

**2021-2022 Florida Job Growth Grant Fund**  
**Public Infrastructure Grant Proposal**  
**St. Pete-Clearwater International Airport (PIE)**  
**Additional Responses**

**1. Program Requirements:**

- A. The parcel is within Pinellas County's Comprehensive Plan, which identifies the parcel's Future Land Use (FLU) category as Employment (E, 116.5 acres) and the southernmost tip of the parcel has a FLU of General Commercial (CG, 7.4 acres).

This parcel has both aeronautical uses and non-aeronautical uses. The approximate delineation between the aviation uses (80.1 +/- acres) and non-aviation uses (45.4 +/- acres) are well-defined within the 2019 Airport Master Plan.

The last use of the Airco property was for a municipal golf course that closed after almost 50 years of operation after opening in 1962. The raw land that exists needs to be developed for its highest and best use. No development has occurred on the parcel since the golf course closed in 2011.

The Airco property is the largest remaining undeveloped parcel in Pinellas County. It has gone through a few development analyses in 2008, 2011 and 2016. In 2016, the Airco parcel was evaluated under the Duke Energy Site Readiness Program as a high-quality industrial site. While some utilities like electric, water, natural gas, and telecom were evaluated for extendibility, and wastewater evaluations revealed a potential need for a new lift station. Other challenges identified include the entire site is within the 100-year flood zone, road access is not optimal for truck traffic, much of the site is under a height restriction, the property is only available for lease, and FAA coordination is required.

However, despite the challenges outlined for this site, Airco has attracted many developers and potential Lessees because of its location on Airport property and its proximity to interstates and important highways and arterial roads.

Airco's raw land needs extensive infrastructure such as electric, water, sewer, natural gas, telecom, wastewater, and fill dirt. Though some of the infrastructure may be provided by Pinellas County Utilities, the City of Largo, and Duke Energy, Pinellas County needs additional funding to make the property conducive to developers.

- G. FDOT currently is in partnership with Pinellas County and the Federal Highway Administration building the Gateway Express, a limited access connector system to tie together US19, I-275 and other arterial roadways.

Currently, PIE is working with its partner at the Federal Aviation Administration (FAA) to provide a new taxiway and reconstruction of an existing taxiway to provide connectivity from PIE's airfield to the Airco site. Currently, the Airco site abuts PIE's airfield, but has no ability to use the airfield. Design is going to begin on this project in early 2022. Construction should begin in 2023 and be completed in 2024.

The current plan would accommodate 354,000 square feet of aviation related buildings over 49.1 acres at the site. Based on estimates from aviation companies, the average ratio of building area per worker is between 400 and 450 square feet. This impact analysis uses high, median, and low estimates for the ratio of total aviation space and the number of jobs that could be located at the site. Under these scenarios, the Airco aviation acreage could directly support between 787 and 885 jobs at full development. This analysis was completed for both Pinellas County and for the Tampa-St. Petersburg-Clearwater MSA. Estimates based on these high and low job figures were then run through IMPLAN using IMPLAN's code 408 for air transportation.

Tampa-St Petersburg-Clearwater MSA				Pinellas County			
Jobs	Low	Median	High	Jobs	Low	Median	High
Direct	787	836	885	Direct	787	836	885
Indirect	734	776	825	Indirect	704	748	792
Induced	719	764	808	Induced	572	608	643
Total	2234	2379	2519	Total	2063	2192	2321

Income per job is a measure of the quality of jobs created by the project and this project would create jobs that are above Pinellas County's and the Tampa Bay MSA's prevailing wages.

