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COMMISSION MEETING CITY OF ST. PETE BEACH

155 Corey Avenue

Tuesday, November 17, 2015

6:00 PM

Call to Order
Pledge of Allegiance
Invocation
Roll Call

REGULAR MEETING

1. **Presentations** - Presentations shall be limited to 5 minutes for non-city government related items.
 - a. **Proclamation for Nancy Gibbs recognizing her 45 years of service with the City of St. Pete Beach.**
 - b. **Presentation by Rob Williams for Support our Troops.**
2. **Changes to the Agenda** - Any agenda items to be added, moved, or deleted will be addressed at this time. Added items will be assigned agenda item numbers and moved items should remain with the same item numbers. Notation will be made that those items will be taken out of order. Consent items may be removed for discussion, changes, and/or anticipation of a non-unanimous vote and considered separately on the request of anyone on the Commission or by a majority vote of the City Commission upon request of an audience member.
3. **Audience Comments** - Comments shall be limited to 3 minutes per person to issues not on the agenda, 21 minutes in total.
4. **Recess for Community Redevelopment Agency (CRA) Meeting.**
5. **Reconvene Commission Meeting**

6. Consent

- a. Approval of the minutes for the October 13, 2015 Regular City Commission Meeting**
- b. Authorization for the City Manager to sign the Employee Health Insurance Enrollment renewal with Florida Blue.**
- c. Authorization for the City Manager to send/sign a letter to Florida Blue acknowledging the commission level being paid to our agent of record – Sun Risk Management, Inc.**
- d. Authorization for the City Manager to implement a three year plan to bring the City's Health Insurance dependent coverage percentage to forty percent.**
- e. Authorization for the City Manager to sign an Employer Agreement with Guardian to provide employee dental insurance and send a termination letter to Sun Life.**
- f. Authorization to approve a special event application request for road closure on Pass-a-Grille Way between 8th and 9th Ave on December 5, 2015 for the Pass-a-Grille Boat Parade.**
- g. Authorization to hang banners over 75th Avenue at Boca Ciega Drive for the (2) Suntan 100 Artist Show held the weekends of February 20 & 21 and November 26 & 27, 2016.**
- h. Approval of the agreement between the City of St. Pete Beach and the Pinellas County Emergency Medical Services Authority to restore funding for Rescue 22.**

7. Action Items

- a. Authorization for the City Manager to enter into an agreement with vendor Cale America to upgrade and replace seven pay by space parking pay stations at a total cost of \$55,125.00**
- b. Authorize the City Manager to enter into a lease agreement with Leasing 2 for the lease purchase of a new Vac/Jet Truck.**
- c. Authorize the City Manager to approve a change order to the purchase agreement with Nelson Construction for the Pass-A-Grille Way Reconstruction Project in the amount of \$68,110.00.**

- d. Authorize the City Manager to sign an Agreement for Professional Services for \$39,997.00 from George F. Young, Inc. to provide Michael Baker, Inc., the Engineer of Record for the Blind Pass Road Reconstruction Project, with additional survey and subsurface utility exploration for the project.**
- e. Authorize the City Manager to enter into a Purchasing Agreement with Forristall Enterprises, Inc. in the amount of \$86,850.00 for the Demolition of the Police Department Building.**
- f. Selection of option for Library Project**
- g. City Manager Compensation**

8. Ordinances

- a. Ordinance 2015-28, First Reading and Public Hearing, an ordinance of the City of St. Pete Beach, Florida providing for a supplemental appropriation to the General Fund for fiscal year ending September 30, 2015, providing for funding, and providing for an effective date.**

9. Resolutions – No items submitted at this time.

10. Items for Discussion

- a. Bryant, Miller and Olive**

11. Audience Comments 2 - Comments shall be limited to 3 minutes per person to issues not on the agenda, 21 minutes in total.

12. City Clerk, City Manager, City Attorney and City Commission Reports

13. Adjournment

APPEAL: If a person decides to appeal any decision made at this meeting, he/she will need a record of the proceeding and, for such purpose, will need to ensure that a verbatim recording of the meeting is made that includes the testimony and evidence on which to base the appeal. (Florida Statute 286.0105) The City does not furnish verbatim transcripts. Interested parties should make the necessary arrangements for verbatim transcripts.

