plaza Parkway, Residential Program, Webb's City and relocation policy.
261-G	January 13, 1997	Amending disposition of land policy within the Intown Redevelopment Plan.
338-G	June 25, 1998	Amending IRP Core Area Project/Unified Retail Program and deleted a parking structure from Block A and providing for a parking structure on Block B. Also revised the pedestrian system.
715-G	March 3, 2005	Amending IRP to Implement future renovations to Municipal Pier, the Mahaffey Theater, and other public improvements; provide expiration date for IRP; identify TIF as funding source for said improvements; identify existing IRP projects implemented prior to 2005; and estimate project costs for TIF debt requirements. Approved by Pinellas County Board of County Commissioners on April 5, 2005.

Summary of Legal Documents Related to the Intown Redevelopment Plan (1981 to 2018)

Ordinance #	Date Approved	Description
762-G	January 19, 2006	Amending the IRP by increasing the maximum amount of tax increment financing proceeds available for downtown improvement projects from \$95.4 million to \$97.4 million in order to allow the Florida Orchestra to utilize a \$2 million private donation previously programmed for Mahaffey Theater renovations to be utilized for the construction of a new headquarters building for the Orchestra; and, provide an additional \$2 million in tax increment financing proceeds to replace the \$2 million private donation in order to complete the Mahaffey Theater renovation project. Approved by Pinellas County Board of County Commissioners on February 21, 2006.
822-G	August 9, 2007	Amending the IRP to update maps and text references to zoning districts and future land use categories; ensuring consistency between the LDRs and IRP design standards; updating existing condition descriptions; deleting outdated graphics and project descriptions; and making editorial/formatting revisions.
1018-G	June 16, 2011	Amending the IRP to include \$2.5 million in tax increment financing to support the completion of the new Salvador Dali Museum; clarifying reference to the municipal pier project; updating descriptions to reflect current conditions and removing specific development targets on downtown blocks; updating maps and graphics; and correcting scrivener's errors.
192-H	September 3, 2015	Amending the IRP to expand the redevelopment budget by \$20 million from \$97.4 million to \$117.4 million to fund improvements identified in the Downtown Waterfront Master Plan for the Pier District; updating descriptions to reflect current development conditions; updating maps and graphics; correcting scrivener's errors; amending Appendix A to provide a summary of IRP legal documents.

Summary of Legal Documents Related to the Intown Redevelopment Plan (1981 to 2018)

Ordinance #	Date Approved	Description
292-H	August 24, 2017	Amending the IRP to add a \$190.98 million ceiling for total tax increment financing contributions needed to complete the IRP program for the projects identified in Table 2 of the redevelopment plan; provide for a future discussion regarding the duties and contributions of the parties, duration of the TIF, discussion of projects related to parking and transportation enhancements within Intown and projects related to the redevelopment of Tropicana Field; and reallocate \$14 million in tax increment funds previously allotted for a Mixed Use Transportation Facility to allow for up to \$10 million in Pier District Enhancements and at least \$4 million for Downtown Transportation and Parking Improvements.
333-H	August 2, 2018	Adopting amendments to the Intown Redevelopment Plan (IRP) increasing the redevelopment program budget in Revised Table 2 from \$117.354 million to \$232.354 million to fund Waterfront, Transit and Parking Improvements and Rehabilitation and Conservation of Historic Resources in the IRP east of 8 <sup>th</sup> Street as well as Redevelopment Infrastructure Improvements in the IRP west of 8 <sup>th</sup> Street; deleting from IRP Revised Table 2 projects that will not be funded by tax increment financing (TIF); and allowing reductions in TIF contributions to the IRP Redevelopment Trust Fund by the City of St. Petersburg and Pinellas County.



## **APPENDIX B**

### Plaza Parkway Design Guidelines



**PLAZA PARKWAY**  
**DESIGN GUIDELINES**  
**ST. PETERSBURG, FLORIDA**

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# **PLAZA PARKWAY DESIGN GUIDELINES**

**July 1991; Revised May 1993**

**Approved by St. Petersburg City Council March 12, 1992  
CRA Resolution No. 92-2**

**CRA NO. 92-2**

**A RESOLUTION APPROVING THE PLAZA PARKWAY DESIGN MANUAL FOR THE INTOWN REDEVELOPMENT AREA (INTOWN REDEVELOPMENT PLAN); AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, The Community Redevelopment Agency and the City Council of the City of St. Petersburg have adopted the Intown Redevelopment Plan (Ordinance 557-F) to promote and guide the redevelopment of downtown; and

WHEREAS, the Intown Redevelopment Plan provides for the development of a Pedestrian Systems program; and

WHEREAS, a Redevelopment Agreement between the City and Bay Plaza Development Group was first executed on August 27, 1987 and subsequent amendments were incorporated and merged into the Revised and Restated Redevelopment Agreement adopted by City Council on January 5, 1989; and

WHEREAS, Paragraph 8 of the Redevelopment Agreement requires Bay Plaza to develop the Plaza Parkway Plan, and manage implementation thereof; and

WHEREAS, the Plaza Parkway Plan includes the development of a Design Manual; and

WHEREAS, Amendments to the Intown Redevelopment Plan (Ordinance 1054-F, October 6, 1988) requires the Plaza Parkway Program to develop "facade and pedestrian system design guidelines and criteria as part of the program."

NOW, THEREFORE, BE IT RESOLVED that the Community Redevelopment Agency approves the Plaza Parkway Design Manual for the Intown Redevelopment Area (Intown Redevelopment Plan) and said guidelines shall be used as part of the CRA development review process for the Intown Redevelopment Area.

This resolution shall become effective immediately upon its adoption.

Adopted at a regular session of the City Council held on the 12th day of March, 1992.

# Plaza Parkway Design Guidelines

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# Plaza Parkway Design Guidelines

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Prepared by: **BRW, Inc. • 100 South Orange Avenue • Suite 600 • Orlando, Florida 32801**  
**(407) 422-8525 • FAX (407) 422-8561**

## Chapter 1 Introduction

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Extensive redevelopment efforts are rejuvenating the downtown waterfront area of St. Petersburg in terms of retail activity; business opportunities; and cultural, recreational and entertainment attractions. These efforts include the addition of the Bay Plaza Waterfront Retail District, the Florida Suncoast Dome, and the rehabilitation of The Pier and Bayfront Center Arena and Mahaffey Theater.

Plaza Parkway, enhances the pedestrian, vehicular and transit environment within the public rights-of-way of an area bounded by First Avenue North and First Avenue South from Sixteenth Street to Bay Shore Drive with links to The Pier, Bayfront Center, Florida Suncoast Dome and the newly renovated Stouffer Vinoy Resort. The overall intent of Plaza Parkway is to provide a streetscape improvements program which links various existing redevelopment projects and new projects by improving the physical environment and image of this area. Plaza Parkway establishes a prestigious address for retail, office, service, entertainment and residential uses in Tampa Bay.

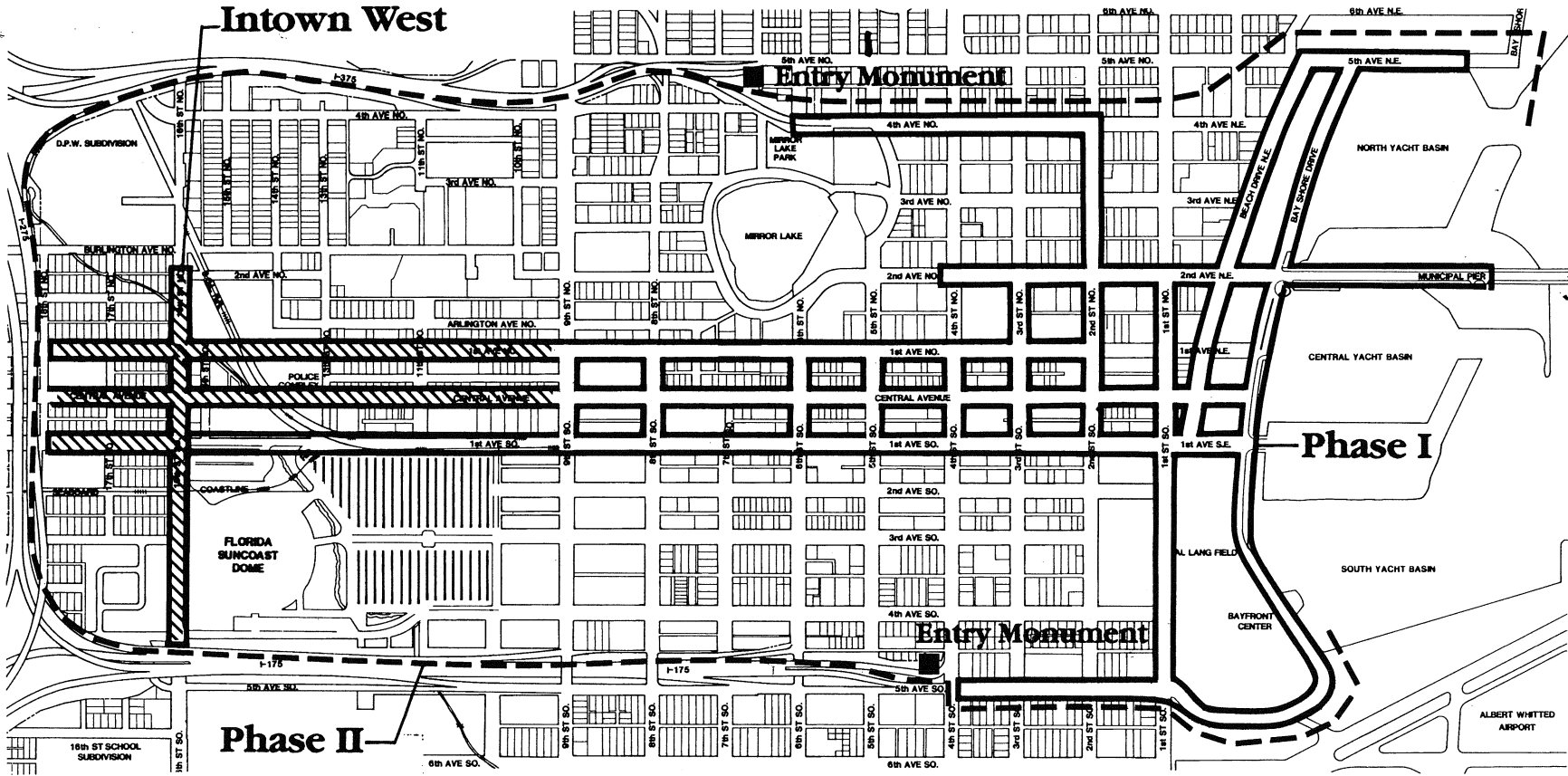
Phase I of Plaza Parkway is funded through Tax Increment Financing. This budget is targeted for the area described above. Except for the Intown West



*Plaza Parkway  
Improvements  
along Second  
Avenue NE*

area which will also be funded through Tax Increment Financing, future implementation of Plaza Parkway improvements (Phase II) will be funded by private initiatives in the remaining area bounded by the two interstate exits I-175 and I-375 from I-275 to Tampa Bay (see map, page 2).





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The design improvements found in the first phase will be used as the model for future improvements in the balance of the area. The goal of the program is the unified design and implementation of the improvements. This goal is secured through long term maintenance by the City through the Plaza Parkway administration. Maintenance standards have been established for the public rights-of-way to ensure a clean and pleasant environment. A consistent level of maintenance is the continuation of the unified management which is fundamental to Plaza Parkway.

The *Plaza Parkway Design Guidelines* have been prepared to coordinate future public and private redevelopment efforts in the downtown area.

These design guidelines will be used in conjunction with other city specifications, standards and ordinances during both the development of new properties and the revitalization of existing downtown properties (see Chapter 4 for application and permit procedures). The guidelines are the basis for future rights-of-way and building facade improvements in the Plaza Parkway improvement area. The guidelines outline specific design treatments but are not intended to entirely supersede design judgement.

## 1.1 GOALS AND OBJECTIVES

The goal of the *Plaza Parkway Design Guidelines* is to create and preserve the unique character of the downtown waterfront and reinforce the image of a prestigious address - Plaza Parkway. These guidelines will be used as part of the current design review process to determine how proposed projects comply with this goal. Additionally, they reinforce the goal of the Intown Redevelopment Plan (IRP) to: "Ensure that the form of new development promotes, reinforces and maintains the historical, cultural and aesthetic integrity of the Intown Redevelopment Area" as well as meeting the specific requirement of the IRP to establish "design criteria and prototypes related to sidewalk textures, landscaping, pedestrian facilities, pedestrian lighting and connections between buildings and public and private open space."

Instead of prescribing one special style or a specific set of design elements which could result in rigid, hard to implement and unsatisfactory end products, the *Plaza Parkway Design Guidelines* use a two-part approach:

- They outline the objectives that define the image; and
- They give an approach to achieve the objectives.

Four generalized objectives are established for Plaza Parkway improvements:

- 
- *Preservation and enhancement of the character of downtown neighborhoods.* Any and all improvements, no matter what scale, must contribute to or complement (in terms of character, scale, ornamentation and orientation) the flavor and mood of the surrounding neighborhood.

- *Individual expression in streetscape and architectural design elements without destroying continuity.* One of the main requirements of vitality in urban design is the individual expression of each building and storefront resulting in an interesting and varied cityscape.

Although an asset to each area, individuality, especially if used for the purpose of attracting attention or to "shout," can be detrimental. Therefore, care must be taken to ensure design compatibility with neighboring establishments.

- *Harmony and continuity between the streetscape and architectural design elements.* No element can be considered by itself, but has to be evaluated in terms of the total picture. Even though a particular design might be appropriate as a single element or at some



*Entry Pylon  
at I-175 and  
4th Street  
South*

other location, it may be inappropriate when considered within the overall design scheme.

- *Development of a distinctive image through a streetscape improvements program.* Entry pylons, festive banners, street sign improvements, underground utility wires and new street lighting together with the implementation of the streetscape and

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architectural design elements in these guidelines will unify and enhance the entire Plaza Parkway project area.

## 1.2 BACKGROUND

The City of St. Petersburg completed several planning studies prior to the development of these guidelines which provide mechanisms and programs to ensure sound, effective and compatible development. Specifically, these studies include the *Intown Redevelopment Plan* (1982), the *Downtown St. Petersburg Urban Design Plan* (1984) and the *Bayboro Harbor Redevelopment Plan* (1986). Each of these studies significantly contributed to the development of the *Plaza Parkway Design Guidelines*. The primary objectives of each of the earlier studies are summarized as follows:

### *Intown Redevelopment Plan*

- Development of an intensive office area bounded by Second Avenue North, First Street and First Avenue South.
- A continuous shopping area retail park from Maas Brothers Department store and Jannus

Landing to the Beach Drive Shops, integrated within a system of pedestrian and open spaces.

- Creation of a system of connected open and pedestrian spaces from Williams Park east to Beach Drive and southeast to the Bayfront Center, comprised of landscaped exterior and interior courtyards and major public open space plazas, as well as various street and pedestrian improvements (shade trees, lighting and street furniture) to provide downtown amenities.
- Design criteria to ensure appropriate design relationships between the above urban design elements focusing on architectural character, pedestrian system design, development intensity and building base and tower design.
- Creation of a sensitive design and development relationship between the Center City District and the Waterfront, especially between Beach Drive and First Street.

### *Downtown St. Petersburg Urban Design Plan*

- Creation of a people-oriented downtown.

- 
- Delineation of the downtown into eight distinct districts: Stadium, Central Park, University Park, Bayfront, Central Park, Old Town, Center City and Beach Drive. Each district has distinct and definable development and design characteristics as analyzed in the *Downtown St. Petersburg Urban Design Plan*.
  - Description of general design parameters for redevelopment areas.
  - Discussion of programs relating to transportation issues.

*Bayboro Harbor Redevelopment Plan*

- Revitalization of the Bayboro Harbor area and encouragement of uses that will not compete with downtown redevelopment efforts.
- Expansion of the Medical/University district.
- Emphasis on Fourth Street as the major north-south arterial and provision of retail service support along Fourth Street to the Bayboro Harbor area.

- Preservation and expansion of the existing marine industries and support of marine commercial development to create a marine service center along Salt Creek.
- Development of a marina in the southwest portion of Bayboro Harbor.
- Land acquisition for expansion of the University of South Florida campus.
- Closing of Third Street between Fifth and Eighth Avenues South to facilitate the development of a USF Bayboro Campus.
- Consolidation of the block south of the Poynter Institute and All Childrens' Hospital into two development parcels.
- Provision of rehabilitation/development incentive programs for residential, commercial and industrial projects.

The *Plaza Parkway Design Guidelines* incorporate the objectives of these earlier studies and provide a minimum level of treatment expected for all building or renovation projects.

## **Chapter 2**

### **Design Prototypes**

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The Plaza Parkway program provides a framework for the renovation of the St. Petersburg downtown area and an incentive to property owners who desire further upgrades beyond the scope of the program. Phase I of the Plaza Parkway program includes three "levels of improvements": Plaza (Level One), Promenade (Level Two) and Parkway (Level Three).

The Plaza represents the most intense level of improvements and occurs near the waterfront. The Promenade areas are located primarily from Third Street to Fifth Street along 1st Avenue North, Central Avenue and 1st Avenue South, and the Parkway is found in the outlying areas of Plaza Parkway, primarily around Straub Park and the Bayfront Center and along 1st Avenue North, Central Avenue and 1st Avenue South from 5th Street to 9th Street. These three levels of improvement which occur in Phase I will serve as a model for future improvements in the Phase II area (see map, page 9).

Visual continuity will be achieved throughout Plaza Parkway with the use of consistent design and recommended streetscape elements as described in Chapter 3.

#### **2.1 PARKWAY (LEVEL THREE - TYPICAL STREET)**

Parkway improvements consist of basic design elements which will provide continuity throughout Plaza Parkway and include street lights, banners, informational and regulatory signage, benches, trash receptacles and bicycle racks. All of the design elements found in the Parkway are also present in the Promenade and Plaza. The Parkway areas are generally located at the perimeter of Plaza Parkway and represent the largest of the three areas (see map page 9).

#### **2.2 PROMENADE (LEVEL TWO - PEDESTRIAN STREET)**

In addition to basic design elements of the Parkway, the Promenade serves as a transition area between the Bay Plaza Waterfront Retail District and the outlying areas of Plaza Parkway. Typically, this area includes major properties lying outside the retail core which have seen recent improvements, are newly built or offer the most potential for redevelopment (see map, page 9).

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Promenade design improvements will include specialized paving, extensive landscaping, additional street furniture, lighted bollards and curb "neck-out" areas (see page 14). "People spaces" will be developed whenever feasible for vendors and other people-gathering activities.

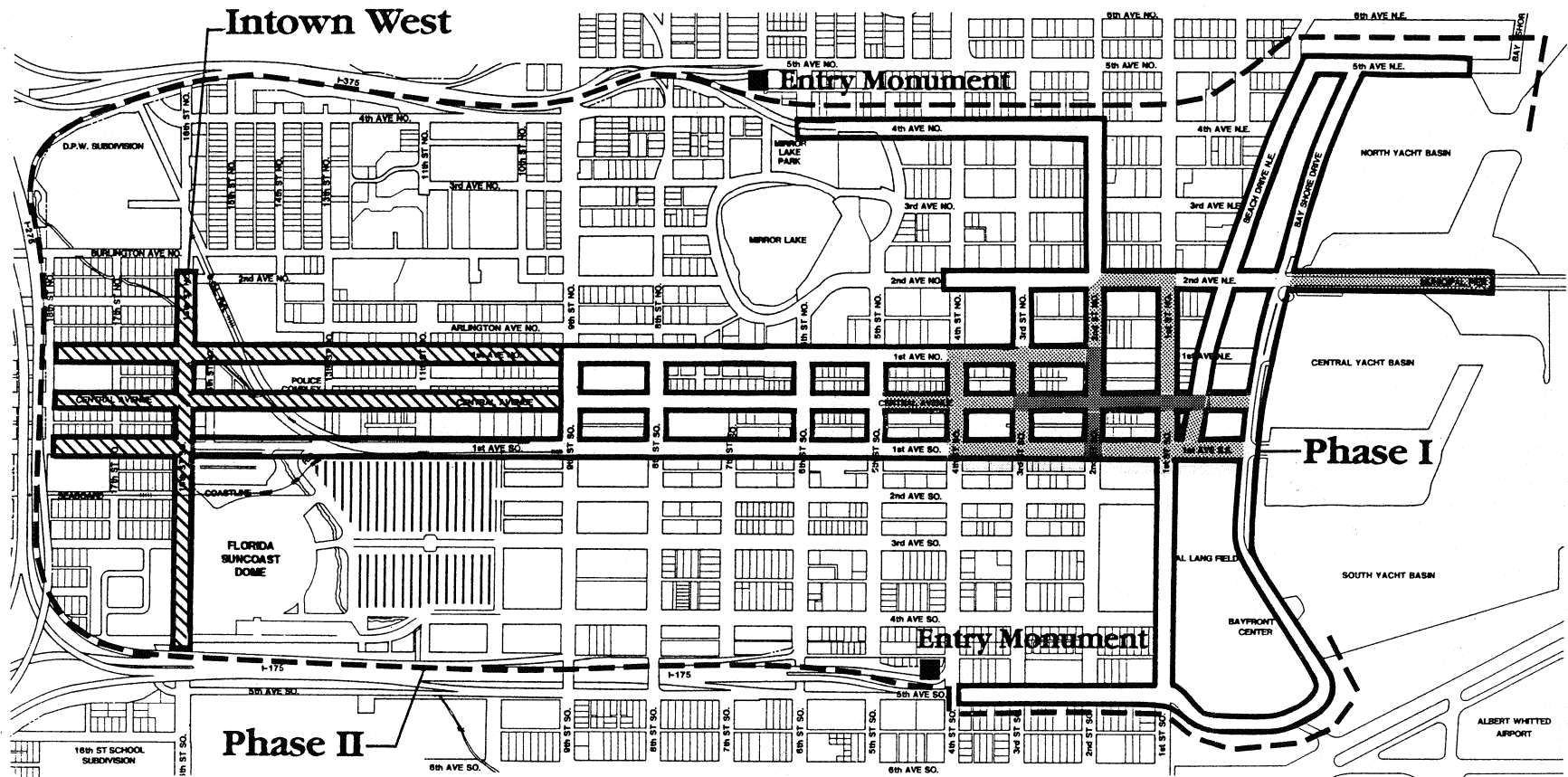
properties within the Plaza Parkway improvements area which require extensive redevelopment.

### **2.3 PLAZA (LEVEL ONE - MAJOR PEDESTRIAN STREET)**

Plaza area improvements will consist of total streetscape reconstruction from storefront to curb-face with new sidewalks, specialized paving, landscaping and street furnishings. The Plaza includes all the design elements from the Parkway and Promenade plus phone kiosks, raised planters, seating walls and "special intersections" (see page 15) Plaza improvements will occur on Central Avenue from Beach Drive to 3rd Street and on 2nd Street between 1st Avenue South and 1st Avenue North. Two of the Plaza intersections designated for special intersection improvements are Central Avenue and 1st Street and Central Avenue and Second Street.

The Plaza represents the highest level of streetscape improvements offered through the Plaza Parkway program. The Plaza will serve as a prototype for

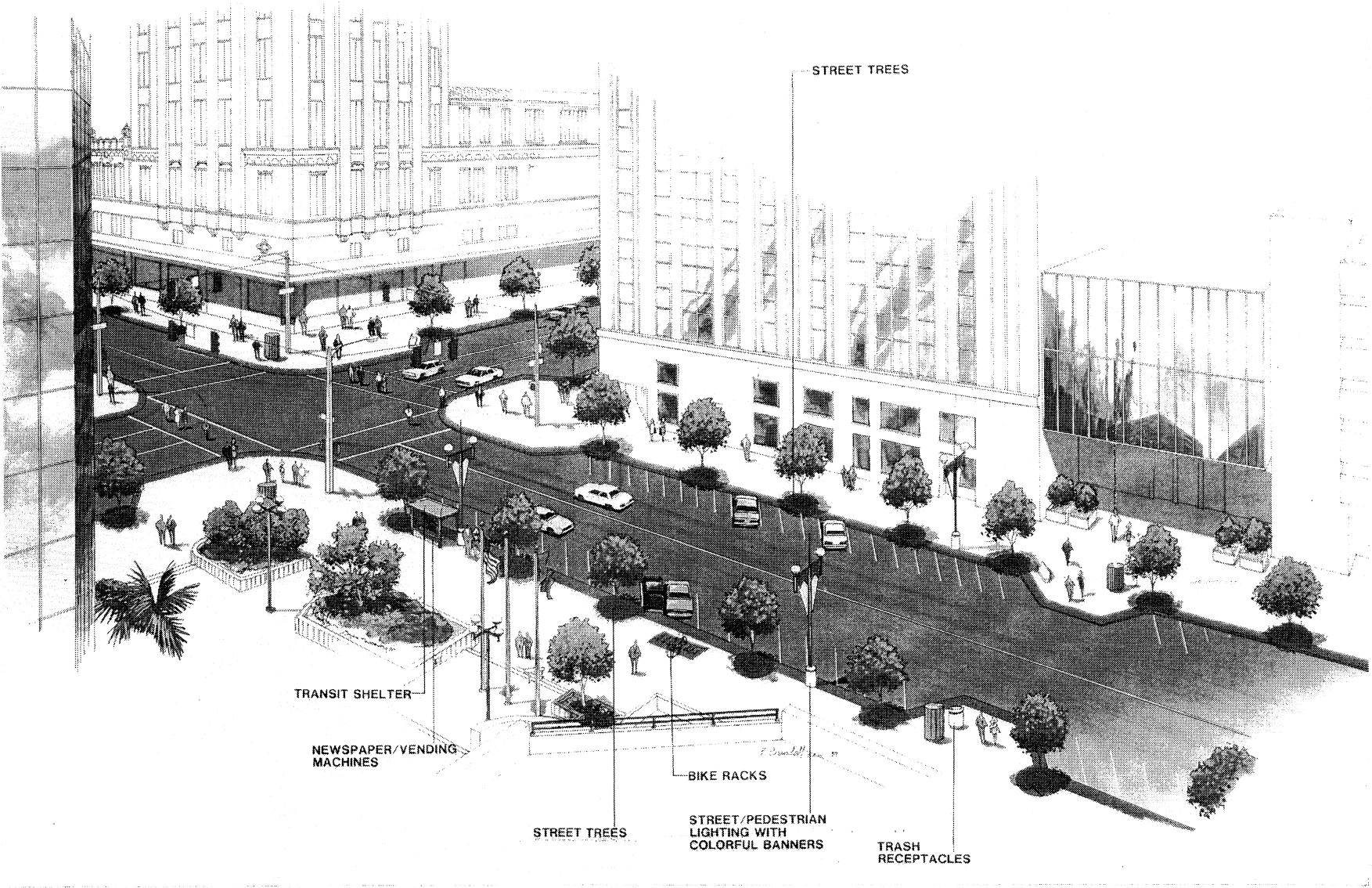
# Plaza Parkway Design Treatment Levels



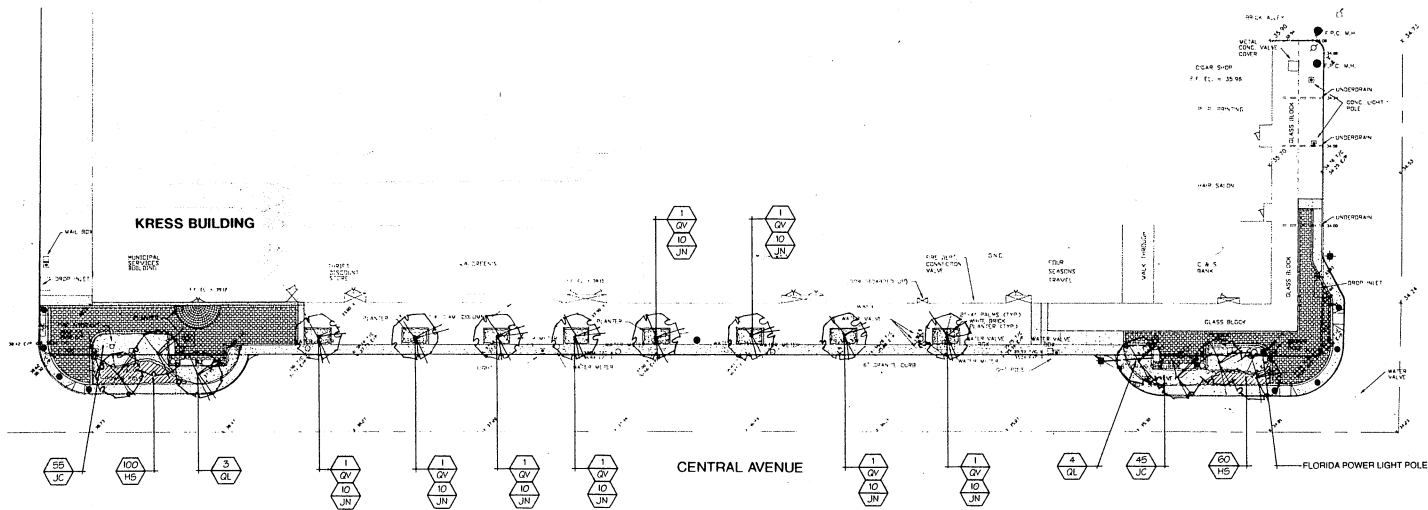
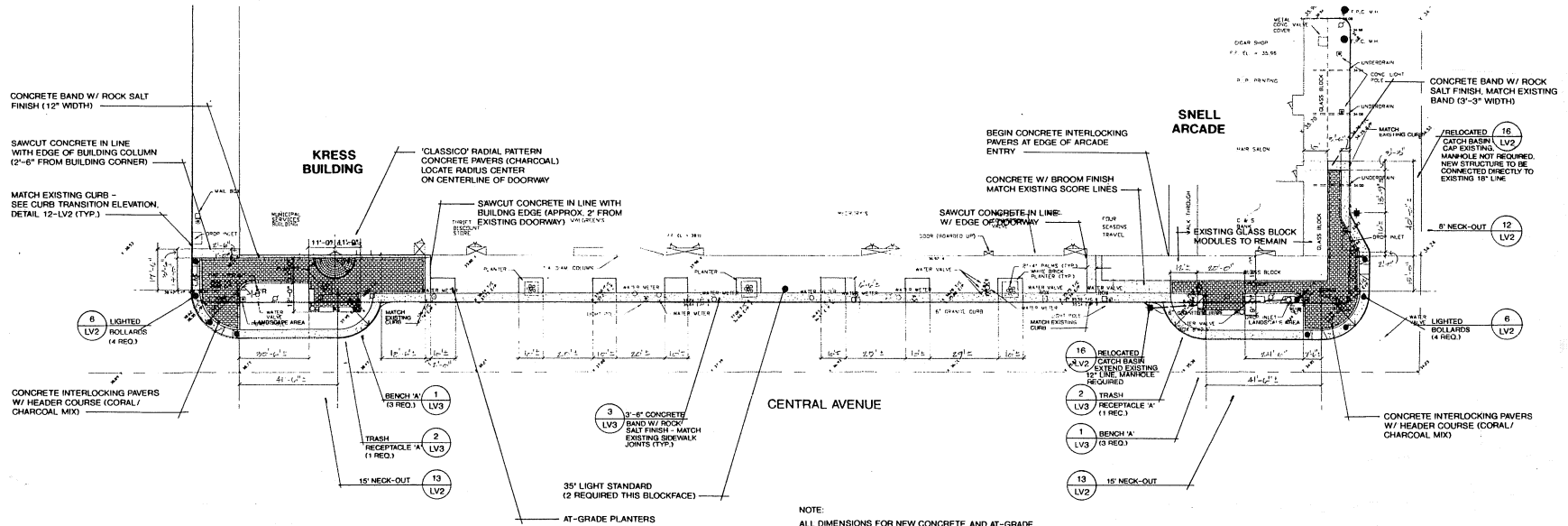
Design Elements	Street Lights	Banners	3'-6" Conc. Band	Conc. Pavers	Ceramic Tile Pavers	Brick Paving	Regulatory Directory Signage	Benches	Trash Recept.	Lighted Bollards	Ped. Lights	Portable Raised Planters	Fixed Raised Planters	Street-scape Trees	At-Grade Planters	Tree Grates	Neck-Out	Traffic Signals	Phone Booths	Bicycle Rack	Sidewalks	
<b>Plaza</b> Level One	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Promenade</b> Level Two	●	●	●	●	●	●	●	●	●	●		●	●	●	●		●	●		●		
<b>Parkway</b> Level Three	●	●					●	●	●													



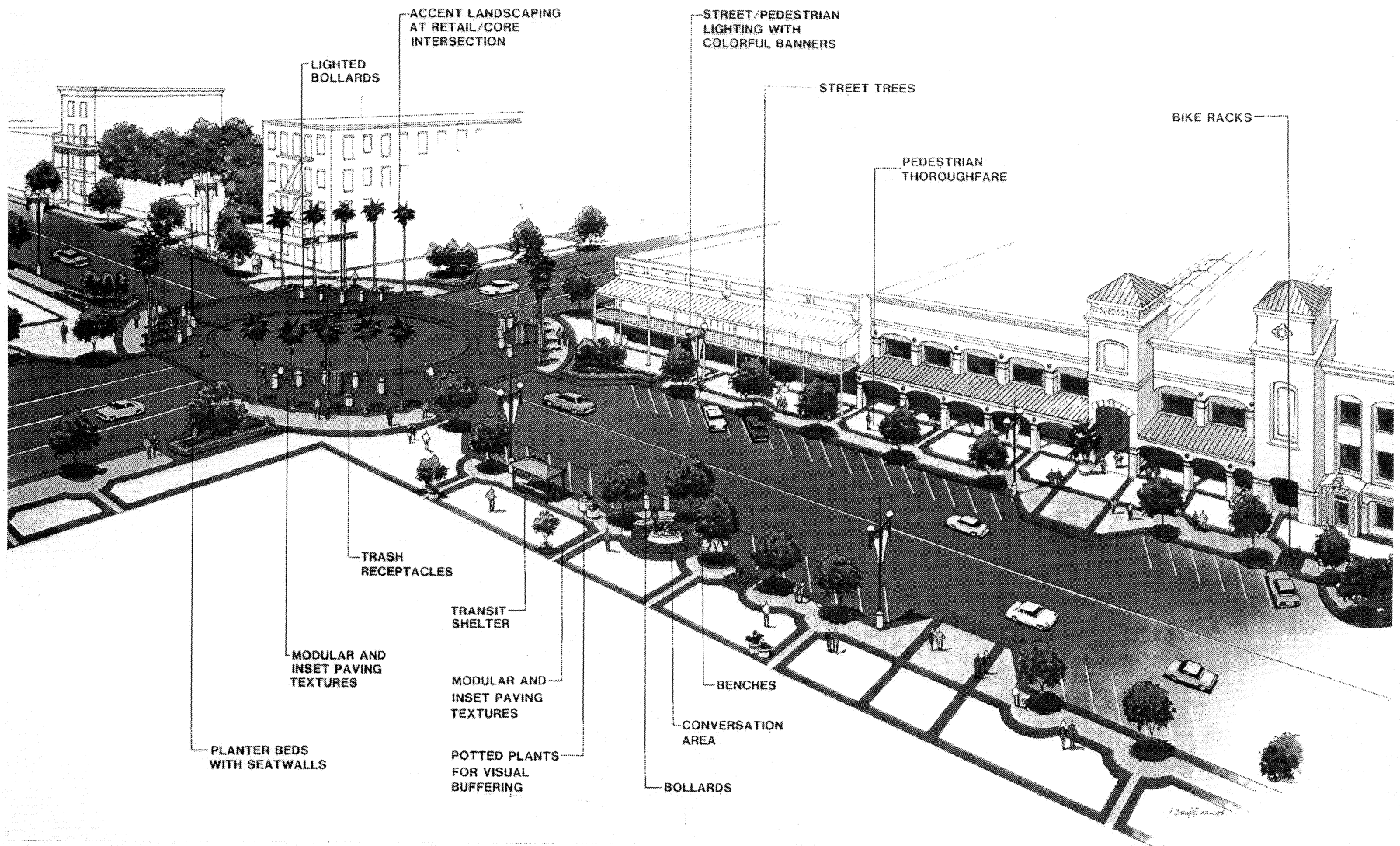
The Promenade (Level II) Conceptual Sketch



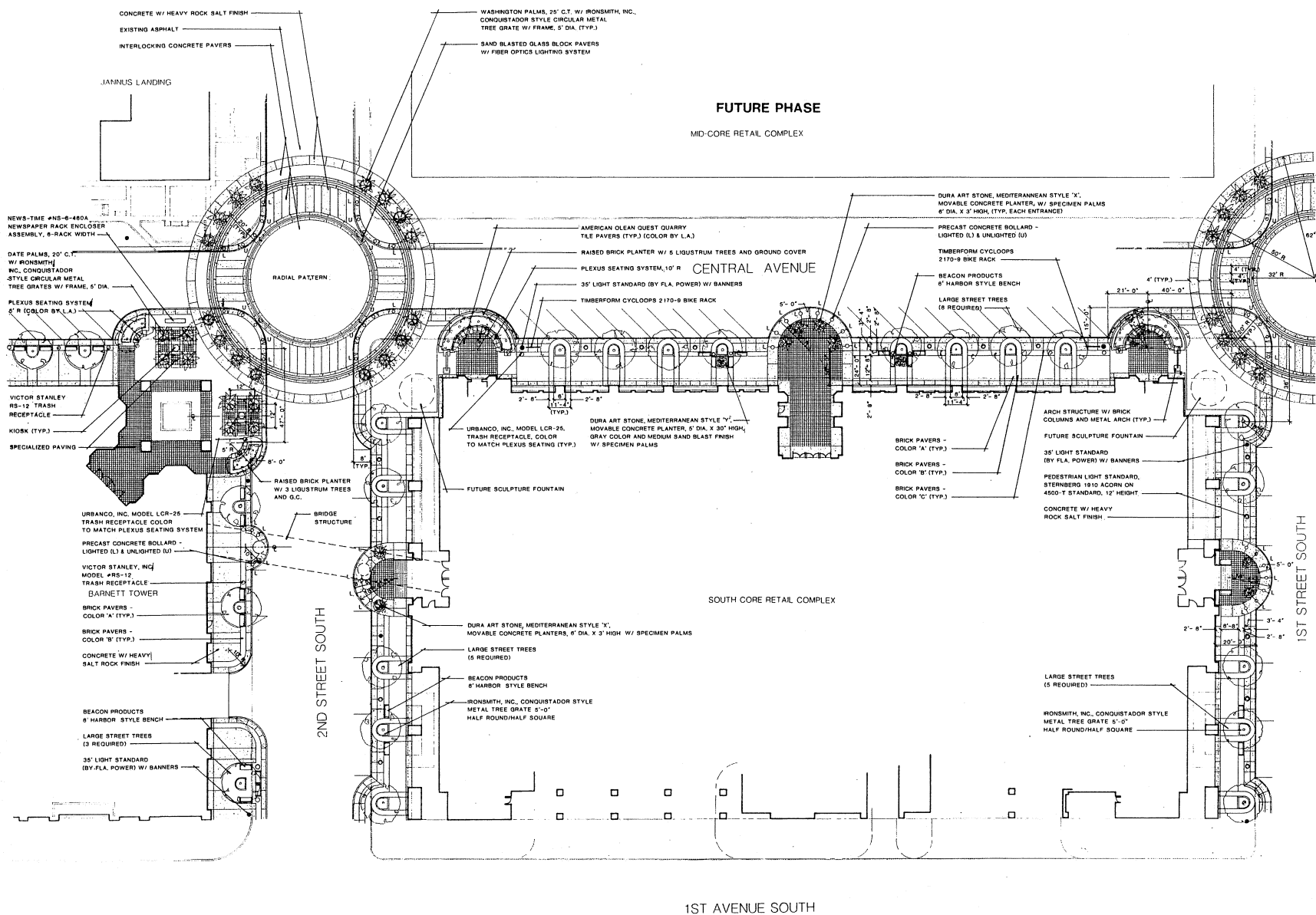
# The Promenade (Level II) Conceptual Design Plan



# The Plaza (Level I) Conceptual Sketch



# The Plaza (Level I) Conceptual Design Plan



## Chapter 3

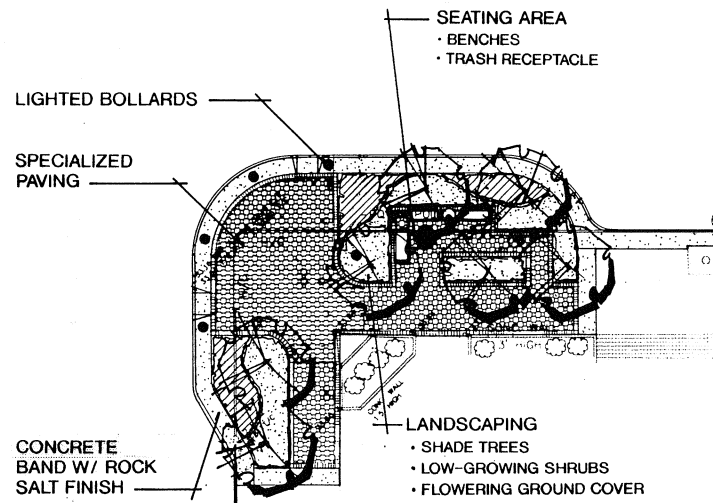
### Design Elements

This chapter of the *Plaza Parkway Design Guidelines* recommends guidelines for all design elements within the Plaza Parkway project area (see map, page 9). These guidelines, used in conjunction with the design details provided in Chapter 5, facilitate the planning and implementation of streetscape improvements. Design element guidelines are grouped into the following categories: streetscape design, paving, selected streetscape furnishing, landscaping, utilities, facades, lighting and signage.

#### 3.1 STREETSCAPE DESIGN

- **Street Corners.** Whenever feasible, the development of pedestrian spaces at street corners is encouraged throughout Plaza Parkway. The most highly recommended method for this is the construction of a curb "neck-out" in which a larger pedestrian area is created at the street corners (see neck-out details, pages 43, 44 and 45).

Design elements programmed specifically for these areas include benches, trash receptacles, lighted pre-cast concrete bollards and specialized paving. Landscaping, including

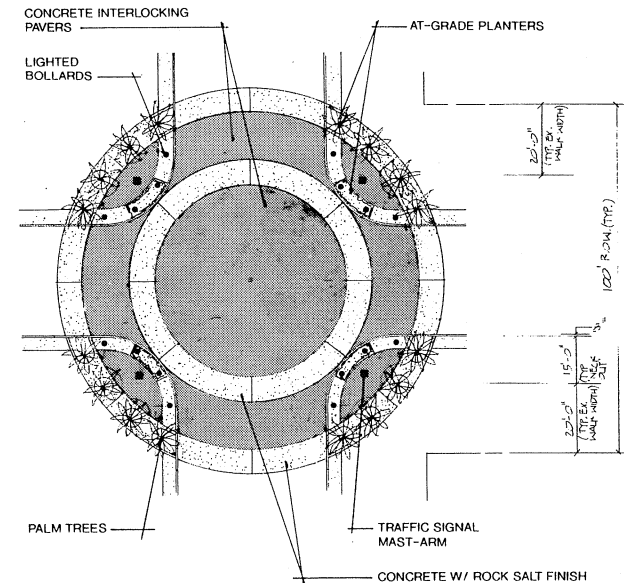


*Typical Street Corner Design*

shade trees, should be used at these corners to provide separation between people and vehicles.

Not only do the enhanced neck-out areas create a pleasant people space, but they also reduce the width between opposite street corners. This factor, along with the installation of pre-cast concrete bollards for separation of pedestrian and vehicular traffic, provides a higher level of pedestrian safety.

- **Mid-Block.** Improvements to the mid-block areas of Plaza Parkway are not intended to be as extensive as those found at the corners. In these areas, the primary design element utilized should be landscaping (both shade trees and low-growing shrubs) which enhances rather than detracts from existing building facades.
- **Entrances.** An integral part of the Plaza Parkway streetscape design program is that building facade improvements and streetscape improvements blend together to create a unified design. This may be accomplished by extending streetscape design elements (e.g., brick or concrete pavers, pre-cast concrete planters, landscape materials, etc.) into the entryways of buildings and/or by utilizing building facade materials in the construction of streetscape improvements (e.g., ceramic building tile on planter walls and step risers).
- **Special Intersections.** Within the downtown area, several major intersections will be designated to receive improvements beyond those of the standard curb neck-out. These intersections are intended to serve as focal accents for Plaza Parkway's most extensively redeveloped area - the Bay Plaza Waterfront Retail District.



**Special Intersection Design**

Along with the curb neck-out enhancements, these intersections will receive new traffic signal mast-arms and specialized paving within the roadway. The specialized paving is intended to be decorative as well as functional since pavers will be utilized to delineate crosswalks in lieu of paint.

- **Open Space.** Designers of improvement areas within Plaza Parkway are encouraged to explore opportunities to incorporate usable open space within the project area. A variety of both active and passive spaces (e.g.,

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courtyards, plazas) set apart from the main pedestrian flow is desired.

Within these spaces accommodations for both group conversation and single seating should be provided. Recommended benches and/or seating walls may be utilized to provide these seating opportunities. For adequate comfort and number of seating spaces, allow one linear foot of seating for each three hundred (300) square feet of open space. When designing seating areas, consideration should be given to existing site conditions such as exposure to sun and wind, and the effect of adjacent buildings on the site.

Attention should also be given to the opportunities afforded by building roof-tops. Open spaces located on roof-tops may provide a unique atmosphere and desirable view (e.g., the view of Tampa Bay available from buildings located along the waterfront).

- **Artwork.** Sculptures, murals and water features should be integrated within the streetscape design to provide focal points, aesthetic interests and pedestrian interaction.



*Open Space Utilization*

### 3.2 PAVING

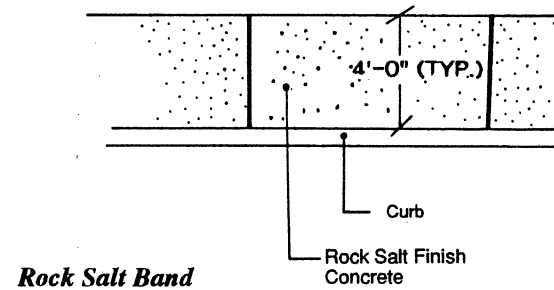
- **Curb Replacement.** Where driveways are no longer in use, new curbs will be installed and sidewalks replaced to match existing grade. An eight inch (width) box curb is recommended for curb replacement throughout Plaza Parkway (see detail, page 50).
- **Concrete Paving.** Concrete paving will have either a broom or rock salt finish. Concrete driveways shall be reinforced with wire mesh

and shall have a minimum thickness of six inches (see detail, page 47).

- **Rock Salt Band.** A band of rock salt finish concrete will be installed adjacent to all curbs to facilitate the undergrounding of utilities as well as provide a means of unifying Plaza Parkway project areas (see detail, page 49).

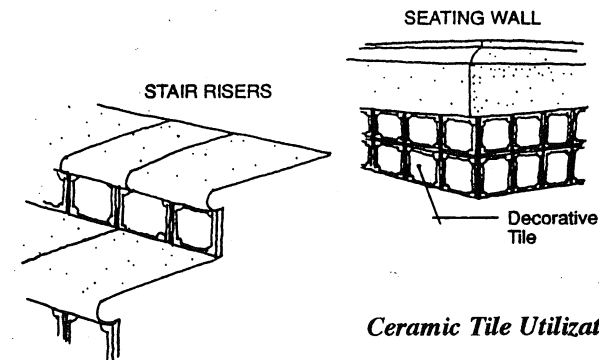
Typically, the concrete band will be 4'-0" wide but may be adjusted to meet design requirements depending on existing site conditions.

- **Concrete Interlocking Pavers.** Concrete interlocking pavers for Plaza Parkway may be placed within roadways or pedestrian walkways. The approved paver, manufactured by Paver Systems, is coral/charcoal in color and has a key-shaped pattern (see detail, page 50).
- **Brick Paving.** Standard brick pavers have been selected for Plaza Parkway and are manufactured by the Interstate Brick Company. The two selected colors are Canyonstone and Midnight Black. Brick pavers should be laid on a properly



compacted flexible base in areas designated only for pedestrian traffic (see detail, page 50).

- **Ceramic Tile.** Decorative ceramic paver tile is recommended for use in building entryways, on the walls of raised street planters and on step risers (see detail, page 51).



*Ceramic Tile Utilization*



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### 3.3 SELECTED STREET FURNISHINGS

- **Benches.** There are three styles of benches that have been approved for use within the Plaza Parkway project area (see details, page 52). Two of these, the "Riviera" bench and the "Plexus" bench, are constructed entirely of steel and have been designated for use primarily in the outlying areas of Plaza Parkway. The other, the "Harbor" bench, is constructed of cast aluminum with hardwood slats and has a matte black or bronze finish.

The "Harbor" bench has been designated for use along the waterfront, within the retail core and throughout much of the Promenade. "Harbor" benches utilized in the Promenade and Parkway areas typically have a black finish (on metal surfaces only) and carry the Plaza Parkway logo in their armrests. "Harbor" benches utilized in the Plaza typically are bronze in color and carry the Waterfront Retail District logo.

- **Trash Receptacles.** Three styles of trash receptacles have been approved for use within Plaza Parkway in conjunction with the approved benches (see details, page 53).



*Harbor Bench and Trash Receptacle A*



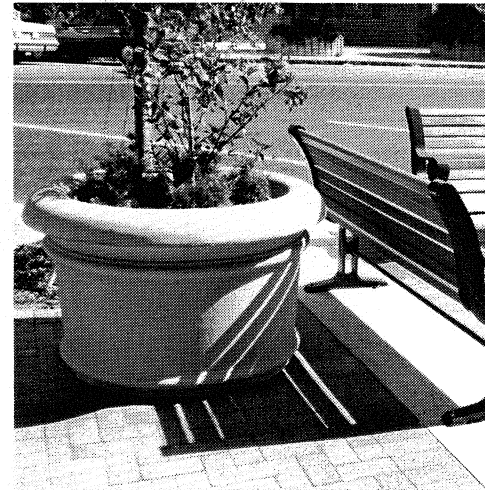
*Plexus Bench  
and Trash  
Receptacle C*

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Trash receptacle 'A' is to be used with the "Harbor" bench; trash receptacle 'B' is to be used with the "Riviera" bench; and trash receptacle 'C' which carries the Plaza Parkway logo, is to be used with the "Plexus" benches.

Trash receptacles are constructed of cast aluminum or steel and are available in a variety of colors. The color selected for trash receptacles is to match its corresponding bench.

- **Seating Walls.** The construction of both concrete and brick seating walls is encouraged within the Plaza and Promenade areas (see details, pages 54 and 55). Not only do these features increase seating and landscaping opportunities but they also provide an opportunity to incorporate building facade elements (e.g., ceramic, tile, brick, pre-cast concrete, etc.) into the streetscape which assists in unifying the overall design of the project area.
- **Pre-Cast Concrete Planters.** The use of movable pre-cast concrete planters is encouraged throughout Plaza Parkway. The recommended planter is of "Mediterranean"



*Pre-cast  
Concrete  
Planter*

styling with a light sand blasted finish and neutral color. The planter is round and is available in several sizes. All planters must be connected to an automatic irrigation system (see detail, page 56).

- **Telephone Kiosks.** A telephone kiosk (booth) is recommended for use whenever feasible within the Plaza Parkway project area. The recommended kiosk as selected for its unobtrusive, compact appearance which enables it to effectively blend in with the improved streetscape. The telephone kiosk is available in a variety of colors. However, an

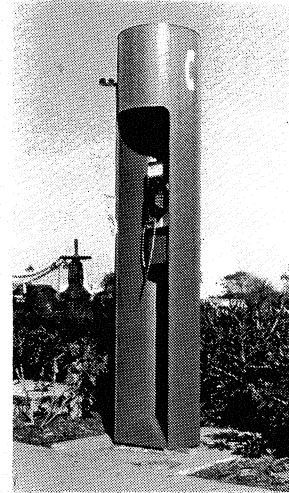
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architectural bronze is recommended whenever the kiosk is used in conjunction with other selected street furnishings (see detail, page 57).

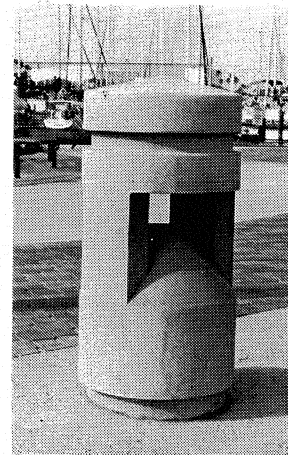
- **Pre-cast Concrete Bollards.** Pre-cast concrete bollards, both lighted and non-lighted, have been designed specifically for the Plaza Parkway streetscape improvement program. The bollards are neutral in color and have a "weatherstone" finish.

While non-lighted bollards are a single mass of concrete, lighted bollards have a removable concrete cap that allows access to the light fixture. The fixtures are equipped with a multi-tap ballast and burn a single 70-watt high pressure sodium bulb. The weight of each bollard is in excess of five hundred pounds (see details, pages 58 and 59).

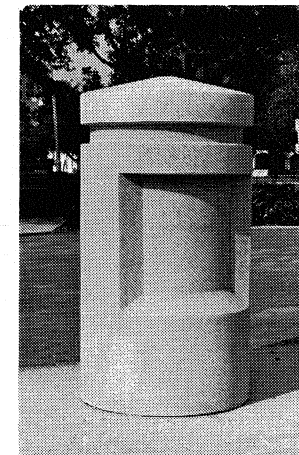
- **Tree Grates.** Although the use of at-grade planters is preferred within Plaza Parkway, several tree grates have been approved for use in improvement areas. All are aluminum with steel frames and a matte black finish. Shapes that may be utilized are round, square and half round/half square (see detail, page 60).



*Telephone Kiosk*

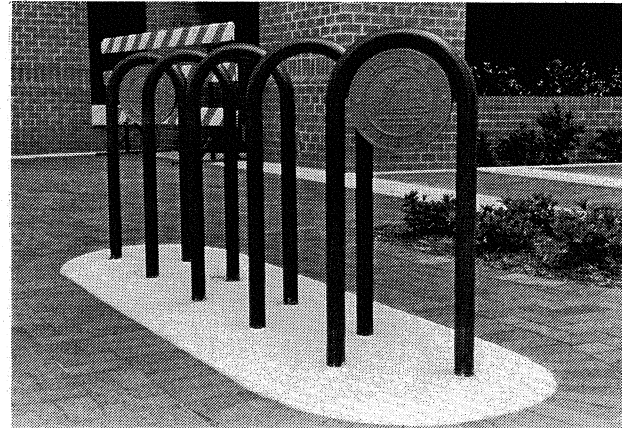


*Lighted Bollard*



*Non-lighted Bollard*

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- **Newspaper and Other Sidewalk Enclosures.** All new and existing sidewalk enclosures must be painted with Glidden #79-65 semi-gloss brown paint. Publication names may be applied in white paint. However, no extraneous advertising will be permitted. All enclosures must be located so as not to impede pedestrian traffic and must be permanently anchored to the ground. Chains will not be permitted. Additionally, each street corner must be limited to three enclosures.
  - **Bicycle Racks.** A bicycle rack has been designed specifically for Plaza Parkway. Each rack typically consists of five aluminum loops with either a matte black or bronze finish. Each of the end loops holds a doublesided medallion (painted gold) with either the Plaza Parkway or Waterfront Retail District logo depending upon the location (see detail, page 61).
  - **Plaza Parkway Plaque.** Property owners and businesses recognized for special effort and contribution to the Plaza Parkway program will be awarded a bronze plaque (approximately twelve (12) inches in diameter) will be placed in the sidewalk in front of the building or on the building facade.



*Plaza Parkway Bicycle Rack*



*Bronze Plaza Parkway Plaque*

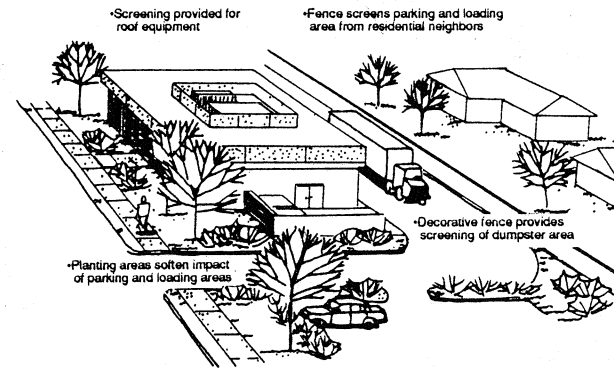
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### 3.4 LANDSCAPING

- **Landscape Buffers.** A sensitive transition must be created between commercial and residential uses by adhering to appropriate height, bulk and screening guidelines. Both perimeter and interior landscaping is required by City Ordinance Chapter 31½ for all vehicular use areas.

Landscape buffers should be continuous and opaque to a height of twenty-four (24) inches (min.) with a maximum spacing of three (3) feet on center at the time of planting. Additionally, trees are required at a maximum spacing of thirty (30) feet on center. In some cases, a decorative, concrete or masonry wall with hedges and/or vines may be required. Landscape buffers are also required around dumpster areas, equipment storage areas, and above-grade backflow prevention devices. Landscaping beyond the minimum requirements is encouraged within Plaza Parkway.

- **Streetscape Trees.** The installation of streetscape trees is highly recommended within the Plaza Parkway improvements area.

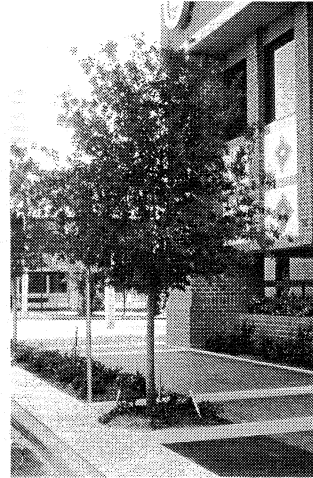


*Utilization of Landscape Materials to Separate Pedestrian and Vehicular Traffic*

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Trees used in this capacity must have a single straight trunk and, at the time of installation, must have a minimum height of seventeen (17) feet, a minimum spread of seven (7) feet, a minimum caliper (measured twelve (12) inches from the ground) of four and one half (4½) inches and a clear trunk height of six (6) feet (min.). The use of container grown trees is encouraged due to their ability to more readily adapt to a harsh urban environment.

Maximum spacing of trees along a typical block face should be forty (40) feet. Additional tree plantings should be used in outdoor plaza spaces and at neck-out locations at a maximum spacing of twenty (20) feet. Shade provided by tree clusters will facilitate the congregation of pedestrians and food vending activities. Streetscape trees may be installed in at-grade planter openings or with an approved tree grate. The tree opening (or at-grade planter) must be a minimum of five feet by five feet and be located a minimum of two (2) feet from the back of the curb. All at-grade planters must include an appropriate ground cover and a minimum of two inches of mulch.



*Streetscape Tree*

Additionally, all streetscape trees should be staked at the time of installation to provide stability for the root system to anchor and to insure proper growth. At-grade planters are encouraged in lieu of tree grates within Plaza Parkway.

- **Xeriscape.** "Xeriscape" is the practice of water conservation through creative landscaping. It involves the utilization of plant materials, both native and exotic, that require little or no supplemental irrigation to survive and flourish. In addition to using drought tolerant plant species, there are

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several other steps that may be taken to develop a water conserving landscape. These include:

- Limiting turf only to areas where it provides a functional benefit;
- Utilizing efficient irrigation systems;
- Utilizing mulches such as pine bark, pine straw, grass clippings, etc., where appropriate;
- Implementing appropriate and timely maintenance of both the landscape and the irrigation system; and,
- Utilizing reclaimed water wherever possible.

Additional information may be obtained by contacting the City of St. Petersburg's Urban Forester (892-5582 or 893-7153).

Due to impending permanent water restrictions throughout much of Florida, and specifically in Pinellas County, xeriscape plantings are highly recommended for all areas within Plaza Parkway. Additionally, the

City of St. Petersburg has adopted a number of xeriscape techniques that are required when landscaping vehicular use areas. These techniques are outlined in Section 31½-10 of the City's Landscape Ordinance. The listing of drought tolerant plants on pages 25 and 26 has been compiled to assist in the selection of appropriate plant materials to implement xeriscape design.

- **Reclaimed Water.** The use of reclaimed water (recycled effluent) lessens the demand for potable water (drinking water) while greatly enhancing the growth of ornamental landscape plants due to a high nutrient content.

The City of St. Petersburg operates the largest fully functional urban reclaimed water reuse irrigation system in the United States. Through "Project Greenleaf" the City has done extensive research on the use of reclaimed water and its effects on various ornamental landscape plants.

In addition to a high nutrient content, reclaimed water also contains varying levels of

**DROUGHT TOLERANT PLANT MATERIALS**  
(Recommended Plants for implementing  
xeriscape design in Plaza Parkway\*)

Common Name:	Botanical Name:	Common Name:	Botanical Name:
<b>Trees</b>			
Crape Myrtle .....	<i>Lagerstroemia indica</i>	European Fan Palm .....	<i>Chamaerops humilis</i>
Dahoon Holley .....	<i>Ilex cassine</i>	Fishtail Palm .....	<i>Caryota mitis</i>
Glossy Privet .....	<i>Ligustrum lucidum</i>	Pygmy Date Palm .....	<i>Phoenix roebelenii</i>
Laurel Oak .....	<i>Quercus laurifolia</i>	Queen Palm .....	<i>Arecastrum romanzoffianum</i>
Ligustrum .....	<i>Ligustrum japonicum</i>	Rhapis/Lady Palm .....	<i>Rhapis excelsa</i>
Live Oak .....	<i>Quercus virginiana</i>	Washington Palm .....	<i>Washingtonia robusta</i>
Podocarpus .....	<i>Podocarpus macrophyllus</i>		
Red Maple .....	<i>Acer rubrum</i>	<b>Shrubs</b>	
Redbud .....	<i>Cercis canadensis</i>	Azaela .....	<i>Rhododendron spp.</i>
Southern Magnolia .....	<i>Magnolia grandiflora</i>	Bird of Paradise .....	<i>Strelitzia reginae</i>
Weeping Elm .....	<i>Ulmus parvifolia</i>	Boxwood .....	<i>Buxus microphylla</i>
Yaupon Holly .....	<i>Ilex vomitoria</i>	Burford Holly .....	<i>Ilex cornuta 'Burfordii'</i>
		Shining Jasmine .....	<i>Jasminium nitidum</i>
<b>Palms</b>			
Bamboo Palm .....	<i>Chamaedorea microspadix</i>	Dwarf Schefflera .....	<i>Schefflera arboricola</i>
Cabbage Palm .....	<i>Sabal palmetto</i>	Hibiscus .....	<i>Hibiscus rosa-sinensis</i>
Canary Island Date Palm .....	<i>Phoenix canariensis</i>	Indian Hawthorn .....	<i>Raphiolepis indica</i>
Chinese Fan Palm .....	<i>Livistona chinensis</i>	King Sago .....	<i>Cycas revoluta</i>
		Nandina .....	<i>Nandina domestica 'Nana'</i>
		Oleander .....	<i>Nerium oleander</i>

\* Salt tolerance of individual species should be checked prior to use in areas irrigated with reclaimed water.



(Drought Tolerant Plant Materials cont.)

Common Name:	Botanical Name:	Common Name:	Botanical Name:
<b>Shrubs (cont.)</b>		Peace Lily .....	<i>Spathiphyllum spp.</i>
Pampas Grass .....	<i>Cortaderia selloana</i>	Periwinkle .....	<i>Catharanthus roseus</i>
Philodendron .....	<i>Philodendron selloum</i>	Shore Juniper .....	<i>Juniperus conferta</i>
Pittosporum .....	<i>Pittosporum tobira</i>	Sprengeri .....	<i>Asparagus densiflorus 'Sprengeri'</i>
Plumbago .....	<i>Plumbago auriculata</i>	Sword Fern .....	<i>Nephrolepis exlata</i>
Primrose Jasmine .....	<i>Jasminum mesnyi</i>	Weeping Lantana .....	<i>Lantana montevidensis</i>
Rotunda Holly .....	<i>Ilex cornuta 'Rotunda'</i>	<b>Vines</b>	
Sandankwa Viburnum .....	<i>Viburnum suspensum</i>	Bougainvillea .....	<i>Bougainvillea spp.</i>
Seagrape .....	<i>Coccoloba uvifera</i>	Confederate Jasmine .....	<i>Trachelospermum jasminoides</i>
Schellings Holly .....	<i>Ilex vomitoria 'Schellings Dwarf'</i>	Coral Honeysuckle .....	<i>Lonicera sempervirens</i>
Sweet Viburnum .....	<i>Viburnum odoratissimum</i>	Creeping Fig .....	<i>Ficus pumila</i>
<b>Ground Covers</b>		Ivy .....	<i>Hedera spp.</i>
African Iris .....	<i>Dietes bicolor</i>	Pothos .....	<i>Epipremnum aureum</i>
Agapanthus .....	<i>Agapanthus africanus</i>	Yellow Jessamine .....	<i>Gelsemium sempervirens</i>
Blue Daze .....	<i>Evolvulus glomerata</i>	<b>Turf</b>	
Border Grass .....	<i>Liriope muscari</i>	Bahia Grass .....	<i>Paspalum notatum</i>
Cast Iron Plant .....	<i>Aspidistra elatior</i>	Bermuda Grass .....	<i>Cynodon dactylon</i>
Coontie .....	<i>Zamia pumila</i>		
Creepie Juniper .....	<i>Juniperus horizontalis</i>		
Daylily .....	<i>Hemerocallis spp.</i>		
Dwarf Confederate Jasmine .....	<i>Trachelospermum asiaticum</i>		
Dwarf Oyster Plant .....	<i>Rhoeo spathacea 'Nana'</i>		
False Heather .....	<i>Cuphea hyssipifolia</i>		
Holly Fern .....	<i>Cyrtomium falcatum</i>		

\* Salt tolerance of individual species should be checked prior to use in areas irrigated with reclaimed water.

chlorides which in some instances may cause damage to some salt sensitive plant species. Because of this, it is prudent to select salt tolerant plant materials when landscaping in areas where reclaimed water is to be utilized for irrigation.

Currently, several areas within Plaza Parkway have access to reclaimed water. For information on the use of reclaimed water and its availability contact Reclaimed Water Services at 892-5111.

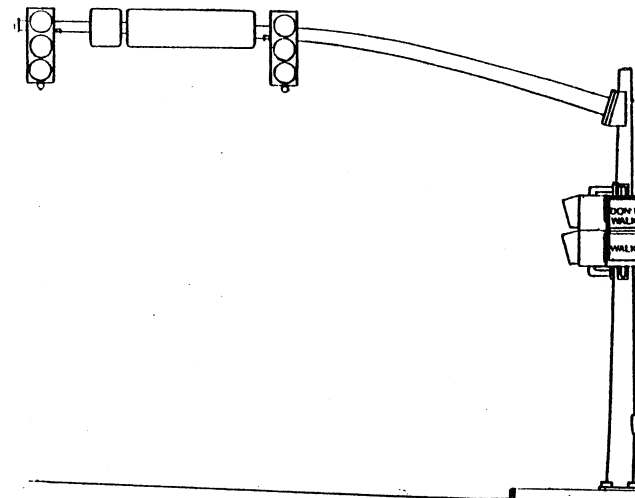
- **Maintenance.** Pursuant to the City Ordinance for landscaping vehicular use areas, all landscape areas must be maintained to present a healthy and orderly appearance and shall be kept free from refuse and debris. This includes taking preventative measures to insure that plant materials are not damaged due to chemicals, insects, diseases, or lack of water and, trimming or pruning streetscape trees in such a manner so as not to alter their natural form or character. Additionally, an underground irrigation system is required for all landscape areas.

In conjunction with the City's maintenance requirements, Plaza Parkway administration has developed a set of minimum maintenance guidelines to protect the investment by both

the City and the individual property owner.

### 3.5 UTILITIES

- **Traffic Signals.** New traffic signal mast-arms will be located at those major intersections within downtown areas designated as "special intersections". In addition to eliminating overhead lines, these structures will accommodate the appropriate signage and regulatory information.



*Traffic Signal Mast Arm*

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- **Utility Lines.** All project areas within Plaza Parkway are required to underground all existing and new utility lines. This task is more easily handled in areas when extensive improvements occur between the curb and property line/building facade (e.g., within the Plaza). Within the Promenade, removal of the 4'-0" width of existing concrete to install the rock salt finish band provides an area for the trenching required to relocate the utility lines.
  - **Backflow Prevention Devices.** All backflow prevention devices for projects within Plaza Parkway should be located in below grade vaults whenever feasible. Existing devices and those that for some reason cannot be located below grade should be incorporated into the overall project design to allow for minimal visibility of the structure.