Income/Job			
Tampa-St Petersburg-Clearwater MSA		Pinellas County	
Direct	\$75,270.83	Direct	\$61,837.95
Indirect	\$57,038.40	Indirect	\$52,768.50
Induced	\$44,548.36	Induced	\$42,239.55
Total	\$59,435.73	Total	\$53,308.14



Direct	\$59,213,305	\$62,913,995	\$66,614,685	Direct	\$48,646,061	\$51,686,324	\$54,726,586
Indirect	\$41,849,071	\$44,464,539	\$47,080,006	Indirect	\$37,170,657	\$39,493,735	\$41,816,812
Induced	\$32,012,451	\$34,013,153	\$36,013,855	Induced	\$24,156,378	\$25,666,094	\$27,175,810
Total	\$133,074,827	\$141,391,687	\$149,708,546	Total	\$109,973,096	\$116,846,152	\$123,719,208

Tampa-St Petersburg-Clearwater MSA				Pinellas County			
Value Added	Low	Median	High	Value Added	Low	Median	High
Direct	\$131,734,497	\$139,967,590	\$148,200,682	Direct	\$113,651,906	\$120,754,879	\$127,857,852
Indirect	\$65,347,934	\$69,432,024	\$73,516,114	Indirect	\$58,583,530	\$62,244,861	\$65,906,192
Induced	\$58,216,118	\$61,854,487	\$65,492,855	Induced	\$44,723,927	\$47,519,066	\$50,314,204
Total	\$255,298,549	\$271,254,100	\$287,209,651	Total	\$216,959,363	\$230,518,806	\$244,078,248

Tampa-St Petersburg-Clearwater MSA				Pinellas County			
Output	Low	Median	High	Output	Low	Median	High
Direct	\$294,634,408	\$313,048,356	\$331,462,304	Direct	\$276,475,482	\$293,754,541	\$311,033,599
Indirect	\$115,183,922	\$122,382,643	\$129,581,363	Indirect	\$104,156,408	\$110,665,936	\$117,175,463
Induced	\$99,157,782	\$105,354,907	\$111,552,032	Induced	\$76,514,417	\$81,296,386	\$86,078,354
Total	\$508,976,112	\$540,785,906	\$572,595,699	Total	\$457,146,307	\$485,716,862	\$514,287,416

## 2. Additional Information:

D. Primary uses for the Employment FLU include Research/Development-Light, Research/Development-Heavy, Manufacturing Medium, Manufacturing-Light, Wholesale/Distribution, and Storage/Warehouse. Secondary uses include Office; Retail Commercial; Personal Service/Office Support; Commercial/Business Service; Transient Accommodations within Permanent Structures; Marina Facilities; Institutional; Transportation/Utility. Primary uses for the Commercial General FLU include Office; Personal Service/Office Support; Retail Commercial; Commercial/Business Service; Transient Accommodation; Manufacturing-Light; Research and Development-Light; Wholesale/ Distribution; Storage/Warehouse; Residential. Secondary uses include Commercial Recreation; Manufacturing-Medium; Residential Equivalent; Institutional; Transportation/Utility; Accessory Residential Dwellings.

The Airport Zoning chapter from Pinellas County Municipal Code is found at: [https://library.municode.com/fl/pinellas\\_county/codes/code\\_of\\_ordinances?nodeId=PTIILADECO\\_CH142AIZO\\_ARTIISTPEEAINAI](https://library.municode.com/fl/pinellas_county/codes/code_of_ordinances?nodeId=PTIILADECO_CH142AIZO_ARTIISTPEEAINAI)

All improvements will conform to the uses described above.

Aeronautical development of this site is depicted on the current Airport Layout Plan, as well as the Airport Master Plan and Pinellas County's Comprehensive Plan. Taxiway connectivity to this site will enable PIE to support aviation-related development and increase aeronautical revenues to PIE that strengthen PIE's ability to remain financially self-sustaining. The appraised fair market value of the entire site is \$1,532,000. PIE's current operational revenues are projected to grow by 11% when the site is completely leased.

The Employment portion of the parcel is zoned as E-1 (Employment 1). The E-1 district is intended for Research & Development (R&D), and low intensity industrial and manufacturing activities by limiting certain uses, limiting intensities, and imposing standards to ensure compatibility with nearby residential and commercial districts. Office uses are also permitted in E-1 districts.

The Commercial General portion of the parcel is zoned C-2 (General Retail and Commercial). The C-2 district is intended for commercial goods and services, employment, and office.