AMERICANS WITH DISABILITIES ACT: In accordance with the Americans with Disabilities Act and Florida Statutes, Chapter 286.26, persons needing special accommodations to participate in a meeting should contact City Hall at (727) 367-2735 no later than four (4) days prior to the meeting for assistance.

**The public is cordially invited to attend this meeting.
All agenda material is available for review at City Hall.**



PROCLAMATION

WHEREAS, the St. Pete Beach Library is an integral and valued part of the community of St. Pete Beach; and

WHEREAS, the Library depends not only upon the financial support of the City but also on the professionalism and expertise of the employees of the library; and

WHEREAS, Nancy Gibbs, has been a loyal and dedicated employee of the City of St. Pete Beach since March 2, 1970; and

WHEREAS, Nancy Gibbs has dedicated 45 years to the service of the patrons of the St. Pete Beach library; and

WHEREAS, effective December 1, 2015, Nancy Gibbs shall retire as the longest tenured employee in the City of St. Pete Beach history; and

WHEREAS, the City Commission wishes to recognize and honor Nancy's 45 years of outstanding service to the patrons of the St. Pete Beach library;

NOW, THEREFORE I, Maria Lowe, Mayor of the City of St. Pete Beach, on behalf of the City Commission, do hereby proclaim November 17, 2015 as:

"NANCY GIBBS DAY"

IN WITNESS WHEREOF, I have set my hand and caused the Seal of the City of St. Pete Beach, Florida, to be affixed this 17th day of November, 2015.

Maria Lowe, Mayor

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COMMUNITY REDEVELOPMENT AGENCY MEETING

CITY OF ST. PETE BEACH

155 Corey Avenue

Tuesday, November 17, 2015

6:00 PM

Call to Order

Roll Call

1. Action Items

- a. Authorization for the Community Redevelopment Agency (CRA) to submit to the governing authority any recommendations concerning the Community Redevelopment Plan.**

2. Adjournment

APPEAL: If a person decides to appeal any decision made at this meeting, he/she will need a record of the proceeding and, for such purpose, will need to ensure that a verbatim recording of the meeting is made that includes the testimony and evidence on which to base the appeal. (Florida Statute 286.0105) The City does not furnish verbatim transcripts. Interested parties should make the necessary arrangements for verbatim transcripts.

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All agenda material is available for review at City Hall.**

**St. Pete Beach Community Redevelopment Agency
Agenda Report**

Issue Considered: Authorization for the Community Redevelopment Agency (CRA) to submit to the governing authority any recommendations concerning the Community Redevelopment Plan

Date: November 17, 2015

Prepared By: Jennifer Bryla– Community Development Director

Through: Wayne Saunders – City Manager

Summary of Issue The City of St. Pete Beach has been working toward establishing a Community Redevelopment Area Plan and ultimately establishing a Tax Increment Financing Area, consistent with Florida Statutes Chapter 163 and the Growth Management Act. This establishment will further the goals and objectives outlined in the Comprehensive Plan for redevelopment and alleviate identified blighted conditions.

The Pinellas County Commission adopted Resolution 06-91 delegating authority to the St. Pete Beach City Commission to act as the CRA in 2006. After several iterations a plan has been developed by Tindale Oliver under the direction of the Community Development Department.

The authorization by the CRA to send all comments from themselves and the LPA to the governing authority for adoption is one of the last steps prior to sending to the County for review. The LPA is scheduled to review the Plan on November 10, their comments will be forwarded to the Community Redevelopment Agency once completed. Upon review by the CRA, notice will be sent to all the City's taxing authorities as required by FS 163 prior to adoption of the CRA Plan by the City Commission.

Requested Motion: "I move to authorize the CRA plan, dated October 2015 with amendments as presented, to be transmitted to the Taxing Authorities for review and comment, consistent with FS 163.360, and transmit to the Governing Authority for adoption."

Attachment: Staff Report, City Attorney 11/11/15 memo, LPA findings, CRA Addendum and CRA Plan

**Reviewed by the
City Manager**

WS



St. Pete Beach Community Redevelopment Agency

155 Corey Avenue
St. Pete Beach, FL 33706
727-367-2735

11/17/15

Type of Application

Community
Redevelopment Area Plan

Applicant

City of St. Pete Beach

Location

Generally south of 77th
Avenue and north of the 45th
Avenue.

Commission Districts

District 1,2 & 3

Project Planner

Jennifer Bryla, AICP

Requested Actions

- Approval of the Plan as dated October 2015 and determination that the plan conforms with the City's Comprehensive Plan.
- Authorization to transmit to the City Commission for adoption.