It is recommended that above-grade backflow preventors be located in alley-ways or within the building facade whenever possible. Locating backflow preventors directly in front of the primary facade of a building will not be permitted.

Pursuant to City Ordinance Chapter 31½ - Landscaping for Vehicular Use Areas, Section 31½ - 13, all above-grade backflow preventors

shall be screened by dense evergreen shrubs with a minimum height of thirty (30) inches and a maximum spacing of two (2) feet on center at the time of installation. Additionally, shrubs shall be located far enough away from the structure to provide a minimum clearance of three (3) feet on either side for maintenance purposes.

- **Catch Basins.** In improvement areas where the relocation of a catch basin is required, the specified type of grate inlet shall be utilized (see detail, page 62).
- **Trench Drains.** The installation of trench drains may be required in some improvement areas. Of the two types of grates recommended for use within Plaza Parkway, one offers a higher level of "pedestrian proofing" while the other has a higher ornamental/aesthetic value (see detail, page 63). When selecting a grate, consideration should be given to its exposure to pedestrian traffic.

### 3.6 FACADES

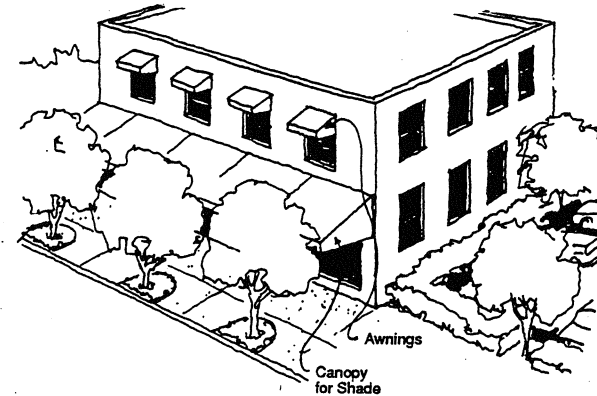
- **Pattern and Rhythm.** The establishment of pattern and rhythm in development and redevelopment efforts is encouraged.

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When designing building facades consideration should be given to the recurrent alternation of wall areas within door and window elements in the facades as well as to the width to height ratio of bays in the facade. Additionally, the placement of openings with respect to the facade's overall composition, symmetry, or balanced asymmetry should be carefully studied.

Avoid introducing incompatible facade patterns that upset the rhythm of openings established in surrounding structures.

- **Colors.** Avoid garish color schemes with "bright" or "loud" hues when painting. Choose soft tones and shades reminiscent of early St. Petersburg materials and save bright colors for signs and small accents.
- **Sense of Entry.** Identification of the main public entry areas to each building at the pedestrian level should be architecturally explicit and further reinforced through the use of streetscape design elements. Extending streetscape design elements such as paving, planters or landscape materials into the entryways of buildings will unify the overall space and assist in creating a coherent "sense of entry."



*Canopies and Awnings Provide Shade and Interest to the Facade*

- **Merchandising/Entertainment Orientation.** New buildings must be primarily oriented to the street with sufficient space for pedestrian circulation. There should be continuous retail, service and entertainment uses on the ground level of buildings with ample display windows and frequent store entrances.
- **Awning and Canopy Design.** Awnings and canopies should be integrated into the building facade. Where possible, they should be installed within the openings allowed for storefronts. Where this is not possible, care should be taken to install awnings and canopies which do not disrupt horizontal and vertical lines in the main facade.

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Minimum height for an awning or canopy is nine (9) feet above grade. Multiple awnings or canopies installed on one facade should maintain the same height from grade and span from the building face.

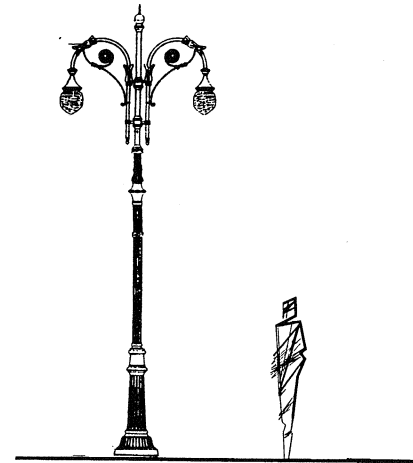
- **Awning Fabrication.** Awnings or sunshades should be cloth and complimentary to the colors used in the building and signage.

### 3.7 LIGHTING

- **Pedestrian Lighting.** Throughout the entire Plaza Parkway project area a new street light system has been installed through the joint efforts of the Plaza Parkway administration and Florida Power Corporation. While the new light standards provide overall security for the area, the use of "pedestrian scaled" lighting is encouraged on a project area basis (see detail, page 64).

The intent of these fixtures is to add character to the pedestrian environment. They should be located along sidewalks and in open space areas and may be mounted on free-standing poles or on wallmounts attached to buildings.

Another source of pedestrian lighting is the installation of "up-lighting" and/or "down-



*Pedestrian-scaled Light Fixture*

lighting" for buildings and landscaping.

- **Festive Lighting.** The use of festive lighting (e.g., twinkle lights) is encouraged throughout Plaza Parkway during special events and holidays. In an effort to provide for such opportunities, it is recommended that both buildings and landscaped areas be outfitted with the appropriate electrical outlets to facilitate the outlining (with lights) of buildings, stairways, deck railings, trees, etc.

- **Storefront Lights.** Proprietors are encouraged to provide storefront lighting during all evening hours including the lighting of display windows. This additional lighting will enhance the streetscape security and vitality.

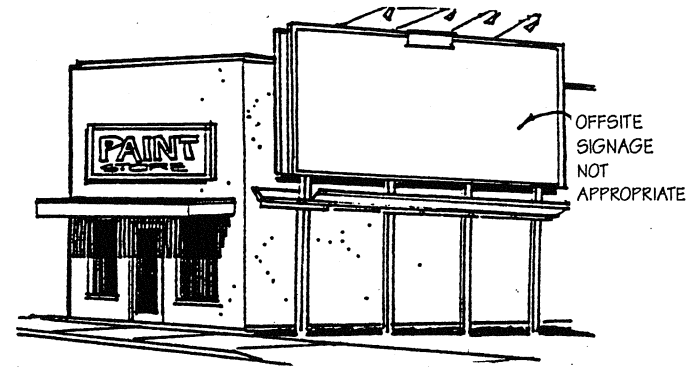
### 3.8 SIGNAGE

The City of St. Petersburg has established a distinctive identity for Plaza Parkway through the use of signage and graphics features such as entry monuments, street banners and enhanced street signs. The goal of these signage guidelines is to maintain this distinctive identity by insisting that businesses along Plaza Parkway make use of attractive, well-maintained signage which compliments the character of the area.

These guidelines are intended to supplement the City of St. Petersburg's existing sign ordinance by providing additional direction within the downtown waterfront area. The City's sign ordinance should be utilized for specific signage requirements, including allowable quantity, size, type, height and location of signs.

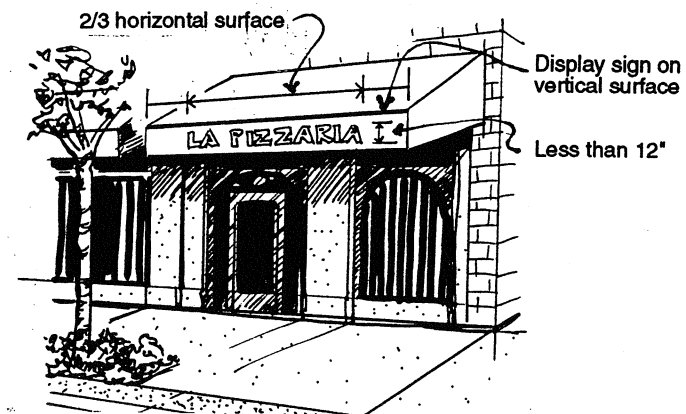
#### Relationship of Signage to Building

- **Sign Intent.** A sign on any building or site must specifically relate to or identify the property on which it is erected.



*A sign must relate to the property on which it is erected.*

- **Signs on Awnings or Canopies.** Display signs on the vertical surface of the awning or canopy, not on the surface which angles or curves upward. Graphics should not exceed twelve inches in height or more than two-thirds the horizontal surface. Signs should not project above or beyond canopies or awnings.



- **Sign Display Area.** Locate signs in specially designed or built-in display areas.
- **Complement Building Facade.** Design the sign size, materials and appearance to reflect the character of the establishment it advertises and to be in harmony with the architecture of the building facade.
- **Window Signs.** Signs may be applied to the inside of storefront windows facing outside providing that they do not occupy more than twenty-five (25) percent of the available glass area of the window.
- **Free-Standing Signs.** Relate free-standing signs to the establishments they advertise by using the same type of materials and design used on the building.
- **Signs on Historical Buildings.** Use sign materials and styles characteristic to the historical significance of the structure.
- **Height Limits.** Wall mounted signs should not extend beyond the top or sides of the building.
- **Continuity of Sign Installation on a Facade.** Use only one type of signage installation on a single building facade. For a number of shops



*Sign Installation Continuity within a Facade- Recommended*



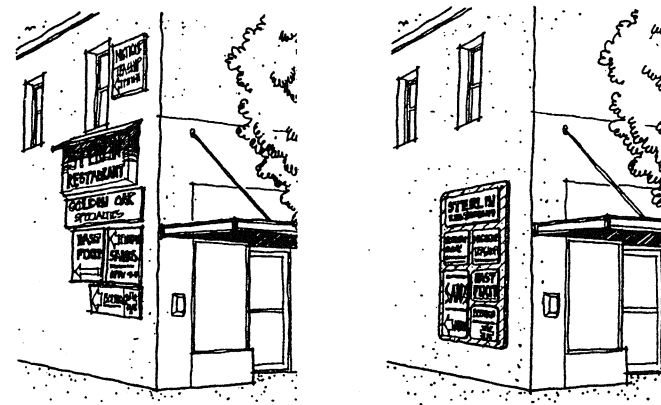
*Various Sign Installation Formats within a Facade - Unacceptable*

that share the same building facade, use the same or similar method of signing. Thus, if the prevailing method for a particular building is metal cut-out letters spaced away from the facade, use that method for all the shops. This does not mean that the lettering style has to be the same - only the method of display.

- **Grouped Signs.** A group of establishments may cluster signs together in a framework or common display system. Grouped signs are not to exceed two (2) square feet for each establishment.
- **Banners.** Banners are included in the total allowable sign space per building. They may display graphics or just color. Fabric and mountings should be durable enough to withstand local weather conditions. Banners should be maintained on a regular basis to appear in good condition. Banner design should be integrated with the architectural and site design of the building; they should not be used as an afterthought.

### Pedestrian and Vehicular Orientation

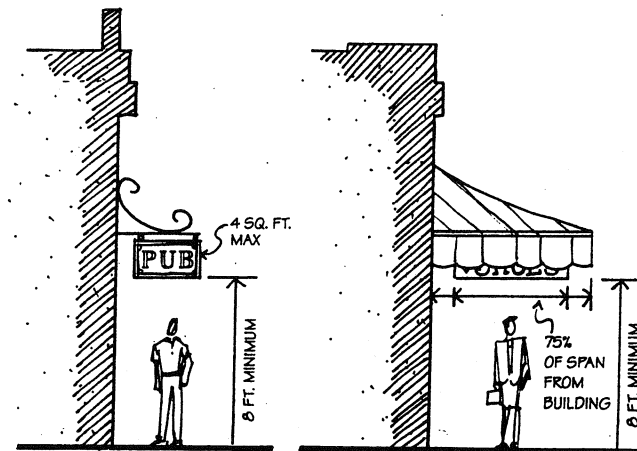
- **Projecting Signs.** Signs projecting over pedestrian ways should be perpendicular to the building facade and a maximum of four (4) square feet with a clearance of



UNACCEPTABLE

RECOMMENDED

*Grouped Signs*

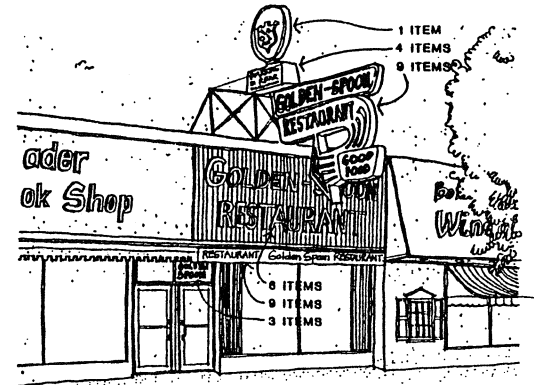


*Projecting Signs*

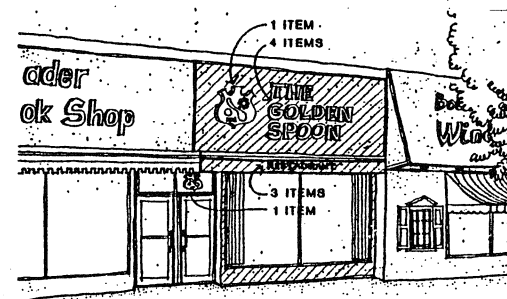


eight (8) feet. Projecting signs hung under a canopy should not be longer than seventy-five (75) percent of its span from the building facade.

- **Street Addresses.** Each building or store must display a street address either on its freestanding identification sign or on the building itself. Numbers on buildings should be located above the entrance and have a minimum height of four (4) inches. It is recommended that the color of the numbers contrast with the color of the surface they are mounted on to increase visibility.
- **Plaza Parkway Address.** When a property owner completes his improvements he will be given the right to use the Plaza Parkway logo as part of his postal address and address signage.
- **On-site Vehicular and Pedestrian Signs.** Signs for control, direction and information for vehicular and pedestrian movement shall not be combined with business names.



*Cluttered Message - 32 Display Items - Unacceptable*



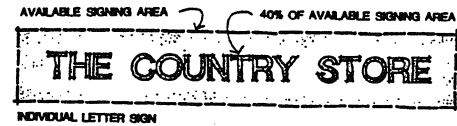
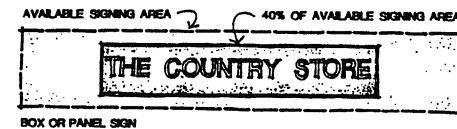
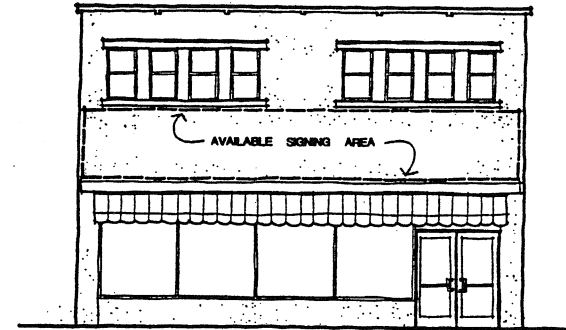
*Clear Message - 9 Display Items - Recommended*

- **Direction and Information Signs.** Signs or graphics less than two square feet in area which are required for safety, direction or assistance shall be limited to two (2) in number and a total of not more than four square feet per display.

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## Sign Design

- **Length of Message.** The most effective signs transmit their messages with the least number of words. Limit sign messages to ten (10) items or less per sign. A display item is a symbol, a syllable in a word or any other item of display that transmits a message.
- **Animated Signs.** No sign that blinks, flashes, revolves or simulates movement shall be allowed. Luminous paints are not allowed.
- **Individual Letter Signs.** On building facades, use individual letter signs instead of box or panel signs whenever possible. Letter signs convey the message in the simplest way and allow greater expression of the building character.
- **Sign Color.** The use of light-colored lettering on dark-colored backgrounds is encouraged.
- **Painted Signs.** Signs painted directly on buildings are not allowed. Painting signs directly on buildings defaces the buildings and cheapens the general appearance of the area.



*Use 40% of Sign Display Area*

- **Neon Signs.** Exterior neon signage is discouraged. However, neon may be used as a window sign.
- **Sign Area.** The size of a sign will be a function of not only the size of the building facade but also of the available display area. Signs are to be forty percent (40%) or less of the available display area.

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### **Illumination and Maintenance**

- **Illumination.** All signs should have provisions for illumination. Illumination should be no more than one (1) footcandle at four (4) feet from the sign. Signs should be illuminated from dusk to 1:00 a.m. Proper screening should be provided to avoid glare.
- **Maintenance.** All signage and graphics should be maintained regularly to insure a good appearance. They should also be inspected regularly for good structural condition, replacement of defective parts and repainting or cleaning.

## Chapter 4

### Application and Permit Procedures

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The application for Plaza Parkway new development, rehabilitation and streetscape improvements begins a joint process for compliance review by the Community Redevelopment Agency and Minor Easement approval by the City Engineering Department. These processes occur concurrently. The application requirements for each process are listed below with the normal schedule and permit fees. All procedures and requirements are subject to change; therefore, applicants are encouraged to contact the City prior to application submittal to verify current requirements. A chart illustrating the flow of the Redevelopment Plan Compliance Review follows on page 39.

#### 4.1 CRA DEVELOPMENT REVIEW

The City Council of St. Petersburg, acting as the Community Redevelopment Agency (CRA), is charged with reviewing proposals occurring in Phase I and II of Plaza Parkway (i.e., Intown Redevelopment and Intown West Redevelopment Areas). All new development, rehabilitation and streetscape improvement proposals must be submitted to the CRA staff (Planning Department, 475 Central Avenue) for determination of compliance to the *Plaza Parkway Design Guidelines*.

An application must be submitted thirty days prior to

the next regularly scheduled meeting of the CRA, unless the review is determined to be an in-house staff review. An in-house staff review is normally a two-week process.

Currently the CRA meets the second and fourth Thursday of each month at 8:00 a.m. in City Council Chambers.

The applicant shall submit one copy of the development proposal, which shall include, but not limited to:

- CRA Application Form
- site plan illustrating location, height and shape of buildings, parking location and amount of open space and sidewalk treatment
- building coverage and square feet, and residential density (number of units)
- street layout
- location, size and type of existing and proposed landscaping
- building elevations and sections
- perspective drawings or a scale model
- one 8 1/2" x 11" or 8 1/2" x 14" black and white copy of the perspective drawings or half-tone photograph of the model

(There is no fee for this review process.)

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Pre-application conferences are encouraged and may be arranged by contacting the Manager of the Urban Design and Development Division, at 893-7153. CRA Applications may also be obtained from this office.

#### **4.2 MINOR EASEMENT APPROVAL**

Property owners who are implementing development, rehabilitation and streetscape improvements within Plaza Parkway must obtain a Minor Easement from the City of St. Petersburg. The purpose of the Minor Easement is to regulate minor encroachments of privately owned and maintained structures under, on or over the right-of-way of a street, alley or utility easement that is dedicated to the City.

The Minor Easement application is submitted to the Engineering Department and will be reviewed by several City departments and private utility companies:

1. If there are no objections to the request it will be placed on the Consent Agenda for approval by City Council as a resolution.
2. If an objection is made and it cannot be resolved, the Minor Easement will be denied. An applicant can appeal this decision by a letter to the Engineering Director. The

appeal will go before the City Council for review as a Correspondence Item.

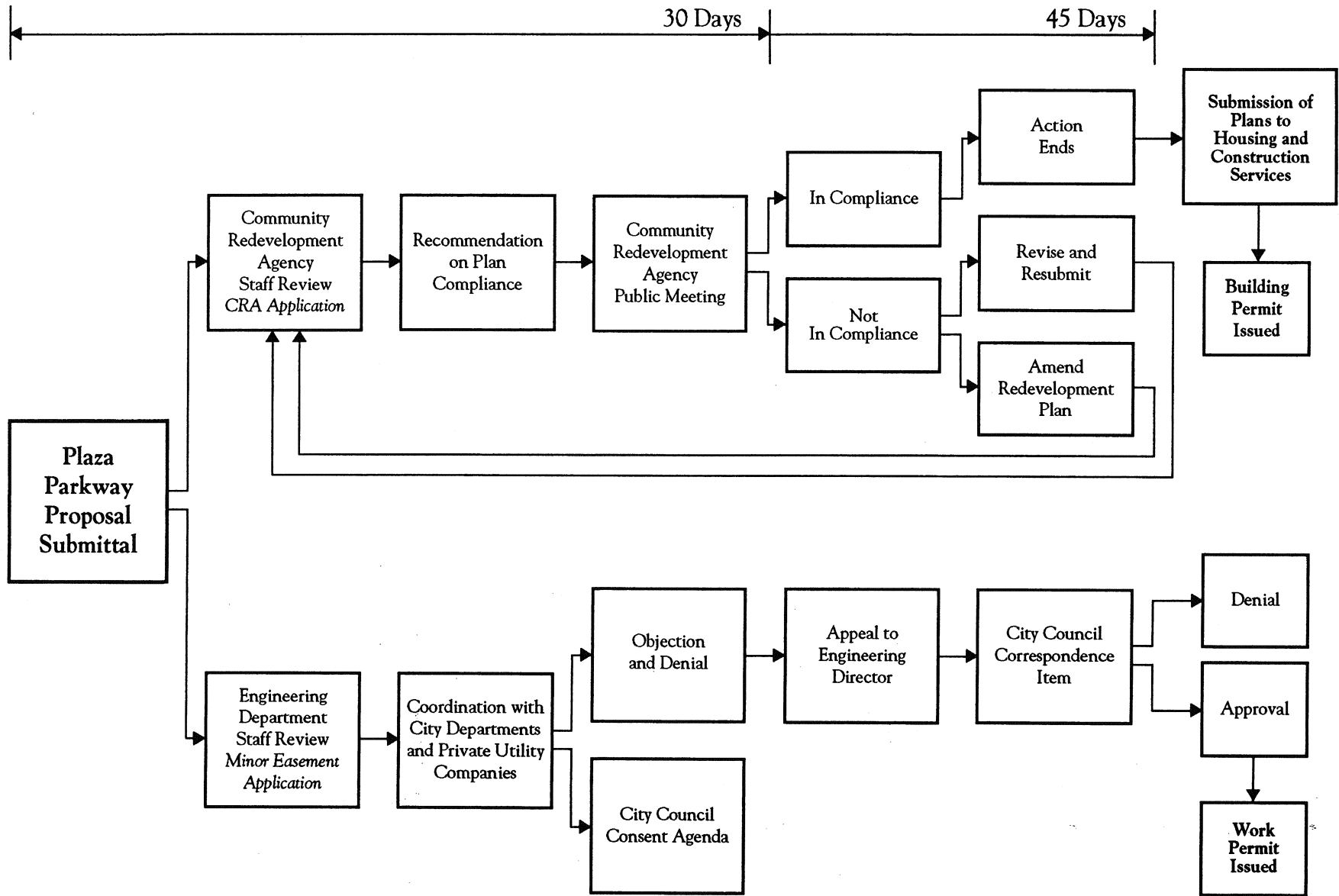
The Plaza Parkway Minor Easement Application Review procedure normally takes thirty (30) days.

The following items are needed to apply for a Minor Easement:

- a. A completed Minor Easement application.
- b. A survey of the property showing property lines, property dimensions, legal description, adjacent rights-of-way, all easements, all improvements, including any structure that encroaches the right-of-way or easement, the amount of encroachment to the nearest tenth of a foot, the length of the encroachment and any additional information as needed. Drawings should be placed on standard or legal size paper.
- c. Cash or check for \$300.00 payable to the City of St. Petersburg.

Any repairs or restoration of Plaza Parkway improvements that may be required due to maintenance of existing utilities will be the responsibility of the City department or private utility. Upon completion, all repairs or restoration shall match existing conditions (both finish and quality).

# Redevelopment Plan Compliance Review



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The CRA review and Minor Easement process may require coordination with the following City departments or private utilities. The respective contacts are provided for your convenience in the event you have any questions.

All correspondence to City personnel should be addressed to: **P.O. Box 2842, St. Petersburg, FL 33731**

<u>City Contacts</u>	<u>Department</u>	<u>Phone</u>
Jan A. Norsoph, A.I.C.P.	Community Redevelopment Agency (CRA) - <i>Design/Development Review</i>	893-7869 or 893-7153
Mark Riedmueller	Engineering Department - <i>Minor Easement Approval and R.O.W. Permitting</i>	893-7857 or 893-7238
Kevin Dunn	<i>Development and Property Management Dept. Plaza Parkway Project Manager</i>	892-5366 or 893-7100

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**Private Utilities**

**Company**

**Phone**

Ron McGuire

GTE  
P.O. Box 11328  
MC 2008  
St. Petersburg, FL 33733

893-4514

Art Gilmore

Florida Power Corp.  
2501 25th Street North  
St. Petersburg, FL 33713

893-9255

Keith Martin

People's Gas System  
1800 9th Avenue North  
St. Petersburg, FL 33713

894-2560

Dennis Black

Paragon Cable  
11500 9th Street North  
St. Petersburg, FL 33716

579-8600



## **Chapter 5**

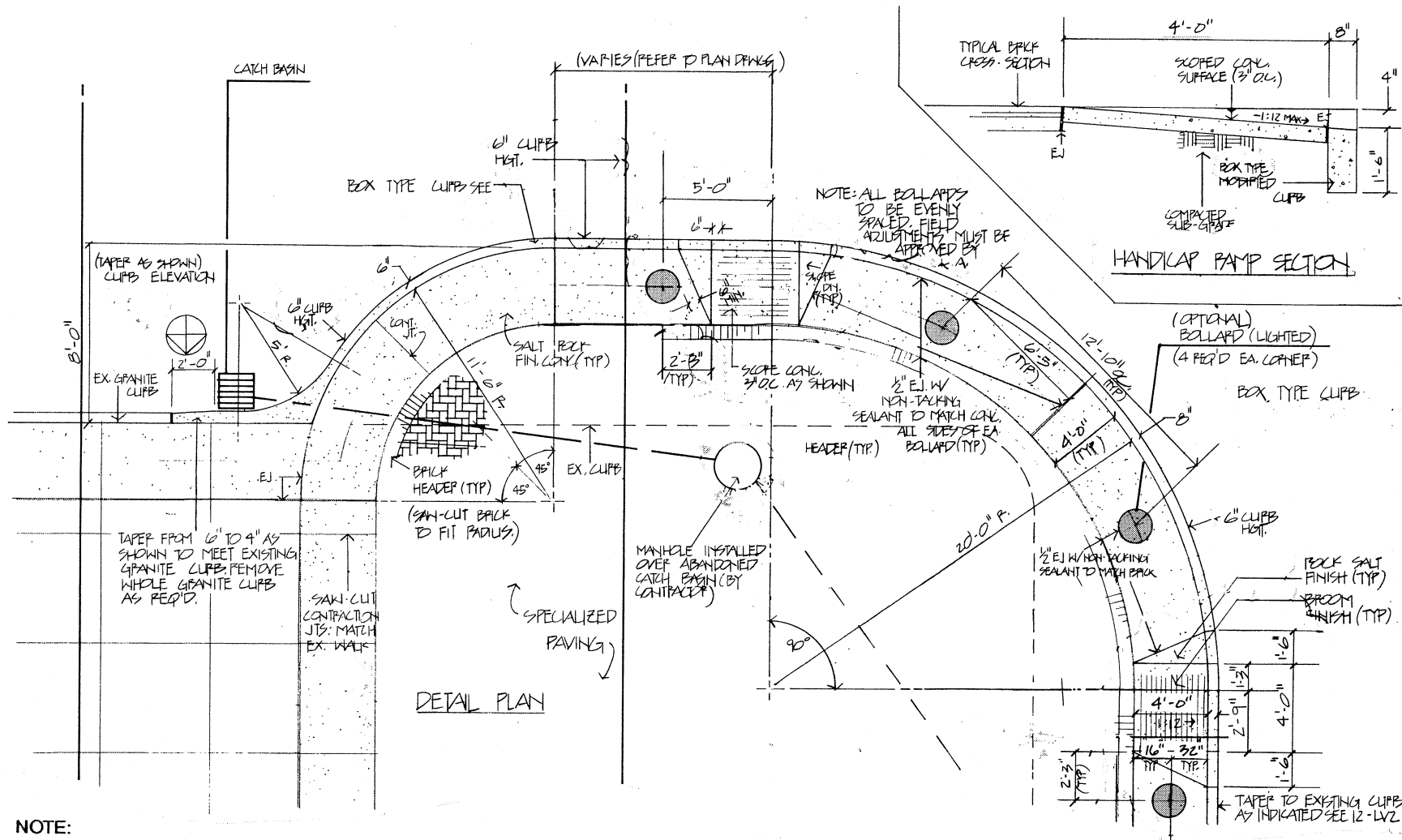
### **Design Details**

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The construction details provided in this portion of the *Plaza Parkway Design Guidelines* represent both "required" and "recommended" design elements and are intended to assist in the planning and implementation of streetscape improvements.

A comprehensive listing of manufacturers and sales representatives for streetscape furnishings and materials is provided in Appendix B.

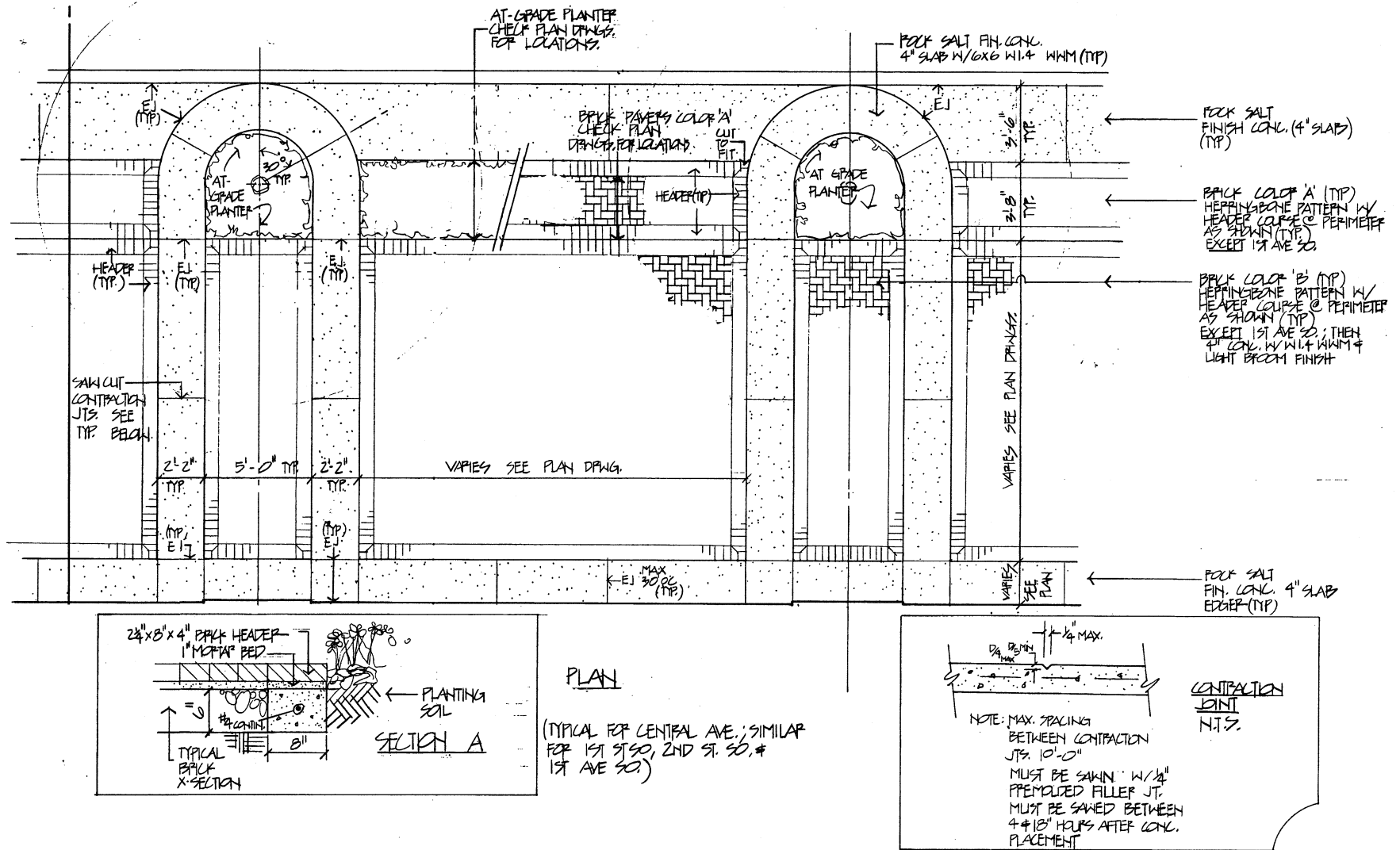




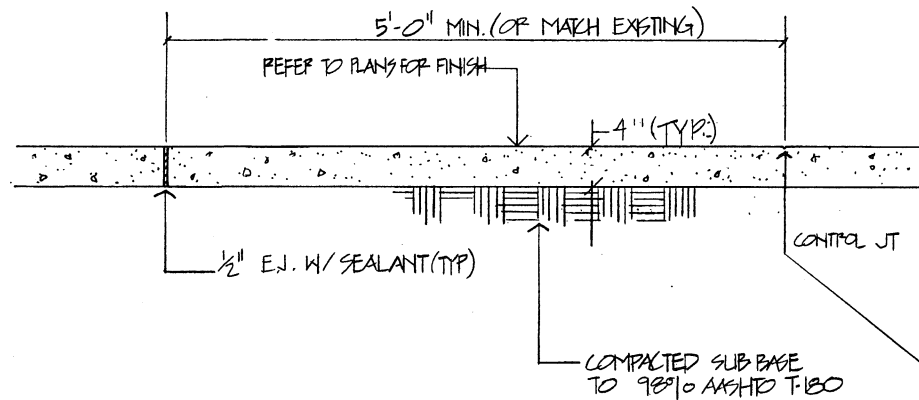
**NOTE:**  
 ALL DESIGN AND INSTALLATION (RAMPS, SIDEWALKS, ETC.) SHALL COMPLY WITH CURRENT ADA REGULATIONS AND CITY STANDARDS.

Not to Scale





Not to Scale

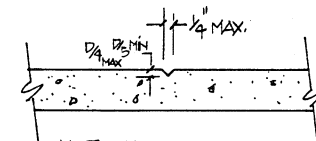


SECTION

CONTRACTION JT. (TYP.)  
NO SCALE

NOTE: REFER TO SPECIFICATIONS FOR ADDITIONAL CONCRETE INFORMATION

ALL CONCRETE ON 2ND AVE NE (PIER APPROACH) WILL HAVE A BROOM FINISH EXCEPT WHERE NOTED OTHERWISE I.E. 3'-0" BAND FOR BOLLARDS AND CROSSWALKS MATCH EXISTING JOINT SPACING

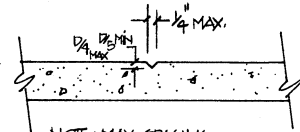


NOTE: MAX. SPACING BETWEEN CONTRACTION JTS. 10'-0" MUST BE SAWED W/ 1/4" PREEMULGED FILLEF JT. MUST BE SAWED BETWEEN 4 & 18" HOURS AFTER CONC. PLACEMENT

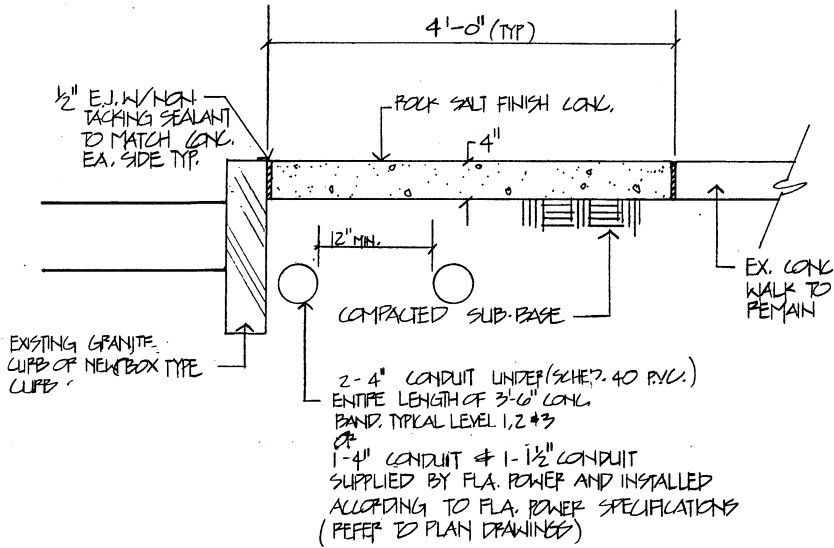
Not to Scale



CONTRACTION JT. (TYP.)  
NO SCALE

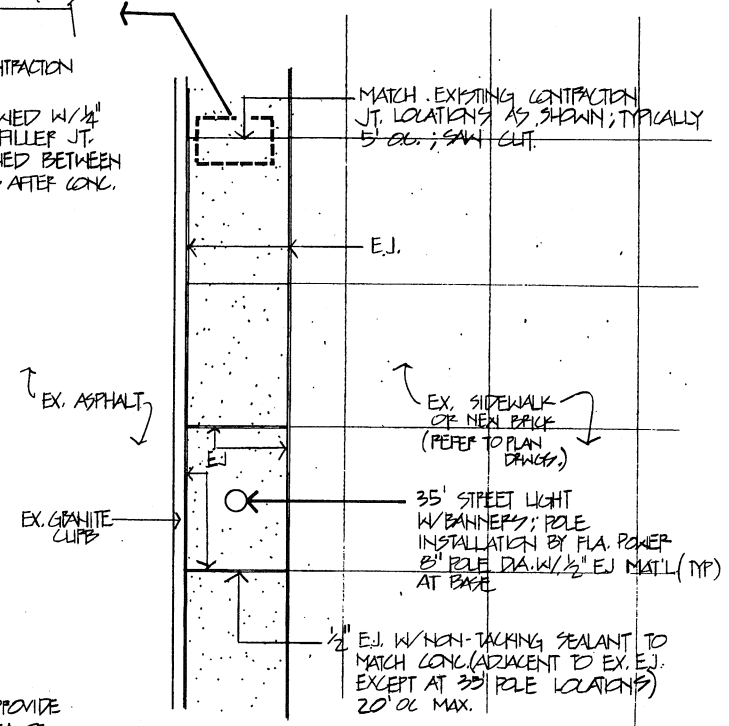


NOTE: MAX. SPACING BETWEEN CONTRACTION JTS. 10'-0"  
MUST BE SAWED W/ 1/4" PREMOLDED FILLER JT. MUST BE SAWED BETWEEN 4 & 18" HOURS AFTER CONG. PLACEMENT



SECTION

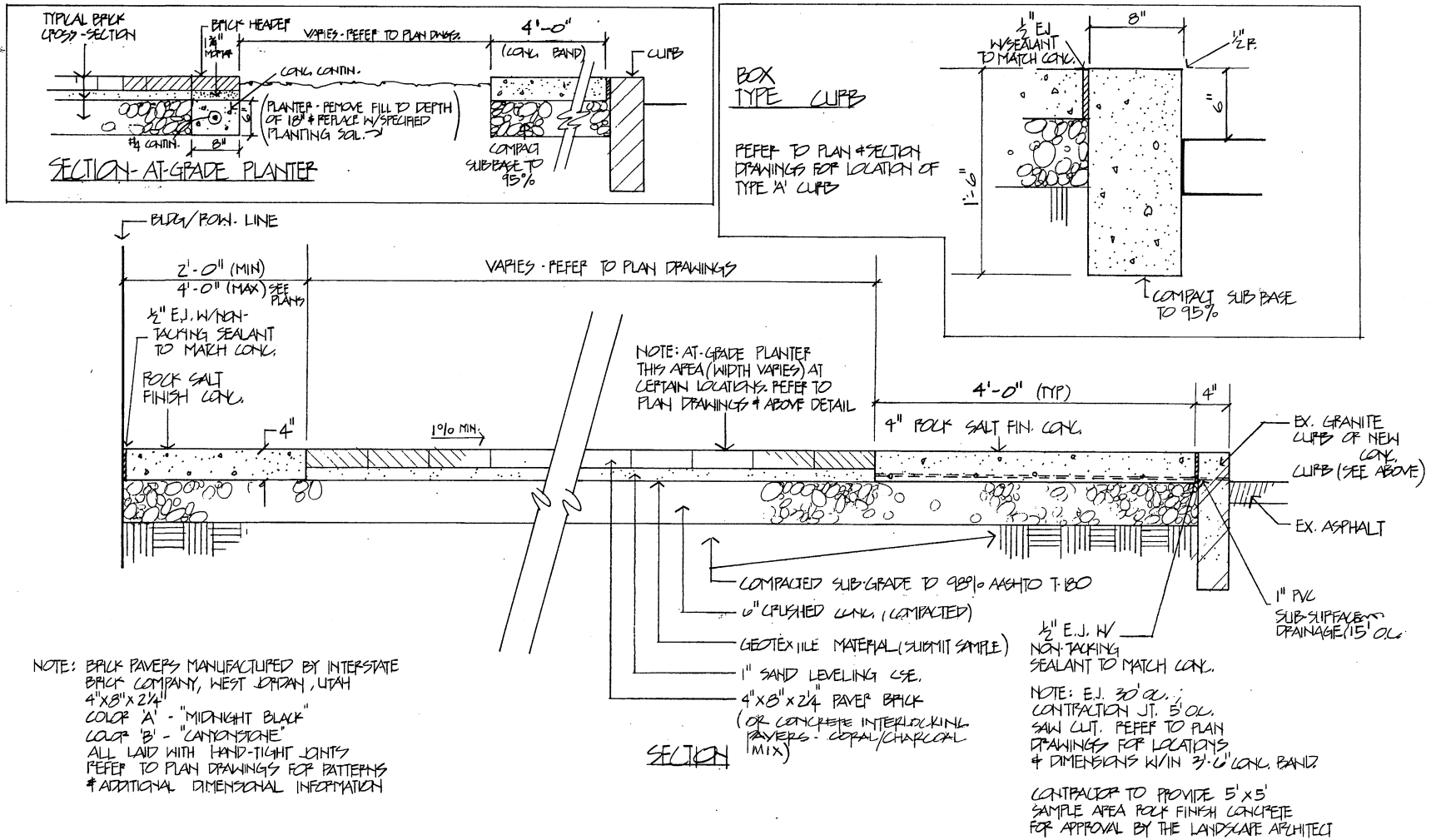
CONTRACTOR TO PROVIDE 5'x5' SAMPLE AREA OF ROCK SALT PAVING FOR APPROVAL BY THE LANDSCAPE ARCHITECT.



PLAN

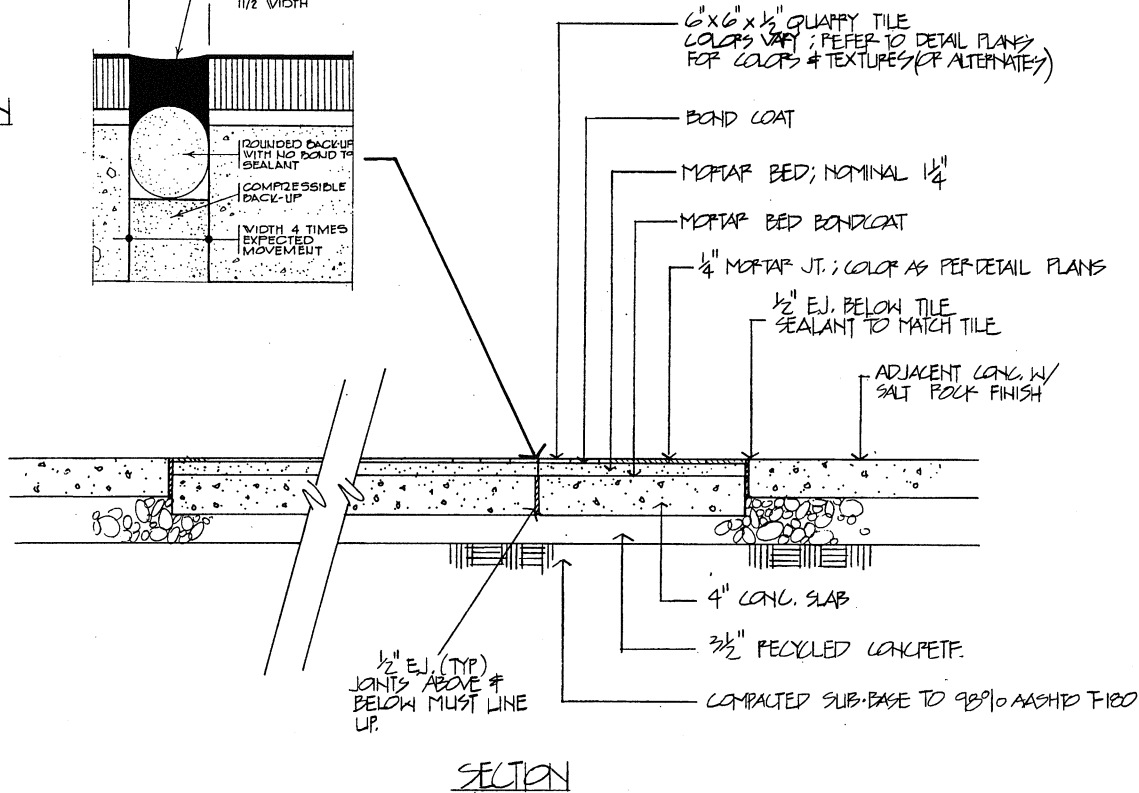
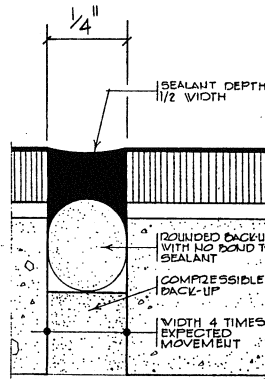
Not to Scale





Not to Scale

Joint Section  
NO SCALE



NOTE: TILE SHALL BE 'QUEST' TYPE OF EQUAL MANUFACTURED BY AMERICAN CLEAN, INC., LANSDALE, PA. ALL 6" x 6" x 1/2" WITH VARIATIONS IN COLOR AND PATTERN. REFER TO DETAIL PLANS FOR ADDITIONAL SHAPES OF ALTERNATES. CONG. SLAB MUST SLOPE A MINIMUM OF 1% FOR POSITIVE DRAINAGE. EXPANSION JOINTS ARE MANDATORY AND ARE LOCATED ON DETAIL PLANS.

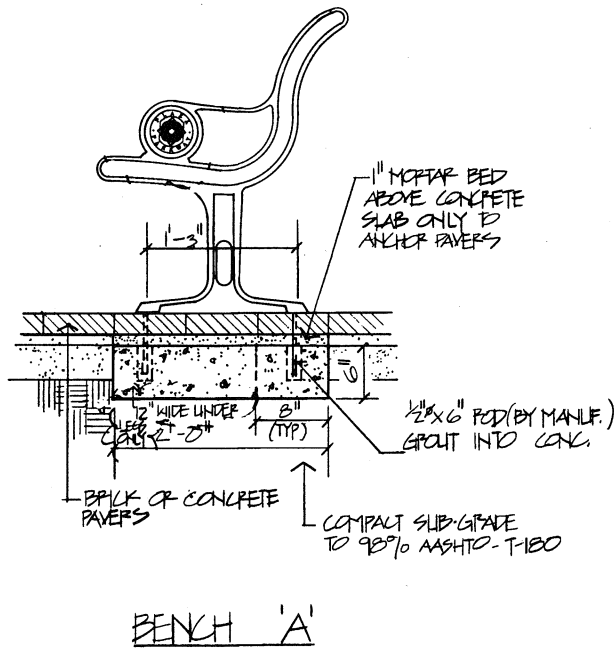
MORTAR - 1 PART PORTLAND CEMENT  
6 PARTS DAMP SAND BY VOLUME  
LATEX-PORTLAND CEMENT MORTAR  
MAY BE SUBSTITUTED WITH THE APPROVAL OF THE LANDSCAPE ARCH.  
BOND COAT: LATEX-PORTLAND CEMENT MORTAR ON A CURVED BED  
MORTAR BED BOND COAT - PORTLAND CEMENT SLURRY

TILE & GROUT COLORS ARE SPECIFIED ON DETAIL PLANS.

Not to Scale

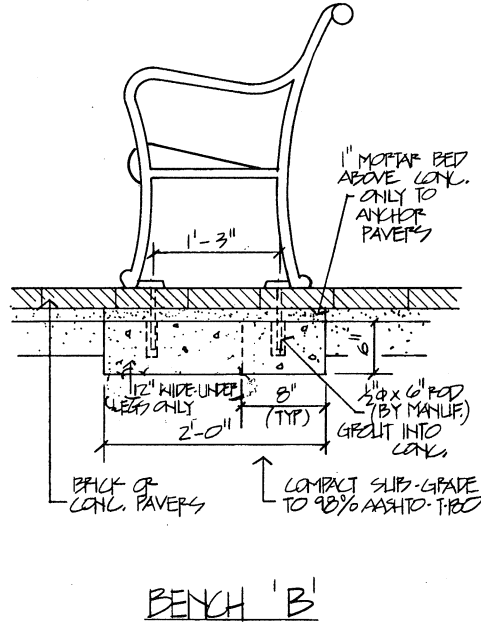
**HARBOR BENCH**

NOTE: HARBOR BENCH MANUFACTURED BY BEACON PRODUCTS, INC., BRAIDENTON, FLA. 6'-0" LENGTH. BLACK MATTE FINISH ON CAST ALUMINUM SURFACES. ANCHORING DETAIL SIMILAR FOR MOUNTING ON NEW OR EXISTING CONCRETE SLAB. REFER TO PLAN DRAWINGS FOR SEATING NODE CONFIGURATION \* CONC. MOUNTING SLAB (OR APPROVED EQUAL) - BRONZE FINISH MAY BE SUBSTITUTED.



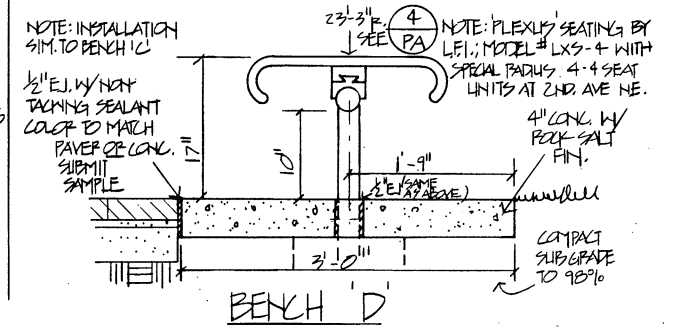
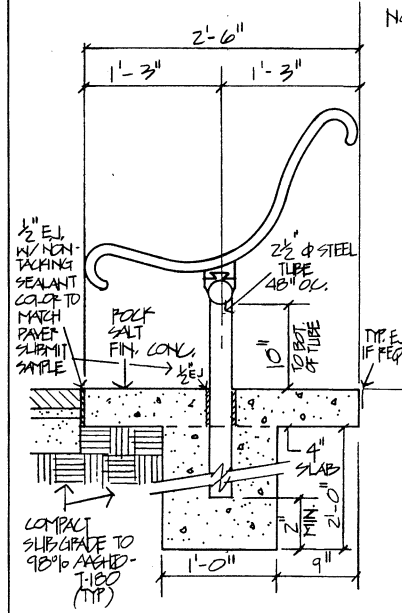
**RIVIERA BENCH**

NOTE: RIVIERA BENCH MANUFACTURED BY BEACON PRODUCTS, INC., BRAIDENTON, FLA. 6'-0" LENGTH. COLOR MAY VARY, REFER TO PLAN DRAWINGS. SUBMIT COLOR SAMPLE. ANCHORING DETAIL SIMILAR FOR MOUNTING ON NEW OR EXISTING CONCRETE SLAB. REFER TO PLAN DRAWINGS FOR SEATING NODE CONFIGURATION \* CONC. MOUNTING SLAB (OR APPROVED EQUAL)



**PLEXUS BENCHES**

NOTE: PLEXUS SEATING MANU. BY L.F.I. KALAMAZOO, MI., MODEL # LX 3011-WB-22; 23 1/2" x 20" x 30" ANGLED 11" SEAT W/ WIDE BACK FOR INSIDE CURVE SEATING ON 120" RADIUS. (OR APPROVED EQUAL) COLORS VARY; REFER TO PLAN DRAWINGS FOR COLOR DESCRIPTION. SUBMIT SAMPLE. ANCHORING DETAIL SIM FOR FLAT PLEXUS SEAT UNITS. ATTACH EMPERDED LEG SUPPORTS PRIOR TO INSTALL TO ADJUST BAF HGT + LEG SPACING EACH NODE REQUIRES 4-4 SEAT UNITS



Not to Scale

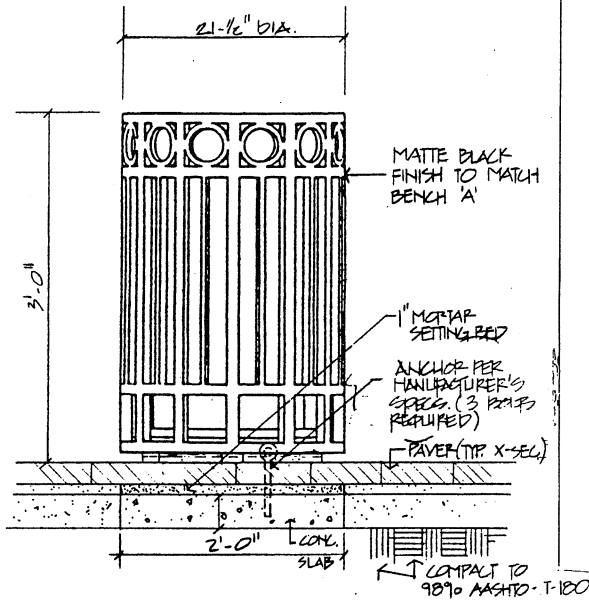
TRASH RECEPTACLE 'A'

NOTE: BEACON PRODUCTS - GARCOTA, FL; SANTA FE (MODIFIED); MODEL # TRA 3324. CAST ALUMINIUM W/ BLACK PLASTIC LINER & RECESSED LID. (OR APPROVED EQUAL).

MATTE BLACK POWDER COAT FINISH TO MATCH BENCH 'A'. SUBMIT SAMPLE

TRASH RECEPTACLE 'A' IS TO BE USED IN CONJUNCTION WITH BENCH 'A'. REFER TO PLAN DRAWINGS FOR SPECIFIC LOCATIONS.

INSTALLATION SIMILAR FOR EXISTING CONC. PAVING



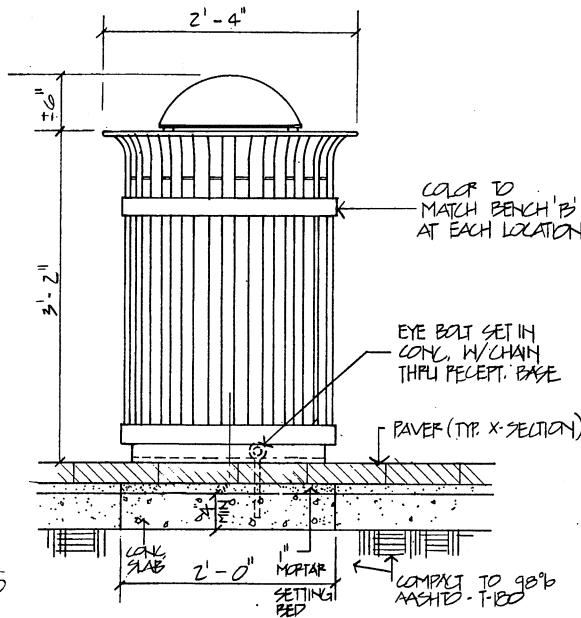
TRASH RECEPTACLE 'B'

NOTE: VECTOR STANLEY, INC. - PLUNKYK, MD; BETHESDA SERIES MODEL # S-42 WITH S-2 SPUN STEEL ROME AND FIGID LINER. (OR APPROVED EQUAL)

COLOR WILL VARY ACCORDING TO SITE LOCATION. REFER TO PLAN DRAWINGS.

TRASH RECEPTACLE 'B' IS TO BE USED IN CONJUNCTION WITH BENCH 'B'. COLORS MUST MATCH. SUBMIT SAMPLES.

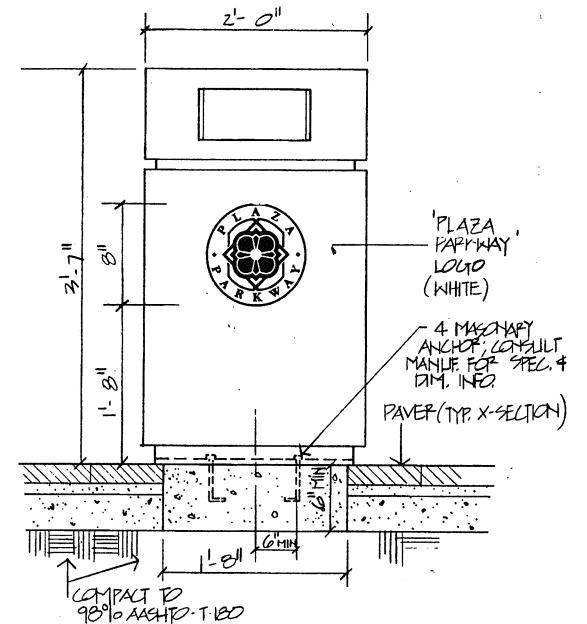
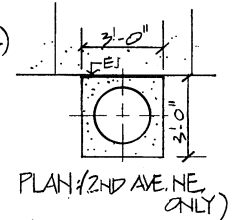
INSTALLATION SIMILAR FOR EXISTING CONC. PAVING AREAS.



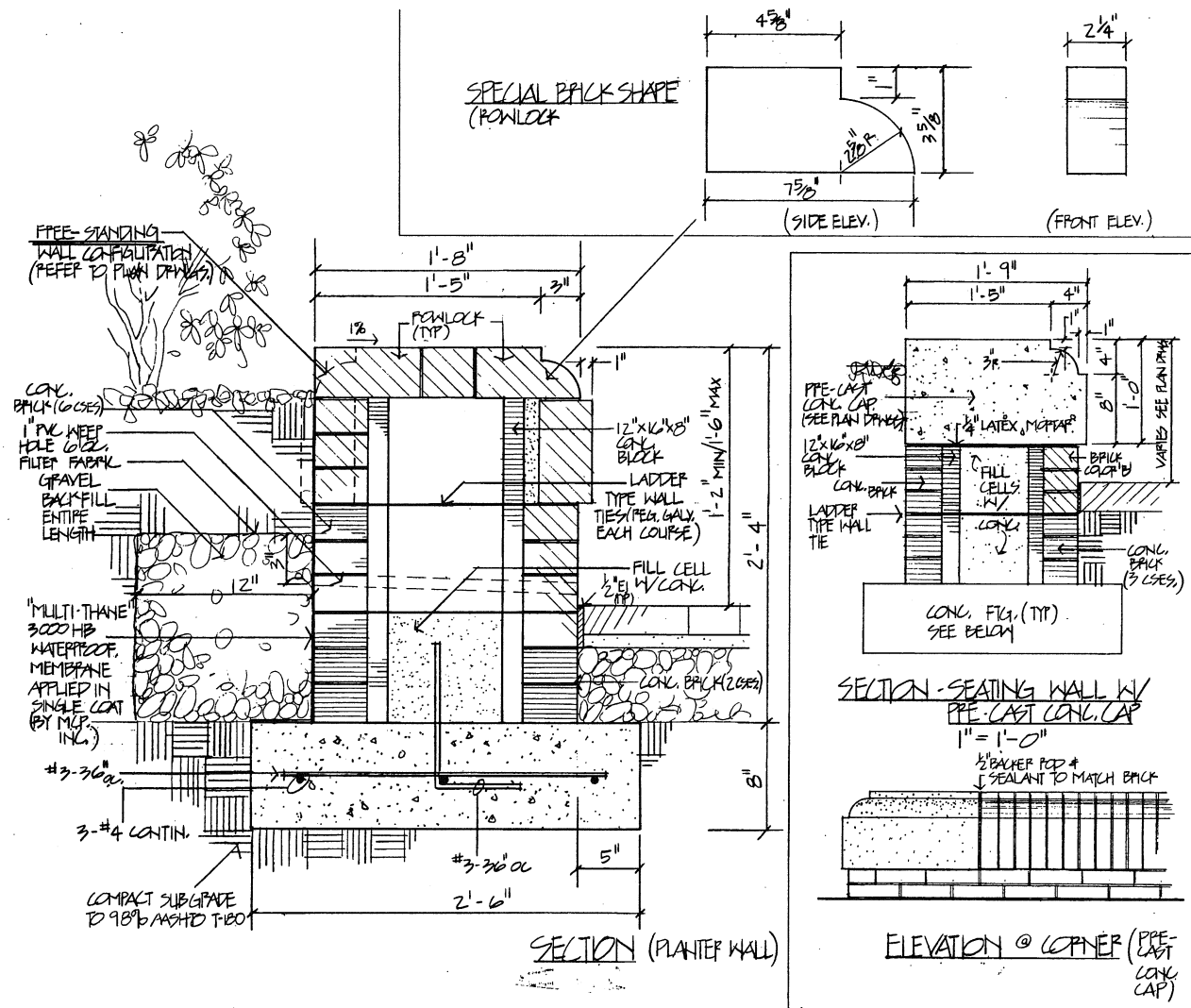
TRASH RECEPTACLE 'C'

NOTE: UPPANCO, INC., GRAND RAPIDS MI. MODEL # LCP-24 W/ FLUID LINER & TWO TRASH HOLE OPENINGS. (OR APPROVED EQUAL) COLOR WILL VARY ACCORDING TO LOCATION. SUBMIT SAMPLE FOR EACH PHASE.

ST. PETERSBURG LOGO TYPICAL UNLESS OTHERWISE NOTED. INSTALLATION METHOD SIMILAR FOR EXISTING CONC. PAVING. SEE PLAN DRAWINGS FOR LOCATION OF RECEPT.

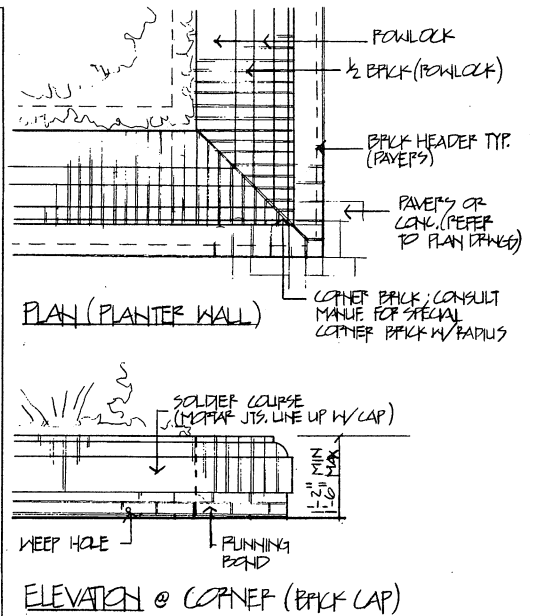


Not to Scale



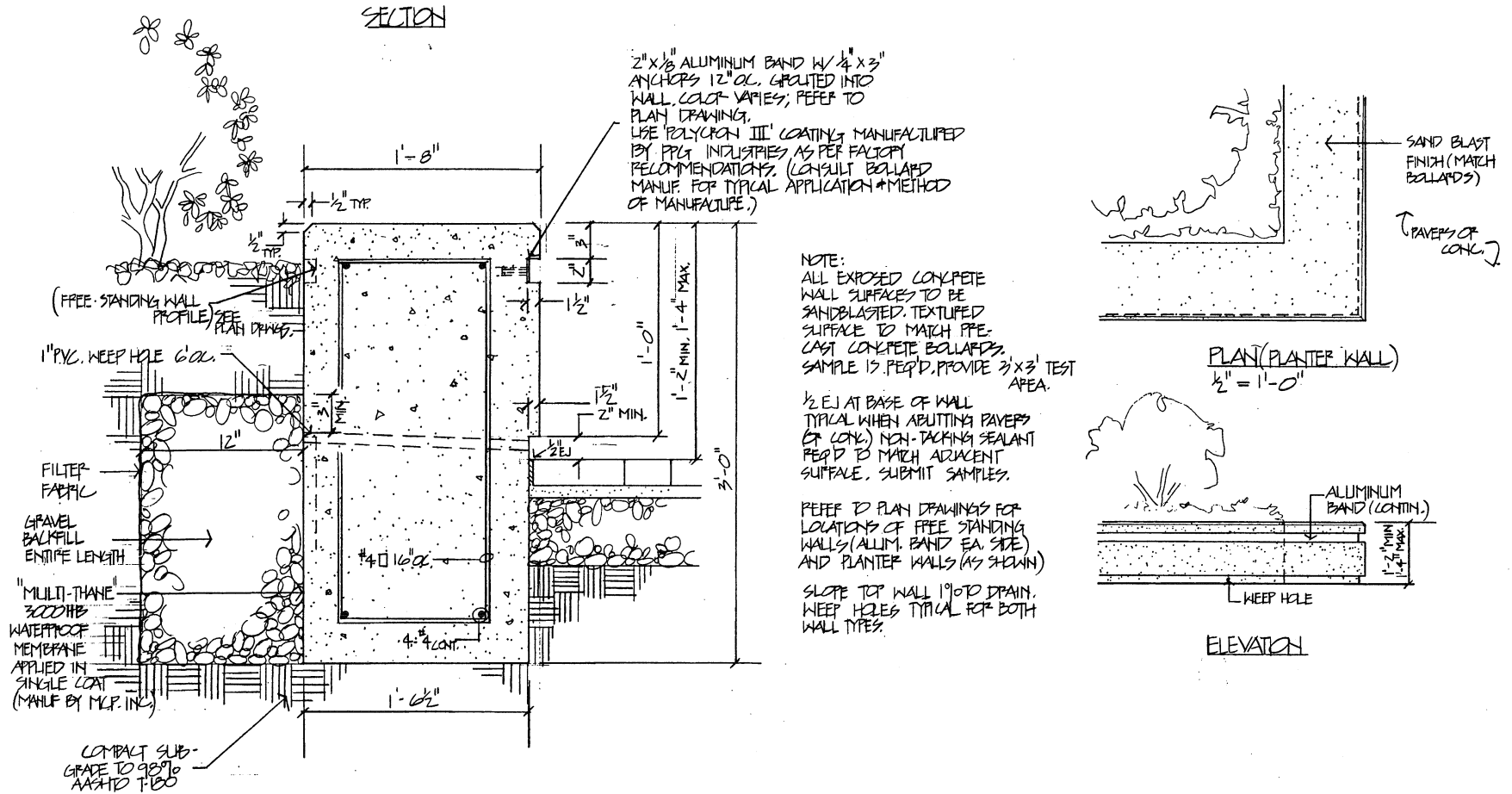
**NOTE:**  
 BRICK FOR PLANTER WALLS + FREE-STANDING SEATING WALLS MANUFACTURED BY INTERSTATE BRICK COMPANY, KREST JORDAN, UTAH; ALL COLOR 'B' 'CANYONSTONE' 7 7/8" x 3 9/8" x 2 1/4" MODULAR BRICK, MORTAR FOR WALLS TO MATCH BRICK; SUBMIT SAMPLE.

FOR EXP. JTS. USE NON-TACKING SEALANT TO MATCH BRICK; SUBMIT SAMPLE.

