

## Proposed Intown Projects

<b>East of 8<sup>th</sup> Street</b>	-- Est. Funding --	
<i>Historic Preservation</i>	<u>TIF</u>	<u>Project Total Cost</u>
	<b>\$ 5M</b>	<b>TBD</b>

Establishment of a grant program to rehabilitate historic properties within the Intown CRA. Focus will be on awarding grants based upon the historic significance of the property, the proposed use of the property, the planned capital investment, financial necessity of the grant, job retention/creation and Affordable/Attainable housing impact.

	-- Est. Funding --		
<i>Waterfront, Transit and Parking Improvements</i>	<u>TIF</u>	<u>Low</u>	<u>High</u>
	<b>\$35M</b>	<b>\$124M</b>	<b>\$185M</b>

### **Example Projects:**

Downtown Seawall Refurbishment – along the water’s edge in downtown St. Petersburg are approximately 8,100 feet of seawalls protecting the land immediately to the west. With an eye towards climate change and sea level rise, the seawalls will be reconstructed approximately two feet higher than current elevations. Refurbishment of these seawalls will ensure that the City and County’s investment in the Intown CRA is well protected for generations to come.

Marina Renovation – as is the case with the seawalls, the Marina infrastructure in the Central and South Yacht Basins were not designed and constructed to withstand the impacts of climate change and sea level rise. A Master Plan was recently completed that recommended a floating dock system replace the current fixed concrete docks. This will provide resiliency for the Marina to withstand not only sea level rise but also offer enhanced protection against storm damage.

Transit Infrastructure & Improvements – a variety of projects which are based upon the City’s Complete Streets Plan and the 2016 Downtown Waterfront Master Plan. These include bike trails along 1<sup>st</sup> Avenue N and 3<sup>rd</sup> and 8<sup>th</sup> Streets, separated bike lanes on 1<sup>st</sup> Street and MLK Street, Two-Way conversions of 3<sup>rd</sup>/4<sup>th</sup> Streets and 8<sup>th</sup>/MLK Streets, and permanent ferry and water taxi docking facilities.

Proposed Intown Projects  
East of 8<sup>th</sup> Street (Cont'd)

Parking Improvements – Development of between 300 and 350 public parking spaces, either as a public entity only project or a public/private partnership. FUNDED SOLELY WITH CITY TIF FUNDS and other City funds.

**TOTAL ESTIMATED EXPENDITURES EAST OF 8<sup>th</sup> STREET**

	<i><b>PROJECT TOTAL COSTS</b></i>	
<u>TIF</u>	<u>Low</u>	<u>High</u>
<b>\$40.0M</b>	<b>\$129M</b>	<b>\$190M</b>

**Proposed Intown Projects**  
**West of 8<sup>th</sup> Street**

-- Est. Funding --

Project Total Cost

TIF            Low    High

*Redevelopment Infrastructure Improvements*            **\$75M**        **\$134M**    **\$286M**

The City hired HKS, a world renowned architectural and urban planning firm, to develop two concept plans for the Tropicana Field Site – Phase 1 looked at the site with a baseball stadium and Phase 2 without a stadium. The Phase 1 study was completed in March 2017 and the Phase 2 study is currently underway. Both studies have several guiding principles:

- 1) Provide jobs, entertainment, housing and family-oriented places that will promote economic development for every neighborhood  
     This vision incorporates the unique identity and diverse populations surrounding the Tropicana site. The approach focuses on the public realm’s potential to create a vibrant streetscape, provide safe and family-fun activities, and enhance economic development opportunities. It is critical that the Tropicana site connect with the surrounding neighborhoods.
  
- 2) Knit the City together again and re-integrate the Tropicana site with the rest of the grid system  
     Surrounding the Tropicana superblock is a grid network of streets and parcels that extend throughout the City. Continuing parts of this street network through the site will benefit connections to North/South and East/West St. Petersburg.
  