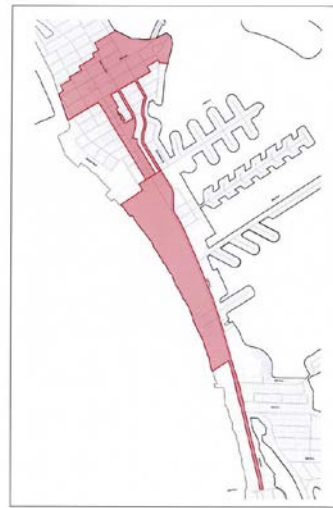
Staff

Recommendation

Approval

Planning Board

Determined the Plan did conform at their November 10th public hearing (5-0).



ITEM SUMMARY:

The City solicited the skills of Tindale Oliver to formulate a Community Redevelopment Area Plan (CRA Plan) for the area identified in the Finding of Necessity Study. The subject area covers approximately 135 acres. The attached plan is the result of that effort. The Finding of Necessity study, which is regulated by Florida Statutes 163.355, was originally completed in 2005 by Real Estate Research Consultants and was later amended at the request of the Pinellas County Board of County Commissioners in 2006. The CRA Plan "sets the table" in a proactive stance to properly guide future development and growth in the City. The CRA Plan continues to build on the infill and redevelopment strategies found in the Comprehensive Plan.

PUBLIC NOTICE:

Notice of public hearing has been advertised as required by State Statutes. As of the date of this report, one written comment has been received in opposition to the Ordinance as written. Oral and written comments may be presented at the public hearing.

COMPREHENSIVE PLAN/LAND DEVELOPMENT CODE:

The proposed Plan is consistent with the City of St. Pete Beach's

Findings In its review of the proposed plan staff has determined: 1. The proposed application is consistent with Florida Statutes. 2. The proposed plan is consistent with the Pinellas County Regional Policy Plan. 3. The proposed plan is consistent with the St. Pete Beach Comprehensive Plan. 4. The proposed plan is consistent with the intent of the LDC. 5. The proposed plan is consistent with the Findings of Necessity adopted unanimously via Resolution 2013-09.	Comprehensive Plan. The CRA Plan contains criteria that will help facilitate Goal 2 and Objective 2.1 of the City's Comprehensive Plan, which requires: The City shall ensure that the residential character of the City of St. Pete Beach is maintained and protected while: • Maximizing the potential for economic benefit resulting from the tourist trade and the enjoyment of natural and man-made resources by residents and visitors alike. • Minimizing the threat to health, safety, and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation. • Maintaining the community's recreation, open space and beaches. Objective 2.1 The integrity and quality of life throughout the City, including existing residential neighborhoods, as well as core commercial and resort areas, will be maintained through the enforcement of the land development regulations and shall be encouraged to be improved, and for those properties experiencing blighting conditions such as deterioration, degradation, and distress shall be encouraged to redevelop through the use of land development regulations and other incentives, in accordance with the Future Land Use Element. The CRA Plan will also augment the criterion that is in the Land Development Code specifically for Division 39, Community Redevelopment District General Standards. BACKGROUND: The Community Redevelopment Area was “birthed” out of a desire by the City to attract redevelopment within the designated plan area as recommended by a consulting firm in 2003. The master planning process provided multiple community forums for discussing the issues and opportunities in St Pete Beach specifically focusing on the critical resort area and the commercial properties along Corey. The process underscored the danger of “doing nothing” and emphasized that without a proactive plan to renew these assets, there is significant risk they may languish and ultimately threaten the long term viability of the St. Pete Beach community. As the City moved forward with the designation of a Community Redevelopment Area afforded by the Community Redevelopment Act, the first step was to complete a Finding of Necessity report that would identify any areas of distress or lack of re-investment. To meet the statutory requirements to be designated as a redevelopment area, the Community Redevelopment Act requires that the proposed CRA fulfill at least two of the 14 blighting criteria. The conditions of blighting that were identified were the following: • Inadequate street layout, parking facilities, roadways, bridges or public transportation facilities - Though traffic capacity is not a significant issue in the CRA, traffic safety is. There are insufficient or substandard bicycle and pedestrian facilities that provide safe passage along Gulf Boulevard. Pedestrians crossing Gulf Boulevard from a transient lodging facility or a restaurant to a retail area are reduced to use the center turn lane as a pedestrian refuge and they negotiate the oncoming
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traffic. Frequent driveway cuts along the corridor further expand the hazardous conditions. Because of inadequate parking/loading areas, delivery trucks frequently use the center turn lane as an unloading area.