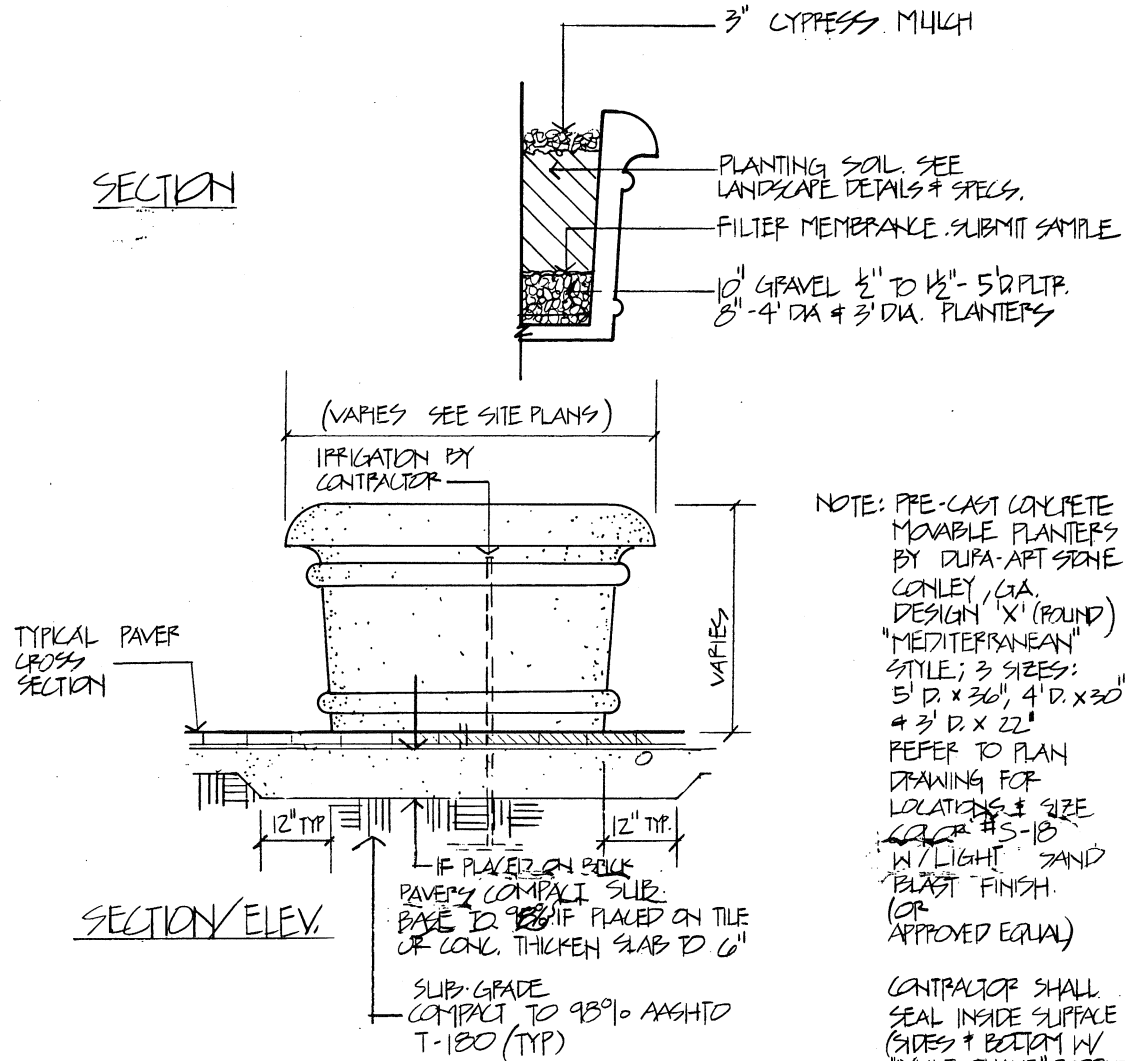


**NOTE:**  
 REFER TO PLAN DRAWINGS FOR LOCATIONS OF FREE-STANDING WALLS (SPECIAL SHAPE BOTH SIDES) AND PLANTER WALLS (AS SHOWN) KEEP HOLES TYPICAL EA TYPE. SLOPE TOP OF WALL 1%

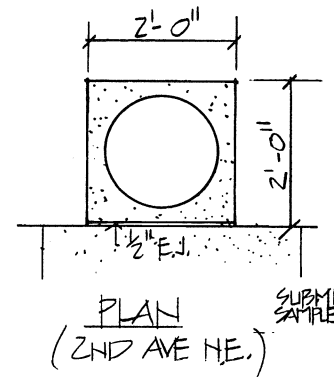
Not to Scale



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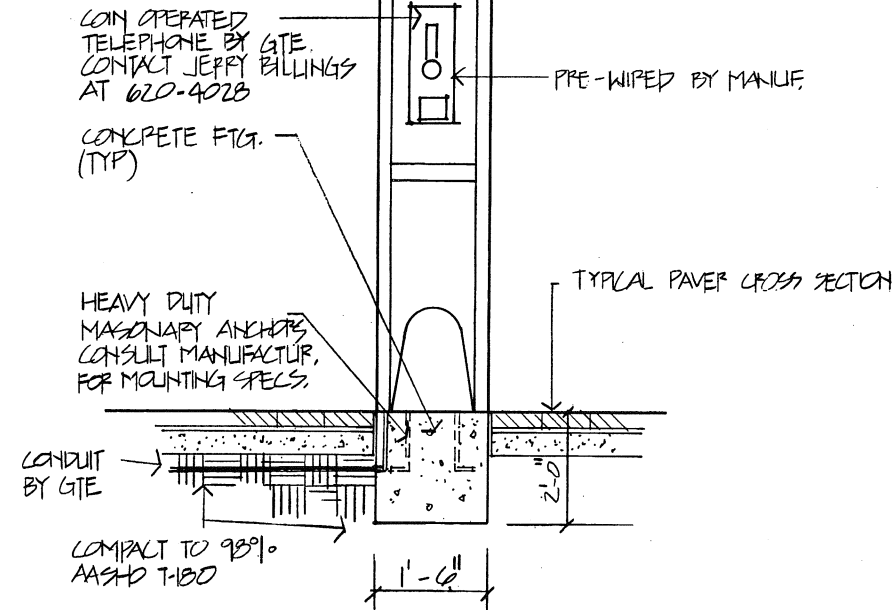
Not to Scale



NOTE: TELEPHONE KIOSK BY  
KING PRODUCTS, LTD.  
MISSISSAUGA, ONTARIO, CAN.  
MODEL # 540a + # 540b (OR APPROVED EQUAL)  
COLOR & HEIGHT VARY  
ACCORDING SITE LOCATION  
REFER TO PLAN DRAWINGS.

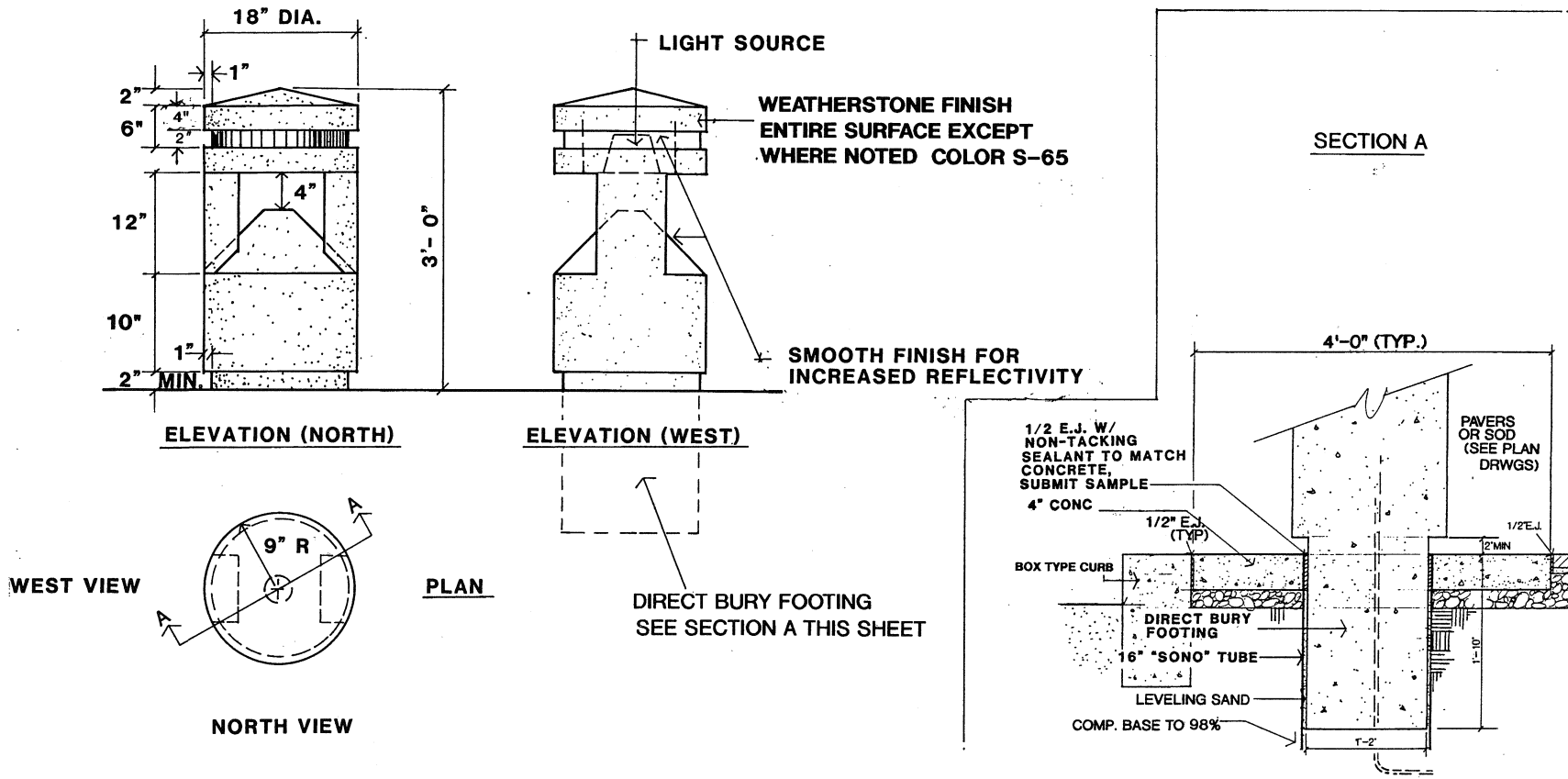
PLAN VIEW

(GTE TO PROVIDE CONDUIT  
CONTRACTOR TO MAKE FINAL  
ELECTRICAL CONNECTION)



Not to Scale



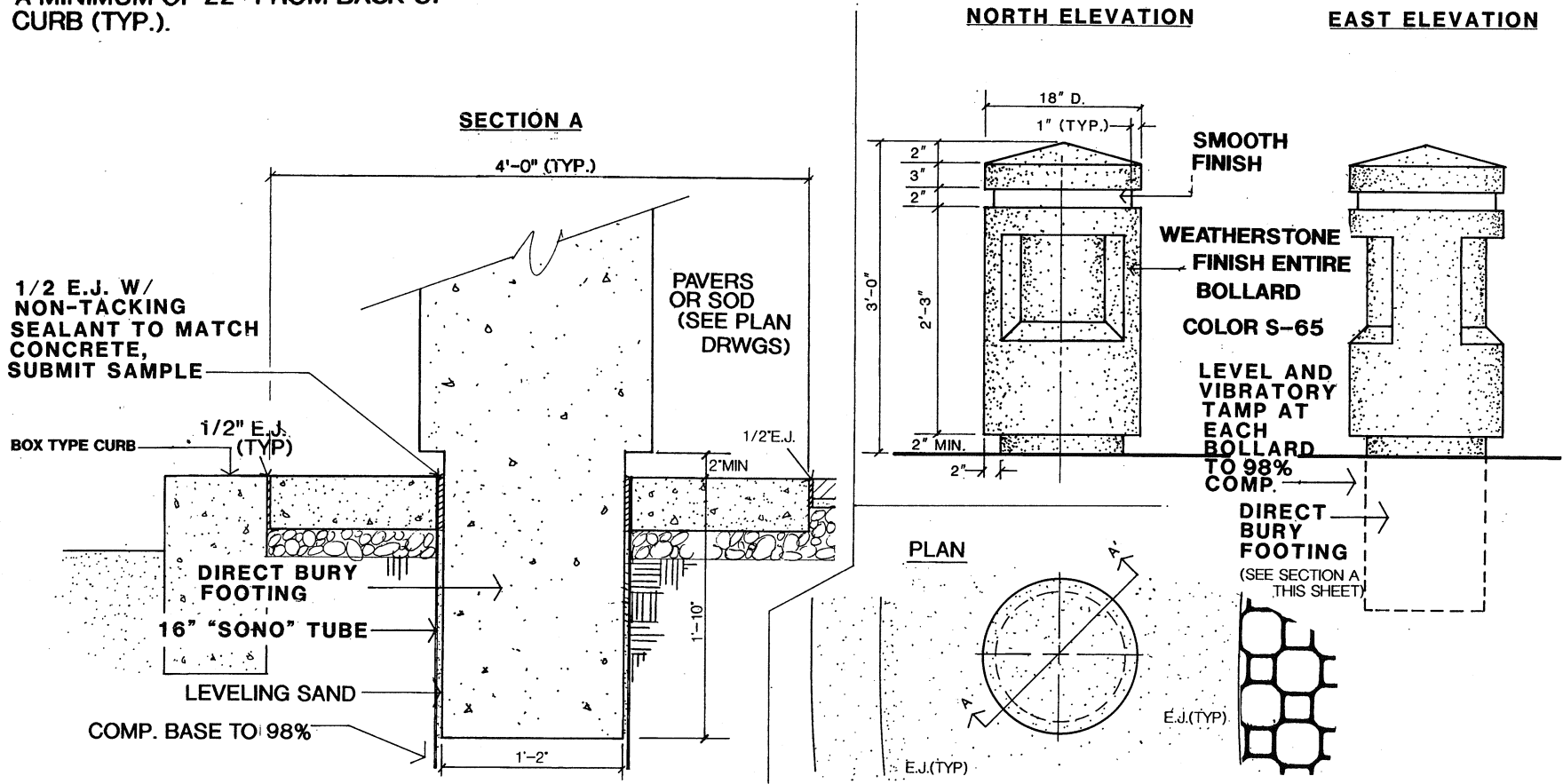


**NOTE:**  
 ALL BOLLARDS SHALL BE LOCATED  
 A MINIMUM OF 22" FROM BACK OF  
 CURB (TYP.).

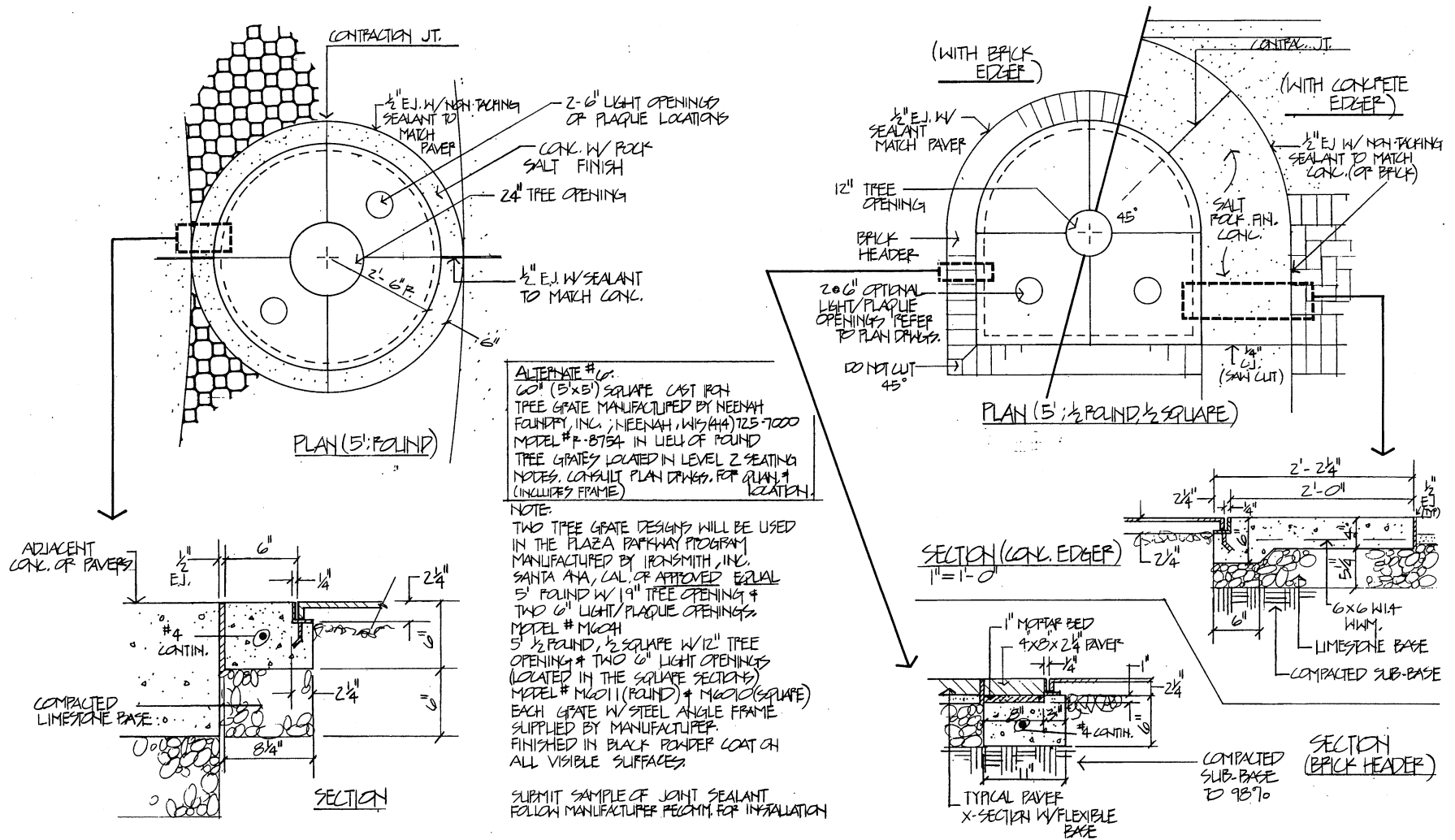
Not to Scale

NOTE:

ALL BOLLARDS SHALL BE LOCATED A MINIMUM OF 22" FROM BACK OF CURB (TYP.).

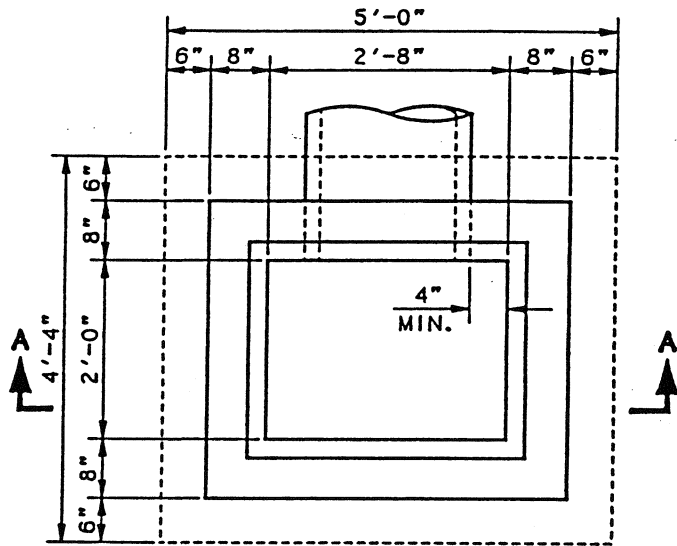


Not to Scale

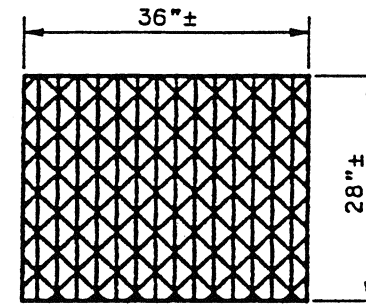


Not to Scale

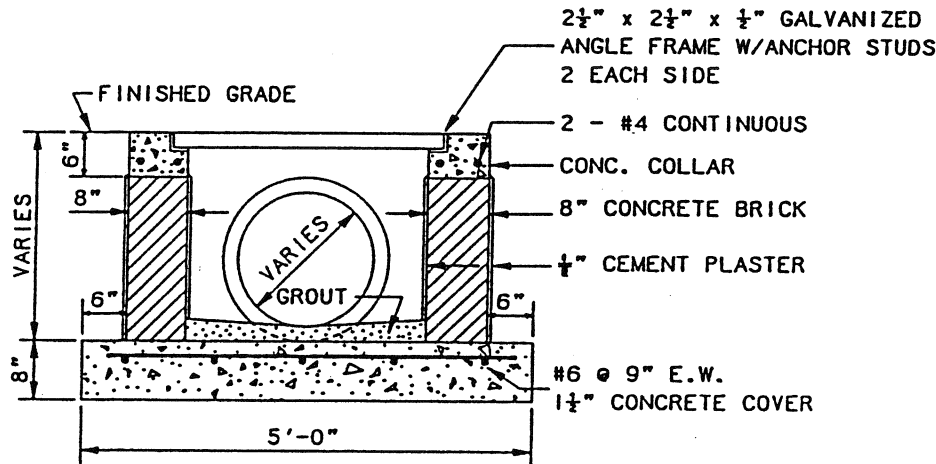




PLAN



PLAN



SECTION A-A

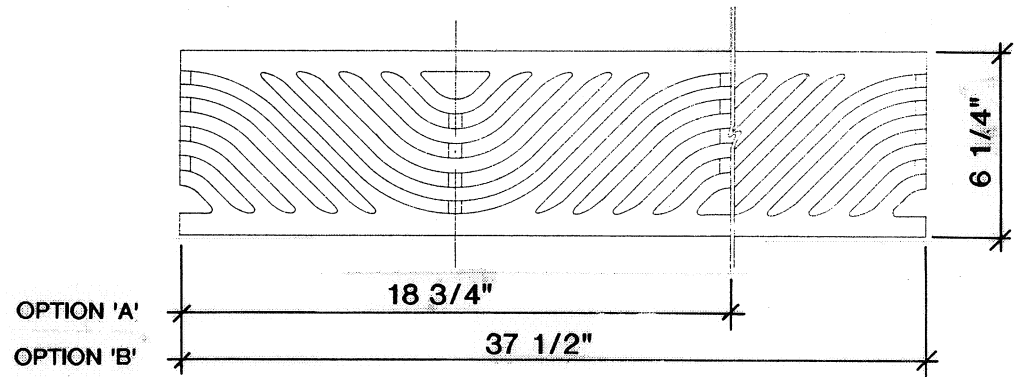
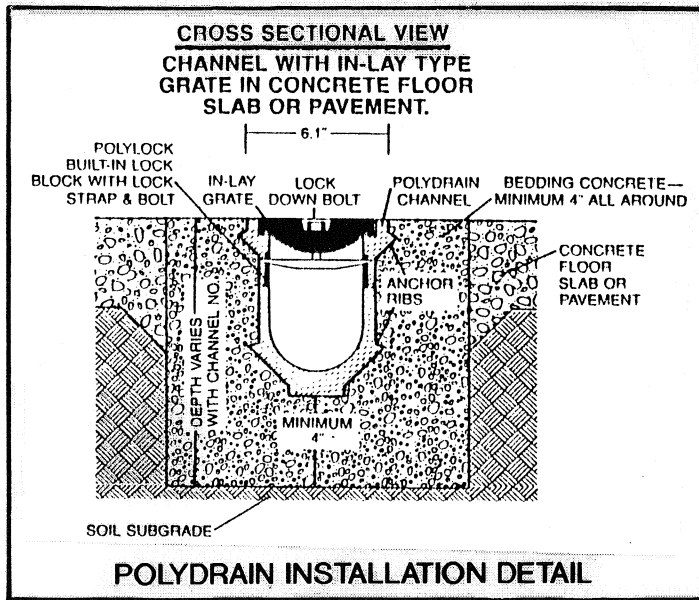
NOTE:

GRATES SHALL BE RETICULINE TYPE, EQUAL TO U.S. FOUNDRY, GALVANIZED STEEL. H2O LOADING

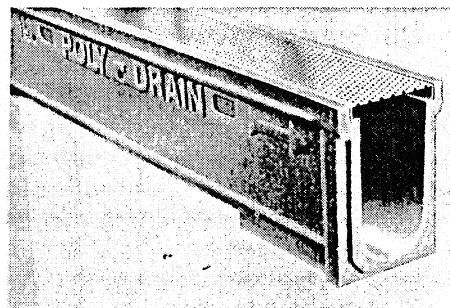
CONCRETE REQUIREMENTS

SLABS	f'c = 3,000 psi
GROUT	f'c = 2,000 psi

Not to Scale



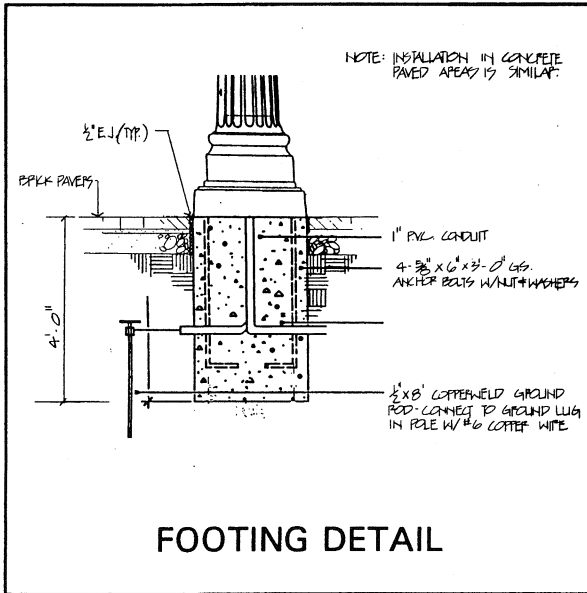
Ornamental grate by Robinson Iron, Birmingham, Alabama



**PERFORATED HEEL-PROOF GRATE –**  
**LIGHT AND HEAVY DUTY**

PART NO.	MATERIAL	LOCKING DEVICE	LENGTH	WEIGHT
410 – (LD)	Galv. St.	810	39.19 in. (Nom. 1 m)	4 Lbs.
411 – (LD)	Galv. St.	810	19.60 in. (Nom. 1/2 m)	2 Lbs.
412 – (HD)	Galv. St.	810	39.19 in. (Nom. 1 m)	10 Lbs.
413 – (HD)	Galv. St.	810	19.60 in. (Nom. 1/2 m)	5 Lbs.
452 – (LD)	Stainless St.	840	39.19 in. (Nom. 1 m)	4 Lbs.
453 – (LD)	Stainless St.	840	19.60 in. (Nom. 1/2 m)	2 Lbs.
454 – (HD)	Stainless St.	840	39.19 in. (Nom. 1 m)	10 Lbs.
455 – (HD)	Stainless St.	840	19.60 in. (Nom. 1/2 m)	5 Lbs.

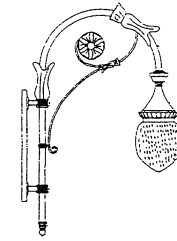
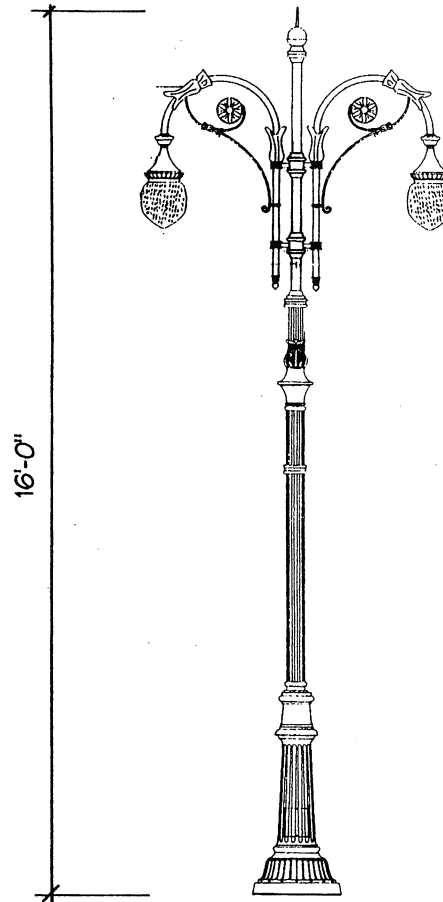
Pedestrian-proof grate (Polydrain System) by ABT, Inc., Troutman, North Carolina



**PEDESTRIAN LIGHT FIXTURES  
BY BEACON PRODUCTS**

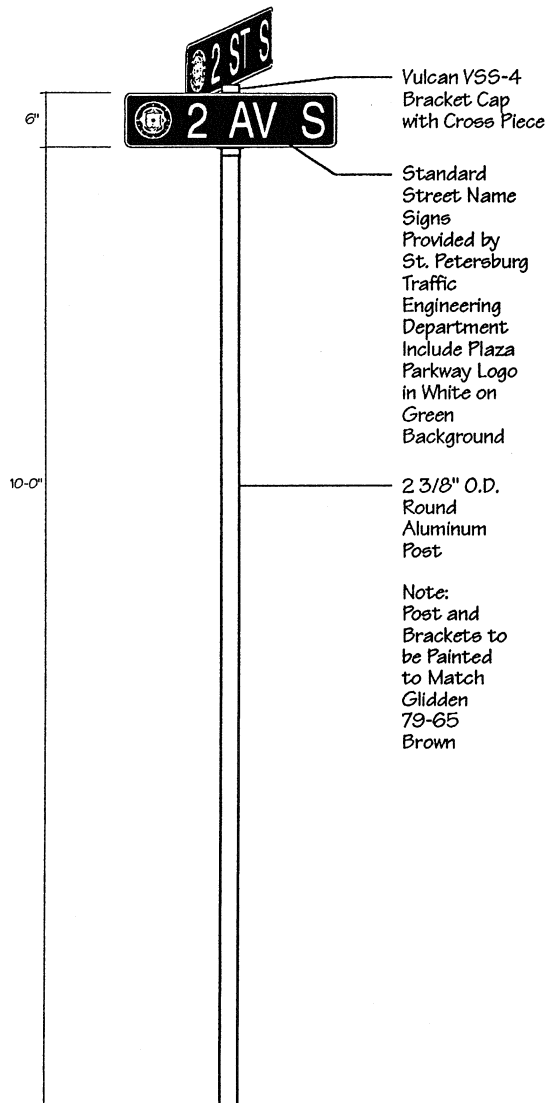
Available with single or double globes.  
Wall mount option also available.

Footing dimensions vary - see manufacturer's  
specifications for installation requirements.

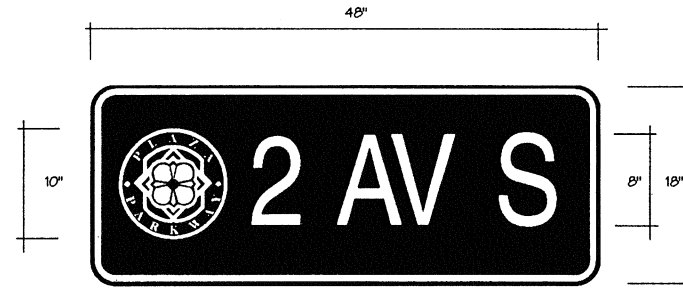


**WALL MOUNT  
OPTION**

Not to Scale



Grade Level Street Name Sign



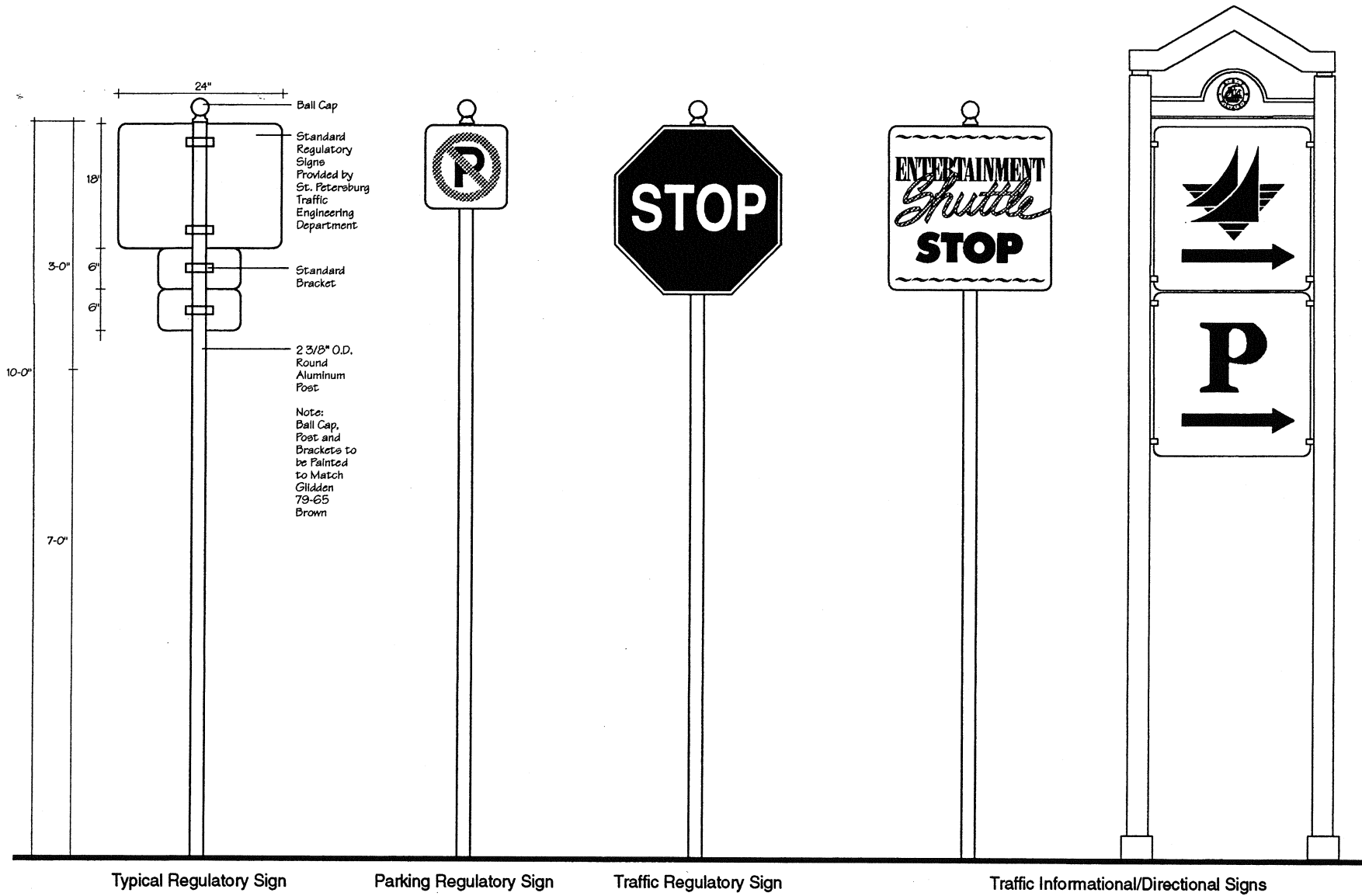
Standard Street Name Signs Provided by St. Petersburg Traffic Engineering Department Include Plaza Parkway Logo in White on Green Background

Overhead Signs will be Hung From Signal Wires in the Middle of the Intersection

Overhead Street Name Sign

Not to Scale





Not to Scale

## Appendix References

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The Bay Plaza Companies, *Master Plan*, 1988.

City of St. Petersburg, Planning Department, *Bayboro Harbor Redevelopment Plan*, 1986.

City of St. Petersburg, Planning Department, *Intown Redevelopment Plan*, 1982.

City of St. Petersburg, *Plaza Parkway Retail Core: Inventory and Analysis*, 1987.

Department of Community Redevelopment, City of Yuma, North End Redevelopment, *A Plan for the Physical, Social and Economic Revitalization of the North End at the Yuma Crossing*, 1983.

Janus Design Ed., National Register of Historic Places Inventory Nomination Form, Yuma Historic Resources, Arizona State Parks, SHPO, 1978.

Planning Department, Southwest Florida Water Management District, *Southwest Florida Water Management District Plant Guide*.

U.S. Department of the Interior, National Park Service Preservation Assistance Division, *The Secretary of the Interior's Standards of Rehabilitation and Guidelines for Rehabilitating Historic Buildings*, (Rev. 1983).

Water Use Planning and Management Division, South Florida Water Management Division, *Xeriscape Plant Guide*.

**Appendix B**  
**Manufacturers and Sales Representatives**  
*(for selected street furnishings)*

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<u>Item</u>	<u>Manufacturers*</u>	<u>Sales Representative</u>
Bench 'A', Bench 'B', Trash Receptacle 'A', Bicycle Rack, Regulatory Signage Poles, Pedestrian Lighting	Beacon Products, Inc. Sarasota, Florida 813-755-6694	
Bench 'C' Bench 'D'	LFI/Landscape Forms Kalamazoo, Michigan 1-800-521-2546	SESCO Tampa, Florida 813-289-1600
Trash Receptacle 'B'	Victor Stanley Dunkirk, Maryland 904-363-8369	
Trash Receptacle 'C'	Urbanco Grand Rapids, Michigan 616-281-1880	
Pre-cast Concrete Planters	Dura Art Stone Forest Park, Georgia 404-763-9000	SESCO Tampa, Florida 813-289-1600
Telephone Booth	King Products, Ltd. Mississauga, Ontario, Canada 416-625-1111	

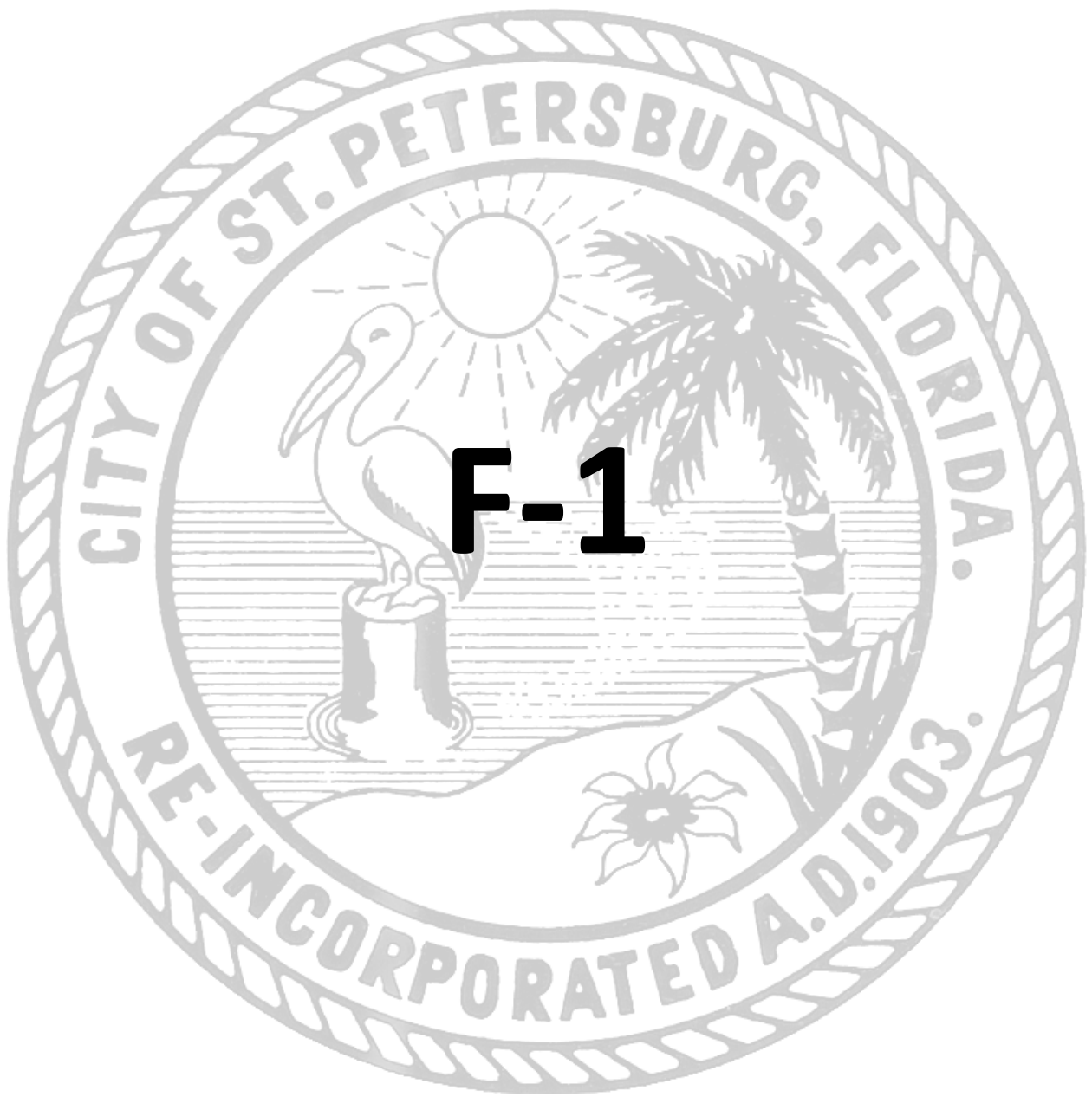
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<u>Item</u>	<u>Manufacturers*</u>	<u>Sales Representative</u>
Pre-cast Concrete Bollards	Wausau Tile Wausau, Wisconsin 715-359-3121	Wausau Tile Lake Hamilton, Florida 1-800-282-5127
Tree Grates	Ironsmith, Inc. Santa Ana, California	SESCO Tampa, Florida 813-289-1600
Brick Pavers	Interstate Brick Company West Jordan, Utah 801-561-1471	Coloroc Materials, Inc. Largo, Florida 813-393-8900
Concrete Interlocking Pavers	Paver Systems, Inc. West Palm Beach, Florida 407-844-5202	
Live Oak Trees (100 gal.) Laurel Oak Trees (65 gal.)	Marian Gardens Tree Farm Groveland, Florida 904-429-4151	

*\* Or approved equal*

The following page(s) contain the backup material for Agenda Item: A resolution of the City Council of St. Petersburg, Florida, approving an increase in the not to exceed amount of the engagement letter with Faegre Drinker Biddle & Reath LLP from \$950,000 to \$1,500,000; approving a supplemental appropriation in the amount of \$550,000 from the unappropriated balance of the General Fund (0001) to the Legal Department, Legal Division (030-1009); and providing for an effective date.

Please scroll down to view the backup material.



**F-1**

**ST. PETERSBURG CITY COUNCIL**  
**Consent Agenda**

**Meeting of June 13, 2024**

**TO:** The Honorable Deborah Figgs-Sanders, Chair, and Members of City Council

**FROM:** Brian Caper, Economic & Workforce Development Director

**SUBJECT:** A resolution of the City Council of St. Petersburg, Florida, approving an increase in the not to exceed amount of the engagement letter with Faegre Drinker Biddle & Reath LLP from \$950,000 to \$1,500,000; approving a supplemental appropriation in the amount of \$550,000 from the unappropriated balance of the General Fund (0001) to the Legal Department, Legal Division (030-1009); and providing for an effective date.

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**EXPLANATION:** On February 16, 2023, City Council confirmed the appointment of Faegre Drinker Biddle & Reath LLP (“Faegre Drinker”) to provide legal services related to the Stadium project and Historic Gas Plant District development project for an initial not-to-exceed amount of \$250,000. On November 30, 2023, the City Council approved an increase in the not-to-exceed amount of the engagement letter from \$250,000 to \$550,000, and again on March 21, 2024, the City Council approved an increase from \$550,000 to \$950,000. Faegre Drinker has been instrumental in drafting, reviewing, and editing the various agreements related to the Stadium project and Historic Gas redevelopment.


Given the amount of work Faegre Drinker has performed to date, the previous not-to-exceed amount of \$950,000 is close to being exhausted. As a result, the Administration is seeking to increase the not-to-exceed amount of the engagement letter by \$550,000, bringing the total amount to \$1,500,000. This increase is anticipated to cover the remaining work necessary to complete the agreements for City Council approval.

**RECOMMENDATION:** Administration recommends City Council approve the attached Resolution.

**COST/FUNDING/ASSESSMENT INFORMATION:** Funding will be available after the approval of a supplemental appropriation in the amount of \$550,000 from the unappropriated balance of the General Fund (0001) to the Legal Department, Legal Division (030-1009).

**ATTACHMENTS:** Resolution

**APPROVALS:**

  
Administration

  
Budget

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF ST. PETERSBURG, FLORIDA APPROVING AN INCREASE IN THE NOT TO EXCEED AMOUNT OF THE ENGAGEMENT LETTER WITH FAEGRE DRINKER BIDDLE & REATH LLP FROM \$950,000 TO \$1,500,000; APPROVING A SUPPLEMENTAL APPROPRIATION IN THE AMOUNT OF \$550,000 FROM THE UNAPPROPRIATED BALANCE OF THE GENERAL FUND (0001) TO THE LEGAL DEPARTMENT, LEGAL DIVISION (030-1009); AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to City Council approval on February 16, 2023, the City Attorney’s Office retained Faegre Drinker Biddle & Reath LLP (“Faegre Drinker”) to provide legal services related to the Stadium project and Historic Gas Plant District development project for an initial not to exceed amount of \$250,000; and

WHEREAS, City Council has previously approved increases in the not to exceed amount of the engagement letter; and

WHEREAS, Administration desires to increase the not to exceed amount of the engagement letter from \$950,000 to \$1,500,000 in order for Faegre Drinker to continue work on numerous agreements for the projects; and

WHEREAS, funding will be available after approval of a supplemental appropriation in the amount of \$550,000 from the unappropriated balance of the General Fund (0001) to the Legal Department, Legal Division (030-1009).

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida that an increase in the not to exceed amount of the engagement letter with Faegre Drinker Biddle & Reath LLP from \$950,000 to \$1,500,000 is hereby approved.

BE IT FURTHER RESOLVED that there is hereby approved from the unappropriated balance of the General Fund (0001), the following supplemental appropriation for FY24:

<u>General Fund Contingency (0001)</u>	
Legal Department, Legal Division (030-1009)	\$550,000



This Resolution shall become effective immediately upon its adoption.

LEGAL:

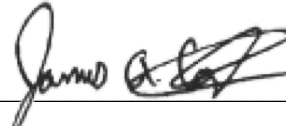
  
\_\_\_\_\_

00747775

BUDGET:

  
\_\_\_\_\_

ADMINISTRATION:

 BC  
\_\_\_\_\_

<b>Historic Gas Plant (and Previous RFP) Expenditures By Fiscal Year</b>			
<b>Interlocal W/ Pinellas County (Inner Circle Sports)</b>			
	<u>Total Amount</u>	<u>City</u>	<u>County</u>
FY21 Inner Circle Sports (Initial Agreement City)	\$84,500	\$42,250	\$42,250
FY22 Inner Circle Sports (County Agreement)	\$220,000	\$110,000	\$110,000
FY24 Inner Circle Sports (County Agreement Monthly Compensation	\$198,000	\$99,000	\$99,000
Additional Compensation	\$350,000	\$175,000	\$175,000
<b>Total Inner Circle</b>	<b>\$852,500</b>	<b>\$426,250</b>	<b>\$426,250</b>
<b>FY23 Victus Economic Impact Study</b>	<u>\$44,950</u>	<u>\$22,475</u>	<u>\$22,475</u>
<b>Total Victus</b>	<b>\$44,950</b>	<b>\$22,475</b>	<b>\$22,475</b>
<b>Total Inner Circle /Victus Pinellas County Interlocal</b>	<b>\$897,450</b>	<b>\$448,725</b>	<b>\$448,725</b>
<b>HR&amp;A</b>			
FY21 Administrative Agreement		\$99,000	
FY23 Administrative Agreement		\$73,000	
FY23 Council Appropriated Amended Agreement		<u>\$150,000</u>	
<b>Total HR&amp;A</b>		<b>\$322,000</b>	
<b>PFM</b>			
FY23 Special Project		<u>\$10,000</u>	
<b>Total PFM</b>		<b>\$10,000</b>	
<b>Legal Expenses</b>			
<b>Faegre Drinker (et al)</b>			
FY23 Initial Agreement		\$250,000	
FY24 Agreement - December		\$300,000	
FY24 Agreement -March		\$400,000	
FY24 Agreement - June 16, 2024 Request		<u>\$550,000</u>	
<b>Total Faegre Drinker</b>		<b>\$1,500,000</b>	
<b>Bryant Miller &amp; Olive</b>			
FY24 Agreement		<u>\$100,000</u>	
<b>Total Bryant Miller &amp; Olive</b>		<b>\$100,000</b>	
<b>Skanska (Owner's Rep)</b>			
		<u>\$50,000</u>	
<b>Total Skanska</b>		<b>\$50,000</b>	
<b>Grand Total FY21-FY24</b>		<u><b>\$2,430,725</b></u>	

The following page(s) contain the backup material for Agenda Item: Settlement Andi Ibro v. City of St. Petersburg, Case No.: 23-001241-CI  
Please scroll down to view the backup material.



**RESOLUTION NO. \_\_\_\_\_**

A RESOLUTION APPROVING SETTLEMENT OF THE LAWSUIT OF ANDI IBRO V. CITY OF ST. PETERSBURG, FLORIDA, CIRCUIT COURT FOR PINELLAS COUNTY, FLORIDA, CASE NO. 23-001241-CI, AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED, By the City Council of the City of St. Petersburg, Florida, that the settlement by and between the City of St. Petersburg and Plaintiff, Andi Ibro, in the case of Andi Ibro v. City of St. Petersburg, Case No. 23-001241-CI, Circuit Court for Pinellas County, Florida, in the amount of \$70,000.00 is approved.

BE IT FURTHER RESOLVED that the City Administration and the City Attorney's Office are authorized to execute the necessary paperwork and pay the funds in accordance with such settlement.

BE IT FURTHER RESOLVED that this Resolution shall become effective immediately upon its adoption.

Approved as to Form and Content:

/S/: Joseph P. Kelly  
City Attorney (designee)

The following page(s) contain the backup material for Agenda Item: Ordinance 584-H of the City of St. Petersburg approving a Development Agreement for property generally bounded by First Avenue South to the north, Dr. Martin Luther King, Jr. and Tenth Streets South to the east, Interstate 175 to the south, and Seventeenth and Eighteenth Streets South to the west; recognizing that the subject agreement is by and between Hines Historic Gas Plant District Partnership, a Florida Joint Venture (Developer) and the City of St. Petersburg, Florida, A Florida Municipal Corporation; authorizing the Mayor or his designee to execute the agreement; and providing an effective date. Please scroll down to view the backup material.





**St. PETERSBURG CITY COUNCIL**  
**Meeting of June 13, 2024**

**TO:** The Honorable Deborah Figgs-Sanders, Chair and Members of City Council

**SUBJECT:** Ordinance 584-H of the City of St. Petersburg approving a Development Agreement for property generally bounded by First Avenue South to the north, Dr. Martin Luther King, Jr. and Tenth Streets South to the east, Interstate 175 to the south, and Seventeenth and Eighteenth Streets South to the west; recognizing that the subject agreement is by and between Hines Historic Gas Plant District Partnership, a Florida Joint Venture (Developer) and the City of St. Petersburg, Florida, A Florida Municipal Corporation; authorizing the Mayor or his designee to execute the agreement; and providing an effective date. (Legislative)

**BACKGROUND:** The Development Agreement serves as the regulatory agreement with the purpose of the following:

- Identify the geographic area of the district;
- Establish the duration, 30 years;
- Address public facilities and services including sanitary sewer, solid waste, drainage/stormwater, potable water, transportation, parks and recreation;
- Determine the impact of existing and proposed development on each service or facility and determine whether any deficiency will be created;
- Be consistent with the local government comprehensive plan.

The subject parcels are all included in the master plan for the supporting the new vision for this District. Total proposed construction activity over the 30-year period is estimated to be 10,626,898 gross square feet (GSF), or 3.0 FAR over the project upland area. Proposed construction activity includes:

- 5,400 dwelling units;
- 600 Affordable/Workforce dwelling units;
- 750 Hotel rooms;
- 90,000 gross square feet of Conference and Meeting Space;
- 1,400,000 gross square feet of Office (General and Medical);
- 850,000 gross square feet of Commercial (Retail/Entertainment);
- 50,000 gross square feet of Civic/Museum; and
- Up to 35,000 seat Sports Stadium.

Building height is unlimited subject to bonus approval over 300-feet, as further governed by the Federal Aviation Administration and Albert Whitted Airport Overlay regulations. The attached CPPC staff report provides a review related to compliance with the City's Comprehensive Plan and Land Development Regulations, and a Public Facilities Analysis.

**RECOMMENDATION:**

Administration: City staff recommends **APPROVAL**.

Community Planning and Preservation Commission ("CPPC"): On May 14, 2024, the CPPC held a public hearing regarding the Development Agreement and voted 7 to 0 to APPROVE the agreement, making a



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finding of consistency with the City of St. Petersburg's Comprehensive Plan and Land Development Regulations.

Commissioner comments included:

- Noted the importance of the agreement and the positive impacts of redevelopment: replacing of existing surface parking lots, establishing a planned redevelopment for the entire area, creating a walkable and complete neighborhood, establishment of a new African American museum, continuation of St. Pete's baseball tradition, honoring the historic Gas Plant district.
- Expressed concerns related to fiscal and financing issues which will be addressed by City Council and staff
- Expressed concerns about a lack of a Citywide plan to address hurricanes and severe weather water surge and future budget needed to address such a plan
- Questions on Level-of-service questions on traffic and future capacity of the Interstate
- Expressed concerns regarding the language related to provision of 600 affordable housing units and language which might allow construction of less units through option to buy-out
- Questions on the timing for the minimum development requirements over the 30-year build out period
- Question on the annual tracking report
- Expressed support of the project
- Question regarding Oakland Cemetery and potential reservation or dedication of land for remembrance
- Requested that Council listen to the CBA and take their time in reviewing the documents

No members of the public spoke at the public hearing.

Recommended City Council Action:

1) CONDUCT the first reading and public hearing of the proposed ordinance; AND 2) SET the second reading and adoption public hearing for July 11, 2024.

Attachments: Ordinance, draft Development Agreement, CPPC Staff Report, draft CPPC minutes.

ORDINANCE NO. 584-H

AN ORDINANCE OF THE CITY OF ST. PETERSBURG, FLORIDA APPROVING A DEVELOPMENT AGREEMENT FOR PROPERTY GENERALLY BOUNDED BY FIRST AVENUE SOUTH TO THE NORTH, DR. MARTIN LUTHER KING, JR. AND TENTH STREETS SOUTH TO THE EAST, INTERSTATE 175 TO THE SOUTH, AND SEVENTEENTH AND EIGHTEENTH STREETS SOUTH TO THE WEST; RECOGNIZING THAT THE SUBJECT AGREEMENT IS BY AND BETWEEN HINES HISTORIC GAS PLANT DISTRICT PARTNERSHIP, A FLORIDA JOINT VENTURE (DEVELOPER), AND THE CITY OF ST. PETERSBURG, FLORIDA, A FLORIDA MUNICIPAL CORPORATION; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE THE AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.

THE CITY OF ST. PETERSBURG DOES ORDAIN:

SECTION 1. A Development Agreement associated with approximately 81.32 acres of land generally bounded by First Avenue South to the north, Dr. Martin Luther King, Jr. and Tenth Streets South to the east, Interstate 175 the south, and Seventeenth and Eighteenth Streets South to the west, more particularly described as follows:

Property

Legal Description:

Lot 1, Block 1, and Lot 1, Block 2, Suncoast Stadium Replat, as recorded in Plat Book 96, Pages 53 and 54, Public Records of Pinellas County, Florida.

Lot 1, Block 1, Lot 1, Block 2, and Lot 1, Block 3, Tropicana Field West Parking Area Replat, as recorded in Plat Book 121, Pages 55 and 56, Public Records of Pinellas County, Florida.

Lots 1 through 20, inclusive, Block 48, Revised Map of the City of St. Petersburg, as recorded in Plat Book 1, Page 49 of the Public Records of Hillsborough County, Florida, of which Pinellas County was formerly a part.

Lots 11, 12, 13 and 14, Block 24, of FULLER'S SUBDIVISION, according to plat thereof as recorded in Plat Book 1, Page 16, of the Public Records of Pinellas County, Florida.

Parcel ID Number:

OWNER	PIN
PINELLAS COUNTY	243116924180030010
PINELLAS COUNTY	243116863810020010
ST PETERSBURG, CITY OF	243116297180240110
PINELLAS COUNTY	243116924180020010
PINELLAS COUNTY	243116924180010010
ST PETERSBURG, CITY OF	243116863810020011
ST PETERSBURG, CITY OF	193117744660480010
ST PETERSBURG, CITY OF	193117744660480110
PINELLAS COUNTY	243116863810010010

is hereby approved and adopted, in accordance with the Florida Local Government Development Agreement Act, §§ 163.3221, et seq., Fla. Stat.

SECTION 2. The subject Development Agreement is by and between Hines Historic Gas Plant District Partnership, a Florida joint venture (developer) and the City of St. Petersburg, Florida, a Florida municipal corporation.

SECTION 3. The Mayor, or his designee, is authorized to execute the Development Agreement on behalf of the City.

SECTION 4. 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.

SECTION 5. 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 (5<sup>th</sup>) 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 the ordinance, in which case the 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.

APPROVED AS TO FORM AND SUBSTANCE:

*/s/ Elizabeth Abernethy* 05/29/24  
PLANNING & DEVELOPMENT SERVICE DEPARTMENT DATE

*Michael J. Dema* 05/30/24  
ASSISTANT CITY ATTORNEY DATE  
00747635

**VESTING DEVELOPMENT AGREEMENT**

**THIS VESTING DEVELOPMENT AGREEMENT** ("Agreement") is made and entered into as of the Effective Date (defined below), by and between the **CITY OF ST. PETERSBURG, FLORIDA**, a Florida municipal corporation ("City"), and **HINES HISTORIC GAS PLANT DISTRICT PARTNERSHIP**, a joint venture conducting business in the State of Florida ("Developer") (collectively, the "Parties"). **PINELLAS COUNTY**, a political subdivision of the State of Florida ("Owner"), is not a Party to this Agreement, but has been notified of the Parties' intent to enter into this Agreement and acknowledges same herein.

**WITNESSETH:**

WHEREAS, Owner and City currently own approximately 81.32 acres of land ("Site Area") within the boundaries of the City, the legal description and boundary map of which are attached hereto as Exhibit "A" ("Property"); and

WHEREAS, the City has the right to acquire the Owner's portion of the Property from the Owner in parcels pursuant to the City/County Agreement; and

WHEREAS, the City and Developer intend for Developer to redevelop, or cause to be redeveloped, certain portions of the Property, pursuant to the Redevelopment Agreement and this Agreement; and

WHEREAS, in addition to the redevelopment of the Property planned by Developer, a new stadium ("Stadium") and up to two (2) parking garages ("Parking Garage Improvements") are planned to be constructed on the Property by Tampa Bay Rays Baseball, Ltd., or its affiliates; and

WHEREAS, the Stadium will be constructed on an approximately thirteen (13)-acre (MOL) portion of the Property, and in connection with the construction of the Stadium, the Parking Garage Improvements will be constructed on separate parcels that are also currently portions of the Property; and

WHEREAS, the City and Developer desire to establish certain terms and conditions relating to the proposed development of the Property in accordance with Sections 163.3220-163.3243, Florida Statutes, the Florida Local Government Development Agreement Act ("Act"); and

WHEREAS, in accordance with the Act and Section 16.05 of the City's LDRs, the City is duly authorized to enter this Agreement and the City has found that this Agreement complies with said Act and the City's LDRs; and

WHEREAS, the City has additionally found this Agreement to be consistent with the City's Comprehensive Plan, including levels of service for existing and needed public facilities, as well as its concurrency management regulations; and

WHEREAS, the City intends to initiate or has initiated an application to rezone the portions of the Property that are currently zoned DC-2 to DC-1; and

WHEREAS, the first properly noticed public hearing on this Agreement was held by the Community Planning and Preservation Commission on \_\_\_\_\_; and

WHEREAS, the first reading of this Agreement was held by the City Council on \_\_\_\_\_; and

WHEREAS, the second reading of and second properly noticed public hearing on this Agreement was held by the City Council on \_\_\_\_\_.

**DEFINITIONS**

The terms defined in this Agreement shall have the following meanings, except as herein otherwise expressly provided:

**“Agreement”** means this Vesting Development Agreement, including any Exhibits, and any amendments hereto or thereto.

**“Applicable Laws”** means all existing and future federal, state, and local statutes, ordinances, rules and regulations, the federal and state constitutions, the City Charter, and all orders and decrees of lawful authorities having jurisdiction over the matter at issue, including but not limited to Florida statutes governing, if applicable, construction of public buildings and repairs upon public buildings and public works, Chapter 119 Florida Statutes, Title VII of the Civil Rights Act of 1964, the Americans with Disabilities Act, Section 448.095 Florida Statutes, Section 287.135 Florida Statutes, the bonding requirements of Florida Statute section 255.05, Florida Public Records Laws, the Americans with Disabilities Act, Florida Statutes Chapter 448, laws regarding E-Verify, and the City’s sign code.

**“Authorized Representative”** means the person or persons designated and appointed from time to time as such by the Owner, Developer, or the City.

**“City Council”** means the governing body of the City, by whatever name known or however constituted from time to time.

**“City/County Agreement”** means that certain agreement entered into on [Month Day], 2024 titled “[insert agreement name here]”.

**“City’s Code”** means the City of St. Petersburg Code, as most recently amended prior to the date hereof.

**“City’s Comprehensive Plan”** means the City of St. Petersburg Comprehensive Plan, as most recently amended prior to the date hereof.

**“City’s LDRs”** means the City of St. Petersburg Land Development Regulations, as most recently amended prior to the date hereof.

**“Development”** means all improvements to real property, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage, or activities. Development includes improved open areas such as plazas and walkways, but does not include natural geologic forms or unimproved real property.

**“Development Permit”** includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land.

**“Exhibits”** means those agreements, diagrams, drawings, specifications, instruments, forms of instruments, and other documents attached hereto and designated as exhibits to, and incorporated in and made a part of, this Agreement.

**“Florida Statutes”** means all references herein to "Florida Statutes" are to Florida Statutes (2023), as amended from time to time.

**“Project”** means the proposed Development to be located on part of the Property as contemplated by this Agreement.

**“Redevelopment Agreement”** means that certain agreement entered into on [Month Day], 2024 titled “HGP Redevelopment Agreement by and between the City of St. Petersburg, Florida and Hines Historic Gas Plant District Partnership for the Historic Gas Plant District”.

**“Vertical Development”** means a distinct vertical development component of the Project to be constructed on a Parcel in accordance with the Target Development Plan, the Minimum Development Requirements and the Redevelopment Agreement.

## AGREEMENT

**NOW, THEREFORE,** in consideration of the terms, conditions, covenants and mutual promises hereinafter

set forth, the Parties agree as follows:

1. Recitals, Definitions, and Exhibits. The foregoing recitations are true and correct and are hereby incorporated herein by reference. The foregoing definitions are hereby incorporated herein by reference. Terms used but not defined herein shall have the same meaning as set forth in the City's LDRs. All Exhibits to this Agreement are essential to this Agreement and are hereby deemed a part hereof.

2. Intent. It is the intent of the Parties that this Agreement shall be adopted in conformity with the Act and that this Agreement should be construed and implemented so as to effectuate the purposes and intent of the Act. This Agreement shall not be executed by or binding upon any Party until adopted in conformity with the Act.

3. Recording and Effective Date. Upon full execution by the Parties and no later than fourteen (14) days after final approval of this Agreement by City Council, the City shall record this Agreement in the Public Records of Pinellas County, Florida, at the Developer's expense, and shall forward a copy of the recorded Agreement to the Florida Department of Economic Opportunity. This Agreement shall become effective upon recordation (the "Effective Date").

4. Duration. The term of this Agreement shall be for thirty (30) years from the Effective Date.

5. Permitted Development Uses and Building Intensities. The Property's permitted development uses, density, intensity and height are as follows (collectively, the "Development Rights"):

(a) Permitted Development Uses. The Property currently holds DC-1 and DC-2 zoning on the City's zoning map, and CBD future land use designation in the City's Comprehensive Plan. The Property may be used for the uses permitted in the DC-1 and DC-2 zoning districts (and upon adoption of the rezoning, for the uses permitted in the DC-1 zoning district), subject to the additional limitations and conditions set forth in this Agreement.

(1) Proposed Uses. Developer and City agree that the following uses are proposed to be developed on the Property:

i. Target Development Plan. Developer's target development plan for the portion of the Property subject to the Redevelopment Agreement is described on Exhibit "B" attached hereto ("Target Development Plan").

ii. Minimum Development Requirements. While the Target Development Plan sets forth the overall intended Project, Exhibit "C" attached hereto sets forth certain minimum development requirements for the portion of the Property subject to the Redevelopment Agreement ("Minimum Development Requirements") that Developer must satisfy within 30 years of the Effective Date of this Agreement.

iii. Stadium and Parking Garage Improvements. The Stadium (up to 35,000 seats) and the Parking Garage Improvements.

(b) Maximum Density, Intensity, and Height of Proposed Uses. For the purposes of this Agreement, maximum density, intensity and height for the Property shall be:

(1) Maximum Density. None. Maximum density is limited by floor area ratio (FAR). Units per acre do not apply.

(2) Maximum Intensity.

i. Base (by right)- up to 3.0 FAR (10,626,898 square feet gross floor area)

ii. Bonus approval- greater than 3.0 FAR and equal to or less than 7.0 FAR. Unless and until the Property as a whole exceeds a 3.0 FAR, the intensity of the Project shall be by right. At such time as the next Development Permit issued will cause the Property's FAR to exceed 3.0, any Development in excess of a 3.0 FAR shall be subject to further approval in accordance with the City's LDRs. No affordable housing units currently contemplated in this Agreement or the

Redevelopment Agreement shall be counted towards any workforce housing FAR bonus that may be sought by Developer in the future to exceed the 3.0 base FAR.

iii. The Parties agree that, as of the Effective Date, the 3.0 base FAR is sufficient to permit the intensity contemplated in the Target Development Plan and the intensity associated with the Stadium.

(3) Maximum Height. Building heights are subject to review under the City's LDRs, the City's Comprehensive Plan, and Applicable Laws of other governmental agencies.

- i. Base- up to 300 ft
- ii. Bonus approval, streamline- greater than 300 ft and equal to or less than 375 ft
- iii. Bonus approval, public hearing- greater than 375 ft
- iv. Individual buildings or parcels may seek bonus approval for additional height, without subjecting other parts of the Project or Property to such review and approval.

(c) Site Area.

(1) Calculation. The Site Area is the total land area of the Property, excluding submerged land and previously dedicated public rights of way.

(2) Future Rights of Way or Conveyances to the Public. The Parties acknowledge that portions of the Property will likely be dedicated as public right of way or facilities, or otherwise conveyed for public purposes, including but not limited to streets, alleys, walkways, sidewalks, trails, transit stops, micro-mobility hubs, parking garages, and bicycle racks. The Site Area and Property shall not be reduced in the event of such dedications or other conveyances.

(3) Vacation of Existing Rights of Way. The Parties anticipate that existing public rights of way may be vacated as part of the Project. In that event, the Site Area and the Property shall automatically be increased to include the Property's share of such vacated right of way, without the need for an amendment to this Agreement.

(d) Unified Site. The Property shall be considered as one site, parcel or lot for purposes of the City's Code, notwithstanding current or future divisions into multiple separate parcels or lots, and such divisions or combinations of portions of the Property into separate parcels or lots shall not be deemed a subdivision under the City's Code. Thus, all allowances, requirements and limitations of the City's Code shall apply to the Property and Site Area as a whole, including setbacks, distances between buildings, FAR, FAR bonuses, FAR exemptions, open space, parking, use requirements, and landscaping.

(e) Public Art. In accordance with the City's LDRs, public art will be provided by Developer for all new Development. Public art requirements for Development of any individual parcels may be aggregated over multiple parcels, subject to Approval by the City in accordance with Paragraph 28 of this Agreement.

(f) Development Permits as to Portions of Project or Property. The Parties acknowledge that the Project and the Property will be developed over the duration of this Agreement in multiple phases. The Project will consist of multiple buildings with multiple uses. Portions of the Project or Property, such as individual buildings or uses, may obtain separate Development Permits, as opposed to the Project or Property as a whole. For example, building permits, variances or special exceptions may be issued to individual buildings, uses or parcels, without subjecting other parts of the Project or Property to such review and approval.

6. Development Rights.

(a) Vesting and Applicable Law Governing Development. The Development Rights shall be vested for the duration of this Agreement. The City's laws and policies governing the Development of the Property in effect on the Effective Date, including, without limitation the City's Code, the City's LDRs and the City's Comprehensive Plan, shall govern the Development of the Property for the duration of this Agreement, except that the pending rezoning from DC-2 to DC-1 is specifically anticipated and shall apply upon its adoption.

(b) Additional Development Rights. Developer shall benefit from any future land use, zoning or other changes in law adopted by the City which would increase the development capacity of the Property, but shall in no event have less than the Development Rights recognized in this Agreement; provided, any Development in excess of the Development Rights shall comply with the future applicable provisions of the City's LDRs and other Applicable Laws, including necessary approvals, if applicable. Obtaining the necessary applicable approvals from any other governing body shall be the sole responsibility of the Developer and nothing herein shall be construed as a grant of approval, express or implied, from a governing body aside from the City.

(c) Monitoring and Reporting Requirements. Developer shall prepare an annual report to be submitted to the City no later than January 31<sup>st</sup> of a given year for the City's review that documents the following:

- (1) Development Permits issued in the previous year;
- (2) All open Development Permits;
- (3) Any Development Permits anticipated to be sought by Developer in the following year;
- (4) Cumulative square footage of gross floor area for all Development Permits issued for the Project since the Effective Date;
- (5) Cumulative progress towards the Target Development Plan, as set forth in Paragraph 5.(a)(1)i. of this Agreement, measured in the units set forth therein. Credit towards achievement of the Target Development Plan will be deemed to be given by the City upon issuance of any certificate of occupancy for a Vertical Development or other portion of the Project; and
- (6) Cumulative progress towards the Minimum Development Requirements, as set forth in Paragraph 5.(a)(1)ii. of this Agreement, measured in the units set forth therein. Credit towards achievement of the Minimum Development Requirements will be deemed to be given by the City upon issuance of any certificate of occupancy for a Vertical Development or other portion of the Project.