- 3) Celebrate and enhance the rich cultural diversity and authenticity as an engine for economic opportunity within the district  
     One of the most critical development opportunities is providing spaces for residents of the St. Petersburg community to thrive. Whether the opportunities consist of residential development, studio and business spaces, or spaces to grow learning and studies, it is critical that the site embraces the variety of authenticity that makes St. Petersburg and the community so unique.
  
- 4) Make it easy to get around and expand all transportation options  
     A variety of initiatives that will be implemented by the City of St. Petersburg add to the depth of access opportunities on the Tropicana Site, and how the site can contribute to multi-modal accessibility in the city. Most notably, continuing major vehicular streets through the site and taking advantage of existing and proposed transit routes begins to inform a comprehensive transportation network for the site which could include opportunities for additional trails and bike paths to promote walking and cycling activities.

## Proposed Intown Projects West of 8<sup>th</sup> Street (Cont'd)

A comprehensive strategy is required to achieve the objectives for the redevelopment of the Tropicana site. Using the HKS concept plans and their guiding principles as a guide, the following are examples of projects needing public financial support. These projects may change as the redevelopment plans for the site become more fully developed. It is fully expected that significant City funding in excess of the TIF revenues will be needed to satisfy all of the redevelopment elements on the Tropicana site.

### *Brownfield Mitigation/Remediation*

A small amount of the Tropicana site was found to have soil contamination when the City began construction of the stadium in the late 1980's. A remedial action plan was implemented and accomplished over the subsequent years with a Restrictive Covenant with Florida DEP currently in place. Future development on the affected portion of the Tropicana site may require additional mitigation, remediation, or monitoring.

### *Public Open Space Amenities (including improvements to Booker Creek)*

Booker Creek, Pinellas Trail, and the frontage of 16<sup>th</sup> Street are all opportunities to be utilized in the development of the open space framework. A key enhancement project will be the revitalization of Booker Creek, which currently collects and transports storm-water runoff from the Tropicana site, and areas to the north, and discharges into Bayboro Harbor to the south. The concept plans call for the creation of linear green space surrounding the Creek which will provide an intimate park like setting and the enhancement of the creek's water quality to enrich its biodiversity. It is also essential to link Campbell Park to the Tropicana Site. Discussions are currently underway with FDOT and Forward Pinellas to study the impact of I-175 and develop a variety of alternatives for connecting these two sites.

### *Streetscape Improvements (e.g. re-establishing the grid network)*

As was described in the Guiding Principles above, a key element for the Tropicana site redevelopment is the re-establishment of the City's roadway grid system throughout the Tropicana superblock. This enhanced connectivity of the site to the surrounding neighborhoods will boost the economic benefits to the entire community and promotes walkability and a high quality of life.

Proposed Intown Projects  
West of 8<sup>th</sup> Street (Cont'd)

*Transit Infrastructure & Improvements*

The Bus Rapid Transit initiative proposed by the City as a partnership with PSTA is one example of an element that will play an important role in connecting this site to the rest of the City and Pinellas County. The transit system will serve as a catalyst for connecting the North-East corner of the site to Central Avenue and MLK Street.

*Parking Improvements*

A need to develop shared public/private parking assets is critical to maximizing the economic impact of the Tropicana site redevelopment. These parking assets should be developed in a flexible way to be adaptive to support future transportation needs.

**TOTAL ESTIMATED EXPENDITURES WEST OF 8<sup>TH</sup> STREET**

	<b><i>PROJECT TOTAL COSTS</i></b>	
<u>TIF</u>	<u>Low</u>	<u>High</u>
<b>\$75M</b>	<b>\$134M</b>	<b>\$286M</b>

**TOTAL ESTIMATED EXPEDITURES FOR ALL PROJECTS IN THE INTOWN CRA**

	<b><i>PROJECT TOTAL COSTS</i></b>	
<u>TIF</u>	<u>Low</u>	<u>High</u>
<b>\$115M</b>	<b>\$263M</b>	<b>\$476M</b>