The City and Developer may agree on amendments to the form of the annual report submitted by Developer.

7. Public Facilities and Services. Except as otherwise provided in the Redevelopment Agreement, and the infrastructure improvements identified therein, the following existing and needed public facilities are identified as serving the Project:

(a) Potable Water and Reclaimed Water. The City will provide potable water to the Project site. Sufficient supply capacity will be available to service the Project, consistent with the requirements of the City's concurrency management regulations. The design and construction of the proposed potable water facilities on the Project site shall be in compliance with the requirements of the City's Code, including the City's LDRs and the City, State or Federal standards such as the Southwest Florida Water Management District and the Florida Department of Environmental Protection.

(b) Sanitary Sewer. The City will provide sanitary sewer service to the Project site. Sufficient treatment capacity will be available to service the Project, consistent with the requirements of the City's concurrency management regulations. The design and construction of the proposed sanitary sewer facilities on the Project site shall be in compliance with the requirements of the City's Code, including the City's LDRs and the City, State or Federal standards such as the Southwest Florida Water Management District and the Florida Department of Environmental Protection.



(c) Stormwater Management. Stormwater management level of service is project-dependent rather than based on the provision and use of public facilities and is not directly provided by the City. The design and construction of the proposed stormwater facilities on the Project site shall be in compliance with the requirements of the City's Code, including the City's LDRs, and the City, State or Federal standards such as the Southwest Florida Water Management District and the Florida Department of Environmental Protection, shall meet concurrency requirements for stormwater, and shall not result in degradation of the level of service below City's adopted level of service.

(d) Solid Waste. Solid waste collection services will be provided by the City using facilities, equipment and service capacity already in place, while waste disposal services will be handled by Pinellas County. Capacity is sufficient to allow the Project to meet the applicable level of service requirements, and no new public facilities will be needed to service the Project.

(e) Transportation. Transportation facilities and services will be provided by the City using available facilities and service capacity already in place, plus the construction of new roads on the Property as provided in the Redevelopment Agreement. Subject to City Approval, Developer will develop a Traffic, Parking Management, and Micro-Mobility Plan to address onsite circulation, parking and multimodal transit in connection with the Target Development Plan. Developer must provide such plans to the City for its review and Approval within forty-five (45) days after the submittal of the preliminary plat required under the City's LDRs.

(f) Utility Improvements. Utility improvements necessary to provide service to a structure shall be constructed by Developer at Developer's expense prior to issuance of certificates of occupancy for the structure.

8. Reservation or Dedication of Land. Except for those future rights of way and other conveyances contemplated in Paragraph 5.(c)(2) of this Agreement, and the Stadium and Parking Garage Improvements, no reservation or dedication of land for public purposes is proposed under this Agreement.

9. Local Development Permits. The following local development Approvals will be required to develop the Property:

- (a) Bonus approval, for Development that exceeds the base FAR or base height, if requested and approved pursuant to the City's LDRs;
- (b) Water, sewer, paving and drainage permits;
- (c) Building permits;
- (d) Certificates of occupancy; and
- (e) Any other Development Permits that may be required by local ordinances and regulations.

10. Consistency with Comprehensive Plan. Development of the Property with the Development Rights is consistent with the City's Comprehensive Plan.

11. Necessity of Complying with Local Regulations Relative to Permits. The Parties agree that the failure of this Agreement to address a particular permit, condition, fee, term or restriction shall not relieve Developer of the necessity of complying with regulations governing said permitting requirements, conditions, fees, terms or restrictions.

12. Binding Effect. The obligations imposed pursuant to this Agreement upon the Parties and upon the Property shall run with and bind the Property as covenants running with the Property. This Agreement shall be binding upon and enforceable by and against the Parties hereto, their personal representatives, heirs, successors, grantees and assigns.

13. Concurrency and Comprehensive Plan Findings. The City has determined that the concurrency requirements of Section 16.03 of the City's LDRs and the City's Comprehensive Plan will be met for the Project, further subject to any approvals set forth in Paragraph 9 of this Agreement. The City has found that the Project and this

Agreement are consistent with and further the goals, objectives, policies and action strategies of the City's Comprehensive Plan and with the City's LDRs, further subject to any approvals set forth in Paragraph 9 of this Agreement. Nothing herein shall be construed by any Party as an approval, express or implied, for any action set forth in Paragraph 9 of this Agreement.

14. Disclaimer of Joint Venture. The Parties represent that by the execution of this Agreement it is not the intent of the Parties that this Agreement be construed or deemed to represent a joint venture or common undertaking between any Parties, or between any Party and any third party. While engaged in carrying out and complying with the terms of this Agreement, Developer is an independent principal and not a contractor for or officer, agent, or employee of the City. Developer shall not at any time or in any manner represent that it or any of its agents or employees are employees of the City.

15. Amendments. The Parties acknowledge that this Agreement may be amended by mutual consent of the Parties subsequent to execution in accordance with Section 163.3237, Florida Statutes and Section 16.05 of the City's LDRs. All amendments to this Agreement shall be ineffective unless reduced to writing and executed by the Parties in accordance with the City's LDRs and Florida Statutes.

16. Notices. All notices, demands, requests for approvals or other communications given by any Party to another shall be in writing and shall be sent by hand delivery, registered or certified U.S. Mail, postage prepaid, return receipt requested or by a recognized national overnight courier service to the office for each Party indicated below and addressed as follows:

(a) To the Developer:

c/o Hines Interests Limited Partnership  
11512 Lake Mead Avenue  
Suite 603  
Jacksonville, Florida 32256  
Attention: Lane Gardner  
Email: [Lane.Gardner@hines.com](mailto:Lane.Gardner@hines.com)

With copies to:

c/o Hines Interests Limited Partnership  
383 17th Street NW  
Suite 100  
Atlanta, Georgia 30363  
Attention: Michael Harrison  
Email: [michael.harrison@hines.com](mailto:michael.harrison@hines.com)

c/o Hines Interests Limited Partnership  
444 West Lake Street  
Suite 2400  
Chicago, Illinois 60606  
Attention: Stephen E. Luthman  
Email: [steve.luthman@hines.com](mailto:steve.luthman@hines.com)

c/o Hines Legal Department  
845 Texas Avenue, Suite 3300  
Houston, TX 77002  
Attention: Corporate Counsel  
Email: [corporate.legal@hines.com](mailto:corporate.legal@hines.com)

Baker Botts L.L.P.  
2001 Ross Avenue, Suite 900  
Dallas, Texas 75201

Attention: Jon Dunlay  
Email: [jon.dunlay@bakerbotts.com](mailto:jon.dunlay@bakerbotts.com)

Tampa Bay Rays Baseball, Ltd.  
Tropicana Field  
One Tropicana Drive  
St. Petersburg, FL 33705  
Attention: John P. Higgins  
Senior Vice President of Administration/ General Counsel  
Email: [jhiggins@raysbaseball.com](mailto:jhiggins@raysbaseball.com)

ArentFox Schiff LLP  
1717 K Street, NW  
Washington, DC. 26006  
Attention: Richard N. Gale  
Email: [richard.gale@afslaw.com](mailto:richard.gale@afslaw.com)

ArentFox Schiff LLP  
1301 Avenue of the Americas  
New York, NY 10019  
Attention: Marina Rabinovich  
Email: [marina.rabinovich@afslaw.com](mailto:marina.rabinovich@afslaw.com)

Trenam  
200 Central Ave., Suite 1600  
St. Petersburg, FL 33701  
Attn.: Mathew S. Poling  
Email: [mpoling@trenam.com](mailto:mpoling@trenam.com)

(b) To the City:

City of St. Petersburg  
Urban Planning, Design and Historic Preservation Division  
One 4<sup>th</sup> Street North  
St. Petersburg, FL 33701  
Attn.: Derek Kilborn, Manager  
Email: [derek.kilborn@stpete.org](mailto:derek.kilborn@stpete.org)

With a copy to:

City of St. Petersburg  
City Attorney's Office  
One 4<sup>th</sup> Street North  
St. Petersburg, FL 33701  
Attn.: Michael Dema, Managing Assistant City Attorney – Land Use & Environmental  
Matters  
Email: [Michael.Dema@stpete.org](mailto:Michael.Dema@stpete.org)

17. Effectiveness of Notice. Notices given by courier service or by hand delivery shall be effective upon delivery, notices given by recognized national overnight courier service shall be effective on the first business day after deposit with the courier service and notices given by registered or certified mail shall be effective on the third day after deposit in the U.S. Mail. Refusal by any person to accept delivery of any notice delivered to the office at the address indicated above (or as it may be changed) shall be deemed to have been an effective delivery as provided in this paragraph. The addresses to which notices are to be sent may be changed from time to time by written notice delivered to the other Parties and such notices shall be effective upon receipt. Until notice of change of address is received as to any particular Party hereto, all other Parties may rely upon the last address given.

18. Default. Except with regard to a default in the execution and recordation of this Agreement (for which there shall be no cure period), in the event any Party is in default of any provision hereof, any non-defaulting Party, as a condition precedent to the exercise of its remedies, shall be required to give the defaulting Party written notice of the same pursuant to this Agreement. The defaulting Party shall have thirty (30) business days from the receipt of such notice to cure the default. If the defaulting Party timely cures the default, this Agreement shall continue in full force and effect. In addition, this cure period shall be extended if the default is of a nature that it cannot be completely cured within such cure period, provided that the defaulting Party has promptly commenced all appropriate actions to cure the default within such cure period and those actions are thereafter diligently and continuously pursued by the defaulting Party in good faith. If the defaulting Party does not timely cure such default, the non-defaulting Party shall be entitled to pursue its remedies available at law or equity.

19. Non-Action on Failure to Observe Provisions of this Agreement. The failure of any Party to promptly or continually insist upon strict performance of any term, covenant, condition or provision of this Agreement, or any Exhibit hereto, or any other agreement, instrument or document of whatever form or nature contemplated hereby shall not be deemed a waiver of any right or remedy that the Party may have, and shall not be deemed a waiver of a subsequent default or nonperformance of such term, covenant, condition or provision.

20. Applicable Law and Venue. The laws of the State of Florida shall govern the validity, performance and enforcement of this Agreement. Venue for any proceeding arising under this Agreement shall be in the Sixth Judicial Circuit, in and for Pinellas County, Florida, for state actions and in the United States District Court for the Middle District of Florida for federal actions, to the exclusion of any other venue.

21. Construction. This Agreement has been negotiated by the Parties, and the Agreement, including, without limitation, the Exhibits, shall not be deemed to have been prepared by any Party, but by all equally. The captions, section numbers, and headings appearing in this Agreement are inserted only as a matter of convenience and in no way define, limit, construe, or describe the scope of intent of such sections or articles of this Agreement nor in any way affect this Agreement.

22. Entire Agreement.

(a) This Agreement, and all the terms and provisions contained herein, including without limitation the Exhibits hereto, constitute the full and complete agreement between the Parties hereto regarding the subject matter hereof to the date hereof, and supersedes and controls over any and all prior agreements, understandings, representations, correspondence and statements whether written or oral, except for the Redevelopment Agreement. With the exception of conditions that may be imposed by the City in approving any Development Permit, no Party shall be bound by any agreement, condition, warranty or representation regarding the subject matter hereof other than as expressly stated in this Agreement or the Redevelopment Agreement.

(b) Any provisions of this Agreement shall be read and applied in para materia with all other provisions hereof.

23. Holidays. It is hereby agreed and declared that whenever a notice or performance under the terms of this Agreement is to be made or given on a Saturday or Sunday or on a legal holiday observed by the City, it shall be postponed to the next following business day.

24. Certification. The Parties shall at any time and from time to time, upon not less than ten (10) days prior notice by the other Party execute, acknowledge and deliver to the other Party (and, in the case of the City, to a prospective lender, tenant or purchaser of any of the Property) a statement in recordable form certifying that this Agreement has not been modified and is in full force and effect (or if there have been modifications that this Agreement as modified is in full force and effect and setting forth a notation of such modifications), and that to the knowledge of such Party, neither it nor any other Party is then in default hereof (or if another Party is then in default hereof, stating the nature and details of such default), it being intended that any such statement delivered pursuant to this paragraph may be conclusively relied upon by any addressee of such statement made in accordance with the provisions of this Agreement.

25. Termination. This Agreement shall automatically terminate and expire upon the occurrence of the first of the following:

- (a) The expiration of thirty (30) years from the Effective Date of this Agreement;
- (b) The revocation of this Agreement by the City Council in accordance with Section 163.3235, Florida Statutes and Section 16.05 of the City's LDRs; and
- (c) The execution of a written agreement by all Parties, or by their successors in interest, providing for the termination of this Agreement.

26. Deadline for Execution. The Developer shall execute this Agreement prior to the date on which the City Council considers this Agreement for final approval. The City shall execute this Agreement no later than fourteen (14) days after final approval by City Council.

27. Covenant of Cooperation. The Parties shall cooperate with and deal with each other in good faith and assist each other in the performance of the provisions of this Agreement and in achieving the completion of Development of the Project site, including processing amendments to this Agreement.

28. Approvals.

(a) For the purposes of this Agreement any required written permission, consent, approval or agreement ("Approval") by the City means the Approval of the mayor or their designee unless otherwise set forth herein and such approval shall be in addition to any and all permits and other licenses required by law or this Agreement.

(b) For the purposes of this Agreement any right of the City to take any action permitted, allowed or required by this Agreement, may be exercised by the mayor or their designee, unless otherwise set forth herein.

(c) Notwithstanding the foregoing, nothing set forth herein shall be construed to waive or supersede any procedural requirements for an Approval otherwise required by the City's Code, including the City's LDRs, and Florida Statutes.

29. Partial Invalidity. If any term or provision of this Agreement or the application thereof to any person or circumstance is declared invalid or unenforceable, the remainder of this Agreement, including any valid portion of the invalid term or provision and the application of such invalid term or provision to circumstances other than those as to which it is held invalid or unenforceable by a court of competent jurisdiction, shall not be affected thereby and shall with the remainder of this Agreement continue unmodified and in full force and effect.

30. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original but all of which shall constitute a single instrument.

31. Third Party Beneficiaries. The rights and obligations of the Parties set forth in this Agreement are personal to the Parties, and no third parties are entitled to rely on or have an interest in any such rights and obligations. Nothing within this Agreement shall constitute dedications to the public, and no member of the public is granted any rights hereunder.

32. Authority. Each of the Parties hereto represents and warrants to the other that the execution and delivery of this Agreement, consummation of the transactions described herein, and compliance with the terms of this Agreement will not conflict with, or constitute a default under, any agreement to which such Party is bound, or violate any regulation, law, order, judgment, or decree applicable to such Party. Each of the Parties hereto represents and warrants to the other that the person executing this Agreement on behalf of such party has the full right, power and authority to enter into and execute this Agreement on such Party's behalf and that no consent or approval from any other person or entity is necessary as a condition precedent to the legal effect of this Agreement, or, if any such consent or approval is required, that all such consents or approvals have been obtained as of the date such Party has executed this Agreement. This Agreement constitutes the valid and legally binding obligation of each Party, enforceable against such Party in accordance with its terms.

[remainder of page intentionally blank]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

**ATTEST:**

**CITY:**

**CITY OF ST. PETERSBURG, FLORIDA**, a Florida  
municipal corporation

\_\_\_\_\_  
City Clerk

By: \_\_\_\_\_

Its: \_\_\_\_\_

Print name: \_\_\_\_\_

Approved as to form and content by  
Office of City Attorney:

\_\_\_\_\_  
00741740

**WITNESSES:**

**DEVELOPER:**

\_\_\_\_\_  
Signature

Print name: \_\_\_\_\_

\_\_\_\_\_  
Signature

Print name: \_\_\_\_\_

\_\_\_\_\_, a  
\_\_\_\_\_

By: \_\_\_\_\_

Its: \_\_\_\_\_

Print name: \_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me by means of (check one) [X] physical presence or [ ] online notarization, this \_\_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_ as \_\_\_\_\_ of \_\_\_\_\_, a \_\_\_\_\_, who (check one):

is/are personally known to me, or

who has/have produced \_\_\_\_\_ as identification.

(Notary Seal)

\_\_\_\_\_  
Notary Public - (Signature)

**OWNER ACKNOWLEDGEMENT**

**ATTEST:**

**KEN BURKE, CLERK**

**OWNER:**

**PINELLAS COUNTY**, a political subdivision of the State of Florida

By: \_\_\_\_\_  
Deputy Clerk

By: \_\_\_\_\_  
Its: \_\_\_\_\_  
Print name: \_\_\_\_\_

Approved as to form and content by  
Office of County Attorney:

\_\_\_\_\_



**EXHIBIT "A"**

Legal Description of Property

Lot 1, Block 1, and Lot 1, Block 2, Suncoast Stadium Replat, as recorded in Plat Book 96, Pages 53 and 54, Public Records of Pinellas County, Florida.

Lot 1, Block 1, Lot 1, Block 2, and Lot 1, Block 3, Tropicana Field West Parking Area Replat, as recorded in Plat Book 121, Pages 55 and 56, Public Records of Pinellas County, Florida.

Lots 1 through 20, inclusive, Block 48, Revised Map of the City of St. Petersburg, as recorded in Plat Book 1, Page 49 of the Public Records of Hillsborough County, Florida, of which Pinellas County was formerly a part.

Lots 11, 12, 13 and 14, Block 24, of FULLER'S SUBDIVISION, according to plat thereof as recorded in Plat Book 1, Page 16, of the Public Records of Pinellas County, Florida.

**EXHIBIT "A" (continued)**

Boundary Map of Property



**Historic Gas Plant District Development Agreement**



SUBJECT AREA



## **EXHIBIT “B”**

### **Target Development Plan**

- Residential Units: 5,400 units (excluding Affordable/Workforce Housing Units)
- Affordable/Workforce Housing Units: 600 units
- Hotel: 750 keys
- Class A Office/Medical/Medical Office: 1,400,000 gross square feet
- Retail, including opportunities for small retail businesses: 750,000 gross square feet (including a 20,000 gross square foot grocer)
- Entertainment: 100,000 gross square feet
- Civic/Museum Uses: 50,000 gross square feet
- Conference, Ballroom, and Meeting Space: 90,000 gross square feet
- Daycare, Childcare, Preschool or similar facility
- Library and/or incubator space
- Open Space: 14 acres

## EXHIBIT “C”

### Minimum Development Requirements

- Residential Units: 3,800 Units (excluding Affordable/Workforce Housing Units)
- Affordable/Workforce Housing Units: 600 units, or as may otherwise be mutually agreed by Developer and City
- Commercial, Office, and Retail Uses; Arts, Recreation, and Entertainment Uses; Education, Public Administration, Healthcare, and Institutional Uses: one million (1,000,000) gross square feet, of which at least 500,000 gross square feet will be Class A Office/Medical/Medical Office, and at least 50,000 gross square feet will be Civic/Museum
- Hotel: 400 Keys
- Conference, Ballroom, and Meeting Space: 50,000 gross square feet
- Open Space: 10 acres (i.e., the Initial Open Space as that term is defined in the Redevelopment Agreement)
- At least one Daycare, Childcare, Preschool or similar facility



## Staff Report to the St. Petersburg Community Planning & Preservation Commission

Prepared by the Planning & Development Services Department

For Public Hearing on Tuesday, May 14, 2024  
at 2:00 p.m. in City Council Chambers, City Hall  
175 5<sup>th</sup> St North, St. Petersburg, FL 33701

According to Planning and Development Services records, no Community Planning & Preservation Commission member or his or her spouse has a direct or indirect ownership interest in real property located within 1,000 linear feet of real property contained within the application (measured by a straight line between the nearest points on the property lines). All other possible conflicts should be declared upon announcement of the item.

# Historic Gas Plant District Development Agreement

## APPLICANT INFORMATION

**PRIMARY:** Hines Historic Gas Plant District Partnership  
1 Tropicana Drive  
St. Petersburg, FL 33705

**AGENT:** Mathew Poling  
Trenam Law  
200 Central Ave, Ste 1600  
St. Petersburg, FL 33701

**LOCATION:** Tropicana Field and associated parking lots

**CITY STAFF:** Elizabeth Abernethy, AICP  
Director, Planning and Development Services Department  
One 4th Street North  
St. Petersburg, FL 33701  
[Elizabeth.Abernethy@stpete.org](mailto:Elizabeth.Abernethy@stpete.org)

## REQUEST

A Development Agreement between the City of St. Petersburg and Hines Historic Gas Plant District Partnership related to the redevelopment of Tropicana Field, also known as the Historic Gas Plant District, which is an 82-acre site (MOL) generally located in the northeast corner of the intersection of Interstate - 275 and Interstate - 175, south of 1<sup>st</sup> Avenue South and west of Dr. Martin Luther King Jr. Street South.

Total proposed construction activity over the 30-year period is estimated to be 10,626,898 gross square feet (GSF), or 3.0 FAR over the project upland area. Proposed construction activity includes:

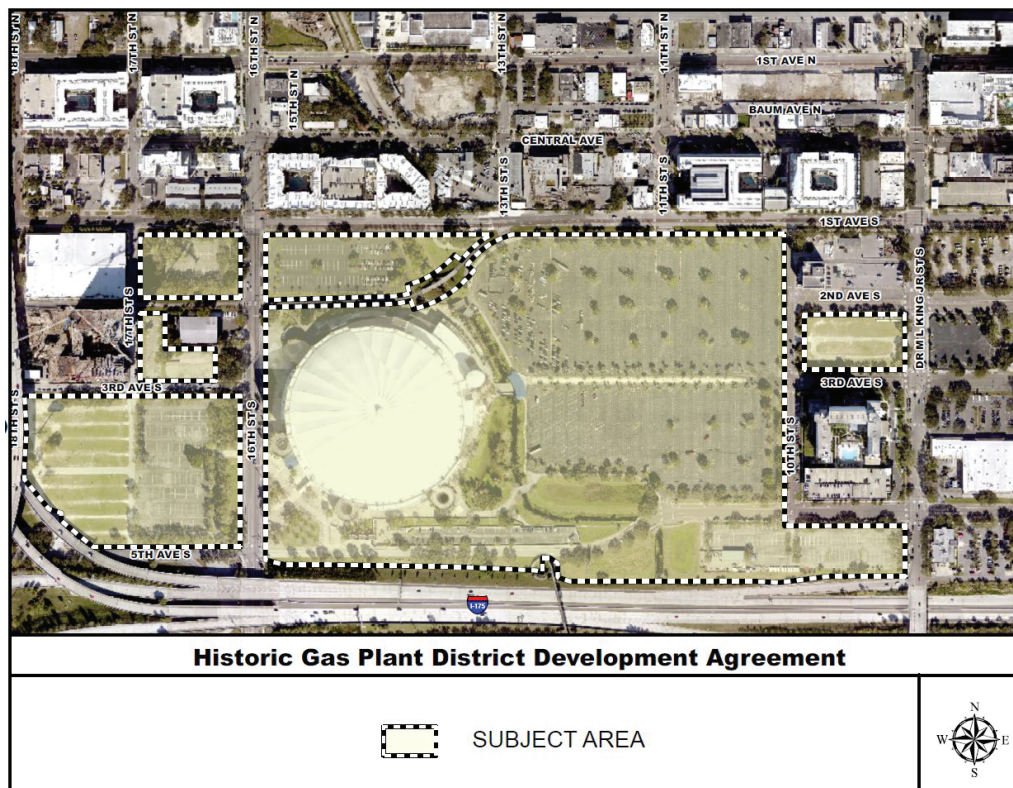
- 5,400 dwelling units;
- 600 Affordable/Workforce dwelling units;
- 750 Hotel rooms;
- 90,000 gross square feet of Conference and Meeting Space;
- 1,400,000 gross square feet of Office (General and Medical);
- 850,000 gross square feet of Commercial (Retail/Entertainment);
- 50,000 gross square feet of Civic/Museum; and
- Up to 35,000 seat Sports Stadium.

Building height is unlimited subject to bonus approval over 300-feet, as further governed by the Federal Aviation Administration and Albert Whitted Airport Overlay regulations.

## BACKGROUND

This application is being considered concurrently with the Redevelopment Agreement, Rezoning, and CRA application related to the redevelopment of the 82-acre Tropicana Field site, also known as the Historic Gas Plant District. Once approved, the Development Agreement will allow the developer to proceed with redevelopment. The purpose of the development agreement is to:

- Identify the geographic area of the district;
- Provide for a unified regulatory plan, including the sports stadium which allows the District to be developed in a cohesive manner, with an overall project wide Floor Area Ratio (FAR) of 3.0;
- Provide that the City’s Land Development Regulations will apply to the District as a whole;
- Address public facilities and services including sanitary sewer, solid waste, drainage/stormwater, potable water, transportation, parks and recreation;
- Provide for an annual tracking report; and
- Be consistent with the local government comprehensive plan.



The following City code provision in addition to F.S. § 163.3227 govern the proposed Development Agreement and the draft attached to this report complies with the following requirements:

16.05.010 – Development Agreements

- A. Pursuant to authority granted the City by F.S. §§ 163.3220 through 163.3243, as amended (known as the Florida Local Government Development Agreement Act, hereinafter the Act) the City may enter into a development agreement with any person having a legal or equitable interest in real property located within the City.
- B. A development agreement shall mean a written agreement between the City and a property owner which identifies fees, dedications, exactions or other public improvements that will be provided by the developer, and the Land Development Regulations that will be applied by the City during the term of the agreement.
- C. A development agreement may be entered into when one or more of the following exist:
  - 1. Where the development is proposed to be constructed in phases with commitments to substantial public improvements being required in early phases.
  - 2. Where commitments to public improvements beyond those ordinarily required of similar development are desirable by reason of location, topography, or other characteristics of the property.
  - 3. Where it is desirable to provide incentives to coordinate developments with a specific plan.
- E. A development agreement shall include the following:
  - 1. A legal description of the land subject to the agreement, and the names of its legal and equitable owners;
  - 2. The duration of the agreement which shall not exceed 30 years;
  - 3. The development uses permitted on the land including population densities and building intensities and height;
  - 4. A description of public facilities that will service the development, including who shall provide such facilities; the date any new facilities, if needed, will be constructed; and a schedule to ensure public facilities are available concurrent with the impacts of the development.
  - 5. A description of any reservation or dedication of land for public purposes;
  - 6. A description of all development permits approved or needed to be approved for the development of the land;
  - 7. A finding that the development permitted or proposed is consistent with the plan and Land Development Regulations;
  - 8. A description of any conditions, terms, restrictions, or other requirements determined to be necessary for the public health, safety, or welfare;
  - 9. A statement indicating that the failure of the agreement to address a particular permit, condition, term, or restriction shall not relieve the developer of the necessity of complying with the law governing said permitting requirements, conditions, term or restriction.

**CONSISTENCY WITH THE COMPREHENSIVE PLAN**

City staff finds that the proposed Development Agreement is consistent with the City's Comprehensive Plan. The relevant policies are as follows:

*LU 2.5 The Land Use Plan shall make the maximum use of available public facilities and minimize the need for new facilities by directing new development to infill and redevelopment locations where excess capacity is available.*

The Development Agreement supports the redevelopment of an infill site consisting of the Tropicana Field baseball stadium and its associated surface parking lots which is served by public facilities with excess capacity available as shown in the Public Service Analysis included in this report and the Roadway Segment Analysis, see Attachment 2.

*LU3.4 The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.*

The Historic Gas Plant District is located at the northeast intersection of two interstate highways that will provide buffering and act as a physical separator to adjacent neighborhoods to the south and west. The proposed

uses will be similar and consistent with the uses to the east and north creating an orderly land use transition. The Land Use Plan designation for the District is Central Business District (CBD) and there is no change to the Land Use plan associated with the project.

*LU3.6 Land use planning decisions shall weigh heavily on the established character of predominately developed areas where changes of use or intensity of development are contemplated.*

The proposed intensity of the redevelopment plan is within the allowances of the existing CBD Future Land Use category and the DC zoning designations, with no increases in development allowances contemplated or proposed.

The proposed Historic Gas Plant District is consistent with the existing pattern of the general surrounding area where the majority of uses are mixed-use urban scale developments. The District is consistent with the Intown and Intown West Redevelopment Plan as the District provides appropriate pedestrian amenities, pedestrian linkages, ground level retail, and cultural activities. Additionally, City council, sitting as the Community Redevelopment Agency (CRA) will be reviewing the CRA application concurrently with this Development Agreement. The proposed Historic Gas Plant District will replace surface parking lots with new buildings conforming to the downtown design requirements. Buildings and streetscaping (both hardscape and landscape improvements) will be designed in a manner that promotes a successful people-oriented downtown area as exemplified and defined in the Intown and Intown West redevelopment plans. The redevelopment plan with an appropriate mix of uses will reestablish this neighborhood as a well-integrated component with the surrounding neighborhoods and business districts.

*LU3.7 Land use planning decisions shall include a review to determine whether existing Land Use Plan boundaries are logically drawn in relation to existing conditions and expected future conditions.*

The proposed District boundary is logically drawn in relation to existing and expected future conditions as it includes the Tropicana Field site with the surrounding surface parking lots and accommodates the future sports stadium. No changes to the Land Use Plan are needed or proposed.

*LU3.8 The City shall protect existing and future residential uses from incompatible uses, noise, traffic, and other intrusions that detract from the long-term desirability of an area through appropriate land development regulations.*

The location of the land uses within the proposed District respect surrounding residential uses and future residential uses by placing the most intensive land uses to the interior of the District (Museum, Entertainment) and to the northeast (Sports Stadium).

*LU3.11 More dense residential uses (more than 7.5 units per acre) may be located along (1) passenger rail lines and designated major streets or (2) in close proximity to activity centers where compatible.*

The District is located within the Intown Activity Center (AC) where the Pinellas Trail transects the District which is bounded by major streets including 1<sup>st</sup> Avenue South, Dr. Martin Luther King Jr. Street South, 16<sup>th</sup> Street South and the Interstate. There is no density limit within the downtown districts and redevelopment potential is governed by Floor Area Ratio (FAR), allowing a base FAR of 3.0 with up to 7.0 through FAR bonuses. The Development Agreement further specifies that the project wide FAR will be 3.0.

*LU3.15 The Land Use Plan shall provide housing opportunities for a variety of households of various age, sex, race and income by providing a diversity of zoning categories with a range of densities and lot requirements.*

As envisioned, the District will include a variety of housing types. The proposed Development Agreement includes provisions for construction of 600 affordable housing units along with 5,400 multi-family units. The concurrent Redevelopment Agreement also includes a commitment to construct 100 age-restricted affordable units. The CBD land use designation encourages urban scale mixed-use development, which is reflected in the development program in the Development Agreement.

*LU5.3 The Concurrency Management System shall continue to be implemented to ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities*



*and that such facilities and services be available, at the adopted level of service standards, concurrent with the impacts of development.*

The proposed Development Agreement will not have an impact on the City's adopted LOS standards for public services and facilities including potable water, sanitary sewer, solid waste, recreation, and stormwater management. The Public Service Analysis included in this report for the proposed uses in the District demonstrates that there will be public services available for the planned redevelopment.

*LU13.1 Development proposals in community redevelopment areas shall be reviewed for compliance with the goals, objectives and policies of the Comprehensive Plan and the goals, objectives and policies of the applicable adopted redevelopment plan including:*

- 1. Intown Redevelopment Plan;*
- 2. Bayboro Harbor Redevelopment Plan;*
- 3. Intown West Redevelopment Plan; and*
- 4. South St. Petersburg Redevelopment Plan.*

City Council sitting as the CRA will be reviewing the Historic Gas Plant District concurrently with this Development Agreement, the Redevelopment Agreement and the proposed rezoning. The Development Agreement and rezoning to unify the designation for the District support the Intown West Redevelopment Plan objectives specifically by establishing a program that will reinforce a cohesive development pattern and facilitate new development.

*LU13.2 The City shall continue to review downtown development trends and related redevelopment plans to ensure that all downtown area redevelopment efforts are coordinated and reflect the best possible vision for the future of the downtown area.*

The proposed Development Agreement furthers the redevelopment vision of the Historic Gas Plant District, the Vision 2020 plan and the StPete2050 plan, as part of the Redevelopment agreement which is being reviewed concurrently with this application. The redevelopment plan integrates the District into the downtown area through the reestablishment of the roadway grid and through the mix of uses which will complement the surrounding neighborhoods and business districts.

*LU19.3 The land use pattern shall contribute to minimizing travel requirements and anticipate and support increased usage of mass transit systems.*

The District is in close proximity to the SunRunner Bus Rapid Transit (BRT) 13th Street Stations, which will contribute to minimizing travel requirements for residents and visitors to the new stadium, office, retail and entertainment uses. The mix of land uses within the District will support the SunRunner service in addition to the Central Avenue Trolley, and services along 16<sup>th</sup> Street, 8<sup>th</sup> Street and Dr. Martin Luther King Jr. Street.

*LU23.1 The City's development review policies and procedures shall continue to integrate land use and transportation planning so that land development patterns support mobility choices and reduced trip lengths.*

See above response to LU19.3. Additionally, the District's close proximity to commercial uses and provision for such uses within the District will ensure that future residents will have safe and convenient access to employment and needed goods and services resulting in reduced automobile trip lengths. The District will be well served by the transit options, bike lanes and micromobility options proposed and already in place including bike share and scooters.

**GOAL - HOUSING (H):**

*To facilitate the provision of decent, safe, sanitary, healthy and affordable housing in suitable neighborhoods at affordable costs to meet the needs of the present and future residents of the city, while preserving and enhancing the community's physical and social fabric, and cultural diversity, and while protecting the interests of special needs groups, and extremely low, very low, low, and moderate-income households.*

The Development Agreement with multifamily housing options and provision for Affordable/Workforce units furthers this goal. The mix of uses proposed within the District will create a complete neighborhood connected to the surrounding neighborhoods and business districts. In addition, the Redevelopment Agreement which will be reviewed by City Council concurrently with the Development Agreement includes a provision requiring off-site Affordable/Workforce units.

*ISSUE: Housing Quantity*

*The City has identified housing needs for the residents of St. Petersburg for the planning period covered in this plan. However, due to affordability issues and a scarcity of residentially zoned vacant land, the City must diligently work with the private sector and provide sufficient incentives to encourage the delivery of the varied housing residents need.*

The proposed Development Agreement is an example of a City partnership which will provide an expanded opportunity for the City of St. Petersburg to implement the City's Housing Opportunities for All plan and the Advantage Pinellas Housing Action Plan by providing needed affordable/workforce housing units. This Development Agreement supports the goals and policies of these plans.

*OBJ H3A: The City shall ensure that affordable housing for extremely low, very low, low, and moderate income households, including households with special needs, is available to 35% of the new households forecasted by 2010. These units may be provided by natural filtration, rehabilitation programs, subsidies, new construction or other assistance programs by the private and public sectors.*

The Development Agreement requirement for construction of a minimum of 600 affordable/workforce housing units supports this objective and includes a mix of income ranges.

*OBJ H3B: The City shall provide affordable housing incentives (such as revised Land Development Regulations and expedited permitting processing) to developers of affordable housing for the extremely low, very low and low income groups (see Policy H1.7).*

The Development Agreement includes a requirement for construction of a minimum of 600 affordable/workforce housing units. In addition, the City offers an expedited permitting process for Certified Affordable Housing projects.

*H3.12 The City will provide density bonuses to developers of affordable housing through the implementation of the Workforce Housing Density/Intensity Bonus Ordinance.*

The Development Agreement includes a requirement for a minimum of 600 affordable/workforce housing units. Additionally, if the development exceeds 3.0 base FAR for future phases, the Workforce Housing FAR bonus will be the first available bonus for this project in accordance with the DC zoning regulations.

*H3.20 The City shall offer density bonuses to developers who include on-site housing for extremely low, very low, low, and moderate-income households, within mixed income developments that include housing priced at market rate.*

As previously noted, the Development Agreement includes a requirement for construction of a minimum of 600 affordable/workforce housing units within the District which will include a mix of income levels.

*OBJECTIVE T1:*

*The transportation system shall be coordinated with the map series and the goals, objectives and policies of the Future Land Use Element to ensure that transportation facilities and services are available to adequately serve existing and proposed population densities, land uses, and housing and employment patterns.*

*T1.6 The City shall support high-density mixed-use developments and redevelopments in and adjacent to Activity Centers, redevelopment areas and locations that are supported by mass transit to reduce the number.*

The District is located within the Intown Activity Center (AC) where the Pinellas trail transects the District which is bounded by major streets including 1<sup>st</sup> Avenue South, Dr. Martin Luther King Jr. Street South, 16<sup>th</sup>

Street South and the Interstate. Further, The Development Agreement includes a requirement for compliance with the City's Complete Streets policies.

*T2.2 The City shall evaluate the need for developer reservation or dedication of rights-of-way for all new development or redevelopment projects in the City to ensure adequate roadway capacity and connectivity.*

The redevelopment plan includes dedication of street rights-of-way for construction of local roadway segments to reconnect the downtown grid pattern.

*T3.1 The City shall implement the Pinellas County Mobility Management System through the application of Transportation Element policies and site plan and right-of-way utilization review processes. Policies pertaining to the application of the Mobility Management System are listed below.*

*e. A traffic study and/or TMP for a development project not impacting a deficient road corridor shall be required if necessary to address the impact of additional trips generated by the project on the surrounding traffic circulation system.*

The Roadway Segment Analysis Memo provided by the Hines Historic Gas Plant District Partnership and attached to this report demonstrates that there will be no deficiencies to the local roadway system.

*OBJECTIVE T5: The City shall implement TSM strategies to maximize the operational efficiency of a roadway before expending roadway construction funds to add new through-lanes to an existing facility.*

*T5.4 The City shall continue the planning, implementation and evaluation of TSM techniques that improve traffic flow and facilitate parking at major downtown events.*

The Development Agreement requires submittal of a Traffic, Parking Management, and Micro-Mobility Plan to address arrival, departure and onsite circulation, parking and multimodal transit within 45-days of the preliminary plat submission, which will be before completion of the Sports Stadium or any other new buildings in the District. This plan will address major downtown events within the District.

*OBJECTIVE T6: The City shall promote the safe and efficient flow of traffic on major roadways through access management.*

*T6.2 All development or redevelopment projects shall be required to provide safe and efficient access to the public road system, accommodate on-site traffic movements, and provide parking for motorized and non-motorized vehicles as required by implementation of the Land Development Regulations.*

The Development Agreement requires submittal of a Traffic, Parking Management, and Micro-Mobility Plan to address arrival, departure and onsite circulation, parking and multimodal transit. The redevelopment plan includes dedication of rights-of-way for construction of local roadway segments to reconnect the downtown public road system and accommodate on-site vehicular traffic movements as well as other modes such as pedestrian and bicycle. Districtwide parking options will be provided as well as bicycle parking in accordance with the City's Land Development Regulations for both short term and long term bicycle parking needs.

*PR1.1 The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.*

The subject property is currently government owned. The Development Agreement furthers city-wide goals and objectives and assists in the proposed redevelopment of the Historic Gas Plant District.

*PR1.2 The right of a property owner to use, maintain, develop, and improve his or her property for personal use or the use of any other person, subject to state law and local ordinances.*

The Development Agreement helps to define the development rights associated with the future redevelopment of the Historic Gas Plant District.

*PR1.3 The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.*

The subject property is government owned by both the City St. Petersburg and Pinellas County. The Redevelopment agreement will further detail future conveyances to the developer.

*PR1.4 The right of a property owner to dispose of his or her property through sale or gift.*

The proposed Development Agreement does not alter the property owners right to dispose of their property through sale or gift.

## **CONSISTENCY WITH THE LAND DEVELOPMENT REGULATIONS**

Staff finds that the proposed Development Agreement is consistent with the City's Land Development Regulations (LDRs). The agreement allows the District to be developed in a unified manner, with an overall project wide Floor Area Ratio (FAR) of 3.0. The agreement provides that the City's LDRs will apply to the District as a whole, including setbacks, distances between buildings, FAR, FAR bonuses, FAR exemptions, open space, parking, use requirements, and landscaping. The 10-acre minimum project wide open space requirement will satisfy the open space requirement for each individual building or phase, providing for larger open space areas which will be more accessible to the future residents and visitors to the District.

Each building/phase will be reviewed for compliance with the DC zoning regulations and design requirements at time of permitting based on the current land development code. Additionally, the City Land Development Regulations including landscape code, parking regulations, stormwater, floodplain, noise, and signage regulations will apply.

Building height is unlimited subject to bonus approval over 300-feet, as further governed by the Federal Aviation Administration and Albert Whitted Airport Overlay regulations. The airport height limits range from 158-feet Above Mean Sea Level (AMSL) on the eastern most side, 208-feet and 258-feet AMSL in the center, to 308 AMSL on the western most side.

Public Art will be provided in accordance with Chapter 16, Section 16.20.120.9. - Public art, where each building or phase will need to provide Public Art, with an option to aggregate this requirement over multiple parcels, allowing a larger art contribution in lieu of several individual pieces.

*Section 16.20.120.9. - Public art shall be provided as an integral part of the pedestrian-level sidewalk area for all new construction and building additions. The value shall be equal to one-half of one percent of the total construction cost up to \$100,000.00 and shall be reviewed and approved by the POD of Cultural Affairs prior to issuance of the first certificate of occupancy. All public art shall be visually accessible to the public. In lieu of providing the public art, the applicant may provide financial support to the City's downtown public art program equal to one-quarter of one percent of the total construction cost, up to \$50,000.00*

## **PUBLIC FACILITIES ANALYSIS**

The City has adopted LOS standards for the following public facilities and services: potable water, sanitary sewer, solid waste, drainage, and recreation and open space. The following LOS impact analysis concludes that the proposed redevelopment of the Historic Gas Plant District will not have a significant impact on the City's adopted LOS standards for public services and facilities. In summary, there is sufficient capacity to accommodate the proposed development within the Historic Gas Plant District.

Assuming 1.5 people per dwelling unit multiplied by the 6,000 proposed units, the projected population of the District is 9,000 persons over the next 30-year build-out period.

### Potable Water

The City has a sufficient potable water supply to serve increased demands resulting from the development of the Historic Gas Plant District. Under the existing inter-local agreement with Tampa Bay Water (TBW), the region's local governments are required to project and submit, on or before February 1st of each year the anticipated water demand for the following year. TBW is contractually obligated to meet the City's and other member government's water supply needs. The City's adopted LOS standard is 125 gallons per capita per day (gpcd), while the actual current usage equates to approximately 74 gpcd. The City's overall potable water demand is approximately 28 million gallons per day (mgd), while the systemwide capacity is 68 mgd. With only 41% of capacity systemwide currently being used, there is excess water capacity to serve the District. Projected usage based, on actual current usage, for the residents is an additional .67 mgd (74 X 9,000) of the 68 mgd available capacity or 1% of the available capacity.

Reasons why St. Petersburg's average day demand and gross per capita consumption of potable water are not increasing, and actually decreasing in some water years, is the success of the City's ongoing water conservation program, use of reclaimed water and the increased cost of alternative water supplies from the regional water supplier. The City continues to operate well within projected needs.

### Sanitary Sewer

The City has sufficient sanitary sewer service to serve increased demands resulting from the development of the Historic Gas Plant District. The District is served by the Southwest Water Reclamation Facility (WRF). The City's adopted LOS standard for the Southwest WRF service area is 161 gallons per person, per day. In 2022, the actual per capita demand for wastewater service was 97.59 gallons per day. The WRF has an estimated excess average daily capacity of 4.01 mgd. The estimate is based on a permitted average daily capacity of 20.0 mgd and a calendar year 2022 average daily flow of 15.99 mgd. With approximately 20% available capacity, there is excess average daily capacity to serve the District. The projected daily demand based on actual current usage is .88 mgd (97.59 X 9,000) of the 4.01 mgd available capacity for the Southwest WRF, or 22%.

Sanitary sewer systems can be subject to infiltration of ground water and rain water which increases flows. This is called Inflow and Infiltration (I & I). Following several major rain events in 2015-2016, the City increased its' peak wet weather wastewater treatment capacity from 112 mgd to approximately 157 mgd – a 40% increase in peak flow capacity. As outlined in the St. Pete Water Plan, the City is implementing system reliability improvements at the WRFs, aggressively improving the gravity collection system to decrease Inflow and Infiltration (I&I) which reduces peak flows at the WRFs and addressing sea level rise system vulnerabilities at lift stations.

The City remains committed to continued I&I reduction. The City is fully committed to implementing selected recommendations from the St. Pete Water Plan, which incorporates growth projections and outlines the required system and network improvements needed to provide a resilient wastewater collection and treatment system. Analysis provides there is capacity for treatment at Southwest Water Reclamation Facility, however additional infrastructure is needed for conveyance of sanitary sewer. As detailed in the Redevelopment Agreement (Section 7.10), the City will be constructing a lift station to provide conveyance. Connection fees associated with the future development will compensate for the cost.

### Solid Waste

Solid waste collection is the responsibility of the City. Approval of the development agreement will not affect the City's ability to provide collection services. All solid waste disposal is the responsibility of Pinellas County. The County and the City have the same designated level of service of 1.3 tons per year per person, while there is no generation rate for nonresidential uses. The City's demand for solid waste service is approximately 1.2 tons per year per person. The residential component of the District will generate 10,800 additional tons per year. The Pinellas County Waste-to-Energy facility and the Bridgeway Acres Sanitary Landfill are the responsibility of the Pinellas County Department of Solid Waste and are operated and maintained under contract by two private companies. In calendar 2022, the Waste-to-Energy facility incinerated 601,728 tons

and operated below its design operating capacity of incinerating 930,750 tons of solid waste per year. The continuation of recycling efforts and the efficient operation of the Waste-to-Energy facility have helped to extend the life span of Bridgeway Acres. The landfill is expected to remain in use for approximately 80 years, based on current design, grading and projected disposal rates. The additional 10,800 tons generated by the project will utilize 3.2% of the available capacity of 329,022 tons. Solid waste facilities are operating within their LOS standard and there are no solid waste related projects scheduled in the five-year CIP.

#### Drainage/Stormwater

Drainage LOS identifies minimum criteria for existing and future facilities impacted by rain events. This is often quantified by a “design storm” with a specific duration, rainfall amount and return frequency. Currently the design storm used by the City is a 10-year return frequency, 1-hour duration storm as outlined in Drainage Ordinance, Section 16.40.030 of the Land Development Regulations (LDR). Unlike the other concurrency related facilities, stormwater LOS is not calculated with a per capita formula. Instead, the City implements the LOS standard through review of drainage plans for new development and redevelopment where all new construction of and improvements to existing surface water management systems are required to meet design standards outlined in LDR Section 16.40.030. This ordinance requires all new development projects to be permitted through the City and Southwest Florida Water Management District (SWFWMD) to ensure projects meet quantity and quality design standards for stormwater treatment.

Prior to construction of each phase, construction site plan approval will be required. At that time, City Code and Southwest Florida Water Management District (SWFWMD) site requirements for stormwater management criteria will be implemented. The City’s existing Stormwater Management Master Plan (SWMP) contains detailed information on the 26 basins that comprise the stormwater management area. An update to the plan has been completed with the assistance of cooperative funding from SWFWMD. The City’s commitment to upgrading the capacity of stormwater management systems is demonstrated by continued implementation of the SWMP, the Stormwater Utility Fee and capital improvement budgeting for needed improvements.

The City’s updated Stormwater Management Master Plan is consistent with the SWFWMD guidelines, it is enhanced as it takes into consideration sea level rise to identify projects to maintain LOS and enhance water quality. The City’s Stormwater Design Standards are being updated to incorporate Low Impact Design (LID) to reduce stormwater runoff and increase water quality. Likewise, the City recently updated its’ impervious service mapping throughout the City and will be working towards a credit-based stormwater rate system for commercial and residential properties who implement LID and rain harvesting elements. Examples of such credits may be underground stormwater vaults, pervious pavements, greywater systems, and vegetative swales.

#### Transportation: Roadways

In 2016, the City eliminated transportation concurrency policies and code provisions, as well as level of service standards for roads and mass transit, when it adopted the Pinellas County Mobility Plan. The Mobility Plan provides a countywide framework for a coordinated multimodal approach to managing the traffic impacts of development projects as a replacement for local transportation concurrency systems, which are no longer required by the State of Florida because of the 2011 Community Planning Act. Before the elimination of state-mandated transportation concurrency regulations, the City’s LOS standard was “D” for major roads. The Florida Department of Transportation’s LOS target for state highways in urbanized areas is “D.” LOS “D” can also be viewed as a target for roads not on the state highway system, but it is no longer the City’s standard, as noted. The City continues to monitor transportation conditions for transportation planning purposes and to assess the impact of land development projects and proposed rezonings and Future Land Map amendments on the surface transportation system. Transportation management plans, and in some cases traffic studies, will be required for large development projects that impact a deficient roadway (LOS E or F, and/or a volume-to-capacity ratio of 0.90 or higher with no mitigating improvements scheduled within three years).

The District is not located near the City’s deficient roadways. The Roadway Segment Analysis attached to this report demonstrates that there is adequate roadway capacity to accommodate any new daily or p.m. peak hour trips resulting from development in the District.

Existing Roadway Network

Road segments that border and transverse the subject area are shown in the table below. Five road segments are on the Future Major Streets Map (Map 20) of the City’s Comprehensive Plan, and the other five segments are local roads. Lane arrangements range from two-lane, undivided to four-lane, one-way facilities. The City maintains all road segments except for I-175, I-275 and I-375 which the Florida Department of Transportation (FDOT) maintains.

Roadway	Segment	Functional Classification	Lane Arrangement	Ownership
Dr. ML King Jr. Street	4th Avenue S to I-175	Minor arterial	4-lane, one way	City
10 <sup>th</sup> Street	At 4 <sup>th</sup> Avenue S	Local road	2-lane, undivided	City
16 <sup>th</sup> Street	3 <sup>rd</sup> Avenue S to 5 <sup>th</sup> Avenue S	Collector	4-lane, divided	City
17 <sup>th</sup> Street	1 <sup>st</sup> Avenue S to 3 <sup>rd</sup> Avenue S	Local road	2-lane, undivided	City
18 <sup>th</sup> Street	3 <sup>rd</sup> Avenue S to 5 <sup>th</sup> Avenue S	Local road	2-lane, undivided	City
1 <sup>st</sup> Avenue S	16 <sup>th</sup> Street to 17 <sup>th</sup> Street	Minor arterial	2-lane, one way	City
3 <sup>rd</sup> Avenue S	16 <sup>th</sup> Street to 18 <sup>th</sup> Street	Local road	2-lane, undivided	City
4 <sup>th</sup> Avenue S/ 5 <sup>th</sup> Avenue S	Dr. ML King Jr. Street to 16 <sup>th</sup> Street	Local road	2-lane, one way	City
5 <sup>th</sup> Avenue S	16 <sup>th</sup> Street to 18 <sup>th</sup> Street	Collector	4-lane, undivided	City
I-175	Dr. ML King Jr. Street to 18 <sup>th</sup> Street	Interstate system	4-lane, one way	FDOT
I-275	I-375	I-175	6-lane, two way	FDOT

The City utilizes the Forward Pinellas “2023 Annual Level of Service Report” to monitor roadway levels of service (LOS) for major streets, per Policy T3.2 of the City’s Comprehensive Plan. According to the FDOT, roadway LOS is a quantitative performance measure that represents quality of service, measured on an “A” to “F” scale, with LOS “A” representing the best operating conditions from the traveler’s perspective and LOS “F” the worst. Before the elimination of state-mandated transportation concurrency regulations, the City’s LOS standard was “D” for major roads. The FDOT’s current target for state highways in urbanized areas, such as I-175, is “D.” LOS “D” can also be viewed as a target for roads not on the state highway system, but it is no longer the City’s standard, as noted.

The 2023 Annual LOS Report provides traffic operating conditions on the major roads that border and traverse the subject area, as shown in the following table. Excess capacity is the additional number of trips that the roads can carry in the peak direction of travel during the peak hour of traffic. All of the local road segments and I-175 operate at a LOS “D” or better and have a significant amount of excess capacity. The site does not have access to I-275, which functions at a LOS “F.” The FDOT has programmed lane continuity improvements on I-275 from south of 54th Avenue South to northern St. Petersburg. Express lanes are programmed for I-275 north of I-375.

Roadway	Segment	Average Annual Daily Traffic	Volume to Capacity Ratio	Facility LOS	Lanes	Excess Capacity
1 <sup>st</sup> Avenue S	34 <sup>th</sup> Street S to 3 <sup>rd</sup> Street	11,500	0.708	D	2	451
16 <sup>th</sup> Street	Central Avenue to 18 <sup>th</sup> Avenue S	11,500	0.408	C	4	870
Dr. ML King Jr. Street S	Central Avenue to 8 <sup>th</sup> Street	13,428	0.374	C	4	1,910
I-175	I-275 to 4 <sup>th</sup> Street	31,550	0.261	B	4	2,704
I-275	I-375 to I-175	125,500	0.441	F	6	None

### Traffic Impact Analysis

The Roadway Segment Analysis provided by the Hines Historic Gas Plant District Partnership attached to this report demonstrates that the project will not cause any deficiencies to local roadways. The Analysis uses FDOT’s most recent LOS tables (2023) instead of the tables that Forward Pinellas uses (2020). The existing LOS for I-275 from I-375 to I-175 in the report is “D,” instead of “F,” so it has spare capacity.

The proposed development is projected to place 58,248 weekday trips, 9,945 a.m. peak hour trips, and 5,079 p.m. peak hour trips on the external road network based on data from the Institute of Transportation Engineers. The gross number of trips generated by the proposed development is greater than these trip totals, but a significant number of these trips will remain on the subject property due to the complementary land uses that will allow people to live, work, shop, dine, and attend events without having to leave the subject property. Downtown St. Petersburg’s multimodal transportation network will also provide several options for traveling to and from the site other than automobiles.

The analyses of future roadway conditions with the project traffic indicate that roadway levels of service on I-275 from I-175 to 22nd Avenue North in 2040 and 2054 will function below LOS “D,” but these analyses do not include the FDOT’s programmed I-275 lane continuity improvements from south of 54<sup>th</sup> Avenue South to northern St. Petersburg and the express lanes north of I-375, which will add a significant amount of capacity to I-275 to support the proposed development.

### Bicycle Network

The Pinellas Trail runs through the District. The Pinellas Trail offers an alternative to vehicular travel for both utilitarian and recreational trips. The surrounding bicycle network includes bicycle lanes along 1<sup>st</sup> Avenue South and 16<sup>th</sup> Street. If the Development Agreement and Redevelopment Agreements are approved, City staff will work with the developer to facilitate safe and convenient access throughout the District.

### Transportation: Mass Transit

The Citywide LOS for mass transit will not be affected by the proposed development agreement. The subject area is well-served by public transit. The SunRunner is PSTA’s most popular route. It provides a rapid, frequent, and reliable service between downtown St. Petersburg, western St. Petersburg, South Pasadena, and St. Pete Beach and has long operating hours. Several other routes within close proximity to the subject area, including Routes 7, 15, 20, 23, 79, and 32 (Downtown Circulator). The headways for the routes and destinations they serve are provided on the following table.

<b>Route</b>	<b>Headway (Minutes)</b>	<b>Destinations</b>
7	50	Downtown St. Petersburg, Jordan Park, Campbell Park, Grand Central Station, Tyrone Gardens Shopping Center, Tyrone Square Mall
15	60	Downtown St. Petersburg, 15th Ave S, Gibbs High School, Grand Central Station, Town Shores Apartments, Gulfport Casino
20	60	25 Way S & Roy Hanna Dr, Skyway Plaza, Dr ML King St/9 St S, Downtown St. Petersburg, 9 Ave N, Tyrone Square Mall
23	30	Tyrone Square Mall, Gulfport Casino, Lakeview Shopping Center, 22 Ave S, Downtown St. Petersburg
32	35	Downtown St. Petersburg Circulator: Downtown St. Petersburg, Sunshine Senior Center, Mirror Lake Area, St. Anthony’s Hospital, John Knox Apartments, Greyhound Bus Terminal, Tropicana Field, Graham Park, Bayfront Medical Center, All Children’s Hospital, Suncoast Medical Center, Publix Supermarket

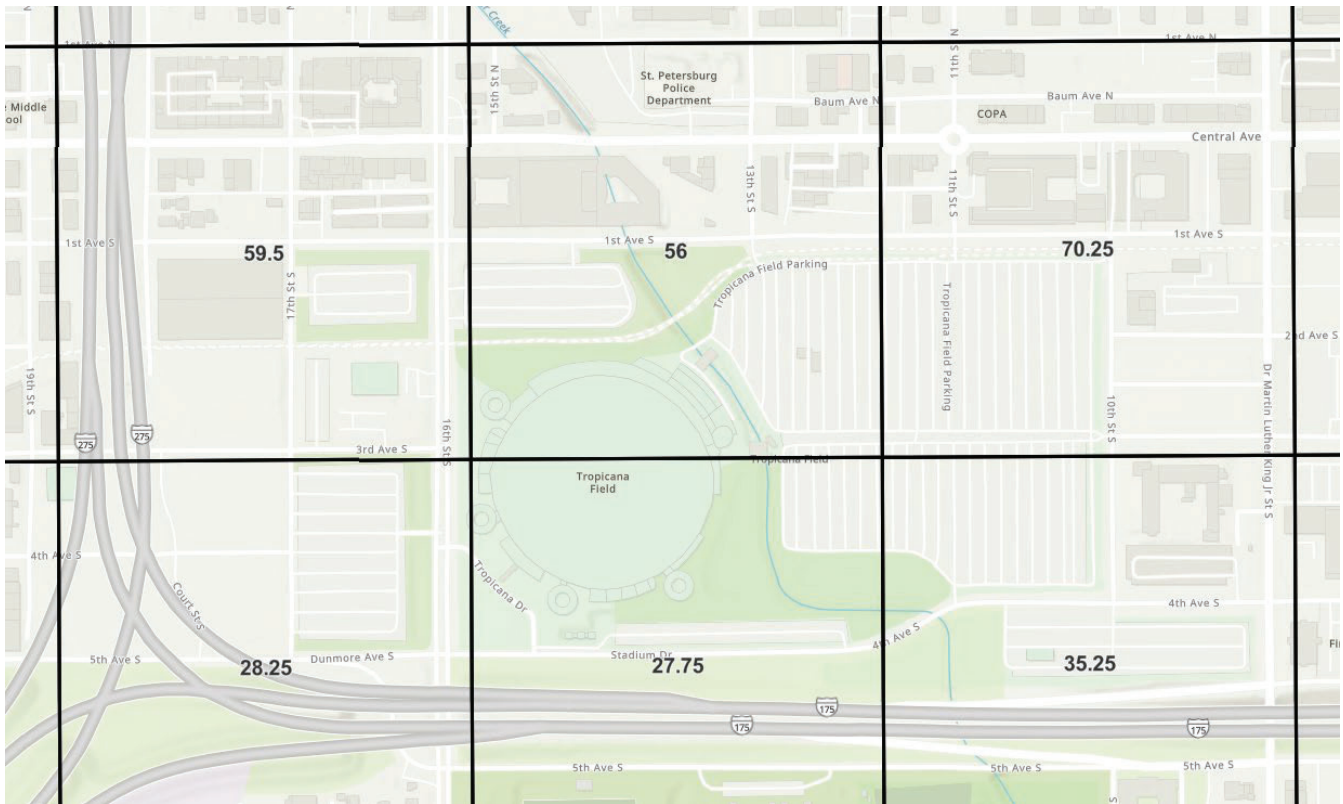


79	30	US 19 Frontage Rd, Whitney Rd, 58th St, Ulmerton Rd/SR 688, 66 St N, Park 66 Shopping Center, Tyrone Square Mall, St. Petersburg College, Lutheran Residences, Bethany Towers, Pasadena Shopping Center, Gulfport Blvd/22 Ave S, 5 Ave S, Grand Central Station, Downtown St. Petersburg
SunRunner	15 peak/ 30 off-peak	Connecting Downtown St. Petersburg, Central Ave. business districts, Pasadena, and St. Pete Beach, the SunRunner is a fast, reliable way to explore one of Pinellas County's busiest corridors.

PSTA offers several programs that provide discounted or late-night bus service to qualifying individuals, including the Late Night, Direct Connect, and Access Programs. The City has an agreement with PSTA to fully buy down the cost for 10-day passes and monthly passes for City residents who qualify for PSTA's Transportation Disadvantaged Program, with an option to extend the agreement for another two years.

MAX Index

Forward Pinellas has developed a multimodal accessibility index (MAX index). MAX scores are assigned to individual quarter-mile grid cells, which Forward Pinellas defines as a reasonable walkable travel shed. The MAX score is based on factors such as bicycle facilities, premium transit services, walkability, roadway LOS, scooter/bike-share locations, transit access, and programmed transportation projects. The subject area is located in four grid cells with MAX scores ranging from 27.75 to 59.5. The countywide average MAX score is 7.5. the higher score in the northwestern portion of the subject area is attributable to the SunRunner stops and Pinellas Trail.



Recreation & Open Space

The City's adopted LOS for recreational acreage, which is 9 acres per 1,000 population, will not be impacted by the proposed development agreement. The actual LOS citywide for the City's *permanent* population is 21.3 acres per 1,000 population increasing to 28.5 acres per thousand with the inclusion of County parks. The actual LOS citywide for the City's functional population, which includes seasonal and tourist populations, is 19.9 acres per 1,000 population increasing to 26.6 acres per thousand with the inclusion of County parks. With the additional 9,000 projected residents in the district, and the provision of a minimum of 10 acres of open space, there will be no noticeable impact on the adopted LOS standard for recreation and open space.

Conclusion

There is sufficient capacity in the City's public facilities and services to accommodate the proposed development within the Historic Gas Plant District.

**PUBLIC NOTICE and COMMENTS**

***Public Notice***

Public notification letters were sent by direct mail to neighboring property owners, neighborhood associations and business associations within 300-linear feet of the subject property.

***Public Comments***

To date, staff has received one email providing general comments related to the proposed rezoning and associated Development Agreement, see Attachment 3.

**RECOMMENDATION**

Staff recommends APPROVAL of the proposed Development Agreement, based on consistency with the goals, objectives and policies of the City's Comprehensive Plan and with the Land Development Regulations.

**REPORT PREPARED BY:**

<i>/s/ Elizabeth Abernethy</i>	May 8, 2024
Elizabeth Abernethy, AICP	DATE
Director, Planning & Development Services Department	

**ATTACHMENTS**

1. Proposed Development Agreement
2. Roadway Segment Analysis Memorandum dated May 8, 2024
3. Public Comments



# **ATTACHMENT NO. 1**

## **Proposed Development Agreement**

## VESTING DEVELOPMENT AGREEMENT

**THIS VESTING DEVELOPMENT AGREEMENT** ("Agreement") is made and entered into as of the Effective Date (defined below), by and between the **CITY OF ST. PETERSBURG, FLORIDA**, a Florida municipal corporation ("City"), and **HINES HISTORIC GAS PLANT DISTRICT PARTNERSHIP**, a joint venture conducting business in the State of Florida ("Developer") (collectively, the "Parties"). **PINELLAS COUNTY**, a political subdivision of the State of Florida ("Owner"), is not a Party to this Agreement, but has been notified of the Parties' intent to enter into this Agreement and acknowledges same herein.

### WITNESSETH:

WHEREAS, Owner and City currently own approximately 81.32 acres of land ("Site Area") within the boundaries of the City, the legal description and boundary map of which are attached hereto as Exhibit "A" ("Property"); and

WHEREAS, the City has the right to acquire the Owner's portion of the Property from the Owner in parcels pursuant to the City/County Agreement; and

WHEREAS, the City and Developer intend for Developer to redevelop, or cause to be redeveloped, certain portions of the Property, pursuant to the Redevelopment Agreement and this Agreement; and

WHEREAS, in addition to the redevelopment of the Property planned by Developer, a new stadium ("Stadium") and up to two (2) parking garages ("Parking Garage Improvements") are planned to be constructed on the Property by Tampa Bay Rays Baseball, Ltd., or its affiliates; and

WHEREAS, the Stadium will be constructed on an approximately thirteen (13)-acre (MOL) portion of the Property, and in connection with the construction of the Stadium, the Parking Garage Improvements will be constructed on separate parcels that are also currently portions of the Property; and

WHEREAS, the City and Developer desire to establish certain terms and conditions relating to the proposed development of the Property in accordance with Sections 163.3220-163.3243, Florida Statutes, the Florida Local Government Development Agreement Act ("Act"); and

WHEREAS, in accordance with the Act and Section 16.05 of the City's LDRs, the City is duly authorized to enter this Agreement and the City has found that this Agreement complies with said Act and the City's LDRs; and

WHEREAS, the City has additionally found this Agreement to be consistent with the City's Comprehensive Plan, including levels of service for existing and needed public facilities, as well as its concurrency management regulations; and

WHEREAS, the City intends to initiate or has initiated an application to rezone the portions of the Property that are currently zoned DC-2 to DC-1; and

WHEREAS, the first properly noticed public hearing on this Agreement was held by the Community Planning and Preservation Commission on \_\_\_\_\_; and

WHEREAS, the first reading of this Agreement was held by the City Council on \_\_\_\_\_; and

WHEREAS, the second reading of and second properly noticed public hearing on this Agreement was held by the City Council on \_\_\_\_\_.

### DEFINITIONS

The terms defined in this Agreement shall have the following meanings, except as herein otherwise expressly provided:

**“Agreement”** means this Vesting Development Agreement, including any Exhibits, and any amendments hereto or thereto.

**“Applicable Laws”** means all existing and future federal, state, and local statutes, ordinances, rules and regulations, the federal and state constitutions, the City Charter, and all orders and decrees of lawful authorities having jurisdiction over the matter at issue, including but not limited to Florida statutes governing, if applicable, construction of public buildings and repairs upon public buildings and public works, Chapter 119 Florida Statutes, Title VII of the Civil Rights Act of 1964, the Americans with Disabilities Act, Section 448.095 Florida Statutes, Section 287.135 Florida Statutes, the bonding requirements of Florida Statute section 255.05, Florida Public Records Laws, the Americans with Disabilities Act, Florida Statutes Chapter 448, laws regarding E-Verify, and the City’s sign code.

**“Authorized Representative”** means the person or persons designated and appointed from time to time as such by the Owner, Developer, or the City.

**“City Council”** means the governing body of the City, by whatever name known or however constituted from time to time.

**“City/County Agreement”** means that certain agreement entered into on [Month Day], 2024 titled “[insert agreement name here]”.

**“City’s Code”** means the City of St. Petersburg Code, as most recently amended prior to the date hereof.

**“City’s Comprehensive Plan”** means the City of St. Petersburg Comprehensive Plan, as most recently amended prior to the date hereof.

**“City’s LDRs”** means the City of St. Petersburg Land Development Regulations, as most recently amended prior to the date hereof.

**“Development”** means all improvements to real property, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage, or activities. Development includes improved open areas such as plazas and walkways, but does not include natural geologic forms or unimproved real property.

**“Development Permit”** includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land.

**“Exhibits”** means those agreements, diagrams, drawings, specifications, instruments, forms of instruments, and other documents attached hereto and designated as exhibits to, and incorporated in and made a part of, this Agreement.

**“Florida Statutes”** means all references herein to "Florida Statutes" are to Florida Statutes (2023), as amended from time to time.

**“Project”** means the proposed Development to be located on part of the Property as contemplated by this Agreement.

**“Redevelopment Agreement”** means that certain agreement entered into on [Month Day], 2024 titled “HGP Redevelopment Agreement by and between the City of St. Petersburg, Florida and Hines Historic Gas Plant District Partnership for the Historic Gas Plant District”.

**“Vertical Development”** means a distinct vertical development component of the Project to be constructed on a Parcel in accordance with the Target Development Plan, the Minimum Development Requirements and the Redevelopment Agreement.

## AGREEMENT

**NOW, THEREFORE,** in consideration of the terms, conditions, covenants and mutual promises hereinafter

set forth, the Parties agree as follows:

1. Recitals, Definitions, and Exhibits. The foregoing recitations are true and correct and are hereby incorporated herein by reference. The foregoing definitions are hereby incorporated herein by reference. Terms used but not defined herein shall have the same meaning as set forth in the City's LDRs. All Exhibits to this Agreement are essential to this Agreement and are hereby deemed a part hereof.

2. Intent. It is the intent of the Parties that this Agreement shall be adopted in conformity with the Act and that this Agreement should be construed and implemented so as to effectuate the purposes and intent of the Act. This Agreement shall not be executed by or binding upon any Party until adopted in conformity with the Act.

3. Recording and Effective Date. Upon full execution by the Parties and no later than fourteen (14) days after final approval of this Agreement by City Council, the City shall record this Agreement in the Public Records of Pinellas County, Florida, at the Developer's expense, and shall forward a copy of the recorded Agreement to the Florida Department of Economic Opportunity. This Agreement shall become effective upon recordation (the "Effective Date").

4. Duration. The term of this Agreement shall be for thirty (30) years from the Effective Date.

5. Permitted Development Uses and Building Intensities. The Property's permitted development uses, density, intensity and height are as follows (collectively, the "Development Rights"):

(a) Permitted Development Uses. The Property currently holds DC-1 and DC-2 zoning on the City's zoning map, and CBD future land use designation in the City's Comprehensive Plan. The Property may be used for the uses permitted in the DC-1 and DC-2 zoning districts (and upon adoption of the rezoning, for the uses permitted in the DC-1 zoning district), subject to the additional limitations and conditions set forth in this Agreement.

(1) Proposed Uses. Developer and City agree that the following uses are proposed to be developed on the Property:

i. Target Development Plan. Developer's target development plan for the portion of the Property subject to the Redevelopment Agreement is described on Exhibit "B" attached hereto ("Target Development Plan").

ii. Minimum Development Requirements. While the Target Development Plan sets forth the overall intended Project, Exhibit "C" attached hereto sets forth certain minimum development requirements for the portion of the Property subject to the Redevelopment Agreement ("Minimum Development Requirements") that Developer must satisfy within 30 years of the Effective Date of this Agreement.

iii. Stadium and Parking Garage Improvements. The Stadium (up to 35,000 seats) and the Parking Garage Improvements.

(b) Maximum Density, Intensity, and Height of Proposed Uses. For the purposes of this Agreement, maximum density, intensity and height for the Property shall be:

(1) Maximum Density. None. Maximum density is limited by floor area ratio (FAR). Units per acre do not apply.

(2) Maximum Intensity.

i. Base (by right)- up to 3.0 FAR (10,626,898 square feet gross floor area)

ii. Bonus approval- greater than 3.0 FAR and equal to or less than 7.0 FAR. Unless and until the Property as a whole exceeds a 3.0 FAR, the intensity of the Project shall be by right. At such time as the next Development Permit issued will cause the Property's FAR to exceed 3.0, any Development in excess of a 3.0 FAR shall be subject to further approval in accordance with the City's LDRs. No affordable housing units currently contemplated in this Agreement or the

Redevelopment Agreement shall be counted towards any workforce housing FAR bonus that may be sought by Developer in the future to exceed the 3.0 base FAR.

iii. The Parties agree that, as of the Effective Date, the 3.0 base FAR is sufficient to permit the intensity contemplated in the Target Development Plan and the intensity associated with the Stadium.

(3) Maximum Height. Building heights are subject to review under the City's LDRs, the City's Comprehensive Plan, and Applicable Laws of other governmental agencies.

- i. Base- up to 300 ft
- ii. Bonus approval, streamline- greater than 300 ft and equal to or less than 375 ft
- iii. Bonus approval, public hearing- greater than 375 ft
- iv. Individual buildings or parcels may seek bonus approval for additional height, without subjecting other parts of the Project or Property to such review and approval.

(c) Site Area.

(1) Calculation. The Site Area is the total land area of the Property, excluding submerged land and previously dedicated public rights of way.

(2) Future Rights of Way or Conveyances to the Public. The Parties acknowledge that portions of the Property will likely be dedicated as public right of way or facilities, or otherwise conveyed for public purposes, including but not limited to streets, alleys, walkways, sidewalks, trails, transit stops, micro-mobility hubs, parking garages, and bicycle racks. The Site Area and Property shall not be reduced in the event of such dedications or other conveyances.

(3) Vacation of Existing Rights of Way. The Parties anticipate that existing public rights of way may be vacated as part of the Project. In that event, the Site Area and the Property shall automatically be increased to include the Property's share of such vacated right of way, without the need for an amendment to this Agreement.

(d) Unified Site. The Property shall be considered as one site, parcel or lot for purposes of the City's Code, notwithstanding current or future divisions into multiple separate parcels or lots, and such divisions or combinations of portions of the Property into separate parcels or lots shall not be deemed a subdivision under the City's Code. Thus, all allowances, requirements and limitations of the City's Code shall apply to the Property and Site Area as a whole, including setbacks, distances between buildings, FAR, FAR bonuses, FAR exemptions, open space, parking, use requirements, and landscaping.

(e) Public Art. In accordance with the City's LDRs, public art will be provided by Developer for all new Development. Public art requirements for Development of any individual parcels may be aggregated over multiple parcels, subject to Approval by the City in accordance with Paragraph 28 of this Agreement.

(f) Development Permits as to Portions of Project or Property. The Parties acknowledge that the Project and the Property will be developed over the duration of this Agreement in multiple phases. The Project will consist of multiple buildings with multiple uses. Portions of the Project or Property, such as individual buildings or uses, may obtain separate Development Permits, as opposed to the Project or Property as a whole. For example, building permits, variances or special exceptions may be issued to individual buildings, uses or parcels, without subjecting other parts of the Project or Property to such review and approval.

6. Development Rights.

(a) Vesting and Applicable Law Governing Development. The Development Rights shall be vested for the duration of this Agreement. The City's laws and policies governing the Development of the Property in effect on the Effective Date, including, without limitation the City's Code, the City's LDRs and the City's Comprehensive Plan, shall govern the Development of the Property for the duration of this Agreement, except that the pending rezoning from DC-2 to DC-1 is specifically anticipated and shall apply upon its adoption.

(b) Additional Development Rights. Developer shall benefit from any future land use, zoning or other changes in law adopted by the City which would increase the development capacity of the Property, but shall in no event have less than the Development Rights recognized in this Agreement; provided, any Development in excess of the Development Rights shall comply with the future applicable provisions of the City's LDRs and other Applicable Laws, including necessary approvals, if applicable. Obtaining the necessary applicable approvals from any other governing body shall be the sole responsibility of the Developer and nothing herein shall be construed as a grant of approval, express or implied, from a governing body aside from the City.

(c) Monitoring and Reporting Requirements. Developer shall prepare an annual report to be submitted to the City no later than January 31<sup>st</sup> of a given year for the City's review that documents the following:

- (1) Development Permits issued in the previous year;
- (2) All open Development Permits;
- (3) Any Development Permits anticipated to be sought by Developer in the following year;
- (4) Cumulative square footage of gross floor area for all Development Permits issued for the Project since the Effective Date;
- (5) Cumulative progress towards the Target Development Plan, as set forth in Paragraph 5.(a)(1)i. of this Agreement, measured in the units set forth therein. Credit towards achievement of the Target Development Plan will be deemed to be given by the City upon issuance of any certificate of occupancy for a Vertical Development or other portion of the Project; and
- (6) Cumulative progress towards the Minimum Development Requirements, as set forth in Paragraph 5.(a)(1)ii. of this Agreement, measured in the units set forth therein. Credit towards achievement of the Minimum Development Requirements will be deemed to be given by the City upon issuance of any certificate of occupancy for a Vertical Development or other portion of the Project.

The City and Developer may agree on amendments to the form of the annual report submitted by Developer.

7. Public Facilities and Services. Except as otherwise provided in the Redevelopment Agreement, and the infrastructure improvements identified therein, the following existing and needed public facilities are identified as serving the Project:

(a) Potable Water and Reclaimed Water. The City will provide potable water to the Project site. Sufficient supply capacity will be available to service the Project, consistent with the requirements of the City's concurrency management regulations. The design and construction of the proposed potable water facilities on the Project site shall be in compliance with the requirements of the City's Code, including the City's LDRs and the City, State or Federal standards such as the Southwest Florida Water Management District and the Florida Department of Environmental Protection.

(b) Sanitary Sewer. The City will provide sanitary sewer service to the Project site. Sufficient treatment capacity will be available to service the Project, consistent with the requirements of the City's concurrency management regulations. The design and construction of the proposed sanitary sewer facilities on the Project site shall be in compliance with the requirements of the City's Code, including the City's LDRs and the City, State or Federal standards such as the Southwest Florida Water Management District and the Florida Department of Environmental Protection.



(c) Stormwater Management. Stormwater management level of service is project-dependent rather than based on the provision and use of public facilities and is not directly provided by the City. The design and construction of the proposed stormwater facilities on the Project site shall be in compliance with the requirements of the City's Code, including the City's LDRs, and the City, State or Federal standards such as the Southwest Florida Water Management District and the Florida Department of Environmental Protection, shall meet concurrency requirements for stormwater, and shall not result in degradation of the level of service below City's adopted level of service.

(d) Solid Waste. Solid waste collection services will be provided by the City using facilities, equipment and service capacity already in place, while waste disposal services will be handled by Pinellas County. Capacity is sufficient to allow the Project to meet the applicable level of service requirements, and no new public facilities will be needed to service the Project.

(e) Transportation. Transportation facilities and services will be provided by the City using available facilities and service capacity already in place, plus the construction of new roads on the Property as provided in the Redevelopment Agreement. Subject to City Approval, Developer will develop a Traffic, Parking Management, and Micro-Mobility Plan to address onsite circulation, parking and multimodal transit in connection with the Target Development Plan. Developer must provide such plans to the City for its review and Approval within forty-five (45) days after the submittal of the preliminary plat required under the City's LDRs.

(f) Utility Improvements. Utility improvements necessary to provide service to a structure shall be constructed by Developer at Developer's expense prior to issuance of certificates of occupancy for the structure.

8. Reservation or Dedication of Land. Except for those future rights of way and other conveyances contemplated in Paragraph 5.(c)(2) of this Agreement, and the Stadium and Parking Garage Improvements, no reservation or dedication of land for public purposes is proposed under this Agreement.

9. Local Development Permits. The following local development Approvals will be required to develop the Property:

- (a) Bonus approval, for Development that exceeds the base FAR or base height, if requested and approved pursuant to the City's LDRs;
- (b) Water, sewer, paving and drainage permits;
- (c) Building permits;
- (d) Certificates of occupancy; and
- (e) Any other Development Permits that may be required by local ordinances and regulations.

10. Consistency with Comprehensive Plan. Development of the Property with the Development Rights is consistent with the City's Comprehensive Plan.

11. Necessity of Complying with Local Regulations Relative to Permits. The Parties agree that the failure of this Agreement to address a particular permit, condition, fee, term or restriction shall not relieve Developer of the necessity of complying with regulations governing said permitting requirements, conditions, fees, terms or restrictions.

12. Binding Effect. The obligations imposed pursuant to this Agreement upon the Parties and upon the Property shall run with and bind the Property as covenants running with the Property. This Agreement shall be binding upon and enforceable by and against the Parties hereto, their personal representatives, heirs, successors, grantees and assigns.

13. Concurrency and Comprehensive Plan Findings. The City has determined that the concurrency requirements of Section 16.03 of the City's LDRs and the City's Comprehensive Plan will be met for the Project, further subject to any approvals set forth in Paragraph 9 of this Agreement. The City has found that the Project and this

Agreement are consistent with and further the goals, objectives, policies and action strategies of the City's Comprehensive Plan and with the City's LDRs, further subject to any approvals set forth in Paragraph 9 of this Agreement. Nothing herein shall be construed by any Party as an approval, express or implied, for any action set forth in Paragraph 9 of this Agreement.

14. Disclaimer of Joint Venture. The Parties represent that by the execution of this Agreement it is not the intent of the Parties that this Agreement be construed or deemed to represent a joint venture or common undertaking between any Parties, or between any Party and any third party. While engaged in carrying out and complying with the terms of this Agreement, Developer is an independent principal and not a contractor for or officer, agent, or employee of the City. Developer shall not at any time or in any manner represent that it or any of its agents or employees are employees of the City.

15. Amendments. The Parties acknowledge that this Agreement may be amended by mutual consent of the Parties subsequent to execution in accordance with Section 163.3237, Florida Statutes and Section 16.05 of the City's LDRs. All amendments to this Agreement shall be ineffective unless reduced to writing and executed by the Parties in accordance with the City's LDRs and Florida Statutes.

16. Notices. All notices, demands, requests for approvals or other communications given by any Party to another shall be in writing and shall be sent by hand delivery, registered or certified U.S. Mail, postage prepaid, return receipt requested or by a recognized national overnight courier service to the office for each Party indicated below and addressed as follows:

(a) To the Developer:

c/o Hines Interests Limited Partnership  
11512 Lake Mead Avenue  
Suite 603  
Jacksonville, Florida 32256  
Attention: Lane Gardner  
Email: [Lane.Gardner@hines.com](mailto:Lane.Gardner@hines.com)

With copies to:

c/o Hines Interests Limited Partnership  
383 17th Street NW  
Suite 100  
Atlanta, Georgia 30363  
Attention: Michael Harrison  
Email: [michael.harrison@hines.com](mailto:michael.harrison@hines.com)

c/o Hines Interests Limited Partnership  
444 West Lake Street  
Suite 2400  
Chicago, Illinois 60606  
Attention: Stephen E. Luthman  
Email: [steve.luthman@hines.com](mailto:steve.luthman@hines.com)

c/o Hines Legal Department  
845 Texas Avenue, Suite 3300  
Houston, TX 77002  
Attention: Corporate Counsel  
Email: [corporate.legal@hines.com](mailto:corporate.legal@hines.com)

Baker Botts L.L.P.  
2001 Ross Avenue, Suite 900  
Dallas, Texas 75201

Attention: Jon Dunlay  
Email: [jon.dunlay@bakerbotts.com](mailto:jon.dunlay@bakerbotts.com)

Tampa Bay Rays Baseball, Ltd.  
Tropicana Field  
One Tropicana Drive  
St. Petersburg, FL 33705  
Attention: John P. Higgins  
Senior Vice President of Administration/ General Counsel  
Email: [jhiggins@raysbaseball.com](mailto:jhiggins@raysbaseball.com)

ArentFox Schiff LLP  
1717 K Street, NW  
Washington, DC. 26006  
Attention: Richard N. Gale  
Email: [richard.gale@afslaw.com](mailto:richard.gale@afslaw.com)

ArentFox Schiff LLP  
1301 Avenue of the Americas  
New York, NY 10019  
Attention: Marina Rabinovich  
Email: [marina.rabinovich@afslaw.com](mailto:marina.rabinovich@afslaw.com)

Trenam  
200 Central Ave., Suite 1600  
St. Petersburg, FL 33701  
Attn.: Mathew S. Poling  
Email: [mpoling@trenam.com](mailto:mpoling@trenam.com)

(b) To the City:

City of St. Petersburg  
Urban Planning, Design and Historic Preservation Division  
One 4<sup>th</sup> Street North  
St. Petersburg, FL 33701  
Attn.: Derek Kilborn, Manager  
Email: [derek.kilborn@stpete.org](mailto:derek.kilborn@stpete.org)

With a copy to:

City of St. Petersburg  
City Attorney's Office  
One 4<sup>th</sup> Street North  
St. Petersburg, FL 33701  
Attn.: Michael Dema, Managing Assistant City Attorney – Land Use & Environmental  
Matters  
Email: [Michael.Dema@stpete.org](mailto:Michael.Dema@stpete.org)

17. Effectiveness of Notice. Notices given by courier service or by hand delivery shall be effective upon delivery, notices given by recognized national overnight courier service shall be effective on the first business day after deposit with the courier service and notices given by registered or certified mail shall be effective on the third day after deposit in the U.S. Mail. Refusal by any person to accept delivery of any notice delivered to the office at the address indicated above (or as it may be changed) shall be deemed to have been an effective delivery as provided in this paragraph. The addresses to which notices are to be sent may be changed from time to time by written notice delivered to the other Parties and such notices shall be effective upon receipt. Until notice of change of address is received as to any particular Party hereto, all other Parties may rely upon the last address given.

18. Default. Except with regard to a default in the execution and recordation of this Agreement (for which there shall be no cure period), in the event any Party is in default of any provision hereof, any non-defaulting Party, as a condition precedent to the exercise of its remedies, shall be required to give the defaulting Party written notice of the same pursuant to this Agreement. The defaulting Party shall have thirty (30) business days from the receipt of such notice to cure the default. If the defaulting Party timely cures the default, this Agreement shall continue in full force and effect. In addition, this cure period shall be extended if the default is of a nature that it cannot be completely cured within such cure period, provided that the defaulting Party has promptly commenced all appropriate actions to cure the default within such cure period and those actions are thereafter diligently and continuously pursued by the defaulting Party in good faith. If the defaulting Party does not timely cure such default, the non-defaulting Party shall be entitled to pursue its remedies available at law or equity.

19. Non-Action on Failure to Observe Provisions of this Agreement. The failure of any Party to promptly or continually insist upon strict performance of any term, covenant, condition or provision of this Agreement, or any Exhibit hereto, or any other agreement, instrument or document of whatever form or nature contemplated hereby shall not be deemed a waiver of any right or remedy that the Party may have, and shall not be deemed a waiver of a subsequent default or nonperformance of such term, covenant, condition or provision.

20. Applicable Law and Venue. The laws of the State of Florida shall govern the validity, performance and enforcement of this Agreement. Venue for any proceeding arising under this Agreement shall be in the Sixth Judicial Circuit, in and for Pinellas County, Florida, for state actions and in the United States District Court for the Middle District of Florida for federal actions, to the exclusion of any other venue.

21. Construction. This Agreement has been negotiated by the Parties, and the Agreement, including, without limitation, the Exhibits, shall not be deemed to have been prepared by any Party, but by all equally. The captions, section numbers, and headings appearing in this Agreement are inserted only as a matter of convenience and in no way define, limit, construe, or describe the scope of intent of such sections or articles of this Agreement nor in any way affect this Agreement.

22. Entire Agreement.

(a) This Agreement, and all the terms and provisions contained herein, including without limitation the Exhibits hereto, constitute the full and complete agreement between the Parties hereto regarding the subject matter hereof to the date hereof, and supersedes and controls over any and all prior agreements, understandings, representations, correspondence and statements whether written or oral, except for the Redevelopment Agreement. With the exception of conditions that may be imposed by the City in approving any Development Permit, no Party shall be bound by any agreement, condition, warranty or representation regarding the subject matter hereof other than as expressly stated in this Agreement or the Redevelopment Agreement.

(b) Any provisions of this Agreement shall be read and applied in para materia with all other provisions hereof.

23. Holidays. It is hereby agreed and declared that whenever a notice or performance under the terms of this Agreement is to be made or given on a Saturday or Sunday or on a legal holiday observed by the City, it shall be postponed to the next following business day.

24. Certification. The Parties shall at any time and from time to time, upon not less than ten (10) days prior notice by the other Party execute, acknowledge and deliver to the other Party (and, in the case of the City, to a prospective lender, tenant or purchaser of any of the Property) a statement in recordable form certifying that this Agreement has not been modified and is in full force and effect (or if there have been modifications that this Agreement as modified is in full force and effect and setting forth a notation of such modifications), and that to the knowledge of such Party, neither it nor any other Party is then in default hereof (or if another Party is then in default hereof, stating the nature and details of such default), it being intended that any such statement delivered pursuant to this paragraph may be conclusively relied upon by any addressee of such statement made in accordance with the provisions of this Agreement.

25. Termination. This Agreement shall automatically terminate and expire upon the occurrence of the first of the following:

- (a) The expiration of thirty (30) years from the Effective Date of this Agreement;
- (b) The revocation of this Agreement by the City Council in accordance with Section 163.3235, Florida Statutes and Section 16.05 of the City's LDRs; and
- (c) The execution of a written agreement by all Parties, or by their successors in interest, providing for the termination of this Agreement.

26. Deadline for Execution. The Developer shall execute this Agreement prior to the date on which the City Council considers this Agreement for final approval. The City shall execute this Agreement no later than fourteen (14) days after final approval by City Council.

27. Covenant of Cooperation. The Parties shall cooperate with and deal with each other in good faith and assist each other in the performance of the provisions of this Agreement and in achieving the completion of Development of the Project site, including processing amendments to this Agreement.

28. Approvals.

(a) For the purposes of this Agreement any required written permission, consent, approval or agreement ("Approval") by the City means the Approval of the mayor or their designee unless otherwise set forth herein and such approval shall be in addition to any and all permits and other licenses required by law or this Agreement.

(b) For the purposes of this Agreement any right of the City to take any action permitted, allowed or required by this Agreement, may be exercised by the mayor or their designee, unless otherwise set forth herein.

(c) Notwithstanding the foregoing, nothing set forth herein shall be construed to waive or supersede any procedural requirements for an Approval otherwise required by the City's Code, including the City's LDRs, and Florida Statutes.

29. Partial Invalidity. If any term or provision of this Agreement or the application thereof to any person or circumstance is declared invalid or unenforceable, the remainder of this Agreement, including any valid portion of the invalid term or provision and the application of such invalid term or provision to circumstances other than those as to which it is held invalid or unenforceable by a court of competent jurisdiction, shall not be affected thereby and shall with the remainder of this Agreement continue unmodified and in full force and effect.

30. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original but all of which shall constitute a single instrument.

31. Third Party Beneficiaries. The rights and obligations of the Parties set forth in this Agreement are personal to the Parties, and no third parties are entitled to rely on or have an interest in any such rights and obligations. Nothing within this Agreement shall constitute dedications to the public, and no member of the public is granted any rights hereunder.

32. Authority. Each of the Parties hereto represents and warrants to the other that the execution and delivery of this Agreement, consummation of the transactions described herein, and compliance with the terms of this Agreement will not conflict with, or constitute a default under, any agreement to which such Party is bound, or violate any regulation, law, order, judgment, or decree applicable to such Party. Each of the Parties hereto represents and warrants to the other that the person executing this Agreement on behalf of such party has the full right, power and authority to enter into and execute this Agreement on such Party's behalf and that no consent or approval from any other person or entity is necessary as a condition precedent to the legal effect of this Agreement, or, if any such consent or approval is required, that all such consents or approvals have been obtained as of the date such Party has executed this Agreement. This Agreement constitutes the valid and legally binding obligation of each Party, enforceable against such Party in accordance with its terms.

[remainder of page intentionally blank]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the Effective Date.

**ATTEST:**

**CITY:**

**CITY OF ST. PETERSBURG, FLORIDA**, a Florida  
municipal corporation

\_\_\_\_\_  
City Clerk

By: \_\_\_\_\_

Its: \_\_\_\_\_

Print name: \_\_\_\_\_

Approved as to form and content by  
Office of City Attorney:

\_\_\_\_\_  
00741740

**WITNESSES:**

**DEVELOPER:**

\_\_\_\_\_  
Signature

Print name: \_\_\_\_\_

\_\_\_\_\_  
Signature

Print name: \_\_\_\_\_

\_\_\_\_\_, a  
\_\_\_\_\_

By: \_\_\_\_\_

Its: \_\_\_\_\_

Print name: \_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me by means of (check one) [X] physical presence or [ ] online notarization, this \_\_\_\_ day of \_\_\_\_\_, 2024, by \_\_\_\_\_ as \_\_\_\_\_ of \_\_\_\_\_, a \_\_\_\_\_, who (check one):

is/are personally known to me, or

who has/have produced \_\_\_\_\_ as identification.

(Notary Seal)

\_\_\_\_\_  
Notary Public - (Signature)

**OWNER ACKNOWLEDGEMENT**

**ATTEST:**

**KEN BURKE, CLERK**

By: \_\_\_\_\_  
Deputy Clerk

**OWNER:**

**PINELLAS COUNTY**, a political subdivision of the State of Florida

By: \_\_\_\_\_  
Its: \_\_\_\_\_  
Print name: \_\_\_\_\_

Approved as to form and content by  
Office of County Attorney:

\_\_\_\_\_



**EXHIBIT "A"**

Legal Description of Property

Lot 1, Block 1, and Lot 1, Block 2, Suncoast Stadium Replat, as recorded in Plat Book 96, Pages 53 and 54, Public Records of Pinellas County, Florida.

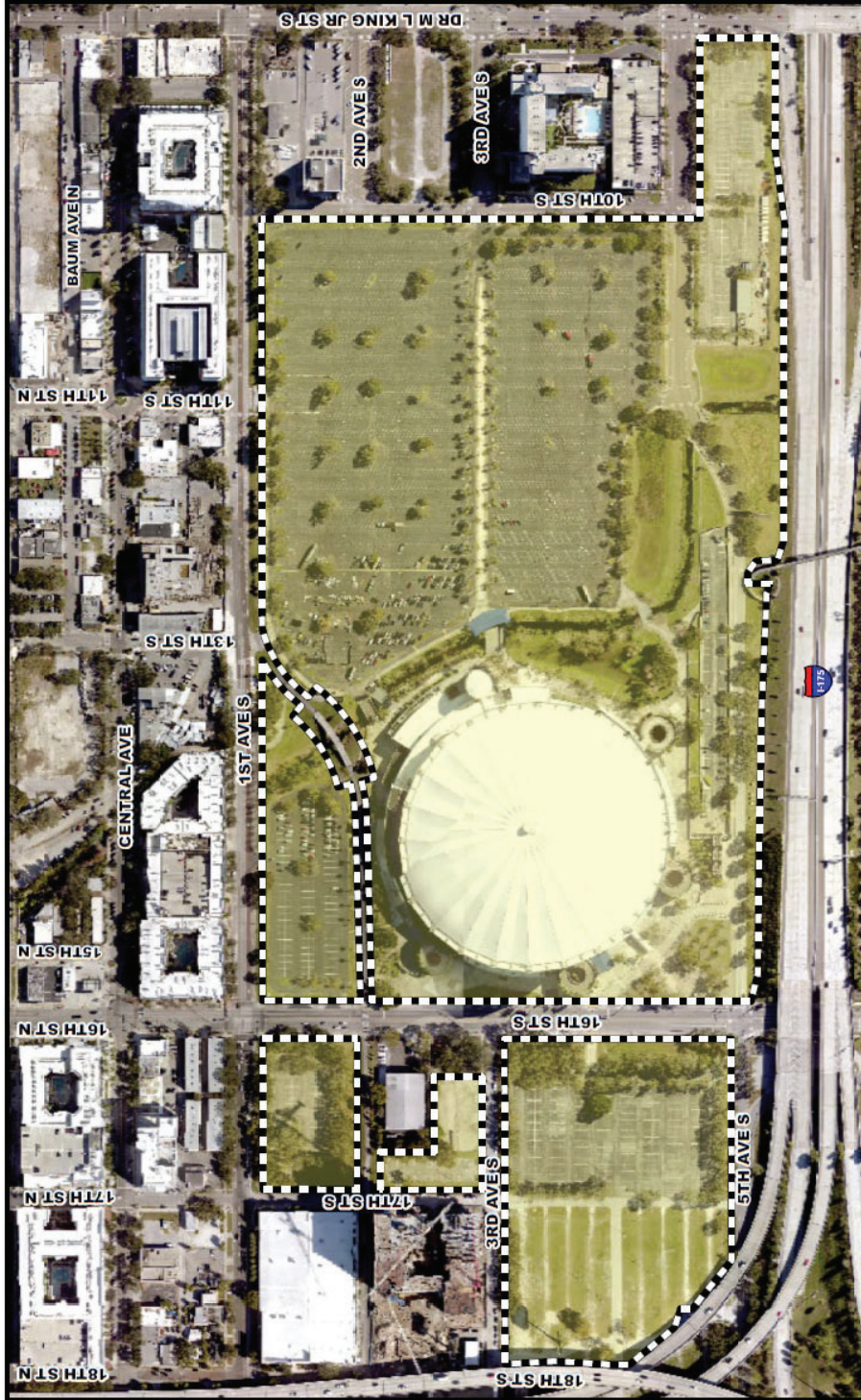
Lot 1, Block 1, Lot 1, Block 2, and Lot 1, Block 3, Tropicana Field West Parking Area Replat, as recorded in Plat Book 121, Pages 55 and 56, Public Records of Pinellas County, Florida.

Lots 1 through 20, inclusive, Block 48, Revised Map of the City of St. Petersburg, as recorded in Plat Book 1, Page 49 of the Public Records of Hillsborough County, Florida, of which Pinellas County was formerly a part.

Lots 11, 12, 13 and 14, Block 24, of FULLER'S SUBDIVISION, according to plat thereof as recorded in Plat Book 1, Page 16, of the Public Records of Pinellas County, Florida.

**EXHIBIT "A" (continued)**

Boundary Map of Property



**Historic Gas Plant District Development Agreement**



SUBJECT AREA



## **EXHIBIT “B”**

### **Target Development Plan**

- Residential Units: 5,400 units (excluding Affordable/Workforce Housing Units)
- Affordable/Workforce Housing Units: 600 units
- Hotel: 750 keys
- Class A Office/Medical/Medical Office: 1,400,000 gross square feet
- Retail, including opportunities for small retail businesses: 750,000 gross square feet (including a 20,000 gross square foot grocer)
- Entertainment: 100,000 gross square feet
- Civic/Museum Uses: 50,000 gross square feet
- Conference, Ballroom, and Meeting Space: 90,000 gross square feet
- Daycare, Childcare, Preschool or similar facility
- Library and/or incubator space
- Open Space: 14 acres

## EXHIBIT "C"

### Minimum Development Requirements

- Residential Units: 3,800 Units (excluding Affordable/Workforce Housing Units)
- Affordable/Workforce Housing Units: 600 units, or as may otherwise be mutually agreed by Developer and City
- Commercial, Office, and Retail Uses; Arts, Recreation, and Entertainment Uses; Education, Public Administration, Healthcare, and Institutional Uses: one million (1,000,000) gross square feet, of which at least 500,000 gross square feet will be Class A Office/Medical/Medical Office, and at least 50,000 gross square feet will be Civic/Museum
- Hotel: 400 Keys
- Conference, Ballroom, and Meeting Space: 50,000 gross square feet
- Open Space: 10 acres (i.e., the Initial Open Space as that term is defined in the Redevelopment Agreement)
- At least one Daycare, Childcare, Preschool or similar facility



## **ATTACHMENT NO. 2**

### **Roadway Segment Analysis Memo May 8, 2024**

## MEMORANDUM

To: Hines Historic Gas Plant District Partnership

From: Harrison Forder, P.E., *Kimley-Horn and Associates*  
Jared Schneider, AICP, CNU-A, *Kimley-Horn and Associates*

Date: May 8, 2024

RE: ***Historic Gas Plant District – Roadway Segment Analysis  
City of St. Petersburg, Florida***

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Kimley-Horn is pleased to provide this memorandum summarizing the traffic conditions around the proposed *Historic Gas Plant District*. This memorandum is provided to summarize the results of a roadway segment analysis for the proposed mixed-use development. A development agreement between the City of St. Petersburg and Hines Historic Gas Plant District Partnership is currently under consideration by the City.

### PROJECT OVERVIEW

The *Historic Gas Plant District* is an 82-acre development generally located east of I-275, north of I-175, west of Martin Luther King Jr. Street, and south of 1<sup>st</sup> Avenue S. The site currently consists of Tropicana Field and its associated surface parking lots, which will be demolished as a part of the development. **Figure 1** shows the location of the project site.

The detailed master plan for the full development is currently under development. **Table 1** on the following page summarizes the proposed new development density. The site is expected to be developed in phases, with continuations of the street grid across the site (i.e. 2<sup>nd</sup> Avenue S, 3<sup>rd</sup> Avenue S, 15<sup>th</sup> Street, 13<sup>th</sup> Street, and 11<sup>th</sup> Street). Parking for the development is expected to be shared between uses and provided in structured parking throughout the site.

Table 1: Proposed Land Uses and Densities	
Land Use	Proposed Density Range
Residential	5,400 market rate units
	600 affordable housing units
Hotel	750 rooms
Conference/Ballroom Space	90,000 SF
Class A Office/Medical Office	1,400,000 SF
Retail	750,000 SF
Entertainment	100,000 SF
Civic/Museum	50,000 SF
Stadium	Up to 35,000 seats
Other Uses	Library, Incubator, and Preschool/Childcare Space

## EXISTING ROADWAY CONDITIONS

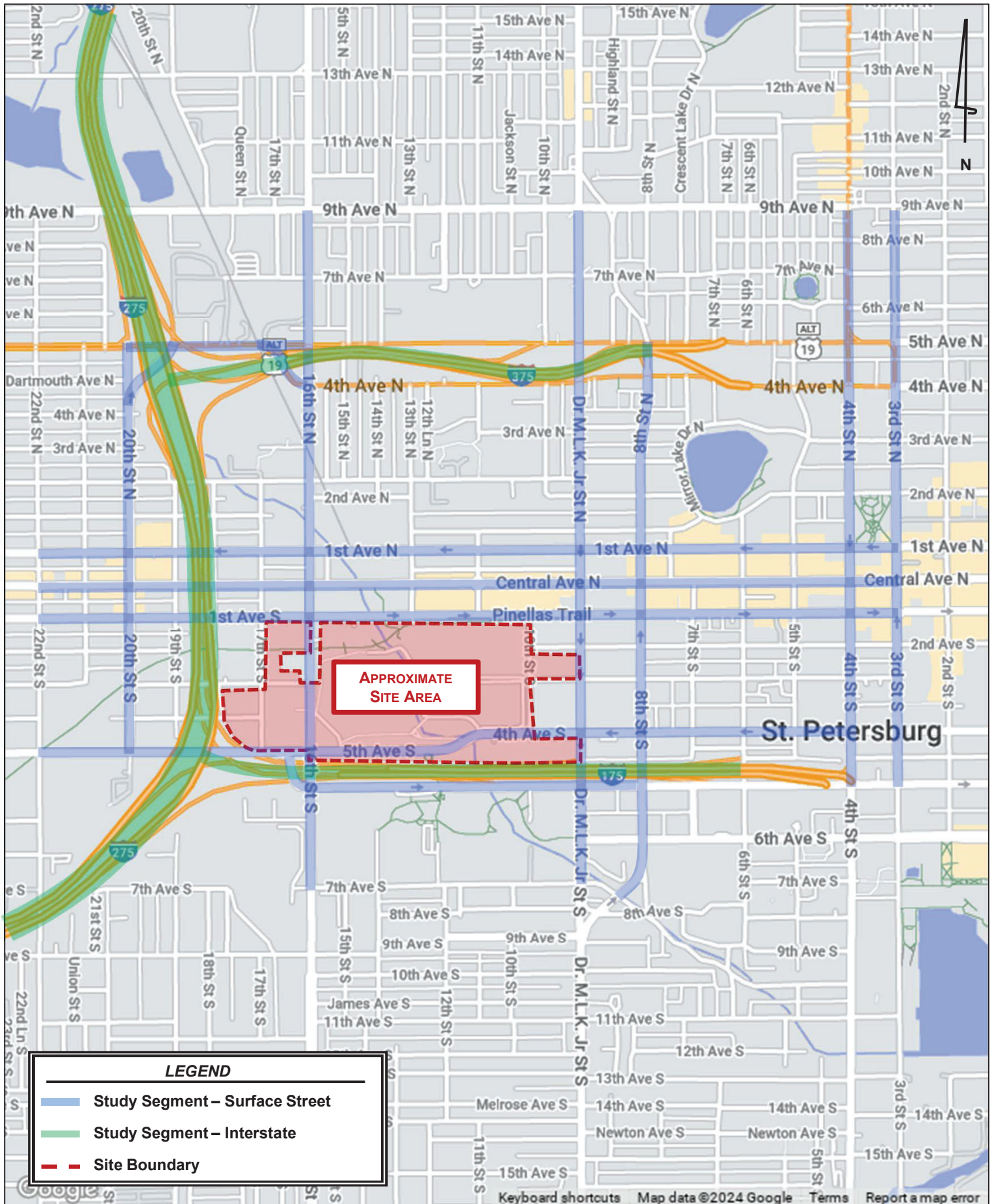
A variety of publicly available data sources were utilized to summarize the existing roadway conditions. Annual Average Daily Traffic (AADT) volumes for the various roadway segments were obtained from the *Forward Pinellas Traffic Count Map (2022)*. Roadway Functional Classification information was obtained from the Florida DOT (FDOT) *Functional Classification and Urban Boundary Maps*. NearMap aerial imagery from 2024 was utilized to determine the existing roadway configuration. Lastly, the *Downtown St. Petersburg Mobility Study (2022)* was researched to identify committed and planned roadway improvement projects.

Major roadways within ¾ miles of the project site were included in the overall study network. This network includes connections from the *Historic Gas Plant District* to downtown St. Petersburg, the interstate network, and arterials to other points in Pinellas County. The study network is illustrated in **Figure 2** and summarized in **Table 2**.



nearmap





**Table 2** below summarizes the roadway characteristics of the study network, including the functional classification, AADT volumes, committed and planned projects, and other notable features.

Table 2: Roadway Characteristics				
Roadway	Two-Way/ One-Way	Functional Classification	AADT	Notes
4 <sup>th</sup> Avenue S	One-Way WB	Major Collector	1,350	<b>Proposed two-way conversion as a part of the Historic Gas Plant District</b>
5 <sup>th</sup> Avenue S	Two-Way (west of 16 <sup>th</sup> St)	Major Collector	2,700	Planned Lane Reallocation west of 16 <sup>th</sup> Street for Separated Bike Lanes
	One-Way EB (east of 16 <sup>th</sup> St)	Major Collector		
	One-Way WB (east of 16 <sup>th</sup> St)	Major Collector		<b>Proposed two-way conversion as a part of the Historic Gas Plant District</b>
1 <sup>st</sup> Avenue S	One-Way EB	Minor Arterial	11,500	One lane reserved for SunRunner BRT
Central Avenue	Two-Way	Minor Arterial	6,000	
1 <sup>st</sup> Avenue N	One-Way WB	Minor Arterial	12,000	One lane reserved for SunRunner BRT
5 <sup>th</sup> Avenue N	Two-Way	Minor Arterial	23,000	
20 <sup>th</sup> Street	Two-Way	Major Collector	4,000	
16 <sup>th</sup> Street	Two-Way	Minor Arterial (north of 1 <sup>st</sup> Ave S)	15,000	Possible Lane Reallocation for Separated Bike Lanes (further study required)
		Major Collector (south of 1 <sup>st</sup> Ave S)		
MLK Street	One-Way SB	Minor Arterial	12,000	<b>Committed Lane Reallocation between 6<sup>th</sup> Ave S and 5<sup>th</sup> Ave N for Separated Bike Lanes</b>
8 <sup>th</sup> Street	One-Way NB	Minor Arterial	9,600	
4 <sup>th</sup> Street	One-Way SB	Minor Arterial	13,000	
3 <sup>rd</sup> Street	One-Way NB	Minor Arterial	11,000	
I-275	Two-Way	Interstate	125,500	Committed FDOT project to construct express lanes and improve capacity for general purpose lanes (2029)
I-375	Two-Way	Interstate	34,000	
I-175	Two-Way	Interstate	41,000	

*Note:* **Bolded** projects have been included in the capacity analysis. Other projects, such as the planned lane reallocations on 5<sup>th</sup> Avenue N and 16<sup>th</sup> Street, are currently under evaluation by the City of St. Petersburg, and may or may not be included in future plans as additional study is conducted.

**PROJECT TRAFFIC**

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the build out of the *Historic Gas Plant District*. A trip generation for the site has been prepared based on the maximum density considered for the site (from **Table 1**). Project trip generation for the stadium has been excluded from this this analysis as Tropicana Field is a currently operational stadium located within the development site. Tropicana Field will be demolished and replaced with the new 35,000 seat stadium as a part of the proposed development. The stadium is expected to host Major League Baseball games and other special events with peak traffic conditions typical of these events. As is currently the case for events held at Tropicana Field and typical for stadium events, specialized event traffic management plans will be developed and managed in cooperation with the City of St. Petersburg and St. Petersburg Police Department for each event.

**Trip Generation**

Traffic for the proposed development was calculated using equations contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, Eleventh Edition, 2021*. **Table 3** summarizes the existing and future trip generation of the build-out scenario. Mixed-use reductions and alternative mode reductions were taken according to the *ITE Trip Generation Handbook, Third Edition, 2014*. Based on the existing alternative mode infrastructure such as the SunRunner, Pinellas Trail, and sidewalk network, a 10% alternative mode reduction was assumed. The mixed-use (not including the stadium) components of the *Historic Gas Plant District* is expected to generate a total of 58,248 net new daily trips. Pass-by reductions were not taken to present a conservative (higher trip generating) analysis.

Table 3: Trip Generation								
Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Multi-Family Housing (Mid-Rise) <sup>1</sup>	6,000 units	221	8,790	8,790	235	1,445	1,154	406
Hotel <sup>2</sup>	750 rooms	310	2,059	2,059	114	119	74	84
General Office Building	1,000,000 SF	710	4,301	4,301	1,067	146	191	932
Medical-Dental Office Building	400,000 SF	820	7,200	7,200	980	260	472	1,100
Shopping Center <sup>3</sup>	850,000 SF	820	14,029	14,029	394	241	1,265	1,370
<b>Total Gross Trips<sup>4</sup></b>			<b>36,379</b>	<b>36,379</b>	<b>2,790</b>	<b>2,211</b>	<b>3,156</b>	<b>3,892</b>
<i>Mixed-Use Reductions</i>			-4,019	-4,019	-309	-309	-709	-703
<i>Alternative Mode Reductions</i>			-3,236	-3,236	-248	-190	-245	-318
<b>Total Net New Trips</b>			<b>29,124</b>	<b>29,124</b>	<b>2,233</b>	<b>1,712</b>	<b>2,208</b>	<b>2,871</b>

<sup>1</sup>Includes both market-rate and affordable housing units.

<sup>2</sup>The Hotel land use includes conference facilities and ballrooms associated with hotels.

<sup>3</sup>Includes both 750,000 SF of retail space as well as 100,000 SF of entertainment space

<sup>4</sup>Trip Generation for the Museum, Library, and Childcare facilities is minor compared to the other land-uses and is not analyzed separately

**Trip Distribution and Assignment**

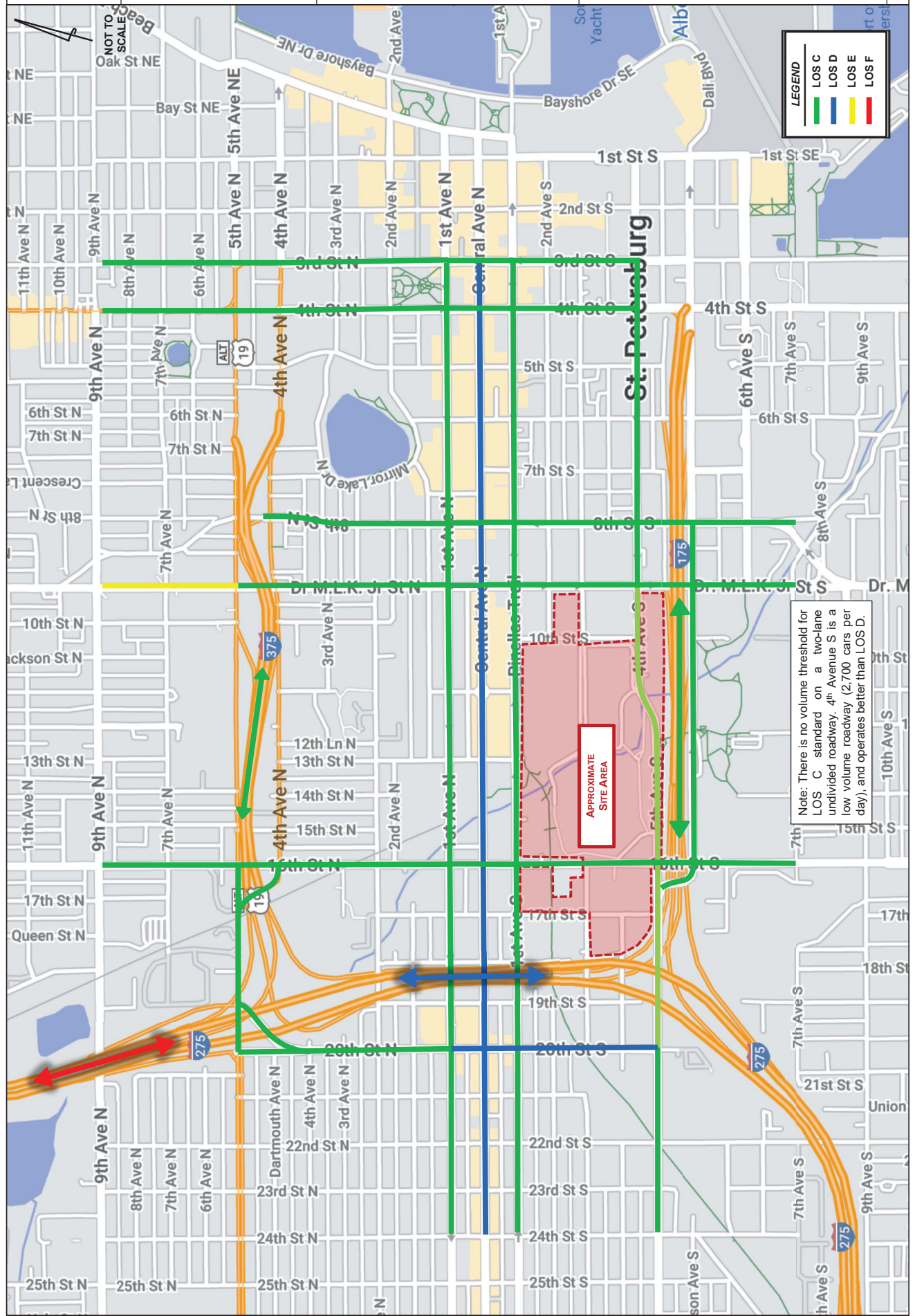
The directional distribution and assignment of new project trips was based on a review of land uses in the area, population densities in the area, historical traffic patterns, US Census Data, and other data sources. The trip distribution for the *Historic Gas Plant District* is illustrated in **Appendix A**. Trip distribution percentages were then assigned to the roadway network.

**ROADWAY SEGMENT ANALYSIS**

A planning level analysis of roadway segment level of service (LOS) was performed in accordance with the FDOT *Multimodal/Level of Service Handbook* (2023). The Handbook establishes LOS thresholds based on AADT, incorporating a variety of factors such as area type, facility type, and roadway cross-section. The LOS thresholds are summarized below in **Table 4**.

Table 4: FDOT Motor Vehicle Generalized Service Volume Tables				
ARTERIALS				
Land Use	LOS C	LOS D	LOS E	LOS F
2-Lane	-	17,600	24,000	>24,000
4-Lane	24,400	36,100	40,800	>40,800
6-Lane	44,700	56,800	60,400	>60,400
8-Lane	52,300	66,900	70,900	>70,900
<i>Adjustments for one-way facilities, non-state facilities, and exclusive turn lanes not included above</i>				
FREEWAYS				
4-Lane	67,800	84,900	88,800	>88,800
6-Lane	98,400	124,200	131,200	>131,200
8-Lane	129,600	164,700	174,700	>174,700
10-Lane	159,400	207,100	222,200	>222,200
12-Lane	197,200	246,500	272,900	>272,900
<i>Adjustments for auxiliary lanes and ramp metering not included above</i>				

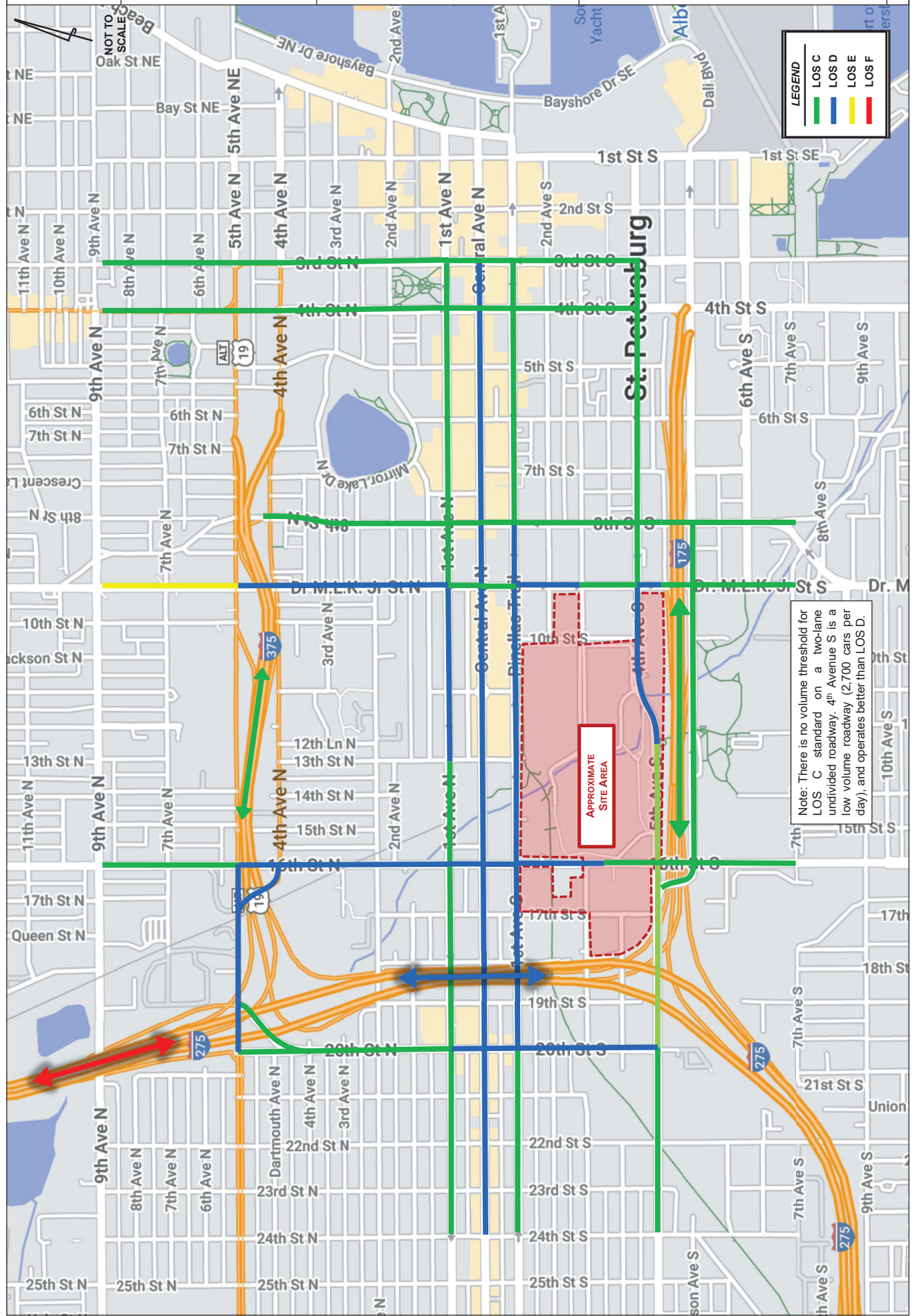
Utilizing the thresholds in **Table 4** and the applicable adjustment factors, the LOS of each roadway segment was calculated based on the Existing 2022 Forward Pinellas AADT volumes. **Figure 3** presents the results of the Existing LOS analysis. Using the Trip Generation in **Table 3** and the Trip Distribution in **Appendix A**, project trips for the mixed-use development were assigned to the study network roadways. These project trips were added to the Existing 2022 AADT volumes. **Figure 4** presents the results of the Existing + Development LOS analysis. The committed Martin Luther King Jr Street lane reallocation project was included in the LOS analysis, however other longer-range planned projects were excluded from the analysis. Additionally, the proposed two-way conversion of 4<sup>th</sup> Avenue S between 8<sup>th</sup> Street and 16<sup>th</sup> Street was included in the LOS analysis. The detailed LOS calculations are provided in **Appendix B**.



Historic Gas Plant District  
Roadway Segment Analysis

Existing +  
Development LOS  
Segment

Figure 4



As shown in **Figure 3** the roadways within the study network currently operate at LOS D or better, with most roadways operating at LOS C. Martin Luther King Jr Street north of I-375 is shown to currently operate at LOS E, based on our analysis. This section of roadway is a hybrid section, with two southbound lanes and one northbound lane as well as an on-street cycle facility. For conservative purposes, the LOS was calculated based on a two-lane roadway cross-section. The LOS calculation is consistent with the existing results of the *Downtown St. Petersburg Mobility Study*.

As shown in **Figure 4** the roadways within the study network currently operate at LOS D or better after the addition of the development traffic, with most roadways operating at LOS C. This shows that there is available capacity in the roadway network to accommodate the traffic generated by the *Historic Gas Plant District*. Segments along 16<sup>th</sup> Street, Martin Luther King Jr Street, 5<sup>th</sup> Avenue N, 1<sup>st</sup> Avenue N, 1<sup>st</sup> Avenue S, and 4<sup>th</sup> Avenue S are expected to operate at LOS D with the addition of project traffic associated with the *Historic Gas Plant District*. 4<sup>th</sup> Avenue S is planned as a part of the development to have an additional eastbound lane from the parking facilities on the southwest corner of the site to Martin Luther King Jr Street, which will increase capacity for vehicles exiting the site and accessing I-175.

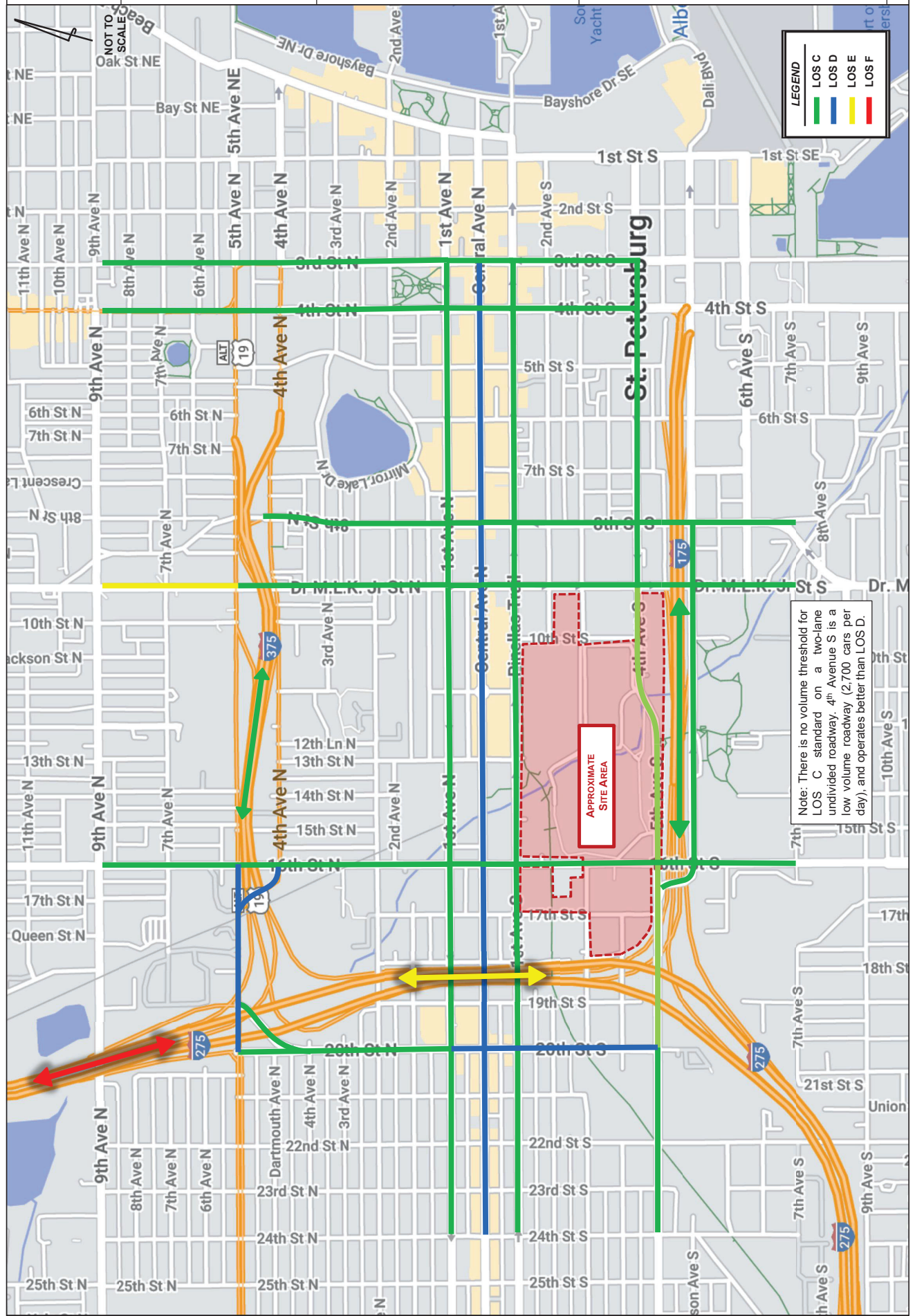
I-275 between I-175 and I-375 currently operates at LOS D, while I-275 north of I-375 currently operates at LOS F and has been identified as a source of congestion in the *Downtown St. Petersburg Mobility Study*. FDOT currently has a programmed project to provide additional capacity along I-275 through the construction of two (2) express lanes in each direction and other improvements to the general purpose lanes. Construction for this project is expected to be funded by 2029 per the *Forward Pinellas Transportation Improvement Program*, which is before much of the *Historic Gas Plant District* is expected to be constructed.

In addition to the existing conditions analysis, a future analysis has been conducted for a 2040 interim year and the 2054 horizon year (30-year build-out period). To account for other growth in the area, a 0.5% per year background traffic growth rate was applied to the existing 2022 traffic volumes to determine the Future 2040 (**Figure 5**) and Future 2054 (**Figure 7**) baseline LOS. The growth rate is consistent with population and employment forecasts summarized in the *StPete2050 Study*. Using the Trip Generation in **Table 3** and the Trip Distribution in **Appendix A**, project trips for the mixed-use development were assigned to the study network roadways. These project trips were added to the Existing 2022 AADT volumes. **Figure 6** presents the results of the Future 2040 + Development LOS analysis, while **Figure 8** presents the results of the Future 2054 + Development LOS analysis.

Historic Gas Plant District  
Roadway Segment Analysis

Future 2040  
Segment LOS

Figure 5

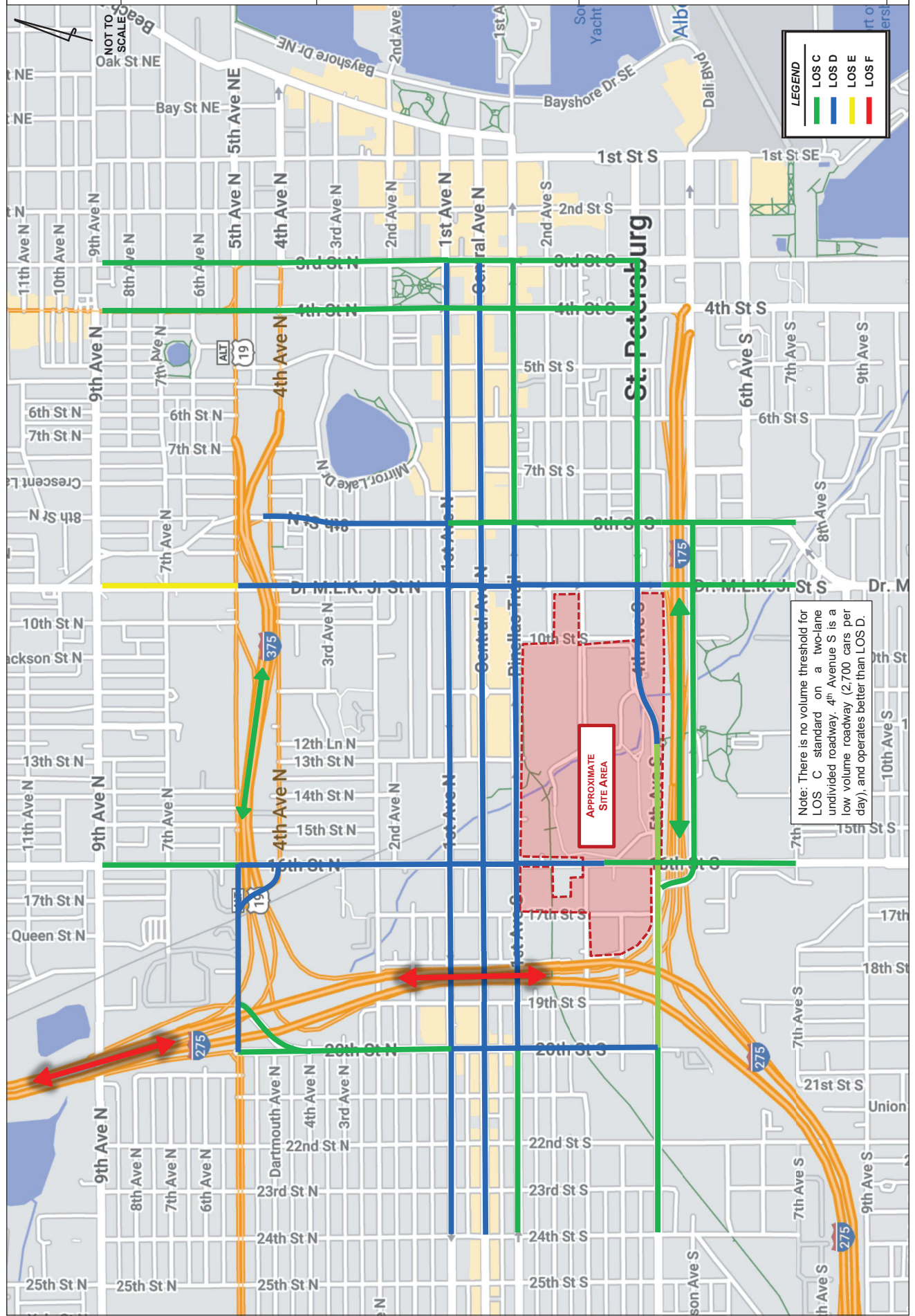


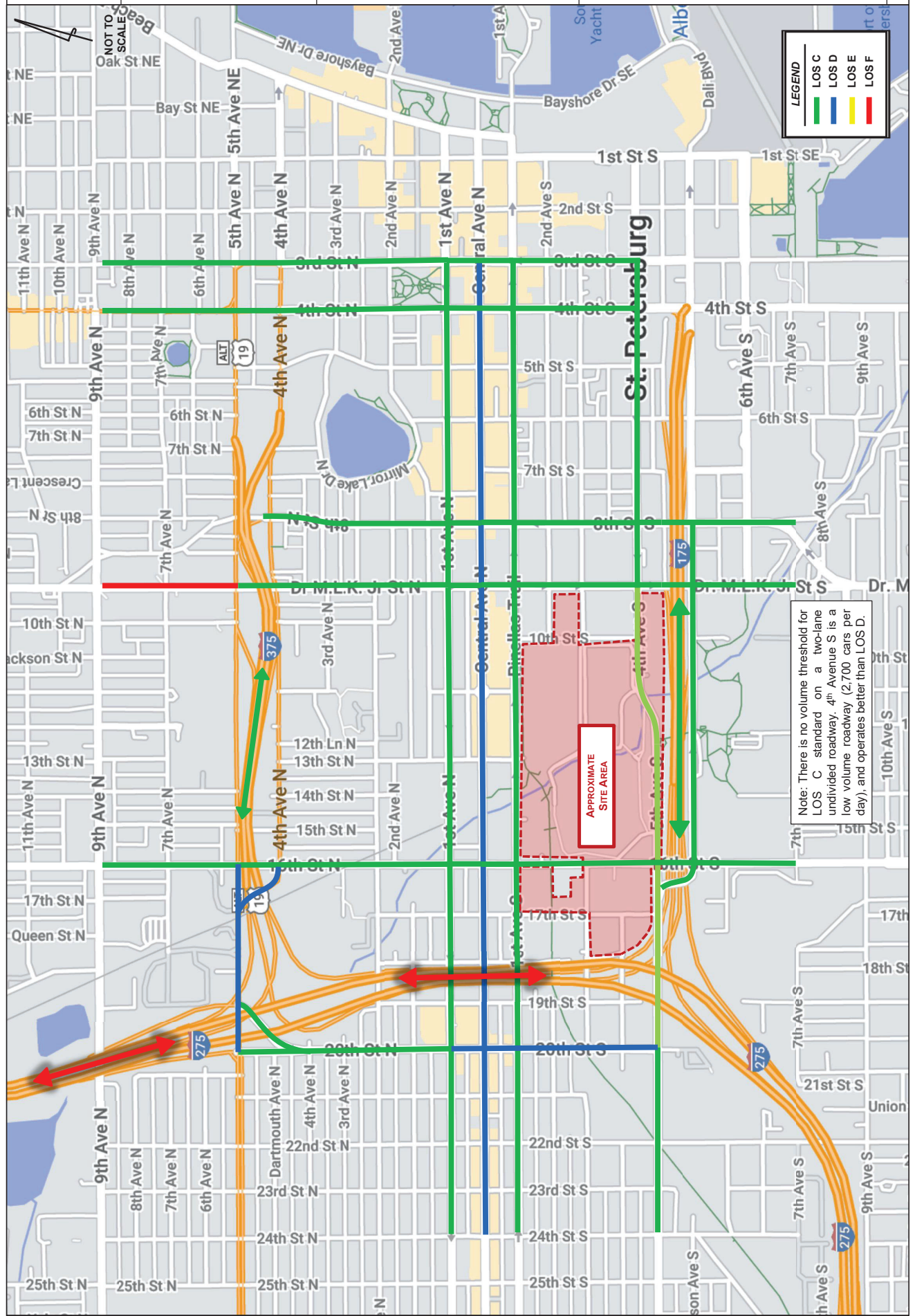


Historic Gas Plant District  
Roadway Segment Analysis

Future 2040 +  
Development LOS  
Segment LOS

Figure 6

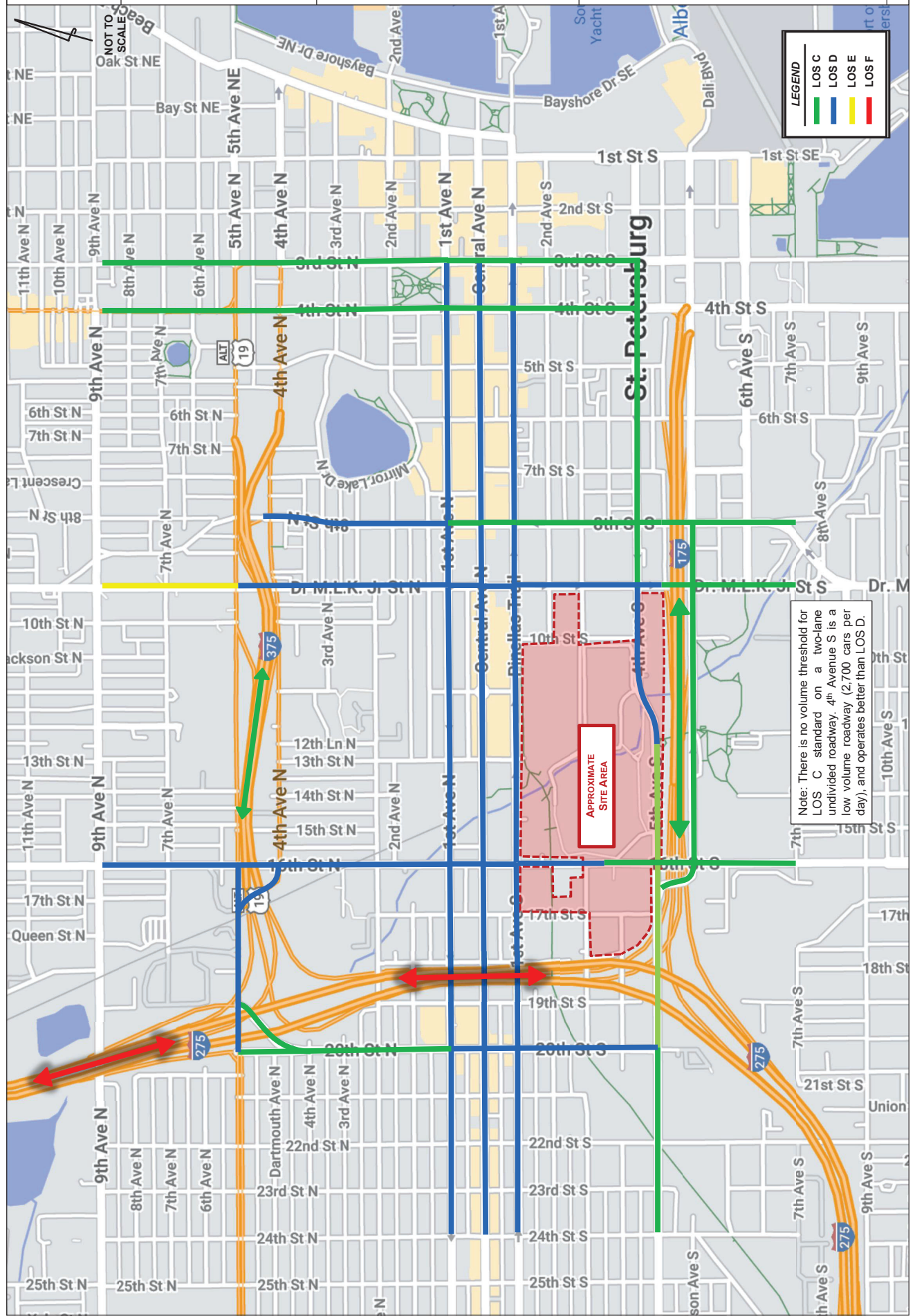




Historic Gas Plant District  
Roadway Segment Analysis

Future 2054 +  
Development LOS  
Segment

Figure 8



Similarly to the existing conditions, the roadways within the study network are projected to continue to operate at LOS D or better, with most roadways operating at LOS C. I-275 and Martin Luther King Jr Street north of I-375 is projected to operate at LOS F with continued background traffic growth before development traffic is applied. This is consistent with the existing results of the *Downtown St. Petersburg Mobility Study*. As previously noted, the LOS along I-275 does not take into account the programmed FDOT project to add managed lanes and improve capacity on I-275, which will be funded for construction by 2029.

As shown in **Figure 6 and Figure 8**, with the addition of development traffic the roadways within the study network are projected to continue to operate at LOS D or better. This shows that there will continue to be available capacity in the roadway network to accommodate the traffic generated by the *Historic Gas Plant District*. Segments along 20<sup>th</sup> Street, 16<sup>th</sup> Street, Martin Luther King Jr Street, 5<sup>th</sup> Avenue N, 1<sup>st</sup> Avenue N, 1<sup>st</sup> Avenue S, and 4<sup>th</sup> Avenue S are expected to operate at LOS D with the addition of project traffic associated with the *Historic Gas Plant District*, however, **based on this analysis no segments are expected to deteriorate to LOS E or worse as a result of the development.**

## CONCLUSION

The *Historic Gas Plant District* is an 82-acre development generally located east of I-275, north of I-175, west of Martin Luther King Jr. Street, and south of 1<sup>st</sup> Avenue S. The site currently consists of Tropicana Field and associated surface parking lots, which will be demolished as a part of the proposed development. The *Historic Gas Plant District* is proposed to consist of 6,000 residential units (5,400 market-rate, 600 affordable), 750 hotel rooms, 1,400,000 SF of class A office/medical office, 750,000 SF of retail space, 100,000 SF of entertainment space, a 35,000 seat stadium, and civic/museum, library, and childcare uses.

A generalized roadway segment LOS analysis was performed using existing traffic volumes from *Forward Pinellas*, consistent with the procedures outlined in the FDOT *Multimodal/Level of Service Handbook* (2023). The analysis, which is consistent with the results of the *Downtown St. Petersburg Mobility Study*, indicate that the roadways in the vicinity of the site currently have available capacity and are projected to continue to have available capacity to accommodate the additional traffic associated with the *Historic Gas Plant District*. Specific improvements are under consideration to better accommodate event traffic operations as well as to enhance the multimodal connectivity of the site, however no roadway segment capacity projects have been identified to serve the proposed development as a result of this analysis.

### Appendix:

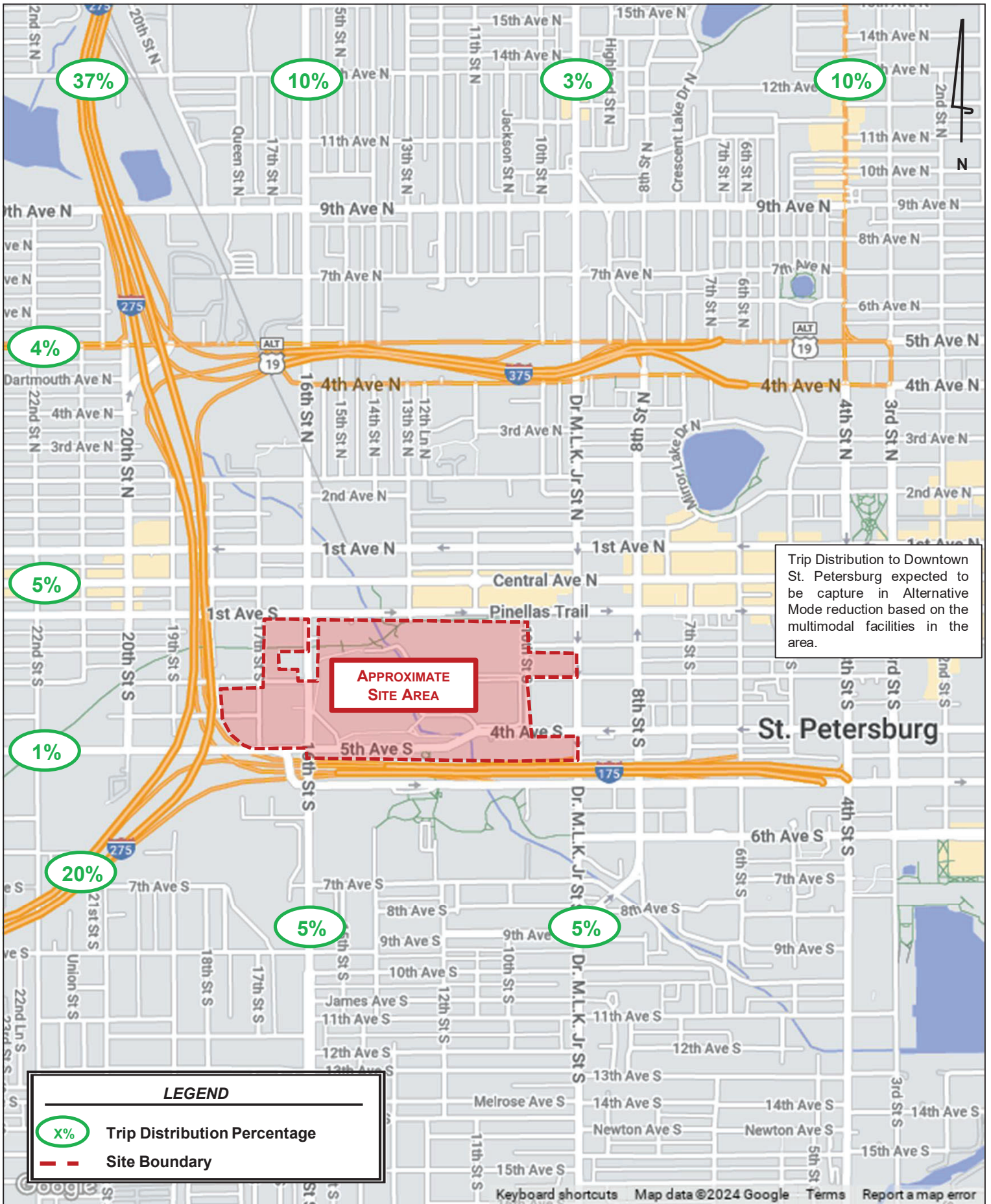
- Appendix A – Trip Generation and Trip Distribution
- Appendix B – Roadway Segment Analysis Table
- Appendix C – *Downtown St. Petersburg Mobility Study* Results

# Trip Generation and Trip Distribution

Trip Generation Analysis (11th Ed. With 2nd Edition Handbook Daily IC & 3rd Edition AM/PM IC)

Historic Gas Plant District  
St. Petersburg, FL

Land Use	Seating	Density	Daily Trips		AM Peak Hour		PM Peak Hour	
			Total	In	Out	Total	In	Out
<b>Proposed Project Trips</b>								
221 Multifamily Housing (Mid-Rise)	Dense Multi-Use Urban	6,000 dwelling units	17,580	8,790	8,790	1,680	235	1,445
310 Hotel	Dense Multi-Use Urban	750 rooms	4,118	2,059	2,059	233	114	119
710 General Office Building	General Urban/Suburban	1,000,000 Sq. Ft. GFA	8,602	4,301	4,301	1,213	1,067	146
720 Medical-Dental Office Building	General Urban/Suburban	400,000 Sq. Ft. GFA	14,400	7,200	7,200	1,240	980	260
820 Shopping Center (>150k)	General Urban/Suburban	850,000 Sq. Ft. GFA	28,058	14,029	14,029	635	394	241
<b>Gross Project Trips</b>			<b>72,758</b>	<b>36,379</b>	<b>36,379</b>	<b>5,001</b>	<b>2,790</b>	<b>2,211</b>
<b>Residential Trips</b>			<b>17,580</b>	<b>8,790</b>	<b>8,790</b>	<b>1,680</b>	<b>235</b>	<b>1,445</b>
Mixed-Use Reductions			-2,460	-1,230	-1,230	-48	-5	-43
Alternative Mode Reductions			-1,512	-756	-756	-163	-23	-140
Adjusted Residential Trips			13,608	6,804	6,804	1,469	207	1,262
<b>Hotel Trips</b>			<b>4,118</b>	<b>2,059</b>	<b>2,059</b>	<b>233</b>	<b>114</b>	<b>119</b>
Mixed-Use Reductions			-376	-188	-188	-77	0	-77
Alternative Mode Reductions			-1,742	-871	-871	-140	-11	-151
Adjusted Hotel Trips			3,188	1,594	1,594	140	103	38
<b>Office Trips</b>			<b>23,002</b>	<b>11,501</b>	<b>11,501</b>	<b>2,453</b>	<b>2,047</b>	<b>406</b>
Mixed-Use Reductions			-1,212	-606	-606	-274	-160	-114
Alternative Mode Reductions			-2,180	-1,090	-1,090	-218	-189	-29
Adjusted Office Trips			19,610	9,805	9,805	1,961	1,698	263
<b>Retail Trips</b>			<b>28,058</b>	<b>14,029</b>	<b>14,029</b>	<b>635</b>	<b>394</b>	<b>241</b>
Mixed-Use Reductions			-3,790	-1,895	-1,895	-219	-144	-75
Alternative Mode Reductions			-2,428	-1,213	-1,213	-42	-25	-17
Pass By Reductions (based on ITE Rates)			0	0	0	0	0	0
Adjusted Retail Trips			21,842	10,921	10,921	374	225	149
<b>Mixed-Use Reductions - TOTAL</b>			<b>-8,038</b>	<b>-4,019</b>	<b>-4,019</b>	<b>-618</b>	<b>-309</b>	<b>-309</b>
<b>Alternative Mode Reductions - TOTAL</b>			<b>-6,472</b>	<b>-3,236</b>	<b>-3,236</b>	<b>-439</b>	<b>-248</b>	<b>-190</b>
<b>Pass-By Reductions - TOTAL</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>New Trips</b>			<b>58,248</b>	<b>29,124</b>	<b>29,124</b>	<b>3,944</b>	<b>2,233</b>	<b>1,712</b>
<b>Driveway Volumes</b>						<b>7,048</b>	<b>3,156</b>	<b>2,871</b>



# Roadway Segment Analysis Table



## Existing Segment Analysis

Segment	From:	To:	# of Lanes	1 Way/2 Way	Direction	Existing Volumes	Existing LOS	Mixed-Use Volume (Total)	Mixed-Use Volume (Distributed)	% Mixed-Use Entering	% Mixed-Use Exiting	Total	Existing + Development LOS	One-Way Adjustme nt	Turn Lane Adjustme nt	Non-State Adjustme nt	LOS C Capacity	LOS D Capacity	LOS E Capacity	Existing + Development v/c
4th Ave S	3rd St S	8th St S	2	1-Way	WB	1,350	C	58,248	1,456	5%	0%	2,906	C	0.6	1	0.9	14,094	20,682	23,220	0.14
	8th St S	Dr. MLK St S	2	1-Way	WB	1,350	C	58,248	7,281	25%	0%	8,631	C	0.6	1	0.9	14,094	20,682	23,220	0.62
	Dr. MLK St S	10th St S	3	2-Way	WB	1,350	C	58,248	14,562	30%	20%	15,912	D	1.05	1.05	0.9	12,332	24,665	30,618	0.65
	10th St S	16th St S	2	2-Way	WB	1,350	D	58,248	14,562	30%	20%	15,912	D	1	0.8	0.9	12,332	24,665	30,618	0.65
	16th St S	20th St S	2	2-Way	WB	1,350	D	58,248	2,912	6%	4%	4,824	D	1	0.8	0.9	12,332	24,665	30,618	0.43
	20th St S	24th St S	4	2-Way	WB	2,700	D	58,248	5,824	15%	1%	3,382	C	1	0.75	0.9	14,094	20,682	23,220	0.13
	24th St S	31st St S	2	1-Way	EB	1,350	D	58,248	0	0%	0%	13,500	C	0.6	1	0.9	14,094	20,682	23,220	0.07
	31st St S	Dr. MLK St S	3	1-Way	EB	1,350	C	58,248	8,737	30%	0%	10,087	C	0.6	1	0.9	15,336	29,106	33,912	0.35
	Dr. MLK St S	20th St S	3	1-Way	EB	1,350	C	58,248	8,737	30%	0%	10,087	C	0.6	1	0.9	15,336	29,106	33,912	0.35
	20th St S	16th St S	2	1-Way	EB	1,350	C	58,248	1,456	5%	0%	12,956	C	0.6	1	0.9	14,094	20,682	23,220	0.63
	16th St S	11th St N	2	1-Way	EB	1,350	C	58,248	2,912	10%	0%	14,412	D	0.6	1	0.9	14,094	20,682	23,220	0.70
	11th St N	20th St S	2	1-Way	EB	1,350	C	58,248	3,495	12%	40%	14,995	D	0.6	1	0.9	14,094	20,682	23,220	0.73
	20th St S	Dr. MLK St S	3	1-Way	EB	1,350	C	58,248	5,825	20%	0%	17,325	D	0.6	1	0.9	14,094	20,682	23,220	0.80
	Dr. MLK St S	8th St S	2	1-Way	EB	1,350	C	58,248	1,456	0%	0%	12,956	C	0.6	1	0.9	14,094	20,682	23,220	0.63
	8th St S	24th St S	2	2-Way	WB	6,000	D	58,248	5,824	15%	1%	6,582	D	1	1	0.9	12,510	19,620	0.55	
	24th St S	4th St N	2	1-Way	WB	12,000	D	58,248	1,456	5%	0%	13,456	C	0.6	1	0.9	14,094	20,682	23,220	0.65
	4th St N	8th St N	2	1-Way	WB	12,000	C	58,248	1,456	5%	0%	13,456	C	0.6	1	0.9	14,094	20,682	23,220	0.65
	8th St N	Dr. MLK St N	2	1-Way	WB	12,000	C	58,248	1,456	5%	0%	13,456	C	0.6	1	0.9	14,094	20,682	23,220	0.65
	Dr. MLK St N	11th St N	2	1-Way	WB	12,000	C	58,248	2,912	10%	0%	14,912	D	0.6	1	0.9	14,094	20,682	23,220	0.72
	11th St N	20th St N	2	1-Way	WB	12,000	C	58,248	2,039	7%	0%	14,039	C	0.6	1	0.9	14,094	20,682	23,220	0.68
	20th St N	24th St N	2	1-Way	WB	12,000	C	58,248	2,039	7%	0%	14,039	C	0.6	1	0.9	14,094	20,682	23,220	0.68
	24th St N	28th St N	2	1-Way	WB	12,000	C	58,248	1,456	5%	0%	13,456	C	0.6	1	0.9	14,094	20,682	23,220	0.65
	28th St N	34th St N	4	2-Way	WB	23,000	D	58,248	5,242	9%	3%	28,242	D	1	1	0.9	23,490	34,470	0.82	
	34th St N	1st Ave S	2	2-Way	WB	4,000	D	58,248	2,330	5%	3%	6,330	D	1	0.75	0.9	9,383	14,715	0.67	
	1st Ave S	1st Ave N	2	2-Way	WB	4,000	D	58,248	3,786	10%	3%	7,786	D	1	0.75	0.9	9,383	14,715	0.67	
	1st Ave N	-175/5th Ave N	4	2-Way	WB	4,000	C	58,248	4,369	10%	5%	8,369	C	1	0.95	0.9	17,618	25,853	29,025	0.32
	-175/5th Ave N	4th Ave N	4	2-Way	WB	15,000	C	58,248	5,835	10%	10%	20,825	C	1	0.95	0.9	23,316	32,747	36,765	0.50
	4th Ave N	1st Ave S	4	2-Way	WB	15,000	C	58,248	11,067	18%	18%	26,067	D	1	0.95	0.9	23,316	32,747	36,765	0.80
	1st Ave S	1st Ave N	4	2-Way	WB	15,000	C	58,248	11,067	18%	18%	26,067	D	1	0.95	0.9	23,316	32,747	36,765	0.80
	1st Ave N	3rd Ave S	4	2-Way	WB	15,000	C	58,248	2,912	5%	5%	17,912	C	1	0.95	0.9	23,316	32,747	36,765	0.55
	3rd Ave S	7th Ave S	4	2-Way	WB	15,000	C	58,248	2,912	5%	5%	17,912	C	1	0.95	0.9	23,316	32,747	36,765	0.55
	7th Ave S	11th St N	4	2-Way	WB	17,000	E	58,248	8,744	3%	0%	17,874	E	1	1	0.9	12,510	19,620	1.43	
	11th St N	1st Ave N	3	1-Way	SB	12,000	C	58,248	4,369	15%	0%	16,369	D	0.6	1	0.9	15,336	29,106	33,912	0.56
	1st Ave N	3rd Ave S	3	1-Way	SB	12,000	C	58,248	2,912	10%	0%	14,912	C	0.6	1	0.9	15,336	29,106	33,912	0.51
	3rd Ave S	4th Ave S	3	1-Way	SB	7,900	C	58,248	8,737	10%	20%	16,637	D	0.6	1	0.9	15,336	29,106	33,912	0.57
	4th Ave S	-175 WB	3	1-Way	SB	7,900	C	58,248	7,281	5%	20%	15,181	C	0.6	1	0.9	15,336	29,106	33,912	0.52
	-175 WB	7th Ave S	3	1-Way	SB	7,900	C	58,248	11,650	0%	40%	19,550	D	0.6	1	0.9	15,336	29,106	33,912	0.67
	7th Ave S	5th Ave S (175 EB)	4	1-Way	SB	9,600	C	58,248	1,456	5%	5%	9,356	C	0.6	1	0.9	15,336	29,106	33,912	0.32
	5th Ave S (175 EB)	4th Ave S	4	1-Way	SB	9,600	C	58,248	10,193	35%	0%	11,056	C	0.6	1	0.9	31,752	38,826	39,744	0.28
	4th Ave S	3rd Ave S	4	1-Way	SB	9,600	C	58,248	4,369	15%	0%	13,969	C	0.6	1	0.9	31,752	38,826	39,744	0.51
	3rd Ave S	1st Ave N	4	1-Way	SB	9,600	C	58,248	4,369	15%	0%	13,969	C	0.6	1	0.9	31,752	38,826	39,744	0.36
	1st Ave N	1st Ave S	3	1-Way	SB	9,600	C	58,248	5,835	0%	20%	15,425	D	0.6	1	0.9	15,336	29,106	33,912	0.53
	1st Ave S	4th Ave N	4	1-Way	SB	13,000	C	58,248	2,912	10%	0%	15,912	C	0.6	1	0.9	31,752	38,826	39,744	0.41
	4th Ave N	1st Ave N	4	1-Way	SB	13,000	C	58,248	2,912	10%	0%	15,912	C	0.6	1	0.9	31,752	38,826	39,744	0.41
	1st Ave N	4th Ave S	4	1-Way	SB	13,000	C	58,248	1,456	5%	0%	14,456	C	0.6	1	0.9	31,752	38,826	39,744	0.37
	4th Ave S	1st Ave S	4	1-Way	SB	11,000	C	58,248	1,456	0%	0%	12,456	C	0.6	1	0.9	31,752	38,826	39,744	0.32
	1st Ave S	1st Ave N	4	1-Way	SB	11,000	C	58,248	2,912	0%	10%	13,912	C	0.6	1	0.9	31,752	38,826	39,744	0.36
	1st Ave N	9th Ave N	4	1-Way	SB	11,000	C	58,248	2,912	0%	10%	13,912	C	0.6	1	0.9	31,752	38,826	39,744	0.36
	9th Ave N	-175	7	2-Way	WB	138,500	F	58,248	21,552	37%	37%	180,052	F	0.6	1	0.9	118,400	144,200	151,200	1.19
	-175	Dr. MLK Jr St N	8	2-Way	WB	125,500	D	58,248	7,281	10%	15%	132,781	D	0.6	1	0.9	108,400	134,200	141,200	0.94
	Dr. MLK Jr St N	-175	6	2-Way	WB	34,000	C	58,248	6,990	12%	2%	40,990	C	0.6	1	0.9	98,400	124,200	131,200	0.31
	-175	Dr. MLK Jr St S	8	2-Way	WB	41,000	C	58,248	17,474	30%	0%	58,474	C	0.6	1	0.9	118,400	144,200	151,200	0.39

## Future 2040 Segment Analysis

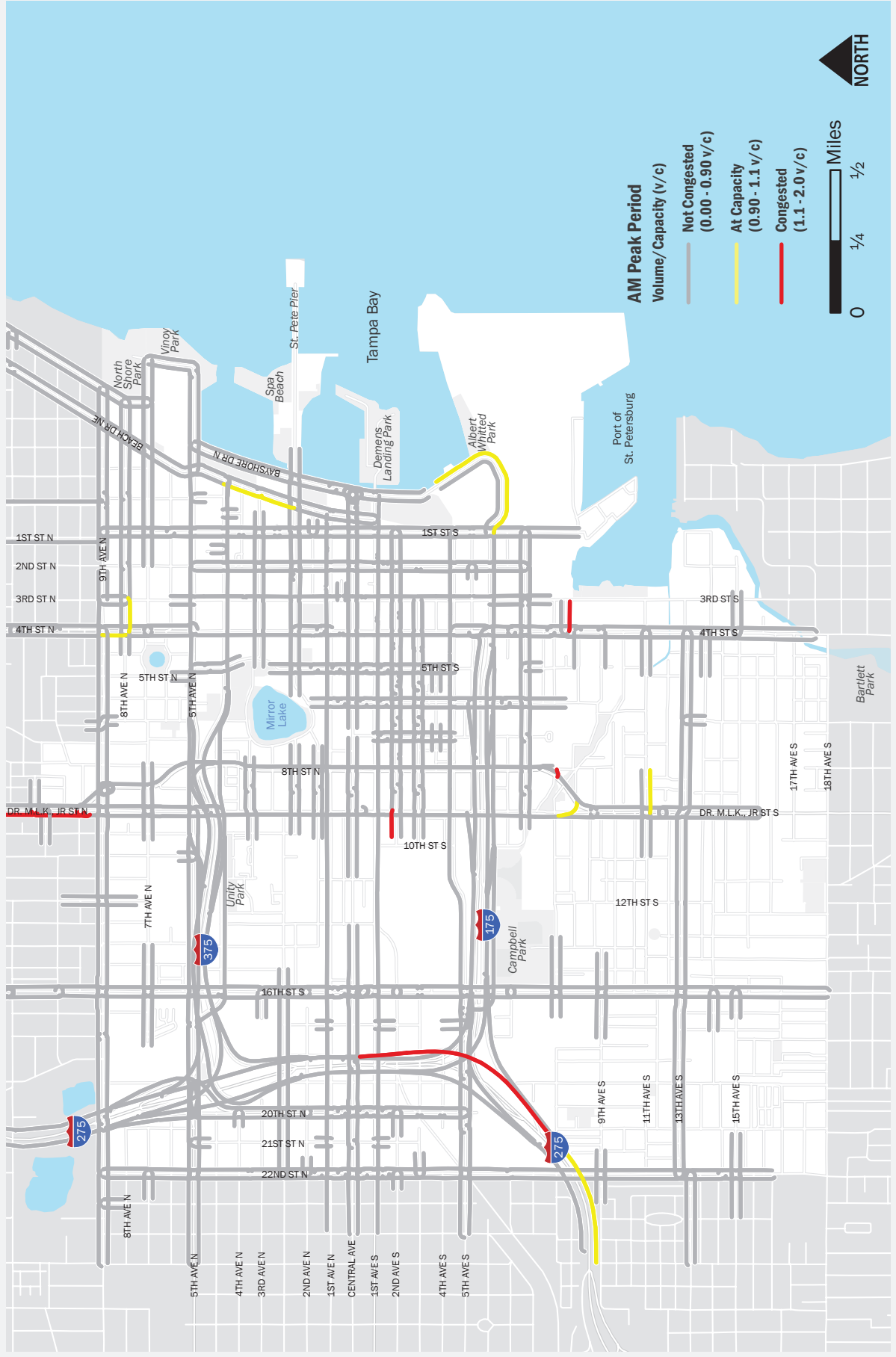
Segment	From	To	# of Lanes	1-Way/2-Way	Direction	Existing Volumes	Growth Factor	Future 2040 Volumes	Future 2040 LOS	Mixed-Use Volume (Total)	Mixed-Use Volume (Distributed)	% Mixed-Use Entering	% Mixed-Use Exiting	Total Development LOS	Future + Development LOS	One-Way Adjustm	Turn Lane Adjustm	Non-State Adj	LOS C Capacity	LOS D Capacity	LOS E Capacity	Existing + Development v/c
4th Ave S	3rd St S	3rd St S	2	1-Way	WB	1,350	1.094	1,477	C	58,248	1,458	5%	0%	C	C	0.6	1	0.9	24,082	24,082	24,220	0.14
	4th Ave S	4th Ave S	3	2-Way	WB	1,350	1.094	1,477	C	58,248	1,458	30%	20%	C	C	0.6	1	0.9	24,082	24,082	24,220	0.14
	5th Ave S	5th Ave S	3	2-Way	WB	1,350	1.094	1,477	C	58,248	1,458	30%	20%	C	C	0.6	1	0.9	24,082	24,082	24,220	0.14
	6th St S	6th St S	3	2-Way	WB	1,350	1.094	1,477	C	58,248	1,458	30%	20%	C	C	0.6	1	0.9	24,082	24,082	24,220	0.14
5th Ave S (WB)	3rd St S	3rd St S	2	2-Way	WB	1,350	1.094	1,477	D	58,248	2,912	66%	4%	D	D	1	0.8	0.9	10,008	10,008	10,008	0.44
	4th Ave S	4th Ave S	2	2-Way	WB	1,350	1.094	1,477	D	58,248	2,912	66%	4%	D	D	1	0.8	0.9	10,008	10,008	10,008	0.44
	5th Ave S	5th Ave S	2	2-Way	WB	1,350	1.094	1,477	D	58,248	2,912	66%	4%	D	D	1	0.8	0.9	10,008	10,008	10,008	0.44
	6th St S	6th St S	2	2-Way	WB	1,350	1.094	1,477	D	58,248	2,912	66%	4%	D	D	1	0.8	0.9	10,008	10,008	10,008	0.44
5th Ave S (EB)	3rd St S	3rd St S	4	1-Way	EB	2,700	1.094	2,954	C	58,248	582	1%	1%	C	C	0.6	1	0.9	17,618	17,618	17,618	0.14
	4th Ave S	4th Ave S	4	1-Way	EB	2,700	1.094	2,954	C	58,248	582	1%	1%	C	C	0.6	1	0.9	17,618	17,618	17,618	0.14
	5th Ave S	5th Ave S	4	1-Way	EB	2,700	1.094	2,954	C	58,248	582	1%	1%	C	C	0.6	1	0.9	17,618	17,618	17,618	0.14
	6th St S	6th St S	4	1-Way	EB	2,700	1.094	2,954	C	58,248	582	1%	1%	C	C	0.6	1	0.9	17,618	17,618	17,618	0.14
1st Ave S	3rd St S	3rd St S	3	1-Way	EB	1,350	1.094	1,477	C	58,248	8,737	30%	0%	C	C	0.6	1	0.9	15,336	15,336	15,336	0.35
	4th Ave S	4th Ave S	3	1-Way	EB	1,350	1.094	1,477	C	58,248	8,737	30%	0%	C	C	0.6	1	0.9	15,336	15,336	15,336	0.35
	5th Ave S	5th Ave S	3	1-Way	EB	1,350	1.094	1,477	C	58,248	8,737	30%	0%	C	C	0.6	1	0.9	15,336	15,336	15,336	0.35
	6th St S	6th St S	3	1-Way	EB	1,350	1.094	1,477	C	58,248	8,737	30%	0%	C	C	0.6	1	0.9	15,336	15,336	15,336	0.35
16th St S	3rd St S	3rd St S	2	1-Way	EB	11,500	1.094	12,580	C	58,248	2,912	12%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.75
	4th Ave S	4th Ave S	2	1-Way	EB	11,500	1.094	12,580	C	58,248	2,912	12%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.75
	5th Ave S	5th Ave S	2	1-Way	EB	11,500	1.094	12,580	C	58,248	2,912	12%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.75
	6th St S	6th St S	2	1-Way	EB	11,500	1.094	12,580	C	58,248	2,912	12%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.75
20th St S	3rd St S	3rd St S	2	1-Way	WB	11,500	1.094	12,580	C	58,248	11,650	40%	20%	C	C	0.6	1	0.9	15,336	15,336	15,336	0.83
	4th Ave S	4th Ave S	2	1-Way	WB	11,500	1.094	12,580	C	58,248	11,650	40%	20%	C	C	0.6	1	0.9	15,336	15,336	15,336	0.83
	5th Ave S	5th Ave S	2	1-Way	WB	11,500	1.094	12,580	C	58,248	11,650	40%	20%	C	C	0.6	1	0.9	15,336	15,336	15,336	0.83
	6th St S	6th St S	2	1-Way	WB	11,500	1.094	12,580	C	58,248	11,650	40%	20%	C	C	0.6	1	0.9	15,336	15,336	15,336	0.83
Central Ave N	3rd St N	3rd St N	2	2-Way	WB	6,000	1.094	6,584	D	58,248	582	1%	1%	D	D	1	0.9	0.9	12,510	12,510	12,510	0.57
	4th Ave N	4th Ave N	2	2-Way	WB	6,000	1.094	6,584	D	58,248	582	1%	1%	D	D	1	0.9	0.9	12,510	12,510	12,510	0.57
	5th Ave N	5th Ave N	2	2-Way	WB	6,000	1.094	6,584	D	58,248	582	1%	1%	D	D	1	0.9	0.9	12,510	12,510	12,510	0.57
	6th St N	6th St N	2	2-Way	WB	6,000	1.094	6,584	D	58,248	582	1%	1%	D	D	1	0.9	0.9	12,510	12,510	12,510	0.57
1st Ave N	3rd St N	3rd St N	2	1-Way	WB	12,000	1.094	13,127	C	58,248	1,458	5%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.71
	4th Ave N	4th Ave N	2	1-Way	WB	12,000	1.094	13,127	C	58,248	1,458	5%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.71
	5th Ave N	5th Ave N	2	1-Way	WB	12,000	1.094	13,127	C	58,248	1,458	5%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.71
	6th St N	6th St N	2	1-Way	WB	12,000	1.094	13,127	C	58,248	1,458	5%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.71
16th St N	3rd St N	3rd St N	2	1-Way	WB	12,000	1.094	13,127	C	58,248	2,912	10%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.78
	4th Ave N	4th Ave N	2	1-Way	WB	12,000	1.094	13,127	C	58,248	2,912	10%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.78
	5th Ave N	5th Ave N	2	1-Way	WB	12,000	1.094	13,127	C	58,248	2,912	10%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.78
	6th St N	6th St N	2	1-Way	WB	12,000	1.094	13,127	C	58,248	2,912	10%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.78
4th Ave N	3rd St N	3rd St N	2	1-Way	WB	12,000	1.094	13,127	C	58,248	2,912	10%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.73
	4th Ave N	4th Ave N	2	1-Way	WB	12,000	1.094	13,127	C	58,248	2,912	10%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.73
	5th Ave N	5th Ave N	2	1-Way	WB	12,000	1.094	13,127	C	58,248	2,912	10%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.73
	6th St N	6th St N	2	1-Way	WB	12,000	1.094	13,127	C	58,248	2,912	10%	0%	C	C	0.6	1	0.9	14,094	14,094	14,094	0.73
20th St N	3rd St N	3rd St N	4	2-Way	WB	23,000	1.094	25,160	D	58,248	5,422	9%	9%	D	D	1	1	0.9	23,490	20,682	23,220	0.71
	4th Ave N	4th Ave N	4	2-Way	WB	23,000	1.094	25,160	D	58,248	5,422	9%	9%	D	D	1	1	0.9	23,490	20,682	23,220	0.71
	5th Ave N	5th Ave N	4	2-Way	WB	23,000	1.094	25,160	D	58,248	5,422	9%	9%	D	D	1	1	0.9	23,490	20,682	23,220	0.71
	6th St N	6th St N	4	2-Way	WB	23,000	1.094	25,160	D	58,248	5,422	9%	9%	D	D	1	1	0.9	23,490	20,682	23,220	0.71
16th St N	3rd St N	3rd St N	2	2-Way	WB	4,000	1.094	4,376	D	58,248	2,330	5%	3%	D	D	1	0.75	0.9	0	9,383	14,715	0.71
	4th Ave N	4th Ave N	2	2-Way	WB	4,000	1.094	4,376	D	58,248	2,330	5%	3%	D	D	1	0.75	0.9	0	9,383	14,715	0.71
	5th Ave N	5th Ave N	2	2-Way	WB	4,000	1.094	4,376	D	58,248	2,330	5%	3%	D	D	1	0.75	0.9	0	9,383	14,715	0.71
	6th St N	6th St N	2	2-Way	WB	4,000	1.094	4,376	D	58,248	2,330	5%	3%	D	D	1	0.75	0.9	0	9,383	14,715	0.71
16th St N	3rd St N	3rd St N	4	2-Way	WB	15,000	1.094	16,409	C	58,248	4,869	10%	10%	C	C	1	0.95	0.9	17,618	17,618	17,618	0.84
	4th Ave N	4th Ave N	4	2-Way	WB	15,000	1.094	16,409	C	58,248	4,869	10%	10%	C	C	1	0.95	0.9	17,618	17,618	17,618	0.84
	5th Ave N	5th Ave N	4	2-Way	WB	15,000	1.094	16,409	C	58,248	4,869	10%	10%	C	C	1	0.95	0.9	17,618	17,618	17,618	0.84
	6th St N	6th St N	4	2-Way	WB	15,000	1.094	16,409	C	58,248	4,869	10%	10%	C	C	1	0.95	0.9	17,618	17,618	17,618	0.84
16th St N	3rd St N	3rd St N	4	2-Way	WB	15,000	1.094	16,409	C	58,248	11,067	19%	19%	C	C	1	0.95	0.9	22,316	32,747	36,765	0.84
	4th Ave N	4th Ave N	4	2-Way	WB	15,000	1.094	16,409	C	58,248	11,067	19%	19%	C	C	1	0.95	0.9	22,316	32,747	36,765	0.84
	5th Ave N	5th Ave N	4	2-Way	WB	15,000	1.094	16,409	C	58,248	11,067	19%	19%	C	C	1	0.95	0.9	22,316	32,747	36,765	0.84
	6th St N	6th St N	4	2-Way	WB	15,000	1.094	16,409	C	58,248	11,067	19%	19%	C	C	1	0.95	0.9	22,316	32,747	36,765	0.84
Dr. MLK Jr. St N	3rd St N	3rd St N	4	2-Way	WB	15,0																

## Future 2054 Segment Analysis

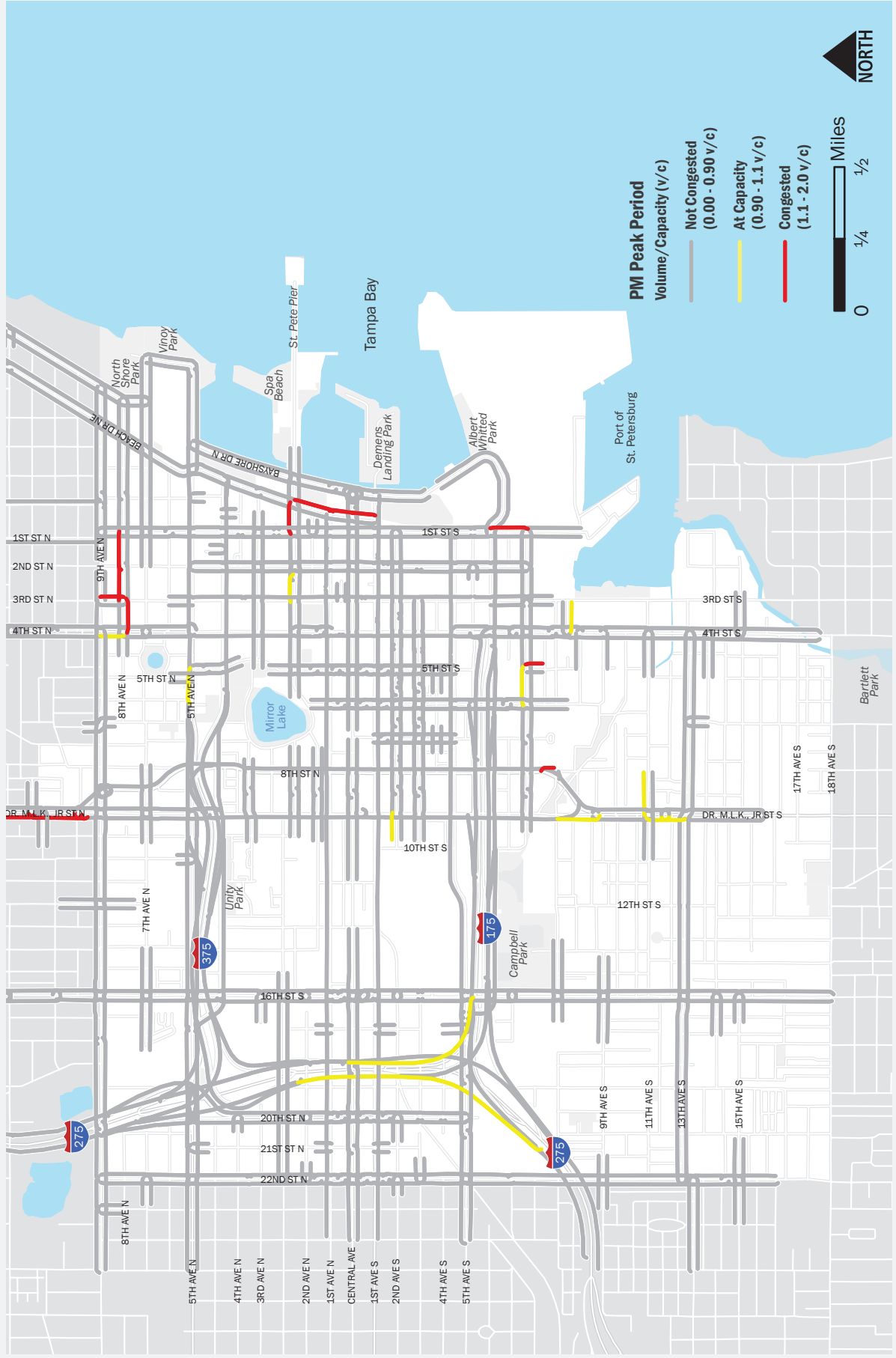
Segment	From	To	# of Lanes	1-Way/2-Way	Direction	Existing Volumes	Growth Factor	Future 2054 Volumes	Future 2054 LOS	Mixed-Use Volume (Total)	Mixed-Use Volume (Distributed)	% Mixed-Use Entering	% Mixed-Use Exiting	Total Volume	Future + Development LOS	One-Way Adjustm. mt.	Turn Lane Adjustm. mt.	Non-State Adj. mt.	LOS C Capacity	LOS D Capacity	LOS E Capacity	Existing + Development v/c
4th Ave S	3rd St S	3rd St S	2	1-Way	WB	1,350	1.173	1,584	C	58,248	1,458	5%	0%	2,040	C	0.6	0.6	0.9	24,082	24,082	24,220	0.15
	4th Ave S	4th Ave S	3	2-Way	WB	1,350	1.173	1,584	C	58,248	1,458	30%	20%	2,040	C	0.6	1.05	0.9	12,332	24,665	30,618	0.65
	5th Ave S (WB)	5th Ave S (WB)	2	2-Way	WB	1,350	1.173	1,584	C	58,248	1,458	30%	20%	1,616	D	1	1.05	0.9	12,332	24,665	30,618	0.65
	6th St S	6th St S	2	2-Way	WB	1,350	1.173	1,584	D	58,248	2,912	6%	4%	4,496	D	1	0.8	0.9	0	10,008	35,696	0.45
	7th St S	7th St S	4	2-Way	WB	2,700	1.173	3,167	C	58,248	582	1%	1%	3,749	C	1	0.75	0.9	17,618	20,853	29,025	0.15
5th Ave S (EB)	16th St S	16th St S	4	1-Way	EB	1,350	1.173	1,584	C	58,248	873	0%	0%	1,584	C	0.6	1	0.9	14,094	20,682	23,220	0.08
	17th St S	17th St S	3	1-Way	EB	1,350	1.173	1,584	C	58,248	8,737	30%	30%	10,321	C	0.6	1	0.9	15,336	29,106	39,912	0.35
	Dr. MLK Jr. S	Dr. MLK Jr. S	3	1-Way	EB	1,350	1.173	1,584	C	58,248	1,456	5%	0%	13,946	C	0.6	1	0.9	14,094	20,682	23,220	0.72
1st Ave S	20th St S	20th St S	2	1-Way	EB	1,500	1.173	1,740	C	58,248	2,912	10%	0%	16,402	D	0.6	1	0.9	14,094	20,682	23,220	0.79
	16th St S	16th St S	2	1-Way	EB	1,500	1.173	1,740	C	58,248	3,495	12%	0%	16,985	D	0.6	1	0.9	14,094	20,682	23,220	0.82
	Dr. MLK Jr. S	Dr. MLK Jr. S	3	1-Way	EB	1,500	1.173	1,740	C	58,248	11,650	40%	40%	25,140	D	0.6	1	0.9	15,336	29,106	39,912	0.86
Central Ave N	Dr. MLK Jr. S	Dr. MLK Jr. S	2	1-Way	EB	1,500	1.173	1,740	C	58,248	5,225	0%	20%	19,315	D	0.6	1	0.9	14,094	20,682	23,220	0.93
	3rd St N	3rd St N	2	1-Way	EB	1,500	1.173	1,740	C	58,248	1,456	0%	5%	14,946	D	0.6	1	0.9	14,094	20,682	23,220	0.72
	4th St N	4th St N	2	2-Way	WB	3,000	1.173	3,482	D	58,248	582	1%	1%	7,602	D	1	1	0.9	0	12,510	39,620	0.81
1st Ave N	3rd St N	3rd St N	2	1-Way	WB	1,200	1.173	1,407	C	58,248	1,458	5%	0%	1,533	D	0.6	1	0.9	14,094	20,682	23,220	0.75
	4th St N	4th St N	2	1-Way	WB	1,200	1.173	1,407	C	58,248	1,458	5%	0%	1,533	D	0.6	1	0.9	14,094	20,682	23,220	0.75
	Dr. MLK Jr. N	Dr. MLK Jr. N	2	1-Way	WB	1,200	1.173	1,407	C	58,248	2,912	10%	0%	16,989	D	0.6	1	0.9	14,094	20,682	23,220	0.82
16th St N/S	16th St N	16th St N	2	1-Way	WB	12,000	1.173	13,932	C	58,248	2,939	2%	7%	16,116	D	0.6	1	0.9	14,094	20,682	23,220	0.78
	20th St N	20th St N	2	1-Way	WB	12,000	1.173	13,932	C	58,248	2,939	0%	7%	16,116	D	0.6	1	0.9	14,094	20,682	23,220	0.78
	20th St N	20th St N	4	2-Way	WB	24,000	1.173	27,864	D	58,248	5,442	9%	5%	35,333	D	1	1	0.9	14,094	20,682	23,220	0.75
20th St N/S	5th Ave S	5th Ave S	2	2-Way	WB	4,000	1.173	4,692	D	58,248	2,330	5%	3%	7,022	D	1	1	0.9	23,490	34,470	38,700	0.93
	1st Ave S	1st Ave S	2	2-Way	WB	4,000	1.173	4,692	D	58,248	3,786	10%	5%	8,478	D	1	0.75	0.9	0	9,383	14,715	0.90
	4th Ave N	4th Ave N	4	2-Way	WB	4,000	1.173	4,692	C	58,248	4,869	10%	5%	9,061	D	1	0.75	0.9	17,618	25,853	29,025	0.35
16th St N/S	9th Ave N	9th Ave N	4	2-Way	WB	15,000	1.173	17,596	C	58,248	11,067	19%	19%	28,663	D	1	0.95	0.9	22,316	32,747	36,765	0.88
	4th Ave N	4th Ave N	4	2-Way	WB	15,000	1.173	17,596	C	58,248	11,067	19%	19%	28,663	D	1	0.95	0.9	22,316	32,747	36,765	0.88
	1st Ave S	1st Ave S	4	2-Way	WB	15,000	1.173	17,596	C	58,248	11,067	19%	19%	28,663	D	1	0.95	0.9	22,316	32,747	36,765	0.88
Dr. MLK Jr. N/S	5th Ave S	5th Ave S	4	2-Way	WB	15,000	1.173	17,596	C	58,248	2,912	5%	5%	20,508	C	1	0.95	0.9	22,316	32,747	36,765	0.63
	9th Ave N	9th Ave N	4	2-Way	WB	15,000	1.173	17,596	C	58,248	2,912	5%	5%	20,508	C	1	0.95	0.9	22,316	32,747	36,765	0.63
	4th Ave N	4th Ave N	3	1-Way	SB	17,000	1.173	19,942	F	58,248	874	3%	0%	20,816	F	1	1	0.9	0	12,510	39,620	1.66
3rd St N/S	1st Ave N	1st Ave N	3	1-Way	SB	12,000	1.173	14,077	C	58,248	4,499	13%	0%	18,446	D	0.6	1	0.9	15,336	29,106	39,912	0.63
	1st Ave N	1st Ave N	3	1-Way	SB	12,000	1.173	14,077	C	58,248	2,912	10%	0%	16,989	D	0.6	1	0.9	15,336	29,106	39,912	0.58
	5th Ave S	5th Ave S	3	1-Way	SB	7,800	1.173	9,247	C	58,248	8,737	10%	20%	18,004	D	0.6	1	0.9	15,336	29,106	39,912	0.62
8th St N/S	1st Ave S	1st Ave S	3	1-Way	SB	7,800	1.173	9,247	C	58,248	7,281	5%	40%	20,917	D	0.6	1	0.9	15,336	29,106	39,912	0.57
	17th St S	17th St S	3	1-Way	SB	7,800	1.173	9,247	C	58,248	11,650	0%	0%	17,413	D	0.6	1	0.9	15,336	29,106	39,912	0.72
	Dr. MLK Jr. S	Dr. MLK Jr. S	3	1-Way	SB	7,800	1.173	9,247	C	58,248	1,456	5%	0%	9,703	D	0.6	1	0.9	15,336	29,106	39,912	0.33
17th St S	5th Ave S (17th St S)	5th Ave S (17th St S)	4	1-Way	NB	9,600	1.173	11,261	C	58,248	10,139	35%	0%	21,404	C	0.6	1	0.9	31,752	38,826	39,744	0.55
	1st Ave S	1st Ave S	4	1-Way	NB	9,600	1.173	11,261	C	58,248	4,349	15%	0%	15,650	C	0.6	1	0.9	31,752	38,826	39,744	0.40
	5th Ave S	5th Ave S	4	1-Way	NB	9,600	1.173	11,261	C	58,248	5,225	0%	5%	17,017	C	0.6	1	0.9	31,752	38,826	39,744	0.33
4th St N/S	1st Ave N	1st Ave N	4	1-Way	SB	13,000	1.173	15,250	C	58,248	2,912	10%	10%	18,162	D	0.6	1	0.9	15,336	29,106	39,912	0.47
	1st Ave N	1st Ave N	4	1-Way	SB	13,000	1.173	15,250	C	58,248	2,912	10%	10%	18,162	D	0.6	1	0.9	15,336	29,106	39,912	0.47
	1st Ave N	1st Ave N	4	1-Way	SB	13,000	1.173	15,250	C	58,248	1,456	5%	0%	16,706	C	0.6	1	0.9	31,752	38,826	39,744	0.43
3rd St N/S	4th Ave S	4th Ave S	4	1-Way	NB	11,000	1.173	12,903	C	58,248	1,456	0%	0%	16,706	C	0.6	1	0.9	31,752	38,826	39,744	0.43
	1st Ave S	1st Ave S	4	1-Way	NB	11,000	1.173	12,903	C	58,248	2,912	0%	0%	14,839	C	0.6	1	0.9	31,752	38,826	39,744	0.37
	4th Ave N	4th Ave N	4	1-Way	NB	11,000	1.173	12,903	C	58,248	2,912	0%	0%	15,815	C	0.6	1	0.9	31,752	38,826	39,744	0.41
17th St S	22nd Ave N	22nd Ave N	8	2-Way	WB	188,500	1.173	218,527	F	58,248	21,552	37%	37%	207,479	F	1	1	0.9	118,400	144,200	151,200	1.37
	17th St S	17th St S	6	2-Way	WB	125,500	1.173	147,217	F	58,248	7,281	10%	15%	134,498	F	1	1	0.9	108,400	134,200	141,200	1.09
	Dr. MLK Jr. S	Dr. MLK Jr. S	6	2-Way	WB	34,000	1.173	39,883	C	58,248	6,990	12%	12%	46,873	C	0.6	1	0.9	98,400	124,200	131,200	0.86
17th St S	17th St S	17th St S	8	2-Way	WB	41,000	1.173	48,095	C	58,248	17,474	30%	30%	65,569	C	0.6	1	0.9	118,400	144,200	151,200	0.43

# *Downtown St. Petersburg Mobility Study Results*

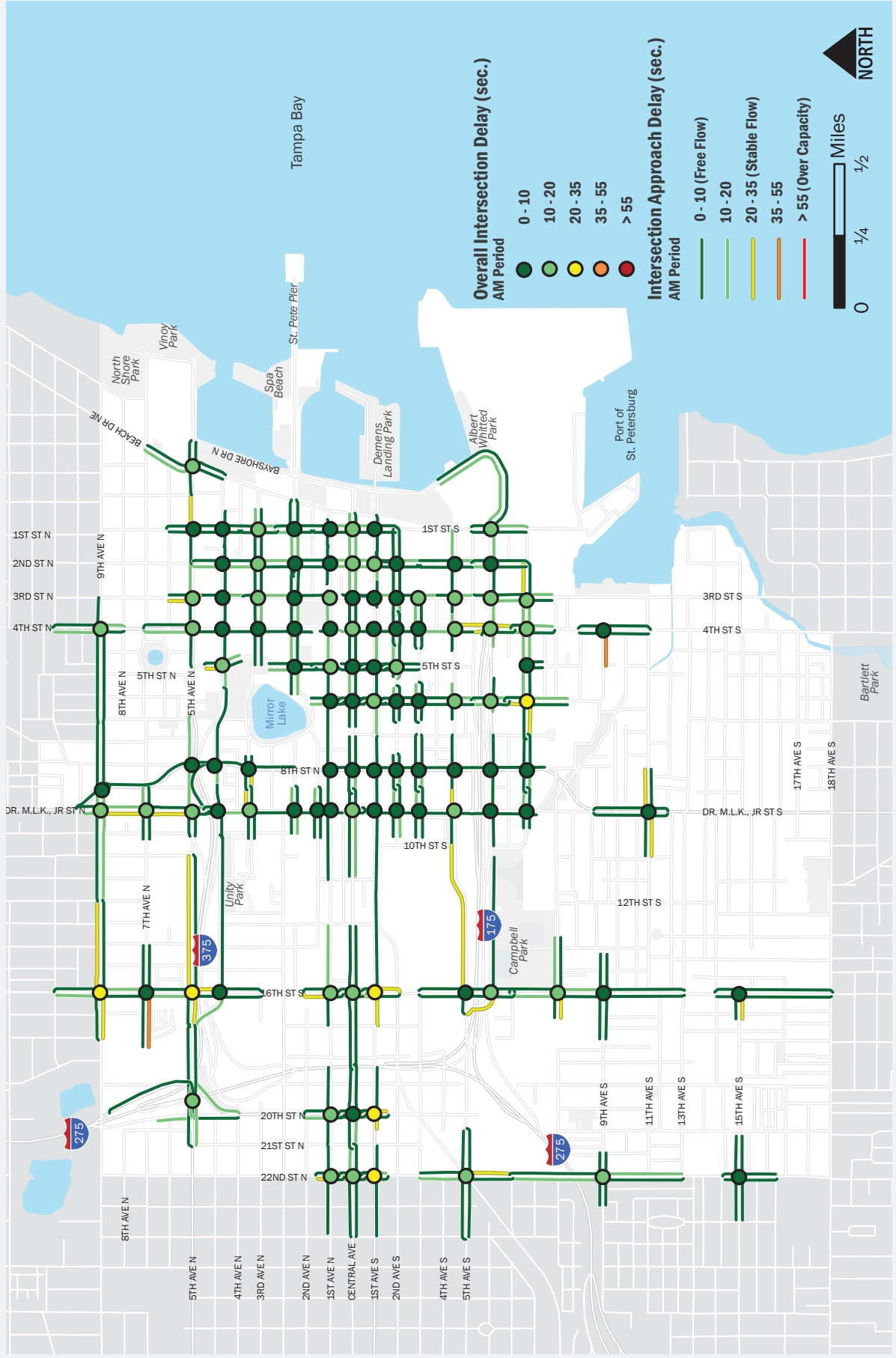
**FIGURE 8. E+C NETWORK (2020) EXISTING CONGESTION, AM PEAK**



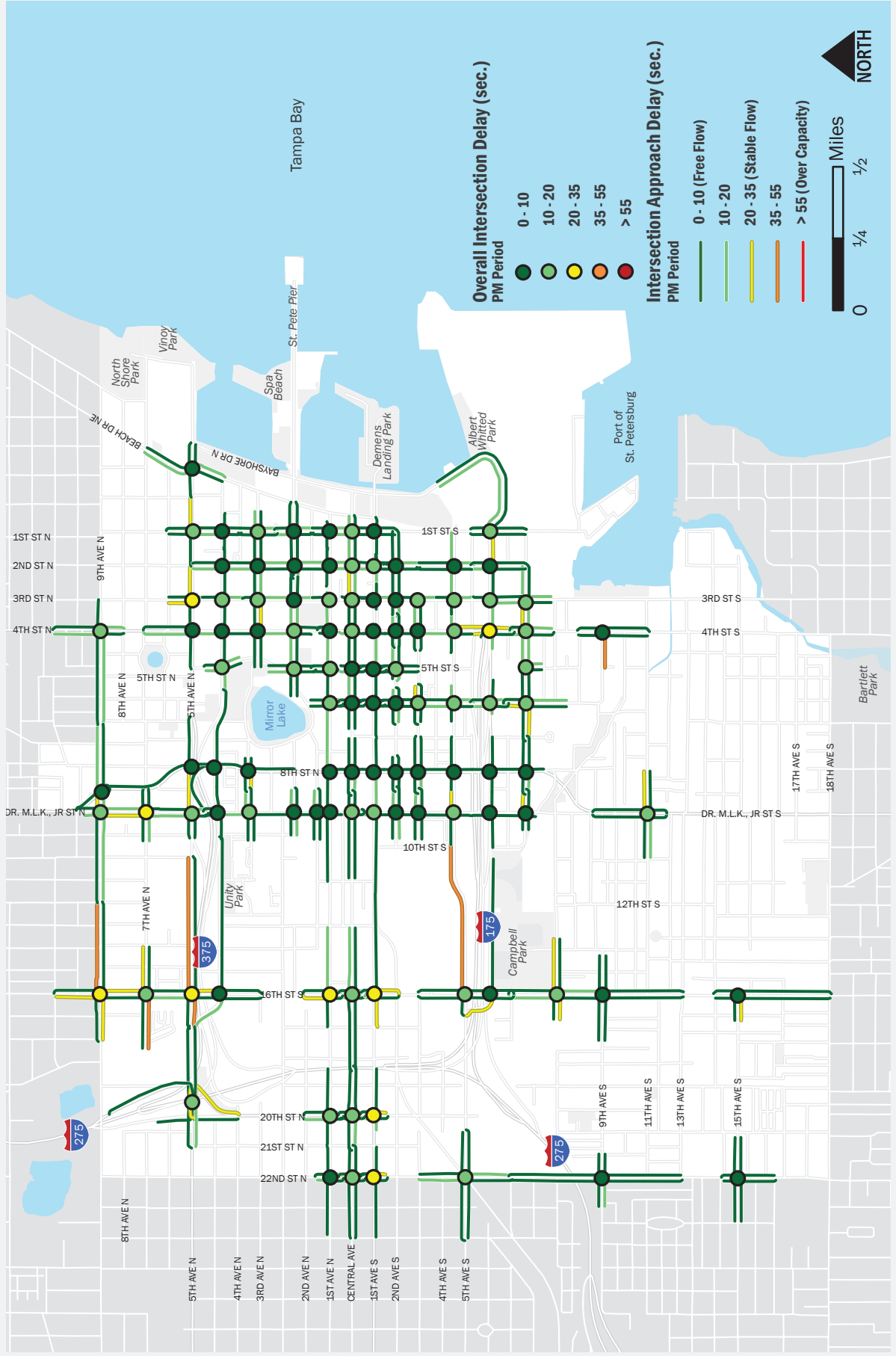
**FIGURE 9. E+C NETWORK (2020) EXISTING CONGESTION, PM PEAK**



**FIGURE 10. E+C NETWORK (2020) INTERSECTION APPROACH DELAY, AM PEAK**



**FIGURE 11. E+C NETWORK (2020) INTERSECTION APPROACH DELAY, PM PEAK**







## **ATTACHMENT NO. 3**

### **Public Comments**

ZM-17: Public Comments

**From:** Robb Roth <rroth3578@gmail.com>  
**Sent:** Wednesday, April 17, 2024 11:53 AM  
**To:** Britton N. Wilson <Britton.Wilson@stpete.org>  
**Subject:** Application No.: ZM-17 Gas Plant District

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Wilson,

Good Morning, My name is Rob Roth, the HOA President for the Central 16th Homeowners Association. Our association is situated on the corner of 16th St. S and 1st Ave S, with my corner unit adjacent to the stadium.

While I am not opposed to modifying the zoning map, I would like to submit the following considerations for your review:

1. Stadium Traffic Concerns: As the only ground-level condo community in the district that has dealt with both vehicular and pedestrian stadium traffic, we kindly request a reprieve from such activity. Specifically, we propose that the land located on the southwest corner of 1st Ave S and 16th St N not be utilized for a parking deck or any other transient-type activity. Instead, we envision this plot, currently a ground-level parking lot, being used for residential or office space or a park (I know).
2. Parking Deck Placement: We recommend constructing parking decks along the highway to facilitate smoother ingress and egress for community events. This strategic placement would alleviate congestion around our neighborhood and hopefully cut back on noise pollution.
3. Preserving Green Space: As our side of town experiences growth, we are losing valuable green space for our pets. We propose either restricting new developments from allowing pets or incorporating dedicated green areas for dog walks. This balance would enhance the quality of life for both residents and their furry companions.

Thank you for considering our suggestions. We look forward to contributing positively to the development of our community.

Sincerely,

Rob Roth HOA President Central 16th Homeowners Association

P: 732-670-8030



**CITY OF ST. PETERSBURG  
COMMUNITY PLANNING & PRESERVATION COMMISSION  
PUBLIC HEARING**

**Council Chambers, City Hall  
175 – 5<sup>th</sup> Street North  
St. Petersburg, Florida 33701**

**May 14, 2024  
Tuesday  
2:00 P.M.**

**MEETING MINUTES**

**Present:**

Lisa Wannemacher, Chair  
Robert “Bob” Jeffrey, Vice-Chair  
Ashley Marbet  
Shannon Nelson  
Cassie Gardner (*left meeting at 4:00 p.m.*)  
Manita Moultrie (*left meeting at 5:20 p.m.*)  
Will Michaels, Alternate  
Joseph Magnello, Alternate

**Commissioners Absent:**

Abel Carrasco

**Staff Present:**

James Corbett, City Development Administrator  
Elizabeth Abernethy, AICP, Director of Planning & Development Services Department  
Derek Kilborn, Manager, Urban Planning & Historic Preservation Division  
Brejesh Prayman, Engineering Director  
Evan Mory, Transportation and Parking Management Director  
Thomas Whalen, Transportation Planning Coordinator  
Britton Wilson, Planner II  
Braydon Evans, Planner II  
Andrew Jurewicz, Planner II  
Kelly Perkins, Historic Preservationist II  
Cindy Kochanek, Historic Preservationist II  
Heather Judd, Assistant City Attorney  
Michael Dema, Assistant City Attorney  
Sarah Lucker, Assistant City Attorney  
Iris Winn, Clerk  
Katherine Connell, Administrative Assistant,

The public hearing was called to order at 2:00 p.m., a quorum was present.

**I. OPENING REMARKS OF CHAIR****II. ROLL CALL****III. PLEDGE OF ALLEGIANCE AND SWEARING IN OF WITNESSES****IV. MINUTES** (Approval of April 9, 2024, Minutes)

*The minutes from the April 9, 2024, meeting were approved unanimously.*

**V. PUBLIC COMMENTS**

*No public comments were made during this portion of the meeting.*

**VI. LEGISLATIVE HEARING****2. City File: Historic Gas Plant District Development Agreement**

**City Staff: Elizabeth Abernethy**

**Request (1:59:14):** A Development Agreement between the City of St. Petersburg and Hines Historic Gas Plant District Partnership related to the redevelopment of Tropicana Field, also known at the Historic Gas Plant District, which is an 82-acre site (MOL) generally located in the northeast corner of the intersection of Interstate - 275 and Interstate - 175, south of 1st Avenue South and west of Dr. Martin Luther King Jr. Street South.

**City Staff Presentation (2:02:45):**

Elizabeth Abernethy and Lane Gardner (Hines Senior Managing Director) gave a PowerPoint presentation based on the staff report.

**Executive Session (2:18:37):**

**Madam Chair Wannemacher:** I do not have any cards on this item. Are we going to then take the rezoning as a separate item?

**Michael Dema:** Yes.

**Madam Chair Wannemacher:** We'll do that next? Okay, okay. Questions for city staff or the developer? Commissioner Michaels.

**Commissioner Michaels:** Well, let me first just state that I thought this was a really important and extremely positive step for our community to adopt this major plan for the heart of our city. To say the least, it's a huge improvement over the surface parking that's been there since the 1980s. It's a planned development, which I think is important rather than just letting the free market do whatever it does. It's a walkable and complete neighborhood, which is our principles that we've emphasized over and over again in this commission. I do like the African American museum, the Woodson Museum there. I had the honor of being the vice-president of that several years ago, so maybe that's a conflict of interest here but I guess not.

**Michael Dema:** No, sir. Commissioner Michaels (2:20:01): Maybe most importantly, picking up on the last application that we considered, this does include and continue the 110-year tradition of major league baseball in our city and also honors the Gas Plant historic district or making it a historic district, which I think speaks volumes to the sense of place here in our city. I understand there's a lot of tweaking going on right now with the proposal and I've got opinions about that, but I won't go into that. I do have a major concern though, with respect to the fiscal issues, the financing. I'm not having to crunch those numbers and I don't have the resources, really, to do it, so I'm trusting to the Council and the other city staff here to resolve that satisfactorily. What's been missing from the discussion is that the city has not yet addressed the issue of hurricane and severe storm water surge. The Storm Water Masterplan addresses rainfall but it does not address surge. I would suspect that after you develop a plan, you develop a budget and the required budget for that is going to be multi-millions of dollars. I would hope that we're going to address that soon here, I think it's urgent that we do it. The commission here has asked several times for a workshop on flood control, we have yet to have that. I think that's important for the commission to have. I'm just very pleased with the plan, I did have a couple of...just...probably minor questions here. One is on page 12, with respect to traffic impact. It refers to the level of service for highways adjacent to the district as category "d" and states...not an "f" and the quotation there is so it has room to spare. I guess my question is - is that really going to be enough? Five...ten years after we get this largely completed, are we going to have enough in the way of traffic capacity with the adjacent highways?

**Elizabeth Abernethy:** That's a great question and Tom Whalen from our Transportation team will help to answer that.

**Tom Whalen:** Good Afternoon, Chair, members of the commission. Level Service 'D' is the city's former LOS Standard when we had transportation concurrency but the consultant for the Rays/Hines team did do a detailed traffic analysis, as did our staff as well, in the Transportation Department for the city. We believe there's a lot of spare capacity on the roadway network. There's many different ways to get to and from the site on our classified major streets as well as our local streets and just based on DOT Standards for capacity, there should be sufficient capacity to handle the near-term traffic from this development as well as the longer-term build-out at that site.

**Commissioner Michaels:** Thank you. My second question is, with respect to the agreement, in "Exhibit C", under "Affordable Housing", it refers to the 600-units there of affordable housing. Then it has the statement "...or has as may otherwise be mutually agreed upon by developer and the city..." The way that's worded, that would create the possibility here of doing less than the 600. I'm sure that's not the intent and we're committed to doing the 600 there but is that something maybe we need to cross a *t* and dot an *i* on?

**Michael Dema:** Commissioner Michaels, that question came up last Thursday at the Committee of the Whole meeting as well and we agree that there's definitely an opportunity to...the intent is to, you're absolutely correct...it is not to go under that 600 and we definitely see an opportunity to tighten it up, both in this vesting development agreement as well as the redevelopment agreement to ensure that that's very clearly the floor for on-site affordable housing in the project here.

**Commissioner Michaels:** Thank you. That's all I have.

**Madam Chair Wannemacher:** Thank you. Any other commission members? I do have some comments and some questions, and I'll start with the affordable housing one and that was also going to be a comment that I had is that no less than eight times in this report does it mention a requirement to build a minimum of 600 affordable workforce housing units on the site. Why is this not an absolute mandate, why is there even an option for, you know, buying out of those 600, since this is such an important item? Commissioner Michaels, I agree that you brought that up. If that is the intent, then it needs to be in writing because there's no way to hold anybody accountable if it's not in writing. Within paragraph 5 on page 3 of this agreement, it indicates that the minimum development requirements must be completed within 30 years. Are there some requirements for interim deadlines? Especially those maybe pertaining to affordable housing or does this all have to be done within 30 years? Again, you don't have to answer that....

**Michael Dema:** Chair, I can shed a little light on that.

**Madam Chair Wannemacher:** Yes, please.

**Michael Dema:** With respect to...so the broad strokes that you see in this development agreement are to memorialize the minimum development requirements over the course of a 30-year span here. The redevelopment agreement, which it goes into greater detail with respect to phasing of affordable housing, which is done over four phases. Then, interim milestones that say how much of each use has to be online by, I think December 31<sup>st</sup>, 2035, and then December 31<sup>st</sup> 2045. Those are kind of...we'll be using that redevelopment agreement to make sure...

**Madam Chair Wannemacher:** Further define.

**Michael Dema:** Further define, correct.

**Madam Chair Wannemacher:** Okay. And that's partly what I figured but this is all I've got to look at. Okay, another...paragraph 6 talks about an annual tracking report and it indicates that the developer is responsible for creating the report. Should there not be maybe a neutral third party to check in with an audit of some kind, every three, four, five, ten years? You know, if it's the developer that's creating the annual report...I mean, I understand the need for that but I'm just wondering if there should be a third party creating an audit at some point, you know, just...a comment. Again, I am very much in support of this project, I'm in support of the development team, very, very strong, the architects, the developers, everybody, and absolutely in support of baseball in this city. Yes, we definitely have been hearing rumblings of the redevelopment agreement still needing some negotiation and I encourage, actually, I implore the City Council to take their time and negotiate on their schedule. Please listen to the Community Benefits Advisory Council and the other leaders in the development community and...who are third party removed from this agreement and have only the city's best interest in mind. They have raised very relevant concerns in my opinion, regarding the affordable housing penalties, excusable development delays, transfers of the development agreement, material defaults by the developer and other important topics, and I just...I really think it's important that the City Council listens to the other members in our community as they are negotiating the final details of this agreement, which we

know will...it's going to happen, we just need to make sure it's really in the best interest of the city. We keep hearing about how this is a generational project but in fact, this project is really going to affect multiple generations...it's a multi-generation project, and I believe our city has more at risk here because of that than a developer, a baseball team, again, very much in support of the project and thank you for listening to my comments.

**Commissioner Michaels:** Can I...can I add one?

**Madam Chair Wannemacher:** Yes, Commissioner Michaels.

**Commissioner Michaels:** There was one other matter that I wanted to get some information about and that is the plans for dealing with those who are buried at the Oakland Cemetery or who were reburied from the Oakland Cemetery to the Lincoln Cemetery, what...I know there was discussion in the application or the original proposal about having the remembrance area on-site and doing an archeological survey of the site but you could you just briefly give us an update on where we are with that?

**Elizabeth Abernethy:** Want to do it for me? Okay. I'm going to let the folks that are more in the details of that handle that...Brian...Brejesh Prayman.

**Brejesh Prayman:** Good day, always a pleasure. We did already authorize a consultant to perform the archeological survey, the GPR and once we move forward with that and we'll get better information to make the best decision forward, but yes, there's plans.

**Commissioner Michaels:** Thank you.

**Madam Chair Wannemacher:** Thank you. Any other comments?

**Elizabeth Abernethy:** Just to respond back...I'm sorry or I can wait until everybody's done.

**Commissioner Nelson:** You can go if you want. That's fine.

**Elizabeth Abernethy:** I just want to let Commissioner Michaels know we have been directed by Council that the first Committee of the Whole that follows the Gas Plant will be on our repetitive flooding and staff is working collaboratively across departments to prepare for that and there are several efforts underway to address parking and water surge issues in our city and that is something that is also a top priority for staff, Administration, and City Council. Fortunately, this site does...is not in a flood zone, not one of the challenges that are specific to this redevelopment project, but it is an issue that is critical, and we are working on...with our city. I just want to say thank you for your comments too, and any questions or comments?

**Madam Chair Wannemacher:** Commissioner Nelson.

**Commissioner Nelson:** I just wanted to make another comment. I wasn't sure if it was appropriate to talk about during this agenda item or the next one. I do feel like for this specific concern, I think more so for this one, I'm processing it. Very excited. Very onboard with this. Can't wait. When I was reading through the development agreement, Oaklawn, Evergreen, and Moffit came to mind. It actually was brought up at my very first meeting as commissioner here. In the development agreement, on item number eight, you talk about reservation of dedication of land. In there, we talk about right-of-ways and stuff like that, and I understand that there is going to be a museum as a part of this agreement but what's happened historically and it's happened with the last development of Tropicana Field, was there was a cemetery and then apartments and the apartments were taken away and now it's a parking lot. I hope that this development is all the success in the world, I really do, and I hope that the museum is amazing and thrives, but my concern is that what if it doesn't? do think that perhaps revisiting, and I don't know if it got brought up at the Committee of as a Whole, but dedicating actual land, having a reservation of something like this because that's what made the Gas Plant neighborhood the neighborhood. It was a very historic community, and it is a very big concern of mine and I was just a little alarmed that that wasn't in there. I wanted to bring that up.

**Madam Chair Wannemacher:** Any other comments? Okay. I'll ask for a motion then.

**Commissioner Jeffrey:** I'd like to make a motion that we recommend approval of the proposed Development Agreement based on the consistency with the goals, objectives, and policies of the city's Comprehensive Plan and with the Land Development Regulations for the 82-acre site known as the Historic Gas Plant District, between the City of St. Pete and Hines Historic Gas Plant District Partnership.

**Madam Chair Wannemacher:** Thank you. Do we have a second?

**Commissioner Marbet:** Second.

**Madam Chair Wannemacher:** Thank you. Anymore discussion? Roll call, please.

**Motion:** Commissioner Jeffrey moved to recommend approval of the proposed Development Agreement based on the consistency with the goals, objectives, and policies of the city's Comprehensive Plan and with the Land Development Regulations for the 82-acre site known as the Historic Gas Plant District, between the City of St. Pete and Hines Historic Gas Plant District Partnership, as outlined in the staff report.

**Commissioner Marbet, Second.**

**YES – 7 – Wannemacher, Jeffrey, Marbet, Moultrie, Nelson, Michaels, Magnello.**

**NO – 0 – None.**

*Motion approved by a unanimous vote of the Commission.*

**VII. UPDATES AND ANNOUNCEMENTS**

**VIII. ADJOURNMENT at 7:07 P.M.**



**Historic Gas Plant District  
Development Agreement  
City Council  
First Reading, Public Hearing  
June 13, 2024**





# Historic Gas Plant District Redevelopment

## CPPC and City Council

- Development Agreement (AKA the vesting DA)
- Rezoning

## City Council

- Redevelopment Agreement (includes Community Benefit Agreement (CBA))
- CRA application
- Stadium Agreements
- Operating, Non-relocation, Funding, Bond, County



# Historic Gas Plant District Development Agreement



**Historic Gas Plant District Development Agreement**



SUBJECT AREA





# Historic Gas Plant District - Development Agreement

## Purpose

- Unified regulatory plan for the entire project, including the stadium which allows the District to be developed in a cohesive manner, with an overall project wide Floor Area Ratio of 3.0
- Provides that the City's Land Development Regulations (LDRs) will apply to the District as a whole, including FAR, open space, parking, use requirements, and public art
- Documents that public facilities will be available for the proposed development plan for the next 30-years;
- Includes a requirement an annual tracking report, to monitor phasing, compliance with the LDRs and milestones in the Redevelopment Agreement



# Historic Gas Plant District - Development Agreement Consistency with Comprehensive Plan

*LU 2.5 The Land Use Plan shall make the maximum use of available public facilities and minimize the need for new facilities by directing new development to infill and redevelopment locations where excess capacity is available.*



# Historic Gas Plant District - Development Agreement Consistency with Comprehensive Plan

*LU 3.4 The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.*



# Historic Gas Plant District - Development Agreement Consistency with Comprehensive Plan

*LU3.6 Land use planning decisions shall weigh heavily on the established character of predominately developed areas where changes of use or intensity of development are contemplated.*



# Historic Gas Plant District - Development Agreement Consistency with Comprehensive Plan

## *GOAL - HOUSING (H):*

*To facilitate the provision of decent, safe, sanitary, healthy and affordable housing in suitable neighborhoods at affordable costs to meet the needs of the present and future residents of the city, while preserving and enhancing the community's physical and social fabric, and cultural diversity, and while protecting the interests of special needs groups, and extremely low, very low, low, and moderate-income households.*





# Historic Gas Plant District - Development Agreement Consistency with Comprehensive Plan

*T3.1 The City shall implement the Pinellas County Mobility Management System through the application of Transportation Element policies and site plan and right-of-way utilization review processes. Policies pertaining to the application of the Mobility Management System are listed below.*

*e. A traffic study and/or TMP for a development project not impacting a deficient road corridor shall be required if necessary to address the impact of additional trips generated by the project on the surrounding traffic circulation system.*



# Historic Gas Plant District - Development Agreement Consistency with Comprehensive Plan

*T5.4 The City shall continue the planning, implementation and evaluation of TSM techniques that improve traffic flow and facilitate parking at major downtown events.*



# Historic Gas Plant District - Development Agreement Consistency with Comprehensive Plan

*LU5.3 The Concurrency Management System shall continue to be implemented to ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities and that such facilities and services be available, at the adopted level of service standards, concurrent with the impacts of development.*



# Historic Gas Plant District - Development Agreement Consistency with Land Development Regulations

- Unified plan for the District creating a holistic neighborhood
- Overall project wide Floor Area Ratio (FAR) - 3.0
- Compliance with DC district design standards
- Open space
- Public Art
- Height



# Historic Gas Plant District - Development Agreement

## Public Facilities Analysis

- Potable water
- Sanitary sewer
- Solid waste
- Drainage/Stormwater
- Recreation and open space
- Transportation



# Historic Gas Plant District - Development Agreement

## Community Planning & Preservation Commission

On May 14, 2024, the CPPC held a public hearing regarding the Development Agreement and voted 7 to 0 to APPROVE the agreement, making a finding of consistency with the City of St. Petersburg's Comprehensive Plan and Land Development Regulations.



# Historic Gas Plant District - Development Agreement

## Public Comments

- Email - Central 16<sup>th</sup> Homeowners Association



# Historic Gas Plant District - Development Agreement

## Recommendation

- 1) CONDUCT the first reading and public hearing for the proposed ordinance; AND
- 2) SET the second reading and adoption public hearing for July 11, 2024.



The following page(s) contain the backup material for Agenda Item: Ordinance 793-Z amending the Official Zoning Map of the City of St. Petersburg, Florida, by changing the zoning of seven (7) publicly-owned parcels, generally located south and west of Tropicana Field and bounded by I-175 to the south and 18th Street South to the west, from Downtown Center 2 (DC-2) to Downtown Center 1 (DC-1); Providing for repeal of conflicting ordinances and provisions thereof; and providing an effective date. (City File: ZM-17) (Quasi-judicial)  
Please scroll down to view the backup material.



**J-2**



**St. PETERSBURG CITY COUNCIL**  
**Meeting of June 13, 2024**

**TO:** The Honorable Deborah Figgs-Sanders, Chair and Members of City Council

**SUBJECT:** **Ordinance 793-Z** amending the Official Zoning Map of the City of St. Petersburg, Florida, by changing the zoning of seven (7) publicly-owned parcels, generally located south and west of Tropicana Field and bounded by I-175 to the south and 18<sup>th</sup> Street South to the west, from Downtown Center – 2 (DC-2) to Downtown Center – 1 (DC-1); Providing for repeal of conflicting ordinances and provisions thereof; and providing an effective date. (City File: ZM-17) (Quasi-judicial)

**BACKGROUND:** The City of St. Petersburg is requesting an amendment to the Official Zoning Map from Downtown Center – 2 (DC-2) to Downtown Center – 1 (DC-1) for a 24.33-acre site consisting of seven publicly owned parcels located to the west and south of Tropicana Field for the purpose of redevelopment of the Historic Gas Plant District. The attached CPPC staff report provides a detailed review of the application and maps showing the boundaries of the seven parcels subject to the rezoning request.

At the adoption public hearing, this application will be considered after the City Council takes action on the other agreements related to the redevelopment of the 82-acre Tropicana Field site, also known as the Historic Gas Plant District, including the Redevelopment Agreement, the Development Agreement, and the CRA application. The subject parcels are all included in the master plan for the redevelopment, and the rezoning allows for a unified zoning designation, supporting the new vision for this District.

**RECOMMENDATION:**

Administration: City staff recommends **APPROVAL**.

Community Planning and Preservation Commission (“CPPC”): On May 14, 2024, the CPPC held a public hearing regarding the map amendments and voted 6 to 0, making a finding of consistency with the City of St. Petersburg’s Comprehensive Plan and recommending **APPROVAL** of the map amendments. The CPPC staff report and minutes from the CPPC hearing are attached.

Commissioner comments included:

- Questions on the future of I-175
- Questions on location of the garages related to comments received from the Central 16<sup>th</sup> Homeowners Association
- Concerns regarding the environmental conditions and remediation related to Booker Creek

No members of the public provided comments.

Recommended City Council Action:

- 1) CONDUCT the first reading and first public hearing of the proposed ordinance; AND
- 2) SET the second reading and adoption public hearing for July 11, 2024.

Attachments: Ordinance, CPPC Staff Report, draft CPPC minutes.

ORDINANCE NO. 793-Z

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF ST. PETERSBURG, FLORIDA, BY CHANGING THE ZONING OF SEVEN (7) PUBLICLY-OWNED PARCELS, GENERALLY LOCATED SOUTH AND WEST OF TROPICANA FIELD AND BOUNDED BY I-175 TO THE SOUTH AND 18<sup>TH</sup> STREET SOUTH TO THE WEST, FROM DOWNTOWN CENTER-2 (DC-2) TO DOWNTOWN CENTER-1 (DC-1); PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES AND PROVISIONS THEREOF; AND PROVIDING AN EFFECTIVE DATE.

THE CITY OF ST. PETERSBURG DOES ORDAIN:

**SECTION 1.** The Official Zoning Map of the City of St. Petersburg is amended by placing the hereinafter described property in a Zoning District as follows:

Property

The following parcels currently designated Downtown Center -2 (DC-2) and as shown on “Attachment A”:

Parcel ID Numbers:

24-31-16-92418-003-0010; 0 3rd Ave S; Pinellas County; 11.03-acres  
24-31-16-92418-001-0010 – 0 1st Ave S - Pinellas County; 2.29-acres  
24-31-16-92418-002-0010 – 0 17th St S - Pinellas County; 0.62-acres  
24-31-16-86381-002-0010 – 200 16th St S - Pinellas County; 6.52-acres  
24-31-16-29718-024-0110 – 0 3rd Ave S - City of St. Petersburg; 0.58-acres  
24-31-16-00000-320-0100 – 0 2nd Ave S - City of St. Petersburg; 0.15-acres  
24-31-16-86381-002-0011 – 0 10th Ave S - City of St. Petersburg; 3.14-acres

Zoning District

From: Downtown Center -2 (DC-2)

To: Downtown Center -1 (DC-1)

**SECTION 2.** All ordinances or portions of ordinances in conflict with or inconsistent with this ordinance are hereby repealed to the extent of such inconsistency or conflict.

**SECTION 3.** 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.

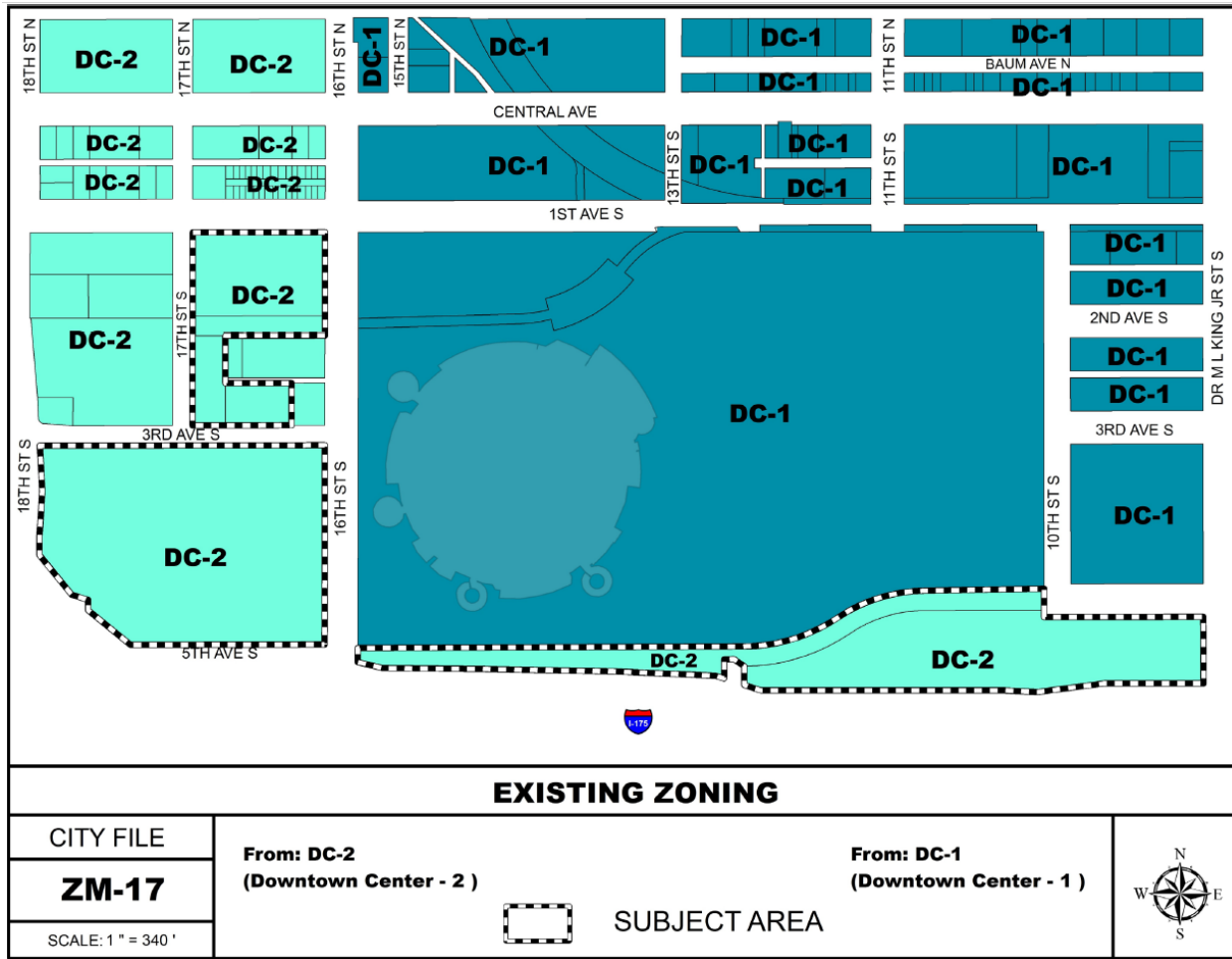
**SECTION 4.** In the event this ordinance is not vetoed by the Mayor in accordance with the City Charter, it shall become effective upon the expiration of the fifth (5th) business day after adoption unless the Mayor notifies the City Council through written notice filed with the City Clerk that the Mayor will not veto the ordinance, in which case the 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.

APPROVED AS TO FORM AND SUBSTANCE:  
(Zoning)

CITY FILE ZM-17

<u><i>/s/ Elizabeth Abernethy</i></u>	<u>05/29/24</u>
PLANNING & DEVELOPMENT SERVICES DEPARTMENT	DATE
<u><i>Michael J. Dema</i></u>	<u>05/30/24</u>
ASSISTANT CITY ATTORNEY	DATE

# ATTACHMENT A





**Staff Report to the St. Petersburg Community Planning & Preservation Commission**  
Prepared by the Planning & Development Services Department,

For Public Hearing and Executive Action on Tuesday, May 14, 2024  
at 2:00 p.m. in City Council Chambers, City Hall  
175 5<sup>th</sup> St North, St. Petersburg, FL 33701

According to Planning and Development Services records, no Community Planning & Preservation Commission member or his or her spouse has a direct or indirect ownership interest in real property located within 1,000 linear feet of real property contained within the application (measured by a straight line between the nearest points on the property lines). All other possible conflicts should be declared upon announcement of the item.

**City File: ZM-17**  
**Historic Gas Plant District**

This is a city-initiated application requesting the Community Planning and Preservation Commission (“CPPC”), in its capacity as the Local Planning Agency (“LPA”), make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of an amendment to the Official Zoning Map from Downtown Center -2 (DC-2) to Downtown Center -1 (DC-1) for publicly owned property located to the west and south of Tropicana Field.

**APPLICANT INFORMATION**

**OWNERS:** City of St. Petersburg and Pinellas County

**APPLICANT:** City of St. Petersburg  
One 4<sup>th</sup> Street North  
St. Petersburg, Florida 33701

**CITY STAFF:** Elizabeth Abernethy, AICP  
Planning and Development Services Department  
One 4<sup>th</sup> Street North  
St. Petersburg, Florida 33701  
Elizabeth.Abernethy@stpete.org

## REQUEST

The City of St. Petersburg is requesting an amendment to the Official Zoning Map from Downtown Center -2 (DC-2) to Downtown Center -1 (DC-1) for a 24.33-acre site consisting of seven publicly owned parcels located to the west and south of Tropicana Field for the purpose of redevelopment of the Historic Gas Plant District.

## SITE DESCRIPTION

Parcel ID Nos., Street Addresses, Owner and Acreage:	24-31-16-92418-003-0010; 0 3 <sup>rd</sup> Ave S; Pinellas County; 11.03-acres 24-31-16-92418-001-0010 – 0 1 <sup>st</sup> Ave S - Pinellas County; 2.29-acres 24-31-16-92418-002-0010 – 0 17 <sup>th</sup> St S - Pinellas County; 0.62-acres 24-31-16-86381-002-0010 – 200 16 <sup>th</sup> St S - Pinellas County; 6.52-acres 24-31-16-29718-024-0110 – 0 3 <sup>rd</sup> Ave S - City of St. Petersburg; 0.58-acres 24-31-16-00000-320-0100 – 0 2 <sup>nd</sup> Ave S - City of St. Petersburg; 0.15-acres 24-31-16-86381-002-0011 – 0 10 <sup>th</sup> Ave S - City of St. Petersburg; 3.14-acres
Total Acreage:	24.33
Future Land Use:	Central Business District (CBD) with Intown Activity Center (AC) Overly
Zoning:	From Downtown Center -2 (DC-2) to Downtown Center -1 (DC-1)
Countywide Plan Map:	Activity Center (AC)
Existing Uses:	Surface parking for Tropicana Field
Surrounding Uses:	North: Commercial Mixed-use South: Interstate – 175 West: Interstate - 275 East: Tropicana Field/Commercial Mixed-Use
Neighborhood Association:	Partly within the Grand Central and Warehouse Arts District and business associations (parcels west of 16 <sup>th</sup> Street South).

## BACKGROUND

The subject 24.33-acre site consists of seven publicly owned parcels located to the west and south of Tropicana Field, see Attachment 1, Map Series. The City of St. Petersburg owns three of the subject parcels totaling 3.87-acres. Pinellas County owns four of the subject parcels totaling 20.46-acres. Correspondence from Pinellas County is included as Attachment 2. Collectively the parcels are currently developed with surface parking lots and overflow parking supporting Tropicana Field and are located in the Intown West area of downtown that serves as one of the major connections for vehicles and pedestrians between the stadium site and the downtown core.

This application is being considered concurrently with the Redevelopment Agreement, Development Agreement, and CRA application related to the redevelopment of the 82-acre Tropicana Field site, also known as the Historic Gas Plant District. The subject parcels are all included in the master plan for the redevelopment and the rezoning allows for a unified zoning designation throughout the district, supporting the new vision for this District.

Prior to 2007, the entire area of Downtown west of Dr. Martin Luther King Jr. Street including the subject parcels was zoned Central Business District – 4 (CBD-4). This unified zoning district which included Tropicana Field was intended to provide for the appropriate development in support of the stadium and downtown. The district established performance standards and design guidelines that recognize unique or special development situations and design characteristics within the three subdistricts of *Central Avenue Corridor*, intended for retail/office use; *Stadium Gateway Areas*, designed to serve as key activity nodes associated with the Tropicana Field; and *Intown Industrial Area*, set aside to accommodate demands for



industrial development. The subject parcels are located within the *Stadium Gateway Areas* subdistrict which is identified as areas appropriate for intensive uses and structures with the highest development intensities are allowed at these sites.

In 1990, to address the development pressures that would accompany construction of the stadium, and to counter the declining investment and economic condition of the Intown and Intown West area in the 1970's and 1980's, staff conducted a study of the area to evaluate blighted or deteriorated conditions. The 1990 study was conducted to:

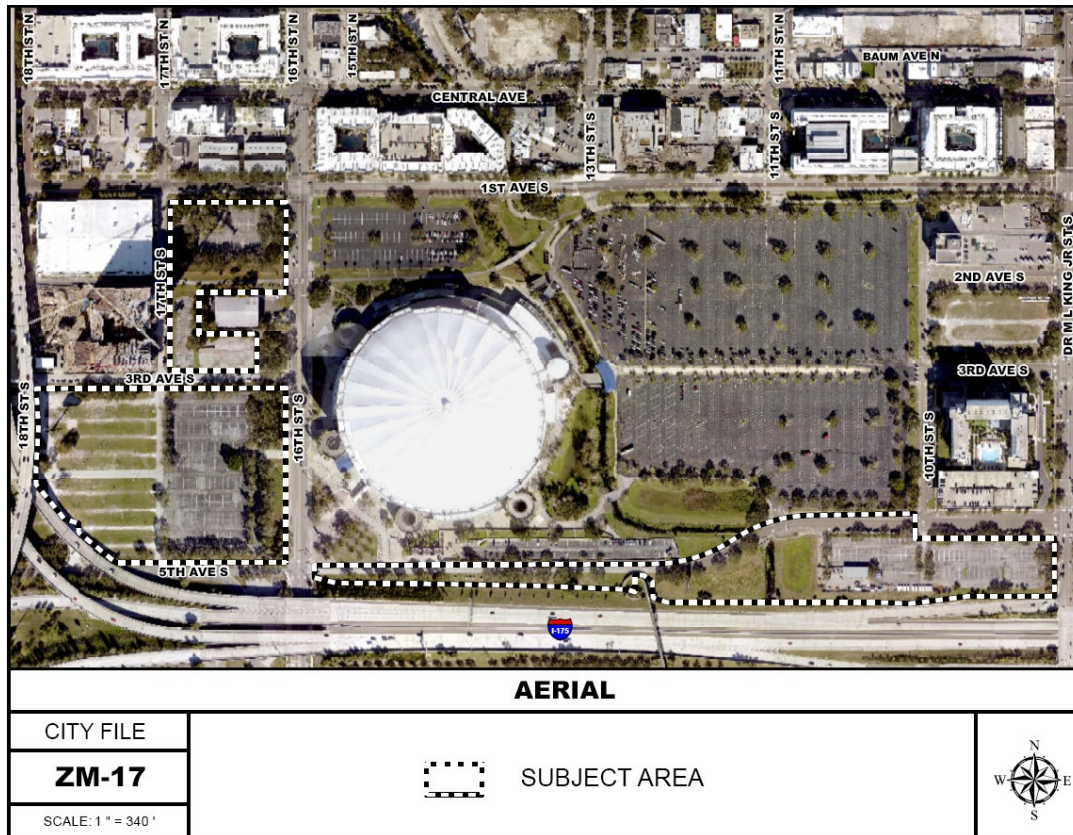
- Identify the problems and issues related to the importance of the area as a support district to the City's downtown redevelopment effort and construction of the stadium;
- Address the redevelopment pressures generated by the stadium; and
- Formulate strategies to manage and facilitate the development and redevelopment of the area to ensure compatibility with the stadium and downtown.

The study recommended that the Intown West area be declared a redevelopment area pursuant to the criteria contained in Florida Statutes Chapter 163. Subsequent to the declaration of blight, in June of 1990, City Council adopted the Intown West Redevelopment Plan (IWRP) and designated themselves as the Community Redevelopment Agency (CRA). During the first decade of the Intown West Redevelopment Plan, most investment was limited to renovations and rehabilitations. Consequently, the City, working in cooperation with Intown West property owners and other affected parties, reevaluated the zoning regulations to determine if they were still appropriate in the late 1990's. This evaluation found that the original zoning regulations were not expansive or flexible enough to seriously stimulate development interest in this part of the downtown. Furthermore, the regulations were deemed inconsistent with the "Dome District/16th Street South Business Plan," which was generated to provide design direction for public and private projects within the area.

In 1999, subsequent amendments to the IWRP primarily provided consistency with the Dome District/16th Street South Business Plan and CBD-4 Zoning regulations by establishing mixed-use land use throughout the area and providing design guidelines. Amendments eliminated the sub-districts, increased the floor area ratio (FAR), provided a FAR bonus for public improvements and desired uses, and reduced the minimum lot size to provide greater flexibility and opportunities in the District. They also included streetscaping improvements within public rights-of-way such as installation of traffic mast arms; landscaping and street trees; enhancements to transit sites; bike lanes; wayfinding signage; and decorative sidewalk improvements. These projects were funded on a "pay-as-you-go" basis and were completed by 2011.

In 2007, City Council approved a citywide rezoning that created three new zoning districts within the Intown and Intown West community redevelopment areas: Downtown Center-1 (DC-1), Downtown Center-2 (DC-2) and Corridor Commercial Suburban-2 (CCS-2). The DC-1 and DC-2 zoning regulations build on the previous amendments and create a strongly defined street edge at the base of every building. This base creates a pedestrian scaled space while allowing larger and taller buildings to be constructed above and stepped back from the pedestrian scaled base. The zoning reinforces the street edges, provides active uses, conceals parking areas, and provides streetscape requirements to ensure a positive and unique street life which reinforces the pedestrian scale of the area.

The DC-1 Zoning District provides for intense mixed-use development such as office, retail and residential. The DC-2 Zoning District provides for intense residential development that still allows for a mixture of uses such as support retail and office uses. The DC-2 Zoning District requires a Special Exception approval for non-residential uses above 25% gross square feet. Both districts provide FAR bonuses for workforce housing, providing liners on the first two levels of parking structures, LEED/green building construction, providing affordable commercial space, streetscape improvements and support of the preservation of landmarks or landmark sites. DC-1 also provides FAR bonuses for a provision of 25% or more of office space and for limiting a building to 50% residential use. DC-2 provides a FAR bonus for additional ground level open space.



## CONSISTENCY AND COMPATIBILITY

The primary criteria associated with this application are consistency and compatibility of the requested designation with the established surrounding land use and zoning patterns, and the provision of adequate public services and facilities.

The Future Land Use of the subject property is Central Business District (CBD) with Intown Activity Center (AC) Overlay. The purpose of the CBD land use designation is to allow a mixture of higher intensity retail, office, industrial, service, public school and residential uses up to a floor area ratio of 4.0 and a net residential density not to exceed the maximum allowable in the land development regulations (LDRs). The existing and proposed zoning districts are consistent with the current land use designation, therefore no amendment to the Future Land Use Map is proposed.

The existing zoning district of Downtown Center – 2 (DC-2) is intended to *provide for intense residential development that still allows for a mixture of uses that enhance and support the core and surrounding neighborhoods, including the domed stadium. The district also allows support retail and office uses which assist the residents with the daily needs of living within this highly urbanized neighborhood. The district establishes performance standards and design guidelines appropriate to urban form residential buildings. Heights in this district begin to taper down as development sites become less proximate to the core and transition to surrounding neighborhoods. However, base setbacks still apply, creating a pedestrian-scale environment at the sidewalk level.*

The proposed zoning district of Downtown Center – 1 (DC-1) is intended to *provide for intense mixed-use development which creates a strong mixture of uses that enhance and support the core. Office and other employment uses are highly encouraged. Development in this district provides appropriate pedestrian amenities, pedestrian linkages, ground level retail, and cultural activities. Buildings and streetscaping (both*

*hardscape and landscape improvements) are designed in a manner that promotes a successful people-oriented downtown area as exemplified and defined in the intown and intown west redevelopment plans.*

The proposed rezoning will provide a unified zoning designation throughout the planned redevelopment for the Historic Gas Plant District as further detailed in the proposed Historic Gas Plant District Development Agreement, helping to create a new downtown neighborhood that will be compatible in density, intensity, height, and uses with the surrounding downtown districts and neighborhoods to the north and east.

Both DC-2 and DC-1 (west of Dr, Martin Luther King, Jr Street) zoning districts allow for the same base FAR approval of 3.0, the same bonus FAR streamline approval between 3.0 and 5.0 and the same bonus FAR public hearing approval thresholds between 5.0 and 7.0 (see below Maximum Intensity table). The maximum density in any downtown center district is limited by FAR and there are no dwelling units per acre limits.

Maximum Intensity		
	DC-1 (West of Dr. Martin Luther King, Jr. St.)	DC-2
Base approval (floor area ratio)	3.0	3.0
Bonus approval, streamline (floor area ratio)	Greater than 3.0 and equal to or less than 5.0	Greater than 3.0 and equal to or less than 5.0
Bonus approval, public hearing (floor area ratio)	Greater than 5.0 and equal to or less than 7.0	Greater than 5.0 and equal to or less than 7.0
There shall be no minimum lot area in any downtown center district.		
Maximum density in any downtown center district shall be limited by FAR. Units per acre do not apply.		

Key differences in the DC-1 and DC-2 zoning districts are DC-2 has a greater emphasis on intense residential development while DC-1 emphasizes a mixture of uses, encouraging office and employment. The DC-1 zoning district provides for FAR exemptions for office and hotel uses and the DC-2 zoning district requires a minimum of 75% gross square footage to be residential or hotel uses. The building height is based on the DC height map and there will be no change in height as a result of the rezoning.

The requested amendment to the DC-1 zoning district is appropriate at this location as it is consistent with several Comprehensive Plan goals, objectives, and policies, which are included in the following section of the report and it provides a unified designation for the planned redevelopment of the Historic Gas Plant District.

**RELEVANT CONSIDERATIONS ON AMENDMENTS TO THE FUTURE LAND USE MAP**

Staff reviewed this application in the context of the following criteria excerpted from the City Code *Section 16.70.040.1.1 Amendments to the Comprehensive Plan and Land Development Regulations*, the review and decision shall be guided by the following factors:

**1. Compliance of the proposed use with the goals, objectives, policies, and guidelines of the Comprehensive Plan.**

The following staff analysis is provided to address compliance with the following policies and objectives from the Comprehensive Plan:

*LU 2.5 The Land Use Plan shall make the maximum use of available public facilities and minimize the need for new facilities by directing new development to infill and redevelopment locations where excess capacity is available.*

The subject amendment is supporting redevelopment of the Tropicana Field baseball stadium and surrounding parking lots in an area served by public facilities with excess capacity. The associated Development Agreement includes a Public Facilities Analysis demonstrating available capacity for the redevelopment, including the parcels subject to this rezoning application.

*LU3.4 The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.*

The subject 24.33-acre site is located at the northeast intersection of two interstate highways that will provide buffering and act as a physical separator to adjacent zoning districts to the south and west. The proposed zoning change from DC-2 to DC-1 is consistent with the neighboring zoning to the east and north creating an orderly land use transition. Additionally, the land use category of Central Business District (CBD) remains unchanged.

*LU3.6 Land use planning decisions shall weigh heavily on the established character of predominately developed areas where changes of use or intensity of development are contemplated.*

The proposed intensity of the redevelopment plan is within the allowances of the existing CBD Future Land Use category and the DC zoning designations, with no increases in development allowances contemplated or proposed for the project, including the parcels subject to the rezoning request.

The proposed Historic Gas Plant District is consistent with the existing pattern of the general surrounding area where the majority of uses are mixed-use urban scale developments. The District is consistent with the Intown West Redevelopment Plan as the District provides appropriate pedestrian amenities, pedestrian linkages, ground level retail, and cultural activities. Additionally, City council, sittings as the Community Redevelopment Agency (CRA) will be reviewing the CRA application concurrently with this Development Agreement. The proposed Historic Gas Plant District will replace surface parking lots with new buildings conforming to the downtown design requirements. Buildings and streetscaping (both hardscape and landscape improvements) will be designed in a manner that promotes a successful people-oriented downtown area as exemplified and defined in the Intown and Intown West redevelopment plans. The redevelopment plan with an appropriate mix of uses will reestablish this neighborhood as a well-integrated component with the surrounding neighborhoods and business districts.

*LU3.7 Land use planning decisions shall include a review to determine whether existing Land Use Plan boundaries are logically drawn in relation to existing conditions and expected future conditions.*

The proposed District boundary including the subject parcels is logically drawn in relation to existing and expected future conditions as it includes the Tropicana Field site with the surrounding surface parking lots and accommodates the future sports stadium. There is no change to the Land Use Plan designation of CBD for the subject parcels.

*LU3.8 The City shall protect existing and future residential uses from incompatible uses, noise, traffic, and other intrusions that detract from the long-term desirability of an area through appropriate land development regulations.*

The location of the land uses within the proposed District as shown in the Redevelopment Plan and which includes the subject parcels respects existing and future residential uses by placing the most intensive land uses to the interior of the District (Museum, Entertainment) and to the northeast (Sports Stadium).

*LU3.11 More dense residential uses (more than 7.5 units per acre) may be located along (1) passenger rail lines and designated major streets or (2) in close proximity to activity centers where compatible.*

The subject parcels are located within the Intown Activity Center (AC) where the Pinellas

Trail transects the District which is bounded by major streets including 1<sup>st</sup> Avenue South, Dr. Martin Luther King Jr. Street South, 16<sup>th</sup> Street South and the Interstate.

*LU3.15 The Land Use Plan shall provide housing opportunities for a variety of households of various age, sex, race and income by providing a diversity of zoning categories with a range of densities and lot requirements.*

Both the existing zoning district of DC-2 and proposed district of DC-1 provide for unlimited FAR exemption of square footage dedicated to workforce housing and the first 1.0 FAR bonus is workforce housing. The proposed Development Agreement includes provisions for construction of affordable housing within the District.

*LU5.3 The Concurrency Management System shall continue to be implemented to ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities and that such facilities and services be available, at the adopted level of service standards, concurrent with the impacts of development.*

The proposed rezoning will not have an impact on the City's adopted LOS standards for public services and facilities including potable water, sanitary sewer, solid waste, recreation, and stormwater management. The Historic Gas Plant District Development Agreement provides a Public Facilities Analysis for the proposed development in the District and demonstrates that there will be public services available for the planned redevelopment.

*LU13.1 Development proposals in community redevelopment areas shall be reviewed for compliance with the goals, objectives and policies of the Comprehensive Plan and the goals, objectives and policies of the applicable adopted redevelopment plan including:*

- 1. Intown Redevelopment Plan;*
- 2. Bayboro Harbor Redevelopment Plan;*
- 3. Intown West Redevelopment Plan; and*
- 4. South St. Petersburg Redevelopment Plan.*

City Council sitting as the CRA will be reviewing the Historic Gas Plant District concurrently with this proposed rezoning. The rezoning to unify the designation for the District supports the Intown West Redevelopment Plan objectives specifically by establishing a program that will reinforce a cohesive development pattern and facilitate new development and rehabilitation.

*LU13.2 The City shall continue to review downtown development trends and related redevelopment plans to ensure that all downtown area redevelopment efforts are coordinated and reflect the best possible vision for the future of the downtown area.*

The subject parcels are part of the redevelopment vision of the Historic Gas Plant District and are included as part of the Development and Redevelopment agreements which are being reviewed concurrently with this application.

*LU19.3 The land use pattern shall contribute to minimizing travel requirements and anticipate and support increased usage of mass transit systems.*

The amendment area is in close proximity to the SunRunner Bus Rapid Transit (BRT) 13th Street South Station, which will contribute to minimizing travel requirements for residents and visitors to the new stadium, office, retail and entertainment uses.

*LU23.1 The City's development review policies and procedures shall continue to integrate land use and transportation planning so that land development patterns support mobility choices and reduced trip lengths.*

See above response to LU19.3. Additionally, the subject parcels close proximity to commercial uses will ensure that future residents will have safe and convenient access to employment and needed goods and services resulting in reduced automobile trip lengths.

*PRI.1 The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.*

The subject parcels are currently government owned. The City St. Petersburg has initiated the subject zoning map amendment to further city-wide goals and objectives and assist in the proposed redevelopment of the Historic Gas Plant District.

*PRI.2 The right of a property owner to use, maintain, develop, and improve his or her property for personal use or the use of any other person, subject to state law and local ordinances.*

The City of St. Petersburg has initiated the subject zoning map amendment in support of redevelopment goals for the Historic Gas Plant District.

*PRI.3 The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.*

The subject property is government owned by both the City St. Petersburg and Pinellas County. The Redevelopment agreement will further detail future conveyances to the developer.

*PRI.4 The right of a property owner to dispose of his or her property through sale or gift.*

The proposed rezoning will not alter the property owners right to dispose of their property through sale or gift.

**2. Whether the proposed amendment would adversely affect environmentally sensitive lands or properties which are documented as habitat for listed species as defined by the Conservation Element of the Comprehensive Plan.**

The proposed amendment would not adversely affect any environmentally sensitive land or properties which are documented as habitat for listed species as defined by the conservation element of the Comprehensive Plan. The majority of the subject site is surface parking or open maintained lawn. The proposed redevelopment envisions the restoration of Booker Creek.

**3. Whether the proposed changes would alter the population density pattern and thereby adversely affect residential dwelling units.**

The existing and proposed zoning districts of DC-2 and DC-1 (west of Dr, Martin Luther King, Jr Street) zoning districts both allow for the same base FAR approval of 3.0, the same bonus FAR streamline approval between 3.0 and 5.0 and the same bonus FAR public hearing approval thresholds between 5.0 and 7.0 (see below Maximum Intensity table). Therefore, the proposed population density pattern will not be not altered. The DC-1 district has a greater emphasis on employment uses.

**4. Impact of the proposed amendment upon the adopted level of service (LOS) for public services and facilities including water, sewer, sanitation, recreation and stormwater management. The POD may require the applicant to prepare and present with the application whatever studies are necessary to determine what effects the amendment will have on the LOS.**

The proposed rezoning will not have an impact on the City’s adopted LOS standards for public services and facilities including potable water, sanitary sewer, solid waste, recreation, and stormwater management. The associated Development Agreement provides for the Public Facilities analysis for the proposed 3.0 FAR and project uses. The following section provides an overview of traffic impacts.

The City eliminated LOS standards for major roads and transit when it adopted the Pinellas County Mobility Plan in 2016. The Mobility Plan provides a countywide framework for a coordinated multimodal approach to managing the traffic impacts of development projects as a replacement for local transportation concurrency systems, which the State of Florida no longer requires. The City continues to monitor the LOS for motor vehicles on major roadways and the availability of transit service. The City also continues to assess the impact of land development projects, proposed rezonings, and Future Land Use Map amendments on the transportation system.

**TRAFFIC**

Existing Roadway Network

Road segments that border and transverse the subject area are shown in the table below. Five road segments are on the Future Major Streets Map (Map 20) of the City’s Comprehensive Plan, and the other five segments are local roads. Lane arrangements range from two-lane, undivided to four-lane, one-way facilities. The City maintains all road segments except for I-175, I-275 and I-375 which the Florida Department of Transportation (FDOT) maintains.

Roadway	Segment	Functional Classification	Lane Arrangement	Ownership
Dr. ML King Jr. Street	4th Avenue S to I-175	Minor arterial	4-lane, one way	City
10 <sup>th</sup> Street	At 4 <sup>th</sup> Avenue S	Local road	2-lane, undivided	City
16 <sup>th</sup> Street	3 <sup>rd</sup> Avenue S to 5 <sup>th</sup> Avenue S	Collector	4-lane, divided	City
17 <sup>th</sup> Street	1 <sup>st</sup> Avenue S to 3 <sup>rd</sup> Avenue S	Local road	2-lane, undivided	City
18 <sup>th</sup> Street	3 <sup>rd</sup> Avenue S to 5 <sup>th</sup> Avenue S	Local road	2-lane, undivided	City
1 <sup>st</sup> Avenue S	16 <sup>th</sup> Street to 17 <sup>th</sup> Street	Minor arterial	2-lane, one way	City
3 <sup>rd</sup> Avenue S	16 <sup>th</sup> Street to 18 <sup>th</sup> Street	Local road	2-lane, undivided	City
4 <sup>th</sup> Avenue S/ 5 <sup>th</sup> Avenue S	Dr. ML King Jr. Street to 16 <sup>th</sup> Street	Local road	2-lane, one way	City
5 <sup>th</sup> Avenue S	16 <sup>th</sup> Street to 18 <sup>th</sup> Street	Collector	4-lane, undivided	City
I-175	Dr. ML King Jr. Street to 18 <sup>th</sup> Street	Interstate system	4-lane, one way	FDOT
I-275	I-375	I-175	6-lane, two way	FDOT

The City utilizes the Forward Pinellas “2023 Annual Level of Service Report” to monitor roadway levels of service (LOS) for major streets, per Policy T3.2 of the City’s Comprehensive Plan. According to the FDOT, roadway LOS is a quantitative performance measure that represents quality of service, measured on an “A” to “F” scale, with LOS “A” representing the best operating conditions from the traveler’s perspective and LOS “F” the worst. Before the elimination of state-mandated transportation concurrency regulations, the City’s LOS standard was “D” for major roads. The FDOT’s current target for state highways in urbanized areas, such as I-175, is “D.” LOS “D” can also be viewed as a target for roads not on the state highway system, but it is no longer the City’s standard, as noted.

The 2023 Annual LOS Report provides traffic operating conditions on the major roads that border and traverse the subject area, as shown in the following table. Excess capacity is the additional number of trips that the roads can carry in the peak direction of travel during the peak hour of traffic. All of the local road segments and I-175 operate at a LOS “D” or better and have a significant amount of excess capacity. The site does not have access to I-275, which functions at a LOS “F.” The FDOT has programmed lane continuity improvements on I-275 from south of 54th Avenue South to northern St. Petersburg. Express lanes are programmed for I-275 north of I-375.

Roadway	Segment	Average Annual Daily Traffic	Volume to Capacity Ratio	Facility LOS	Lanes	Excess Capacity
1 <sup>st</sup> Avenue S	34 <sup>th</sup> Street S to 3 <sup>rd</sup> Street	11,500	0.708	D	2	451
16 <sup>th</sup> Street	Central Avenue to 18 <sup>th</sup> Avenue S	11,500	0.408	C	4	870
Dr. ML King Jr. Street S	Central Avenue to 8 <sup>th</sup> Street	13,428	0.374	C	4	1,910
I-175	I-275 to 4 <sup>th</sup> Street	31,550	0.261	B	4	2,704
I-275	I-375 to I-175	125,500	0.441	F	6	None

Sidewalks

Adjacent to the subject area, there are sidewalks on Dr. ML King Jr. Street, 16th Street, 1st Avenue South, 3rd Avenue South, 4th Avenue South, and 5th Avenue South.

Bicycle Network

The Pinellas Trail traverses the western section of the subject area. There are bicycle lanes on 16th Street South and 1<sup>st</sup> Avenue South.

**TRANSIT**

The Citywide level of service for mass transit will not be affected. The subject area is well-served by public transit. The SunRunner is PSTA’s most popular route. It provides a rapid, frequent, and reliable service between downtown St. Petersburg, western St. Petersburg, South Pasadena, and St. Pete Beach and has long operating hours. Several other routes within close proximity to the subject area, including Routes 7, 15, 20, 23, 79, and 32 (Downtown Circulator). The headways for the routes and destinations they serve are provided in the table below.

Route	Headway (Minutes)	Destinations
7	50	Downtown St. Petersburg, Jordan Park, Campbell Park, Grand Central Station, Tyrone Gardens Shopping Center, Tyrone Square Mall
15	60	Downtown St. Petersburg, 15th Ave S, Gibbs High School, Grand Central Station, Town Shores Apartments, Gulfport Casino
20	60	25 Way S & Roy Hanna Dr, Skyway Plaza, Dr ML King St/9 St S, Downtown St. Petersburg, 9 Ave N, Tyrone Square Mall
23	30	Tyrone Square Mall, Gulfport Casino, Lakeview Shopping Center, 22 Ave S, Downtown St. Petersburg

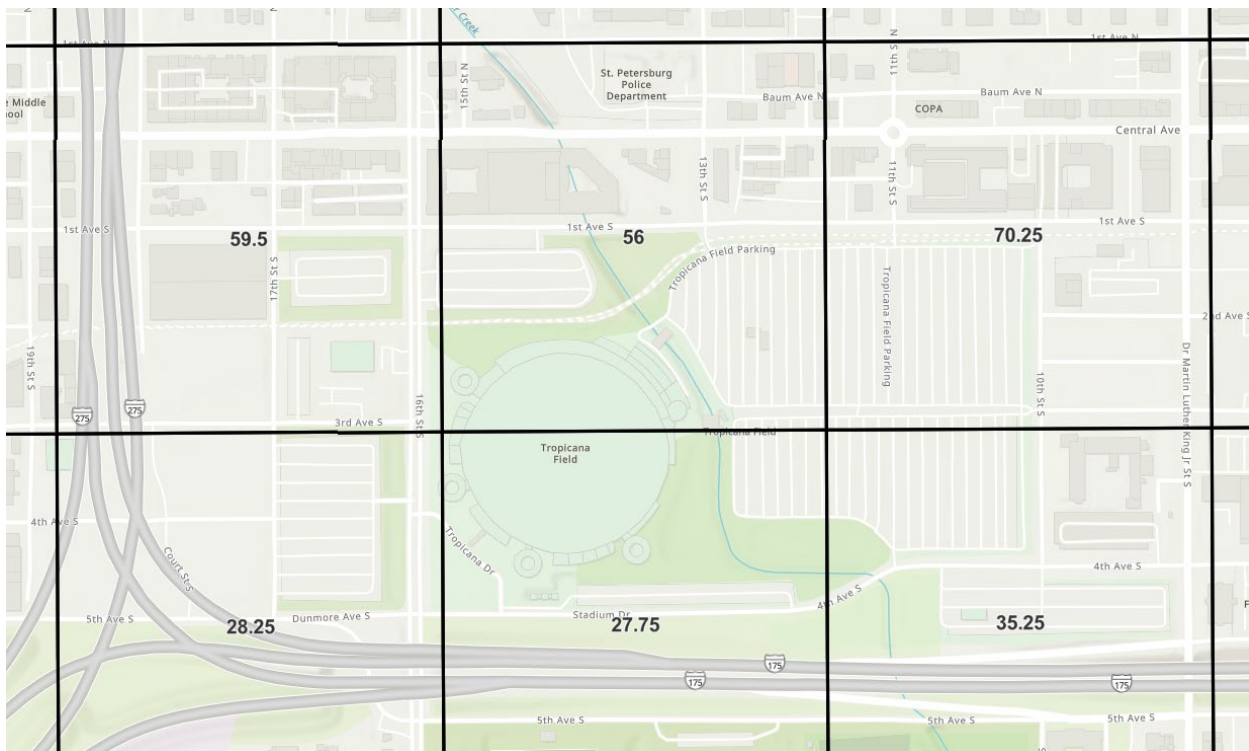


32	35	Downtown St. Petersburg Circulator: Downtown St. Petersburg, Sunshine Senior Center, Mirror Lake Area, St. Anthony's Hospital, John Knox Apartments, Greyhound Bus Terminal, Tropicana Field, Graham Park, Bayfront Medical Center, All Children's Hospital, Suncoast Medical Center, Publix Supermarket
79	30	US 19 Frontage Rd, Whitney Rd, 58th St, Ulmerton Rd/SR 688, 66 St N, Park 66 Shopping Center, Tyrone Square Mall, St. Petersburg College, Lutheran Residences, Bethany Towers, Pasadena Shopping Center, Gulfport Blvd/22 Ave S, 5 Ave S, Grand Central Station, Downtown St. Petersburg
SunRunner	15 peak/ 30 off-peak	Connecting Downtown St. Petersburg, Central Ave. business districts, Pasadena, and St. Pete Beach, the SunRunner is a fast, reliable way to explore one of Pinellas County's busiest corridors.

PSTA offers several programs that provide discounted or late-night bus service to qualifying individuals, including the Late Night, Direct Connect, and Access Programs. The City has an agreement with PSTA to fully buy down the cost for 10-day passes and monthly passes for City residents who qualify for PSTA's Transportation Disadvantaged Program, with an option to extend the agreement for another two years.

MAX Index

Forward Pinellas has developed a multimodal accessibility index (MAX index). MAX scores are assigned to individual quarter-mile grid cells, which Forward Pinellas defines as a reasonable walkable travel shed. The MAX score is based on factors such as bicycle facilities, premium transit services, walkability, roadway LOS, scooter/bike-share locations, transit access, and programmed transportation projects. The subject area is located in four grid cells with MAX scores ranging from 27.75 to 59.5. The countywide average MAX score is 7.5. the higher score in the northwestern portion of the subject area is attributable to the SunRunner stops and Pinellas Trail.



**5. Appropriate and adequate land area sufficient for the use and reasonably anticipated operations and expansions;**

The associated Development Agreement provides for a project build out which is appropriate and adequate for supporting redevelopment goals of the Historic Gas Plant District.

**6. The amount and availability of vacant land or land suitable for redevelopment for similar uses in the City or on contiguous properties;**

The City has a limited availability of consolidated lots such as the subject property that can support the large-scale redevelopment which includes a new Sports Stadium, office, commercial and residential uses.

**7. Whether the proposed change is consistent with the established land use pattern of the areas in reasonable proximity;**

As stated above in Policy LU3.4, the subject 24.33-acre site is located at the northeast intersection of two interstate highways that will provide buffering and act as a physical separator to adjacent zoning districts to the south and west. The proposed zoning change from DC-2 to DC-1 is consistent with the neighboring zoning to the east and north creating an orderly land use transition. Additionally, the land use category of Central Business District (CBD) remains unchanged.

**8. Whether the existing district boundaries are logically drawn in relation to existing conditions on the property proposed for change;**

The existing district boundaries are logically drawn in relation to the existing parking areas and are consistent with the proposed Historic Gas Plant District boundaries.

**9. If the proposed amendment involves a change from residential to a nonresidential use or mixed use, whether more nonresidential land is needed in the proposed location to provide services or employment to residents of the City;**

Both the existing and requesting zoning districts allow for residential use. The DC-1 District has a greater emphasis on employment uses, while still allowing a mix of intense residential.

**10. Whether the subject property is within the 100-year floodplain, hurricane evacuation level zone A or Coastal High Hazard Area as identified in the coastal management element of the Comprehensive Plan;**

The subject property is not within the 100-year flood plain, a hurricane evacuation zone or the Coastal High Hazard Area.

**11. Other pertinent facts.**

The Community Planning and Preservation Commission and City Council may bring up other pertinent information as necessary.

## CONSISTENCY WITH THE COUNTYWIDE PLAN:

Proposed amendments to local future land use plans and land development regulations are required to be consistent with the Countywide Plan Map and the criteria and standards set forth in the Countywide Rules. The subject property's Countywide Plan Map designation of Activity Center is consistent with the proposed City zoning designation of DC-1, therefore an amendment to the Countywide Map is not required and the rezoning is consistent.

## PUBLIC NOTICE and COMMENTS

### *Public Notice*

Public notification letters were sent by direct mail to neighboring property owners, neighborhood associations and business associations within 300-linear feet of the subject property.

### *Public Comments*

To date, staff has received one email providing general comments related to the proposed rezoning and associated Development Agreement, see Attachment 3.

## PUBLIC HEARING PROCESS

The proposed ordinance associated with the Zoning Map amendment requires one (1) public hearing with the Community Planning & Preservation Commission (CPPC) and two (2) public hearings with City Council.

## SUMMARY

The Staff analysis is to determine whether the proposed Amendment is consistent with the policies of the Comprehensive Plan. Based on the analysis contained in this report, City staff finds that the proposed Zoning Map amendment at the subject location is consistent with the Comprehensive Plan in the review of the Land Use, Utilities, Housing, and Transportation Elements.

## RECOMMENDATION

Staff recommends that the Community Planning and Preservation Commission (CPPC), in its capacity as the Local Planning Agency, make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of the Official Zoning Map amendment described herein.

## REPORT PREPARED BY:

*/s/ Elizabeth Abernethy*  
Elizabeth Abernethy, AICP  
Director, Planning & Development Services Department

May 7, 2024  
DATE

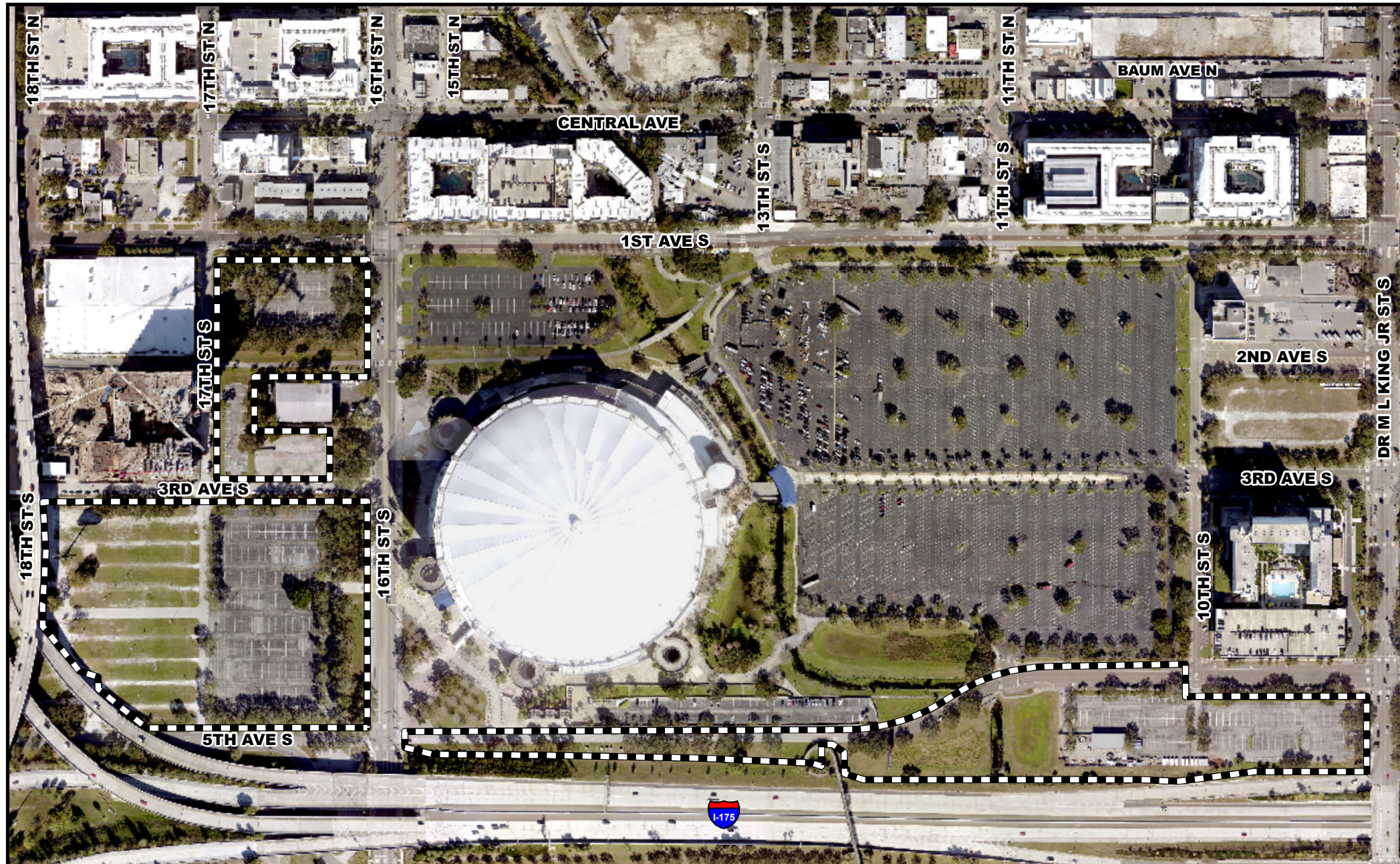
## ATTACHMENTS

1. Subject Area Maps
2. Correspondence from Pinellas County
3. Public Comments



# **ATTACHMENT NO. 1**

## **Map Series**



# AERIAL

CITY FILE

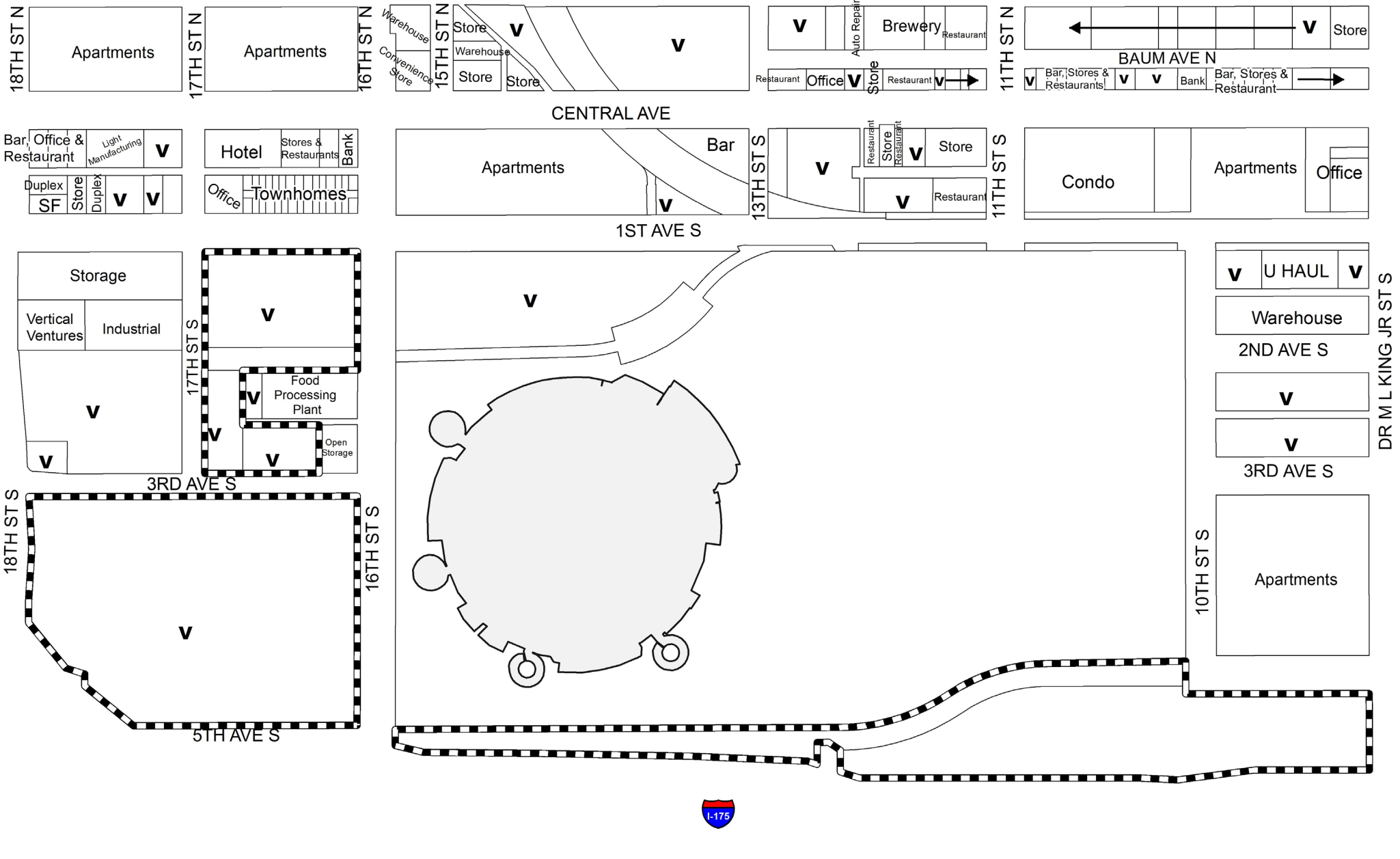
**ZM-17**

SCALE: 1" = 340'



SUBJECT AREA



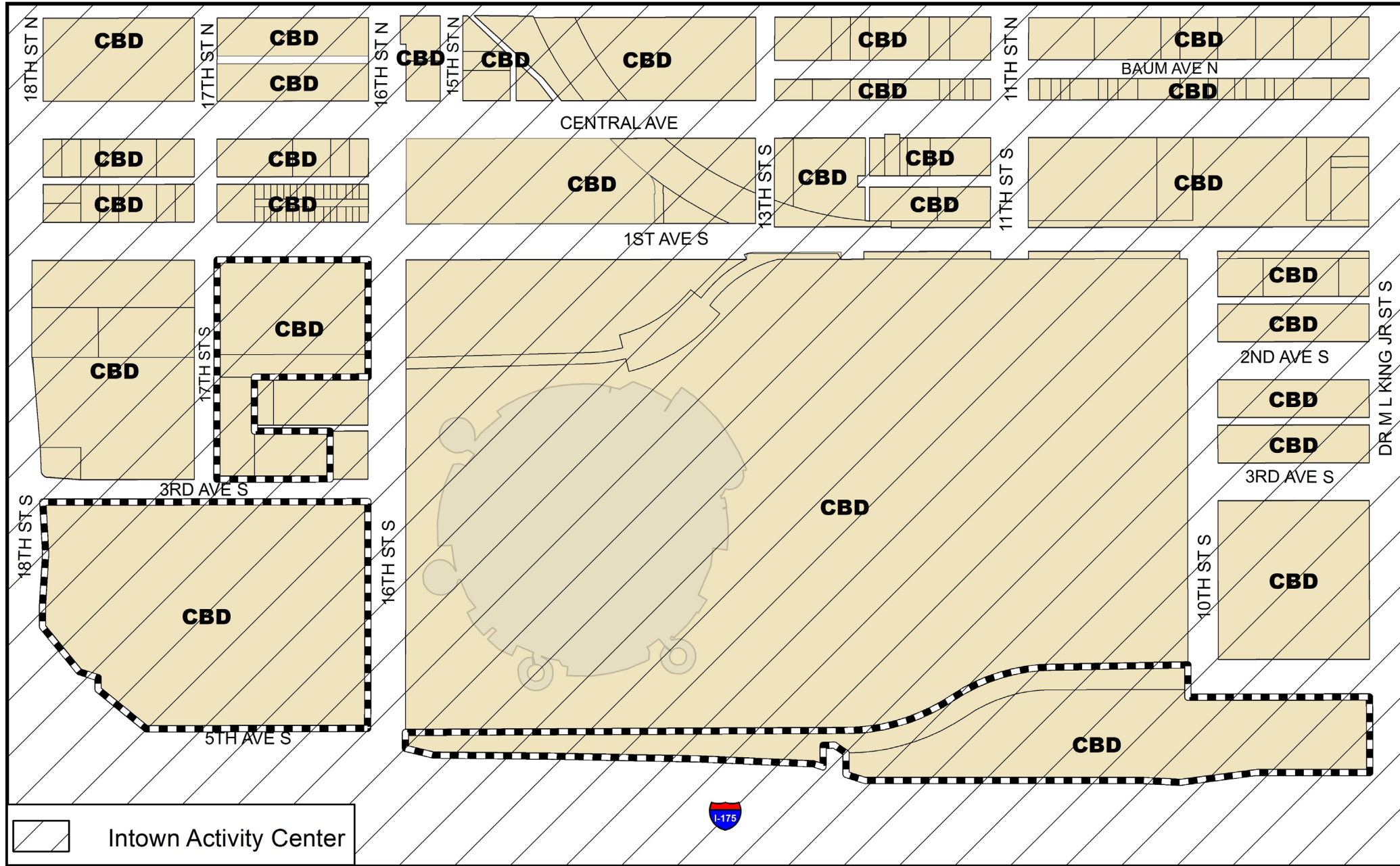


### EXISTING USES

CITY FILE  
**ZM-17**  
 SCALE: 1" = 340'

 SUBJECT AREA





# FUTURE LAND USE

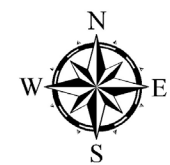
CITY FILE

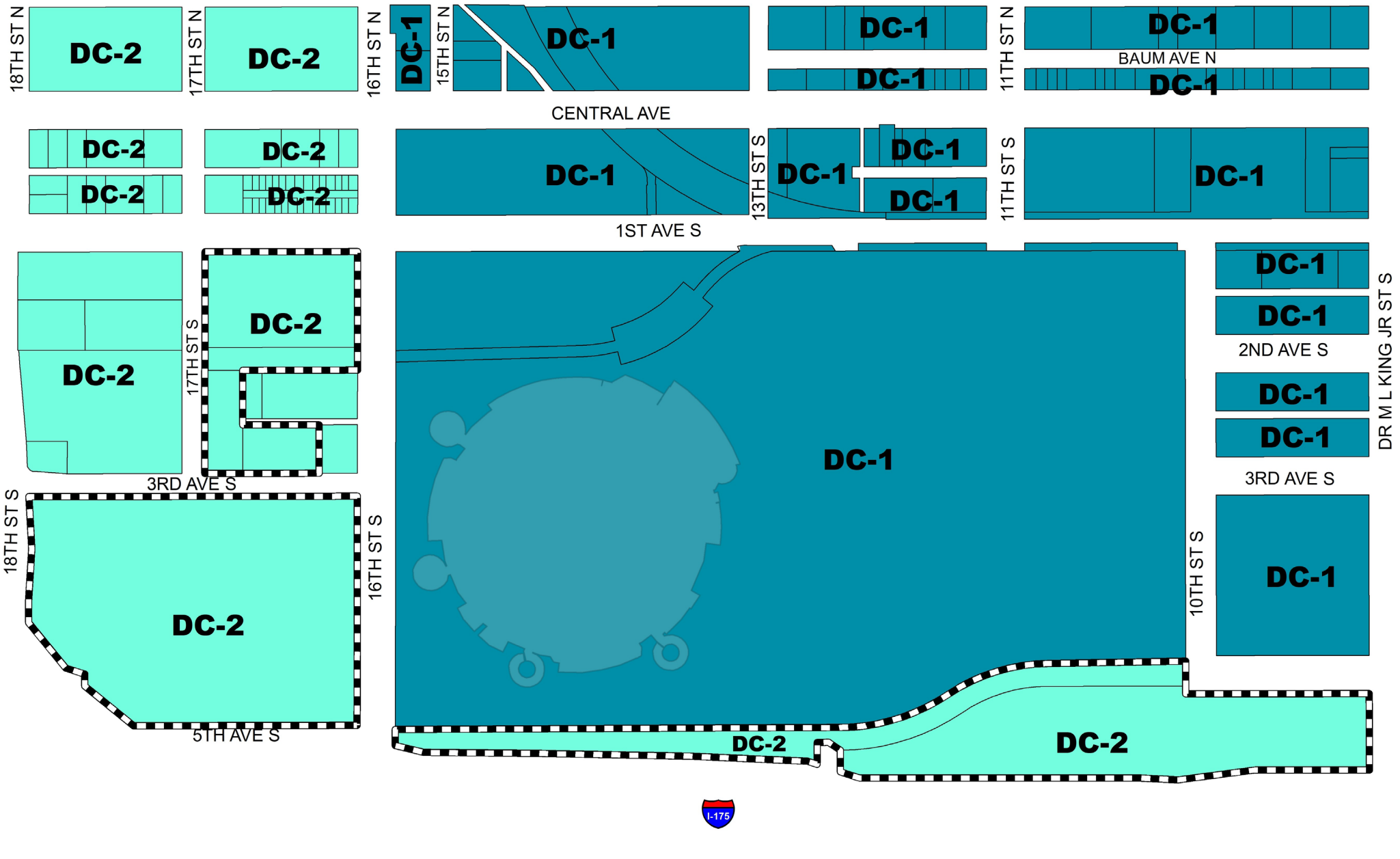
**ZM-17**

SCALE: 1" = 340'



SUBJECT AREA





**EXISTING ZONING**

CITY FILE  
**ZM-17**  
 SCALE: 1" = 340'

**From: DC-2**  
**(Downtown Center - 2)**

**From: DC-1**  
**(Downtown Center - 1)**



SUBJECT AREA







**ATTACHMENT NO. 2**  
**Correspondence from Pinellas County**

**From:** White, Jewel <[jwhite@pinellas.gov](mailto:jwhite@pinellas.gov)>

**Sent:** Thursday, April 11, 2024 4:45 PM

**To:** Bonneau, Tyler <[tbonneau@pinellas.gov](mailto:tbonneau@pinellas.gov)>; Burton, Barry <[bburton@pinellas.gov](mailto:bburton@pinellas.gov)>; Crowell, Don S <[dcrowell@pinellas.gov](mailto:dcrowell@pinellas.gov)>; Eggers, Dave <[deggers@pinellas.gov](mailto:deggers@pinellas.gov)>; Herring, Darlina <[dherring@pinellas.gov](mailto:dherring@pinellas.gov)>; Justice, Charlie <[cjustice@pinellas.gov](mailto:cjustice@pinellas.gov)>; Klug, Della <[dklug@pinellas.gov](mailto:dklug@pinellas.gov)>; Latvala, Christopher <[clatvala@pinellas.gov](mailto:clatvala@pinellas.gov)>; Lee, Bobbie Shay <[blee@pinellas.gov](mailto:blee@pinellas.gov)>; Lewis, Jamie E <[jelewis@pinellas.gov](mailto:jelewis@pinellas.gov)>; Long, Janet C <[JanetCLong@pinellas.gov](mailto:JanetCLong@pinellas.gov)>; Matos, Allyson A <[aamatos@pinellas.gov](mailto:aamatos@pinellas.gov)>; Morrow, Jessica <[jmorrow@pinellas.gov](mailto:jmorrow@pinellas.gov)>; O'Donnell, Stacy <[sodonnell@pinellas.gov](mailto:sodonnell@pinellas.gov)>; Peters, Kathleen <[kpeters@pinellas.gov](mailto:kpeters@pinellas.gov)>; Robinson-Flowers, Rene <[rflowers@pinellas.gov](mailto:rflowers@pinellas.gov)>; Scott, Brian <[brscott@pinellas.gov](mailto:brscott@pinellas.gov)>; Stillo, Tony <[testillo@pinellas.gov](mailto:testillo@pinellas.gov)>; Vandenberg, Courtney <[cvandenberg@pinellas.gov](mailto:cvandenberg@pinellas.gov)>; White, Jewel <[jwhite@pinellas.gov](mailto:jwhite@pinellas.gov)>

**Subject:** Tropicana Field Rezoning

The City of St. Petersburg is preparing to seek a City-initiated rezoning of the Tropicana Field property. Given additional notice requirements the City imposes upon itself, the first notice will be mailed out tomorrow (or shortly thereafter) to those property owners within a designated distance of the subject property. The City will be seeking to rezone the subject property from DC-2 to DC-1. This action will not require a land use amendment at either the local or countywide level. Thus, this matter will not come before you sitting as the Countywide Planning Authority.

As you know, the County owns the subject property, however it is also subject to the Tropicana Field Lease-Back and Management Agreement between the County and City, dated October 17, 2002, which refers to the property as "the Dome." One of the intended goals of that agreement is to make it clear that "the City will be the sole, singular party responsible for the critical functions of operating, managing, maintaining, and promoting the Dome." In furtherance of this goal, the agreement squarely places responsibility for any "additions, alterations, installations, partitions, or changes" on the subject property on the City and requires that any such activities be done in full compliance with any relevant laws. Thus, the City will be moving forward with a request to rezone the property in order to ensure that future development there is fully compliant will applicable laws related to such development. Given the express terms of the agreement, the City is the appropriate party to move forward with the rezoning request.

Please feel free to contact me with any questions.

Jewel

Jewel White, County Attorney  
Pinellas County Attorney's Office  
Florida Bar Board Certified in City,  
County & Local Government Law  
315 Court Street  
Clearwater, FL 33756  
(727) 464-3354  
[jwhite@pinellas.gov](mailto:jwhite@pinellas.gov)



# **ATTACHMENT NO. 3**

## **Public Comments**

ZM-17: Public Comments

**From:** Robb Roth <rroth3578@gmail.com>  
**Sent:** Wednesday, April 17, 2024 11:53 AM  
**To:** Britton N. Wilson <Britton.Wilson@stpete.org>  
**Subject:** Application No.: ZM-17 Gas Plant District

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Wilson,

Good Morning, My name is Rob Roth, the HOA President for the Central 16th Homeowners Association. Our association is situated on the corner of 16th St. S and 1st Ave S, with my corner unit adjacent to the stadium.

While I am not opposed to modifying the zoning map, I would like to submit the following considerations for your review:

1. Stadium Traffic Concerns: As the only ground-level condo community in the district that has dealt with both vehicular and pedestrian stadium traffic, we kindly request a reprieve from such activity. Specifically, we propose that the land located on the southwest corner of 1st Ave S and 16th St N not be utilized for a parking deck or any other transient-type activity. Instead, we envision this plot, currently a ground-level parking lot, being used for residential or office space or a park (I know).
2. Parking Deck Placement: We recommend constructing parking decks along the highway to facilitate smoother ingress and egress for community events. This strategic placement would alleviate congestion around our neighborhood and hopefully cut back on noise pollution.
3. Preserving Green Space: As our side of town experiences growth, we are losing valuable green space for our pets. We propose either restricting new developments from allowing pets or incorporating dedicated green areas for dog walks. This balance would enhance the quality of life for both residents and their furry companions.

Thank you for considering our suggestions. We look forward to contributing positively to the development of our community.

Sincerely,

Rob Roth HOA President Central 16th Homeowners Association

P: 732-670-8030



**CITY OF ST. PETERSBURG  
COMMUNITY PLANNING & PRESERVATION COMMISSION  
PUBLIC HEARING**

**Council Chambers, City Hall  
175 – 5<sup>th</sup> Street North  
St. Petersburg, Florida 33701**

**May 14, 2024  
Tuesday  
2:00 P.M.**

**MEETING MINUTES**

**Present:**

Lisa Wannemacher, Chair  
Robert “Bob” Jeffrey, Vice-Chair  
Ashley Marbet  
Shannon Nelson  
Cassie Gardner (*left meeting at 4:00 p.m.*)  
Manita Moultrie (*left meeting at 5:20 p.m.*)  
Will Michaels, Alternate  
Joseph Magnello, Alternate

**Commissioners Absent:**

Abel Carrasco

**Staff Present:**

James Corbett, City Development Administrator  
Elizabeth Abernethy, Director of Planning & Development Services  
Department  
Derek Kilborn, Manager, Urban Planning & Historic Preservation  
Division  
Brejesh Prayman, Engineering Director  
Evan Mory, Transportation and Parking Management Director  
Thomas Whalen, Transportation Planning Coordinator  
Britton Wilson, Planner II  
Braydon Evans, Planner II  
Andrew Jurewicz, Planner II  
Kelly Perkins, Historic Preservationist II  
Cindy Kochanek, Historic Preservationist II  
Heather Judd, Assistant City Attorney  
Michael Dema, Assistant City Attorney  
Sarah Lucker, Assistant City Attorney  
Iris Winn, Clerk  
Katherine Connell, Administrative Assistant,

The public hearing was called to order at 2:00 p.m., a quorum was present.

**I. OPENING REMARKS OF CHAIR****II. ROLL CALL****III. PLEDGE OF ALLEGIANCE AND SWEARING IN OF WITNESSES****IV. MINUTES** (Approval of April 9, 2024, Minutes)

*The minutes from the April 9, 2024, meeting were approved unanimously.*

**V. PUBLIC COMMENTS**

*No public comments were made during this portion of the meeting.*

**VI. QUASI-JUDICIAL HEARING****3. City File: ZM-17 – Historic Gas Plant District Rezoning**  
**City Staff: Elizabeth Abernethy**

**Request (2:27:11):** City-initiated amendment to the Official Zoning Map from Downtown Center -2 (DC-2) to Downtown Center -1 (DC-1) for a 24.33-acre site consisting of seven publicly owned parcels located to the west and south of Tropicana Field for the purpose of redevelopment of the Historic Gas Plant District.

**City Staff Presentation (2:26:12):**

Elizabeth Abernethy gave a PowerPoint presentation based on the staff report.

**Executive Session (2:19:22):**

**Madam Chair Wannemacher:** Thank you. Any questions from the commissioners? Yes.

**Commissioner Magnello:** Is there any validity to the I-75 discussion of being removed?

**Elizabeth Abernethy:** I'm going to let one of my colleagues give you the update on what's happening with those. Thank you, Evan.

**Evan Mory:** Hello. Good afternoon, everyone. I'm Evan Mory, Director of Transportation and Parking Management for the city. The Downtown Mobility Study published a couple of years ago did recommend further analysis, not an implementation of any changes to I-75. They recommended no changes to I-375, no further evaluation for that. Where we are now is DOT has programmed money into the work program to further study I-75 and its future. They're studying three concepts. One would be removal and replacement of the boulevard. The second would be a rebuild of Ida, so it's built up in the air and has more permeability underneath. The third is a no-build. All of those options are on the table and there is certainly not one that has been evaluated enough to make a decision but with the timing, this would be good because we would be informed about this project before that study is completed.

**Madam Chair Wannemacher:** Thank you.

**Evan Mory:** You're welcome.

**Madam Chair Wannemacher:** Very interesting.

**Commissioner Magnello:** In your staff recommendation, where I'm assuming these options are taken into consideration with these zone changes, if say one of those options were boulevards or something were even removed, were those taken into consideration when making the recommendation for the zoning change?

**Elizabeth Abernethy:** I think regardless of whether the interstate is there or becomes a surface, it still acts as a separator to the residential neighborhoods to the south and we also have park facilities there that provide additional buffering. Again, the unified zoning district of DC-1 just gives the opportunity to bring that Masterplan forward in a way that's most effective and efficient in mixing of uses.

**Commissioner Magnello:** Appreciate it.

**Commissioner Michaels:** One consideration there is you have the hospital, Bayfront Hospital with emergency vehicles trying to get emergency access there, I'm not going in favor of any particular option, but that's something that would need to be addressed. I did have...you mentioned the letter from the HOA Homeowner's Association, the 16<sup>th</sup> Street Homeowner's Association. They talked about, "...We recommend constructing parking decks along the highway to facilitate smoother ingress and egress for community events...". What is the thought on that? Is that being looked at as a part of the plan?

**Elizabeth Abernethy:** I can let some of my colleagues' address that, but that was one of the main reasons we're going to be requiring a detailed plan that will help us understand what the traffic movement is going to be during large events and that is forthcoming, but maybe...Evan seems to have something that he'd like to add to that. Thank you.

**Evan Mory:** Yes, so that comment kind of came in after some initial decisions about garage layout were made and the garage that's on 16<sup>th</sup> Street or proposed to be 16<sup>th</sup> Street and 1<sup>st</sup> Avenue is in a strategic location being that it could receive traffic coming from the west that's not on the SunRunner, that's not using the interstate. There's that proposed garage, but there's really over time, parking throughout because parking will be integrated into different buildings. It's not being concentrated there, and in fact, the first garage planned to be built will come out of the ground right by the interstate at I-75 and about 8<sup>th</sup> Street. I'm sorry, not 8<sup>th</sup> Street, 10<sup>th</sup> Street.

**Commissioner Michaels:** Thank you.

**Commissioner Nelson:** I have a comment.

**Madam Chair Wannemacher:** Commissioner Nelson.

**Commissioner Nelson:** In reviewing item number 2, where you discuss the proposed rezoning, adversely affecting environmentally sensitive lands or properties, just a preface, my background is doing environmental due diligence for commercial real estate, so I'm very familiar with the Tropicana Field site. With that being said, it's very contaminated. There are a lot of ongoing cleanups that I know are occurring and that are going to be occurring at those sites. I do have some concerns regarding, you know, the contaminated soils and groundwater at that property coinciding with the revitalization of Booker Creek, so I did just want to bring that to attention, seeing that wasn't really mentioned and they said that the majority of the subject site currently is surface parking and on maintained-lawn space, but that was not the previous usage. It was very heavy industrial, and manufacturing based.

**Brejesh Prayman:** Thank you, Commissioner. Your comments are well-point in the fact that there's a restrictive covenant on the southwest quadrant of the site, of the eastern portion of the site. There's a restrictive covenant, there's DEP guidance on it. It is continuously monitored, but I will also share that as part of any permitting process, like as you mentioned, you know, transactions of real estate, Phase I/Phase II assessments, but because we have that restrictive covenant, we will go through that DEP process, and it depends on the level of contamination and type of work. It could be anywhere from the dewatering will have to be treated and then disposed or it could be...the dewatering could be at the level of the nutrients or the contaminants that it could actually be discharged into an industrial movement and to the wastewater system. We...of course we will do that monitoring. That is part of our DEP process, and it may be even as simple as a NPDS notification.

**Commissioner Nelson:** I figured as much...I just...having that work done coinciding with, you know, the beautiful work that you guys intend to do for Booker Creek, I think is really important because if that's not done, that won't succeed.

**Brejesh Prayman:** Correct. You're absolutely correct. Thank you.

**Madam Chair Wannemacher:** Thank you. Anything else? Okay. I'll ask for a motion.

**Commissioner Jeffrey:** I'd like to recommend that the city...that the co-...let me put my glasses on so I can see it. I'd like to make a motion to recommend that the Community Planning and Preservation Commission (the CPPC) in its capacity as Local Planning Agency make a finding of consistency with the Comprehensive Plan, recommending to City Council approval of the Official Zoning Map Amendment described herein.

**Madam Chair Wannemacher:** Thank you. Do we have a second?

**Commissioner Marbet:** Second.

**Madam Chair Wannemacher:** Thank you. Anymore discussion? Roll call, please.



**Motion:** Commissioner Jeffrey moved approval to recommend that the Community Planning and Preservation Commission (the CPPC) in its capacity as Local Planning Agency make a finding of consistency with the Comprehensive Plan, recommending to City Council approval of the Official Zoning Map Amendment described herein.

**Commissioner Marbet, Second.**

***YES – 7 – Wannemacher, Jeffrey, Marbet, Moultrie, Nelson, Michaels, Magnello.***

***NO – 0 – None.***

***Motion approved by a unanimous vote of the Commission.***

**VII. UPDATES AND ANNOUNCEMENTS**

**VIII. ADJOURNMENT at 7:07 P.M.**

**DRAFT**

# Historic Gas Plant District

ZM-17

City Council

First Reading, Public Hearing

June 13, 2024



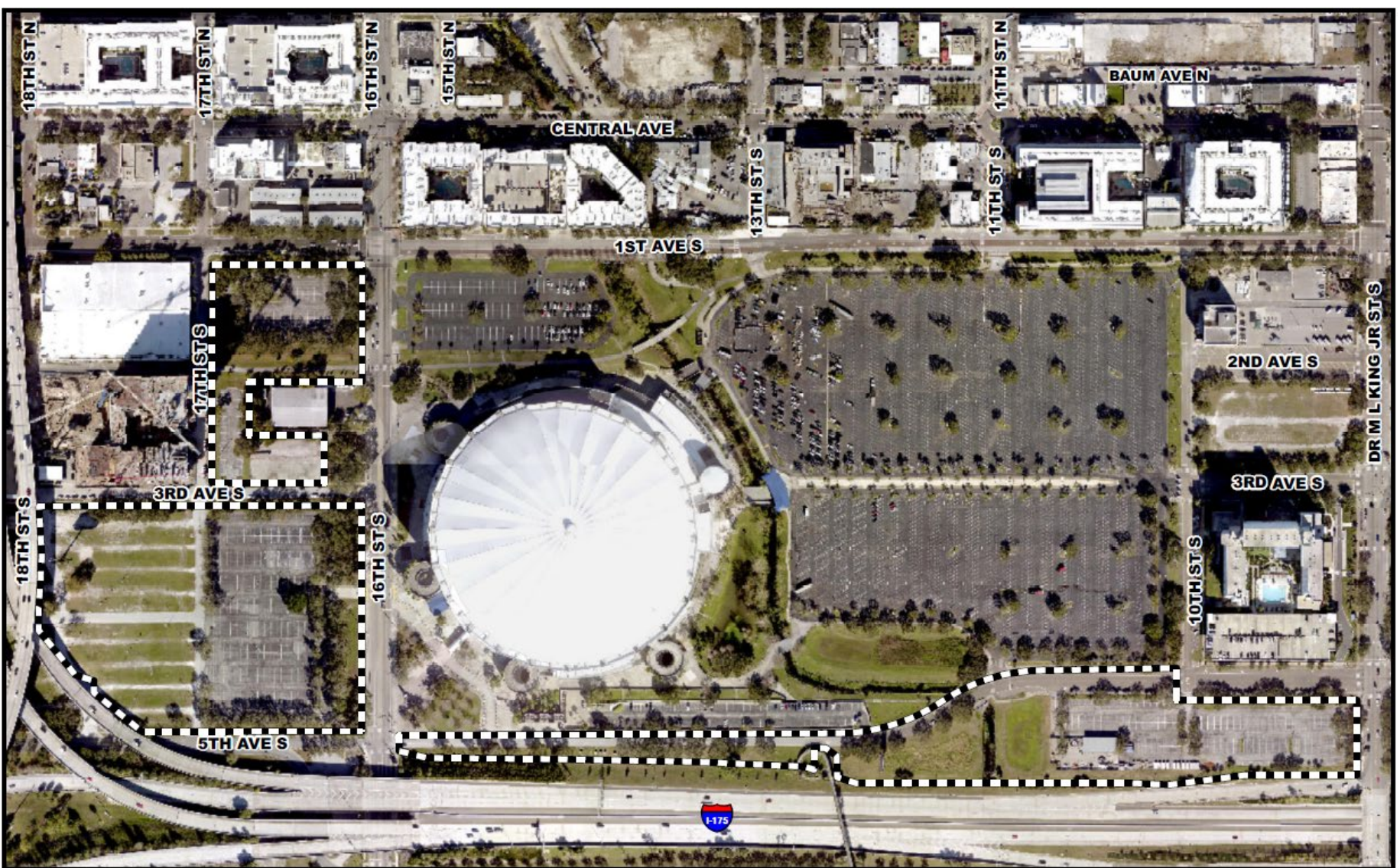


# Historic Gas Plant District Rezoning Request

Amendment to the Official Zoning Map from Downtown Center -2 (DC-2) to Downtown Center -1 (DC-1) for a 24.33-acre site consisting of seven publicly owned parcels located to the west and south of Tropicana Field for the purpose of redevelopment of the Historic Gas Plant District.



# Historic Gas Plant District - Rezoning



**AERIAL**

CITY FILE

**ZM-17**

SCALE: 1" = 340'

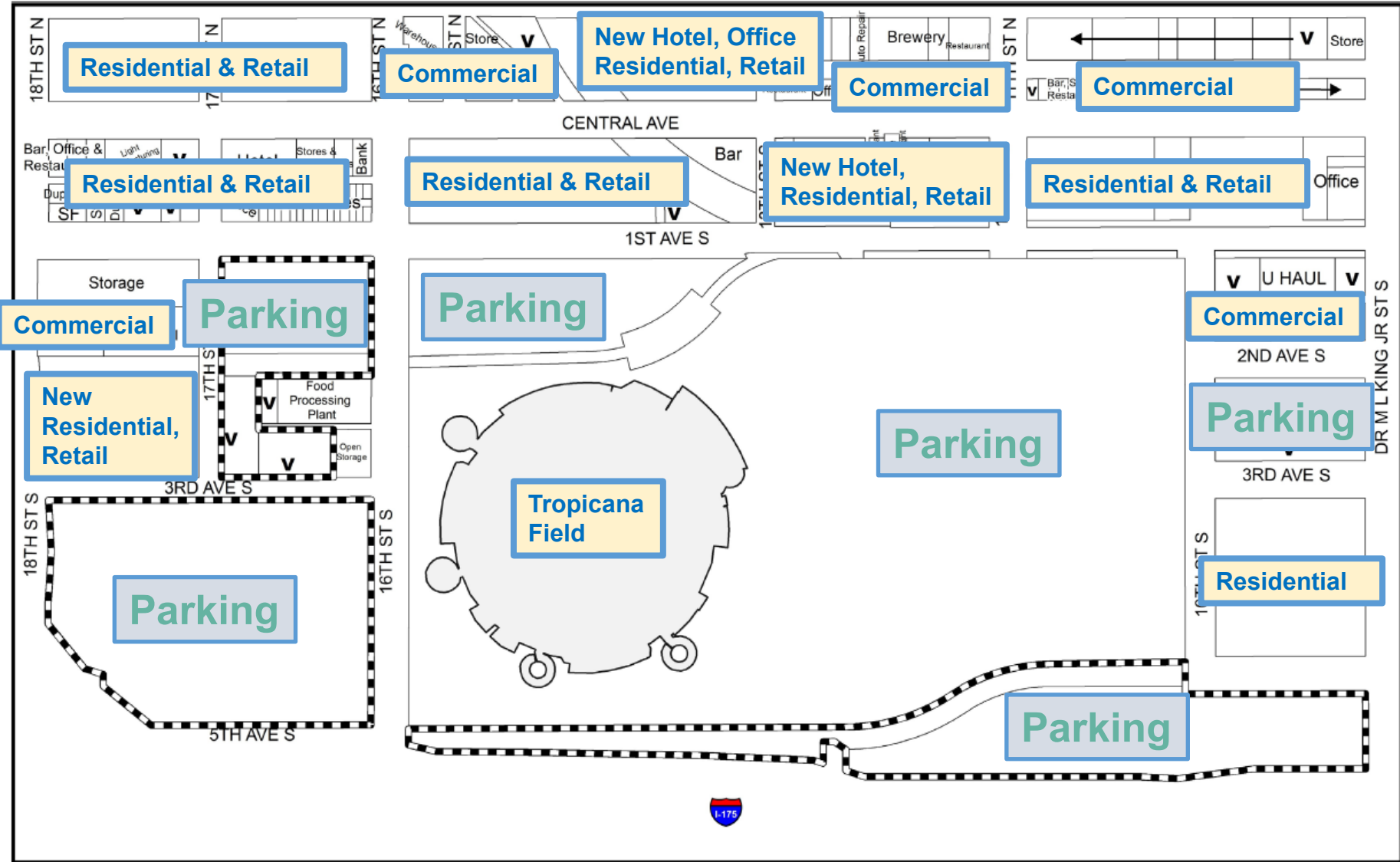


SUBJECT AREA





# Historic Gas Plant District - Rezoning

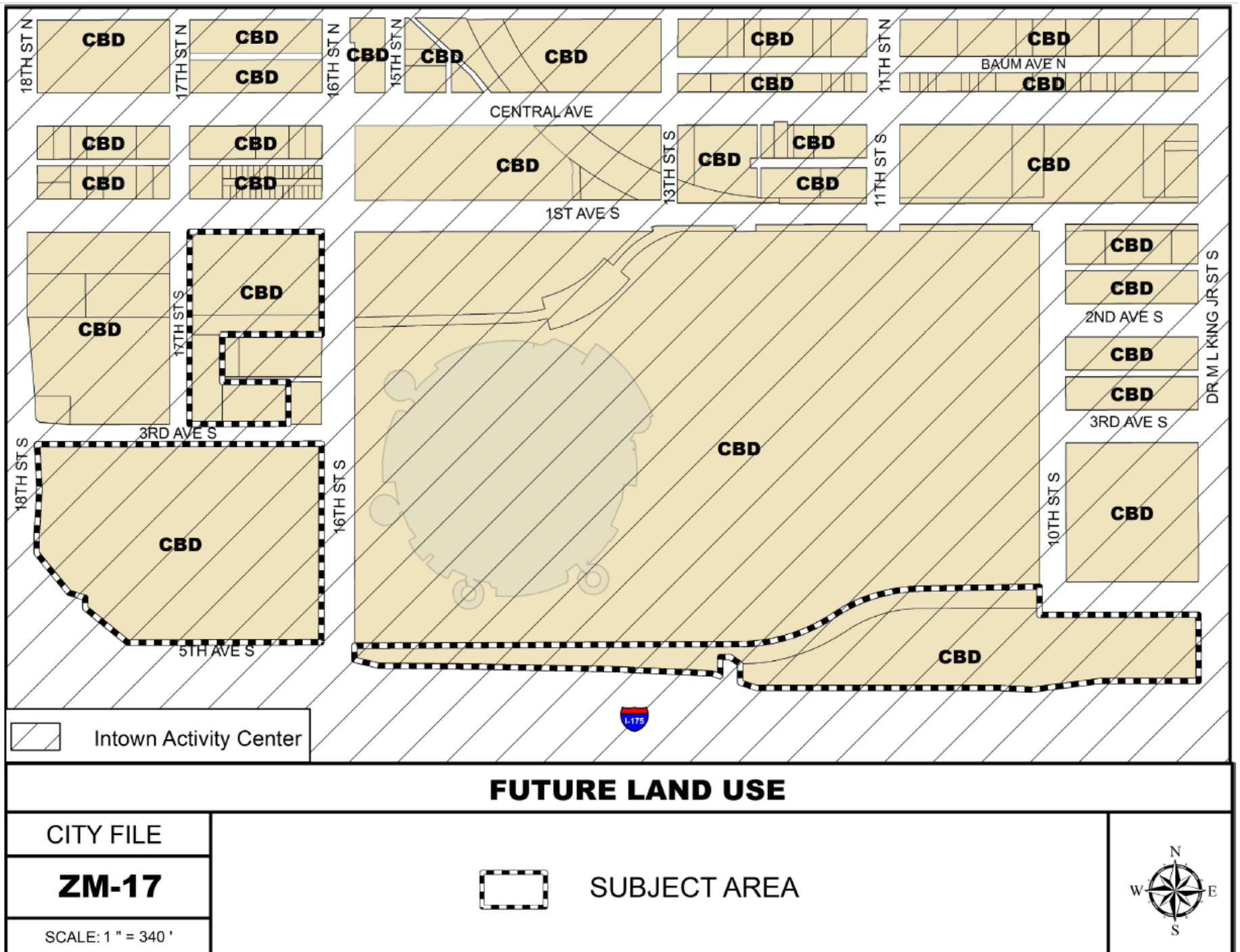


## EXISTING USES

CITY FILE	 SUBJECT AREA	
<b>ZM-17</b>		
SCALE: 1" = 340'		

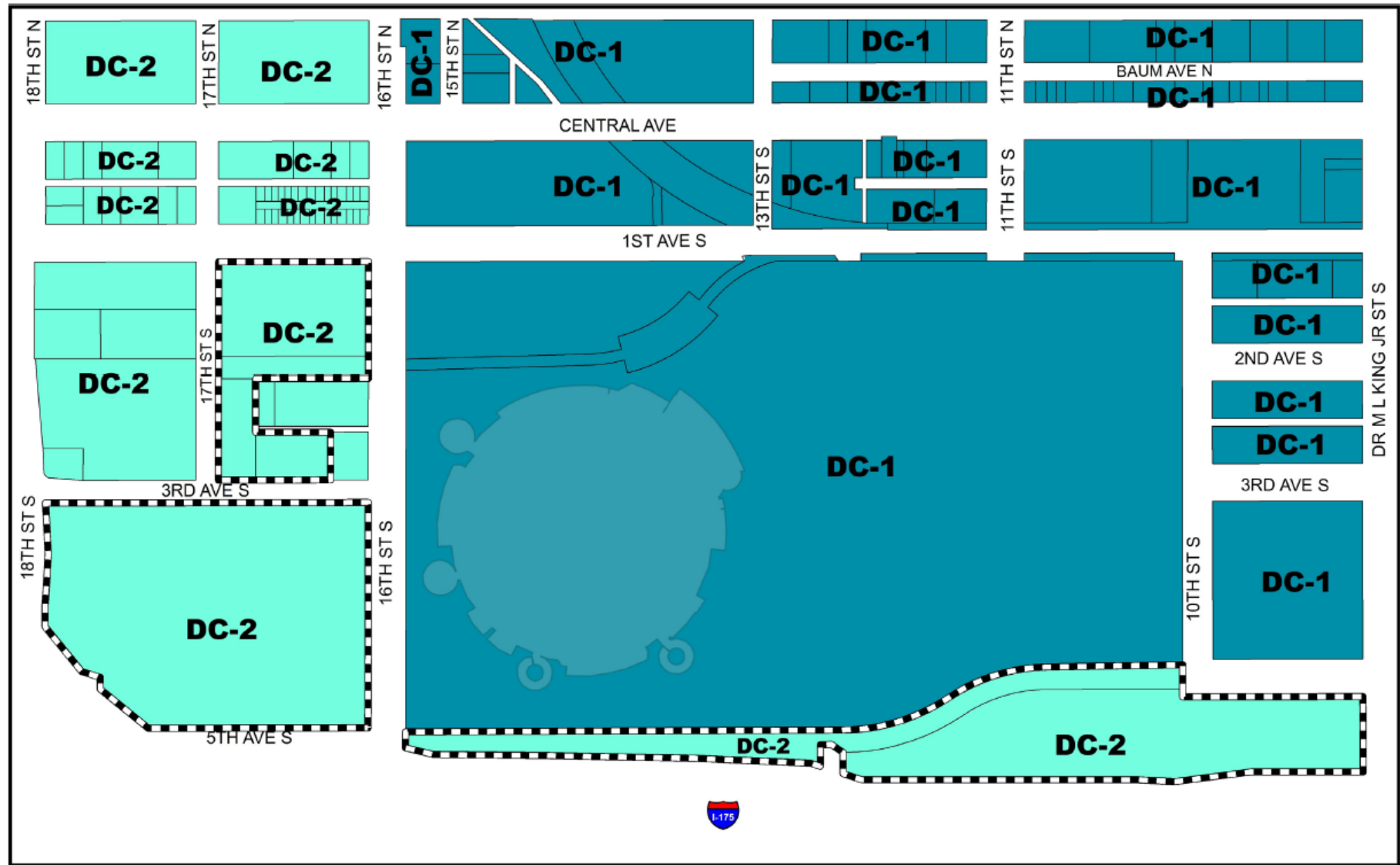


# Historic Gas Plant District - Rezoning






# Historic Gas Plant District - Rezoning



## EXISTING ZONING

CITY FILE			
<b>ZM-17</b>	<b>From: DC-2</b> <b>(Downtown Center - 2 )</b>	<b>From: DC-1</b> <b>(Downtown Center - 1 )</b>	
SCALE: 1 " = 340 '	 <b>SUBJECT AREA</b>		



# Historic Gas Plant District - Rezoning Background

- Prior Zoning - Central Business District – 4 (CBD-4)
- Intown and Intown West Community Redevelopment Areas
- 2007 Citywide rezoning: Downtown Center 1 (DC-1) and Downtown Center 2 (DC-2)
- DC-1 Zoning District provides for intense mixed-use development such as office, retail and residential
- DC-2 Zoning District provides for intense residential development that still allows for a mixture of uses such as support retail and office uses





# Historic Gas Plant District - Rezoning Consistency and Compatibility Analysis

<b>Maximum Intensity</b>		
	DC-1 (West of Dr. Martin Luther King, Jr. St.)	DC-2
Base approval (floor area ratio)	3.0	3.0
Bonus approval, streamline (floor area ratio)	Greater than 3.0 and equal to or less than 5.0	Greater than 3.0 and equal to or less than 5.0
Bonus approval, public hearing (floor area ratio)	Greater than 5.0 and equal to or less than 7.0	Greater than 5.0 and equal to or less than 7.0
There shall be no minimum lot area in any downtown center district.		
Maximum density in any downtown center district shall be limited by FAR. Units per acre do not apply.		



# Historic Gas Plant District - Rezoning Consistency with Comprehensive Plan

*LU 2.5 The Land Use Plan shall make the maximum use of available public facilities and minimize the need for new facilities by directing new development to infill and redevelopment locations where excess capacity is available.*



# Historic Gas Plant District - Rezoning Consistency with Comprehensive Plan

*LU 3.4 The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.*



# Historic Gas Plant District - Rezoning Consistency with Comprehensive Plan

*LU3.6 Land use planning decisions shall weigh heavily on the established character of predominately developed areas where changes of use or intensity of development are contemplated.*



## Historic Gas Plant District - Rezoning Consistency with Comprehensive Plan

*LU5.3 The Concurrency Management System shall continue to be implemented to ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities and that such facilities and services be available, at the adopted level of service standards, concurrent with the impacts of development.*



# Historic Gas Plant District - Rezoning

## Community Planning & Preservation Commission

On May 14, 2024, the CPPC held a public hearing regarding the map amendments and voted 6 to 0 making a finding of consistency with the City of St. Petersburg's Comprehensive Plan and recommending APPROVAL



# Historic Gas Plant District - Rezoning

## Public Comments

- Email - Central 16<sup>th</sup> Homeowners Association



# Historic Gas Plant District Rezoning

## Recommendation

- 1) CONDUCT the first reading and public hearing of the proposed ordinance; AND
- 2) SET the second reading and adoption public hearing for July 11, 2024.




The following page(s) contain the backup material for Agenda Item: Ordinance 586-H, an emergency ordinance concerning the dates of the City's upcoming general election and primary election and the dates of qualifying for those elections; making findings regarding those dates; ratifying November 5, 2024, as the date of that general election, August 20, 2024, as the date of that primary election, and June 4, 2024, through June 18, 2024, as the dates of qualifying for those elections; providing severability; and providing an effective date.  
Please scroll down to view the backup material.



**J-3**

**MEMORANDUM**

TO: Council Chair Deborah Figgs-Sanders and Council Members

FROM: Brett B. Pettigrew, Assistant City Attorney 

DATE: June 10, 2024

**SUBJECT: Ratification of November 5, 2024, as the date of the upcoming general election, August 20, 2024, as the date of the upcoming primary election, and June 4, 2024, through June 18, 2024, as the dates of qualifying for those elections through an emergency ordinance presented on June 13, 2024**

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On November 8, 2022, voters in a citywide referendum approved amendment of the City Charter to modify the schedule for elections of the Mayor and City Council Members. As stated in the ballot text approved by the voters, the purpose of the referendum was to “hold those elections in conjunction with national and state elections in even-numbered years beginning in 2024.”

As provided by the Florida Election Code, the upcoming statewide general election will be held on Tuesday, November 5, 2024, and the upcoming statewide primary will be held on August 20, 2024. Accordingly, the City has consistently used those dates as the dates of the upcoming City elections. The City has also used those dates the basis of the qualifying period for those elections, which opened last week, on June 4, 2024, and will close next week, on June 18, 2024.

Following last week’s meeting of City Council, it was discovered that the 2022 referendum ordinance inadvertently omitted textual amendments to the City Charter that would have fully effectuated the purpose of the referendum, leaving certain provisions in the Charter that have been effectively superseded by the referendum. The attached ordinance has been prepared in an abundance of caution to ratify the election-related dates described above. Because serious harm would occur if the superseded language in the Charter caused any confusion or inconsistency as to those election-related dates, the ordinance may be adopted on an emergency basis, through a two-thirds vote and without the usual two readings of the title at separate meetings or notice of the public hearing in a newspaper of general circulation.

Because the attached ordinance will maintain the status quo, adoption of the ordinance will have no effect on any election-related activities of the City, the Pinellas County Supervisor of Elections, any candidate or campaign, or any other member of the public.

I appreciate your consideration of the attached ordinance at the upcoming meeting of City Council, and in the meantime, if you have any questions, please do not hesitate to contact me.

ORDINANCE NO. \_\_\_\_\_

AN EMERGENCY ORDINANCE CONCERNING THE DATES OF THE CITY'S UPCOMING GENERAL ELECTION AND PRIMARY ELECTION AND THE DATES OF QUALIFYING FOR THOSE ELECTIONS; MAKING FINDINGS REGARDING THOSE DATES; RATIFYING NOVEMBER 5, 2024, AS THE DATE OF THAT GENERAL ELECTION, AUGUST 20, 2024, AS THE DATE OF THAT PRIMARY ELECTION, AND JUNE 4, 2024, THROUGH JUNE 18, 2024, AS THE DATES OF QUALIFYING FOR THOSE ELECTIONS; PROVIDING SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

THE CITY OF ST. PETERSBURG ORDAINS THE FOLLOWING:

**SECTION 1—FINDINGS:** The City Council of the City of St. Petersburg, Florida, (“City Council”) hereby makes the following findings:

- (a) On November 8, 2022, voters in a citywide referendum held pursuant to ordinance 510-H approved amendment of the City Charter to modify the schedule for elections of the Mayor and City Council Members (the “**2022 Referendum**”). As stated in the ballot text approved by the voters, the purpose of the 2022 Referendum was to “hold those elections in conjunction with national and state elections in even-numbered years beginning in 2024.”
- (b) Pursuant to Florida Statutes section 100.031, the statewide general election is held “on the first Tuesday after the first Monday in November of each even-numbered year,” and pursuant to Florida Statutes section 100.061, the statewide primary election is held “on the Tuesday 11 weeks prior to the general election.” Accordingly, the upcoming statewide general election will be held on Tuesday, November 5, 2024, and the upcoming statewide primary election will be held 11 weeks earlier, on Tuesday, August 20, 2024.
- (c) Pursuant to Florida Statutes section 100.3605 and City Charter section 5.04(a)(1)A, the qualifying period for municipal elections may be set by ordinance, and City Code sections 10-7 and 10-8 currently provide that the qualifying period for municipal elections begins

11 weeks before the municipal primary election and ends 9 weeks before the municipal primary election. So, for an August 20, 2024 primary election date, the dates of qualifying would run from June 4, 2024, through June 18, 2024.

- (d) To effectuate the change in the law approved by the voters through the 2022 Referendum, the City has consistently identified November 5, 2024, as the date of its upcoming general election, August 20, 2024, as the date of its upcoming primary election, and June 4, 2024, through June 18, 2024, as the dates of qualifying for those elections. For example:
  - (i) On August 8, 2023, the City Clerk submitted to the Pinellas County Supervisor of Elections (the “SOE”) a “2024 Municipal Election & Candidate Qualifying Information Form” stating that the City’s general election and primary election would be held in conjunction with the statewide elections on November 5, 2024, and on August 20, 2024, respectively, and that the dates of qualifying for the City’s elections would run from June 4, 2024, through June 18, 2024.
  - (ii) On October 19, 2023, the City Clerk requested that the City’s elections webpage be updated to provide a packet of candidate forms stating that the dates of qualifying for the upcoming City elections would run from June 4, 2024, through June 18, 2024.
  - (iii) On December 21, 2023, the City Clerk requested that the “2024 City Election Handbook” be posted on the City’s elections webpage. That handbook states that the City’s general election will be held on November 5, 2024, that the City’s primary election will be held on August 20, 2024, and that the dates of qualifying for those elections will run from June 4, 2024, through June 18, 2024.
  - (iv) On June 6, 2024, the City executed an “Agreement for Conducting In-Conjunction Municipal Election” to contract with the SOE for the provision of support services for a municipal primary to be held in conjunction with the statewide primary election on August 20, 2024.
- (e) There are no examples of any City form, publication, or agreement that provides any date for either of the City’s upcoming elections or the dates of qualifying for those elections that is inconsistent with the preceding examples.
- (f) On June 4, 2024, the City Clerk opened the qualifying period for a municipal primary election to be held on August 20, 2024. As of June 6, 2024, the City Clerk had qualified six candidates for the primary election, and the qualifying period remains open at this time.

- (g) To effectuate the purpose of the 2022 Referendum, ordinance 510-H amended the text of Charter section 3.02 to shift the schedule of municipal elections from odd-numbered years to even-numbered years beginning in 2024. But on June 6, 2024, it was discovered that the ordinance inadvertently omitted corresponding textual amendments to Charter section 5.05, including a textual amendment that would have shifted the timing of the municipal primary election from 10 weeks before the general election (the schedule used by the City prior to the 2022 Referendum) to 11 weeks before the general election (the state election schedule expressly adopted by the 2022 Referendum). As a result, Charter section 5.05 contains language that is inconsistent with and that has been superseded by the 2022 Referendum.
- (h) The 2022 Referendum requires the City to use November 5, 2024, as the date of its upcoming general election, August 20, 2024, as the date of its upcoming primary election, and June 4, 2024, through June 18, 2024, as the dates of qualifying for those elections. Those dates (i) are consistent with the actions and statements of the City since at least August 2023; (ii) have been relied upon by City officials and staff, the SOE, the candidates, and the public; and (iii) are consistent with the qualifying period that is currently underway. Accordingly, if the superseded language in Charter section 5.05 caused confusion or inconsistency as to any of those dates, it would undermine the efficiency, integrity, and public confidence in the electoral process.
- (i) Florida Statutes section 101.75(3) states that “[n]otwithstanding any provision of local law or municipal charter, the governing body of a municipality may, by ordinance, move the date of any municipal election to a date concurrent with any statewide or countywide election. The dates for qualifying for the election moved by the passage of such ordinance shall be specifically provided for in the ordinance.”
- (j) To confirm that the superseded language in Charter section 5.05 no longer applies, that statutory authority should be used to adopt an ordinance ratifying November 5, 2024, as the date of the upcoming City general election, August 20, 2024, as the date of the upcoming City primary election, and June 4, 2024, through June 18, 2024, as the dates of qualifying for those elections. Because the purpose of such an ordinance would be to effectuate the 2022 Referendum, the ratification should be applicable retroactive to the date of the 2022 Referendum.
- (k) Florida Statutes section 166.041(3)(b) allows an “emergency ordinance” to be adopted through a two-thirds vote, without the usual two readings of the title at separate meetings or notice of the public hearing in a newspaper of general circulation. Because public confidence in the integrity and reliability of the electoral process is essential to democracy, immediate legislative action to ratify the dates of the City’s upcoming elections and dates

of qualifying for those elections is necessary to prevent the serious harm that would result from any confusion or inconsistency as to those dates. Such legislative action would maintain the status quo by confirming election-related dates already relied upon by the public, rather than changing those dates. Accordingly, adoption of this ordinance on an emergency basis will not prejudice any candidate or other member of the public and serves a valid municipal purpose.

**SECTION 2—RATIFICATION OF DATES:** To the extent not already provided for by the 2022 Referendum, the following election-related dates are hereby ratified pursuant to Florida Statutes section 101.75(3): (i) November 5, 2024, is the date of the City’s upcoming general election; (ii) August 20, 2024, is the date of the City’s upcoming primary election; and (iii) June 4, 2024, through June 18, 2024, are the dates of qualifying for those elections. These ratifications are retroactive to the date of the 2022 Referendum and apply to any applicable previous action of the City, including City Council resolutions 2024-247 and 2024-248.

**SECTION 3—SEVERABILITY:** The provisions of this ordinance are intended to be severable, and a determination that any portion of this ordinance is invalid should not affect the validity of the remaining portions of this ordinance.

**SECTION 4— APPLICABILITY OF § 166.041(4), FLORIDA STATUTES.** This ordinance is being adopted as an emergency ordinance. Therefore, a business impact estimate was not required and was not prepared.

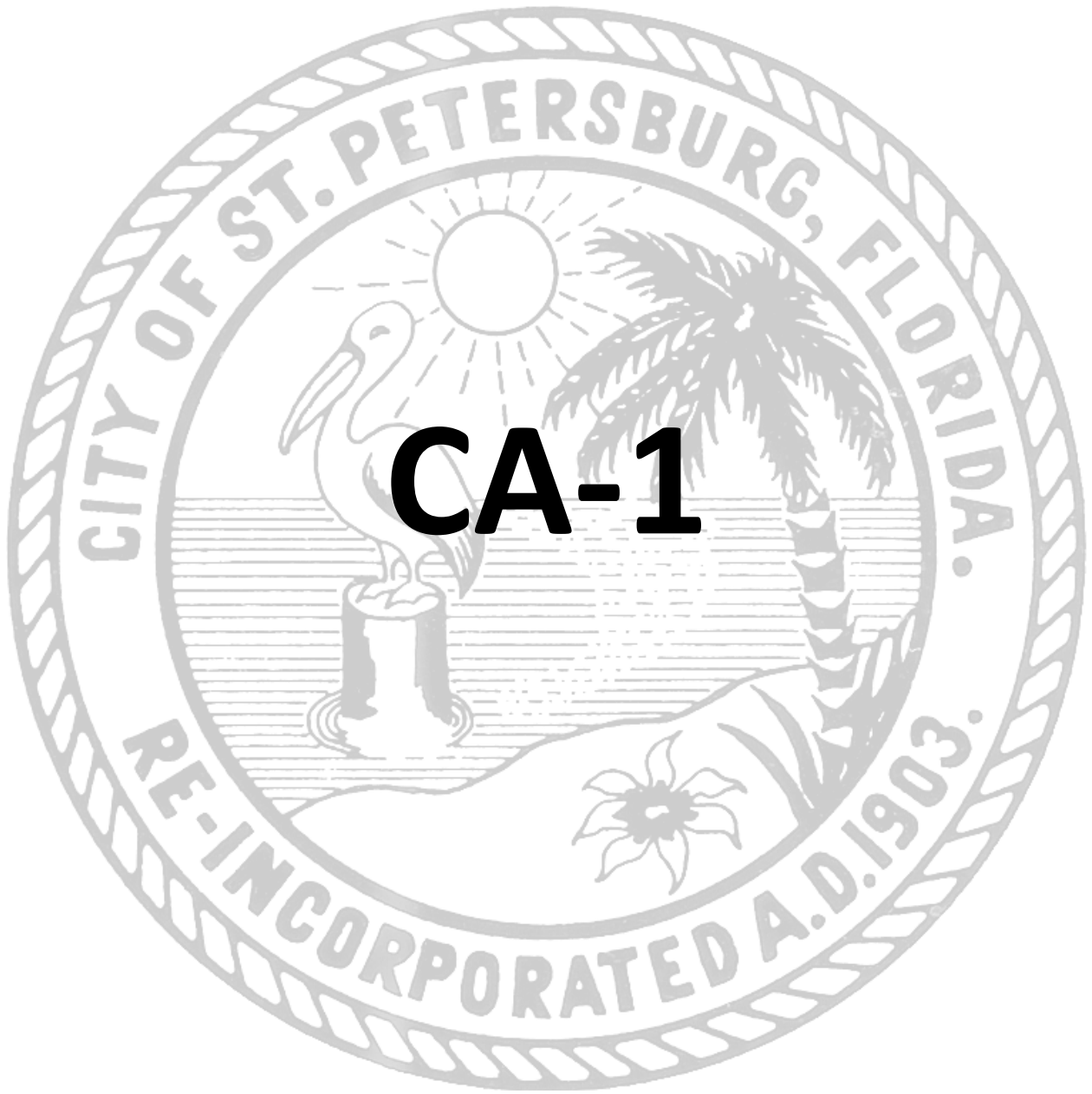
**SECTION 5—EFFECTIVE DATE:** In the event that this ordinance is not vetoed by the Mayor in accordance with the City Charter, it shall become effective after the fifth business day after adoption unless the Mayor notifies the City Council through written notice filed with the City Clerk that the Mayor will not veto the ordinance, in which case the ordinance shall take effect 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.

LEGAL:



The following page(s) contain the backup material for Agenda Item: Approving the purchase of nine clean diesel trucks, one trailer, one tractor truck, and one loader utilizing Florida Sheriffs Association contract Nos FSA20-EQU21.0, Heavy equipment and FSA23-VEH21.0, Heavy trucks and buses and Florida State Department of Management Services #21-25101600 STC, medium and heavy trucks for a total combined cost not to exceed \$4,047,818; approving a transfer in the amount of \$1,800,000 from the unappropriated balance of the Sanitation Operating Fund (4021) to the Sanitation Equipment Replacement Fund (4027); approving a supplemental appropriation in the amount of \$4,048,000 from the increase in the unappropriated balance of the Sanitation Equipment Replacement Fund (4027), partially resulting from the above transfer, to the Sanitation Department, Administration Division (450-2237), and providing an effective date.  
Please scroll down to view the backup material.





**CA-1**

**ST. PETERSBURG CITY COUNCIL  
Consent Agenda  
Meeting June 13, 2024**

**To: The Honorable Deborah Figgs-Sanders, Chair, and Members of City Council**

**Subject:** Approving the purchase of nine clean diesel trucks, one trailer, one tractor truck, and one loader utilizing Florida Sheriffs Association contract Nos FSA20-EQU21.0, Heavy equipment and FSA23-VEH21.0, Heavy trucks and buses and Florida State Department of Management Services #21-25101600 STC, medium and heavy trucks for a total combined cost not to exceed \$4,047,818; approving a transfer in the amount of \$1,800,000 from the unappropriated balance of the Sanitation Operating Fund (4021) to the Sanitation Equipment Replacement Fund (4027); approving a supplemental appropriation in the amount of \$4,048,000 from the increase in the unappropriated balance of the Sanitation Equipment Replacement Fund (4027), partially resulting from the above transfer, to the Sanitation Department, Administration Division (450-2237), and providing an effective date.

**Explanation:** The Sanitation Department is requesting approval to purchase nine clean diesel trucks, one trailer, one tractor truck, and one loader to replace existing vehicles which have reached the end of their useful and economic life. Factors used to determine the end of useful and economic life include, but are not limited to; age, useful life, mileage/hours of operations, historical maintenance cost as compared to like vehicles, operating cost per mile/hour, anticipated and ongoing repairs, and physical condition. Due to delays in manufacturing, the Sanitation Department is requesting to begin procurement of the vehicles and equipment ahead of the FY25 budget that starts October 1, 2024.

FY25 Budget Replacement Breakdown:

Replacement Purchase.....\$4,047,818

<u>Description</u>	<u>Amount</u>	<u>Fund</u>
Six (6) Peterbilt 520 HEIL ASL 66K GVWR Automatic Side Loader Trucks	2,582,931	4027
Two (2) Peterbilt 520 McNeilus FEL 66K GVWR Front Loader Trucks	729,395	4027
One (1) Freightliner Chassis W/20YD McNeilus Rear Loader Truck	300,393.79	4027
One (1) Kenworth T880 Tractor	215,317	4027
One (1) Caterpillar 906 Wheel Loader	108,781	4027
One (1) Horizontal Ejector Trailer	<u>111,000</u>	4027
	<u>\$4,047,818</u>	

These purchases will be made in accordance with Section 2-198(b) of the Procurement Code, which authorizes the Mayor, or his designee, to piggyback utilizing a contract of other entities, including other local governments in Florida, state governments, local governments in other states, federal agencies of the United States, consortiums and any not-for-profit entity when to do so is in the best interest of the City.

**Recommendation:** Administration recommends City Council approval of the resolution approving the purchase of nine clean diesel trucks, one trailer, one tractor truck, and one loader utilizing Florida Sheriffs Association contract Nos FSA20-EQU21.0, Heavy Equipment and FSA23-VEH21.0, Heavy trucks and buses and Florida State Department of Management Services #21-25101600 STC, medium and heavy trucks for a total combined cost not to exceed \$4,047,818; approving a transfer in the amount of \$1,800,000 from the unappropriated balance of the Sanitation Operating Fund (4021) to the Sanitation Equipment Replacement Fund (4027); approving a supplemental appropriation in the amount of \$4,048,000 from the increase in the unappropriated balance of the Sanitation Equipment Replacement Fund (4027), partially resulting from the above transfer, to the Sanitation Department, Administration Division (450-2237), and providing an effective date.

**Cost/Funding/Assessment Information:** Funding will be available after the approval of a transfer in the amount of \$1,800,000 from the unappropriated balance of the Sanitation Operating Fund (4021) to the Sanitation Equipment Replacement Fund (4027) and a supplemental appropriation in the amount of \$4,048,000 from the increase in the unappropriated balance of the Sanitation Equipment Replacement Fund (4027), partially resulting from the above transfer, to the Sanitation Department, Administration Division (450-2237).

**Attachments:** Resolution

RESOLUTION NO. 2024-\_\_\_\_\_

A RESOLUTION APPROVING THE PURCHASE OF NINE (9) CLEAN DIESEL TRUCKS, ONE (1) TRAILER, ONE (1) TRACTOR TRUCK, AND ONE (1) LOADER UTILIZING THE FLORIDA SHERIFFS ASSOCIATION CONTRACT NOS. FSA20-EQU21.0, HEAVY EQUIPMENT AND FSA23-VEH21.0, HEAVY TRUCKS AND BUSES AND FLORIDA STATE, DEPARTMENT OF MANAGEMENT SERVICES #21-25101600 STC, MEDIUM AND HEAVY TRUCKS FOR A TOTAL COMBINED COST NOT TO EXCEED \$4,047,818; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE ALL DOCUMENTS NECESSARY TO EFFECTUATE THE PURCHASE OF THE VEHICLES AND EQUIPMENT; APPROVING A TRANSFER IN THE AMOUNT OF \$1,800,000 FROM THE UNAPPROPRIATED BALANCE OF THE SANITATION OPERATING FUND (4021) TO THE SANITATION EQUIPMENT REPLACEMENT FUND (4027); APPROVING A SUPPLEMENTAL APPROPRIATION IN THE AMOUNT OF \$4,048,000 FROM THE INCREASE IN THE UNAPPROPRIATED BALANCE OF THE SANITATION EQUIPMENT REPLACEMENT FUND (4027), PARTIALLY RESULTING FROM THE ABOVE TRANSFER, TO THE SANITATION DEPARTMENT, ADMINISTRATION DIVISION (450-2237); AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, due to delays in manufacturing, the Sanitation Department desires to begin early procurement of nine (9) clean diesel trucks, one (1) trailer, one (1) tractor truck, and one (1) loader to replace units which have reached the end of their useful and economic service life before the start of the FY25 budget; and

WHEREAS, Section 2-198 of the St. Petersburg City Code which authorizes the City to piggyback utilizing contracts of other entities, including other local governments in Florida, state governments, local governments in other states, federal agencies of the United States, consortiums and any not-for-profit entity when to do so is in the best interest of the City; and

WHEREAS, vendors providing these trucks, trailers and loaders have met the specifications, terms and conditions of the Florida Sheriffs Association Contract Nos. FSA20-EQU21.0, Heavy Equipment and FSA23-VEH21.0, Heavy Trucks and Buses and Florida State, Department of Management Services #21-25101600 STC, Medium and Heavy Trucks; and

WHEREAS, funding for the purchase of these trucks, trailer and loader will be available after (i) a transfer in the amount of \$1,800,000 from the unappropriated balance of the Sanitation Operating Fund (4021) to the Sanitation Equipment Replacement Fund (4027) and (ii) a supplemental appropriation in the amount of \$4,048,000 from the increase in the unappropriated balance of the Sanitation Equipment Replacement Fund (4027), partially resulting from the above transfer, to the Sanitation Department, Administration Division (450-2237); and

WHEREAS, the Procurement & Supply Management Department, in cooperation with the Sanitation Department, recommends approval of this Resolution.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the purchase of (9) clean diesel trucks, one (1) trailer, one (1) tractor truck, and one (1) loader utilizing the Florida Sheriffs Association Contract Nos. FSA20-EQU21.0, heavy equipment and FSA23-VEH21.0, Heavy Trucks and Buses and Florida State, Department of Management Services #21-25101600 STC, Medium and Heavy Trucks for a total combined cost not to exceed \$4,047,818 is hereby approved.

BE IT FURTHER RESOLVED that the Mayor or his designee is authorized to execute all documents necessary to effectuate the purchase of these trucks, trailer and loader.

BE IT FURTHER RESOLVED that there is hereby approved from the unappropriated balance of the Sanitation Operating Fund (4021), the following transfer for FY24:

<u>Sanitation Operating Fund (4021)</u>	(\$1,800,000)
Sanitation Equipment Replacement Fund (4027)	\$1,800,000

BE IT FURTHER RESOLVED that there is hereby approved from the unappropriated balance of the Sanitation Equipment Replacement Fund (4027), partially resulting from the above transfer, the following supplemental appropriation for FY24:

<u>Sanitation Equipment Replacement Fund (4027)</u>	
Sanitation Department, Administration Division (450-2237)	\$4,048,000

This Resolution shall become effective immediately upon its adoption.


LEGAL:

  
\_\_\_\_\_  
00747797

DEPARTMENT:

  
\_\_\_\_\_

BUDGET:

  
\_\_\_\_\_



## Approvals - gcc

Report • Printed on May 30, 2024

Approved

### Consent Agenda: Trucks (10), Equipment (2), June 13, 2024

For your review and approval, please find a revised consent agenda to purchase 10 trucks and 2 equipment for the Sanitation Department to be presented to Council on June 13, 2024. Thank you.

#### ▼ Attachments

**Consent Agenda**

<https://stpete1.sharepoint.com/:w:/s/>

#### ▼ Final status: Approved

- AF

Step 4: Approved by

Amy E. Foster

5/30/2024 1:28:14 PM
- WJ

Step 3: Approved by

Willie J Joseph

5/30/2024 11:02:39 AM
- SS

Step 2: Approved by

Stephanie N. Swinson

5/29/2024 5:02:56 PM
- LS

Step 1: Approved by

Lance N. Stanford

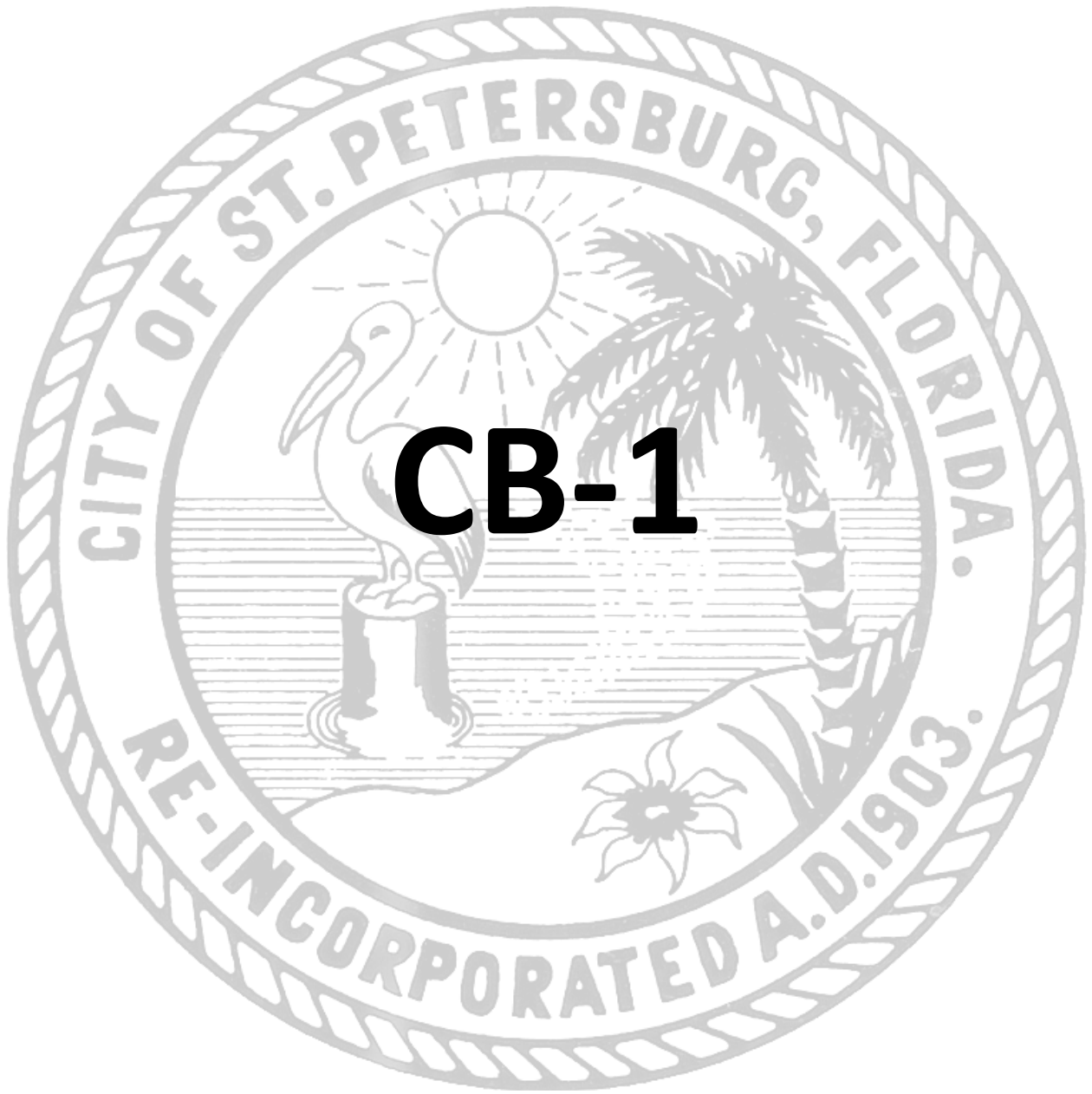
5/29/2024 3:30:22 PM
- SR

Requested by

Sakha T. Reed

5/29/2024 3:26:40 PM

The following page(s) contain the backup material for Agenda Item: Housing, Land Use, & Transportation Committee Meeting Minutes (May 16, 2024)  
Please scroll down to view the backup material.



**CB-1**



City of St. Petersburg  
**Housing, Land Use, & Transportation Committee**  
May 16, 2024 – 1:00 PM  
Minutes

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Members: Committee Chair Brandi Gabbard, Committee Vice-Chair John Muhammad, Council Member Richie Floyd, and Council Member Gerdes

Alternate: Council Member Gina Driscoll

Others present: Rob Gerdes, City Administrator, Amy Foster, Housing and Neighborhood Services Administrator, Mark Van Lue, Housing and Development Manager, Dr. Avery Slyker, Housing and Community Development Assistant Director, Joe Waugh, Codes Compliance Director, and Michael Dema, Assistant City Attorney, and Stephanie Lampe, Senior Housing Development Coordinator.

Support Staff: Bryan Casañas-Scarsella – City Council Legislative Aide

- 1) **Call to Order**—1:00PM.
- 2) **Approval of Agenda**—CM Gerdes moved approval; all voted unanimously.
- 3) **Approval of the April 11, 2024, Minutes**—CM Muhammad moved approval; all voted unanimously.
- 4) **New Business – May 16, 2024**

CM Floyd introduced the item, stating that the meeting's objective was to review some feedback from the Affordable Housing Advisory Committee (AHAC).

Ms. Lampe then presented feedback from the Bay Area Apartment Association (BAAA) developers provided to AHAC. She said that the BAAA requested that the AHAC not support the tenant protection provisions, citing that they believed it would drive up costs and push affordable housing developers and operators to other cities. She clarified that while BAAA does not have an official stance, they do have several questions. They are curious if the regulations apply solely to new construction or if they include renovations as well, she said. She also reported that that they seek clarity on the threshold dollar amount that will trigger these regulations. For mixed-income properties, she reported that they cited uncertainty about whether the rules apply to all units or only to affordable ones, noting that including all units would significantly impact proformas when considering the source of income. Additionally, she reported that they believe that more discussion is needed to understand the implications, particularly because HUD allowed rent increases of more than five percent last year. They wonder if the new regulations will align with HUD's allowances, which also permit 30-day notices, though most currently follow a 60-day notice period. The developers seek clarity on the term "neighborhood" and the intent behind its use, questioning if it aligns with Fair Housing language. Finally, she reported that they emphasize the need for clarity on move-in costs, stressing that these should be paid before move-in, which is not addressed in the current language. AHAC members expressed interest in allowing a provision for tenants to request month-by-month lease extensions of up to six months in certain situations. Ms. Lampe explained that a Council Member had suggested reaching out to property management companies, which has not yet been done, though affordable housing developers and the housing authority were contacted. She also highlighted a discussion at AHAC about whether a minimum unit threshold should be included to

avoid discouraging participation in small developments, with some members emphasizing the need for tenant protections if city money is involved. Ms. Lampe reported that most members agreed that the policy should not be more restrictive than state and federal laws to avoid confusion for property management companies and preferred defaulting to HUD and state requirements where tenant protections are already provided.

Mark Van Lue provided a summary of a survey regarding public-private partnerships in housing developments and the feedback received. Mr. Van Lue explained that the survey included questions about experiences with city or county-owned land development, opinions on unit thresholds, and dollar thresholds for city support before tenant protections apply. According to Mr. Van Lue, responses varied widely, with some advocating no minimum thresholds, while others suggested specific unit numbers or dollar amounts. Concerns were raised by affordable housing developers who responded to the survey about additional rules potentially deterring affordable housing development, said Mr. Van Lue. The survey also addressed tenant protections, such as applicability to single-family and multifamily homes, month-to-month lease allowances, and notice periods for rent increases. Mr. Van Lue said that the respondents agreed on the importance of month-to-month leases in certain situations and favored a 60-day notice for rent increases. He went on to explain that opinions on rent increase caps varied, with some suggesting alignment with HUD policies and others emphasizing market-driven rates. When asked about the administrative burden of tenant protections, Mr. Van Lue reported that responses were split, with some developers seeing little additional burden, and others, particularly smaller developers, anticipating challenges. Despite some concerns, the majority did not believe these protections would discourage affordable housing development in St. Petersburg. Overall, Mr. Van Lue reported that while there was general support for tenant protections, respondents emphasized the need for clear communication and consistency with existing federal and state rules. Some legal concerns were raised about potential conflicts with state discrimination laws, which would be reviewed further.

CM Floyd asked if any attempts had been made to reach out to tenant organizations.

Mark VaLue clarified that the initial survey outreach was targeted at affordable housing developers rather than tenants or tenant organizations. Stephanie Lampe added that outreach to property management companies was recommended but not yet carried out. CM Floyd voiced appreciation for the outreach that had been carried out but emphasized the importance of considering tenant perspectives. Ms. Lampe explained that the outreach was done specifically to the development community based on a request from AHAC. CM Floyd then proposed drafting a resolution to request that Administration include tenant protections, similar to the previously repealed Tenant Bill of Rights, in affordable housing deals involving city funding or land. Ms. Foster said that AHAC's official recommendations had not yet been provided because the committee is still awaiting the full survey responses were needed before going any further with this item.

Committee Chair Gabbard suggested that CM Floyd draft a resolution for full City Council consideration to accompany the action item and that could come to City Council with the follow-up from AHAC at that time. CM Floyd said he was thinking similarly. CM Muhammad said he would support such a motion. CM Gerdes asked about the state preemption on the tenant-landlord relationship. Mr. Dema emphasized the importance of the request's non-mandatory nature would minimize legal risks. Ms. Foster noted that while each housing deal is unique, the resolution would request, not mandate, tenant protections, giving the Administration flexibility during negotiations and Council the final say on any contract.

Council Chair Figgs-Sanders asked about the implications of making tenant protections a request rather than a mandate in negotiations with developers. She expressed concern that developers could reject the request, potentially leading to complications or legal issues.

She inquired if there could be incentives for developers to agree to the requested tenant protections. Ms. Foster clarified that the incentive for developers to agree to the tenant protections is the city funding or land they receive. She explained that if developers refuse the request, the City Council could choose not to approve the agreement. Council Chair Figgs-Sanders requested a copy of the survey results to better understand the developers' feedback. She voiced concerns about potential negative reactions from developers if their projects are rejected solely for not including the requested tenant protections. Mr. Dema reiterated that it is unlikely a developer could successfully sue the city over a non-mandatory request, as both parties have the right to negotiate terms.

CM Floyd motioned to draft a resolution, to accompany the action item and AHAC's official recommendations, requesting that the Administration include the tenant protections outlined in Exhibit T in affordable housing deals that involve city subsidies, such as funding or land. CM Floyd's motion stated that the resolution should:

- Include language about reporting the information to City Council whenever Administration presents a deal to City Council;
- Include provisions for flexibility around month-to-month tenancies when requested by tenants;
- Allow legal staff to make necessary adjustments to the tenant protections in Exhibit T based on community feedback and other considerations;
- Request that Administration report back to City Council on whether these protections were included in each deal and provide reasons if they were not.

The motion was approved unanimously. Finally, Committee Chair Gabbard provided an update on the referral list for upcoming meetings, noting fluid dates and efforts to prioritize items based on readiness.

***Committee Chair Gabbard adjourned the meeting at 1:42PM.***