• **Faulty lot layout in relation to size, adequacy, accessibility, or usefulness** – The commercial area of the CRA are obsolete because of too small or non-conforming development sites, structure placement and access. The majority of the lots within the CRA are platted to old, residential standards of 50 feet by 110 feet or multiples thereof. The size of a typical new commercial building ranges from 3,500 square feet to 10,000 square feet. Commercial structures cannot be constructed with off-street parking as their primary means, on what is essentially a residential lot. Establishments that choose to build on these small lots impact neighboring residential properties because of their proximity without adequate buffering. The older building stock does not meet modern site and design standards. Seventy-one percent of the 133 commercial properties in the CRA were constructed prior to 1971; only 6% were constructed after 1990.

• **Unsanitary or unsafe conditions** - As referenced previously, the CRA enjoys significant (tourist) pedestrian traffic, however, the substandard pedestrian infrastructure has created hazardous conditions. Pedestrians do not have an adequate amount of medians or clearly marked pedestrian crossings to provide safer passage while crossing Gulf Boulevard.

• **Deterioration of site or other improvements** – Code violations among the numerous residential rental properties within the CRA have created safety concerns. Many of the residential properties are deteriorating or are unoccupied. The CRA represents approximately 7% of the parcels in the City of St. Pete Beach; however the properties represent approximately 24% of the code violations cases. The structures are typically not up to current building standards, the interiors do not comply with current flood-prevention standards. The structures continue to fall into further disrepair.

• **Inadequate and outdated building patterns** – The housing stock, most of which are multi-family rental units, is considered to be in marginal condition. As noted previously, nearly three-fourths of the commercial structures were built before 1971, and built upon land that was primarily platted for residential development, thus lacking adequate space for on-site parking and loading as well as providing adequate buffering from adjacent properties.

These conditions were addressed in the City Commission Resolution No. 2005-14, which contained the legislative findings the conditions in the designated area met the criteria. The Findings were then amended by Pinellas County after determination was made the no blighting conditions were found in the area of “Dolphin Village”. The boundary of the study was then revised and adopted through Resolution No. 2013-09 by unanimous

vote.

The Plan as required by the Community Redevelopment Act outlines those Capital Improvements Projects that include both short and long term projects, which will be funded over the entire 30-year time frame of the increment revenue of the CRA. These capital costs are those that cannot be located in the City's General Fund operating costs Capital Improvement Program (CIP). Those items that are typically included in the City's CIP are those things that relate to normal day to day infrastructure needs of our citizens. The CRA Plan's focus is to ultimately create an active mixed-use development area that will serve the needs of the residents and guest alike for years to come.

PLANNING BOARD:

The Planning Board sitting as the Local Planning Agency held a public hearing on November 10th, 2015 to determine if the proposed plan was in conformity with the City's Comprehensive Plan. A determination was made that the Plan was (5-0). The LPA's written recommendation is included in this packet, consistent with FS 163.

JUSTIFICATION / TECHNICAL REVIEW:

As outlined in Florida Statutes 163.340-380 the City of St. Pete Beach has followed all of the criteria for the creation of a Community Redevelopment Agency and the creation of a Community Redevelopment Plan that responds to the Finding of Necessity. The CRA Plan also specifically works toward implementation of the Goals and Objectives that are found in the Comprehensive Plan as discussed above and the objectives of the Community Redevelopment District as is found in the Comprehensive Plan and Division 39 of the Land Development Code. The Plan also serves to "set the table" for alternative funding sources in order for the City's to meet the quality development standards identified in its guiding documents.

Consistency with Countywide Plan for Pinellas County

The CRA Plan is consistent with the Countywide Plan for Pinellas County, specifically the mixed use strategies that are present in the Centers and Multi-modal Corridors. Land Use Goal 2.0: Areas of Growth and Stability states "Effective redevelopment planning will build upon the existing development pattern, preserving the character of established neighborhoods while channeling higher-density and -intensity growth into appropriate centers and corridors where multimodal transportation infrastructure exists or is planned."

STAFF RECOMMENDATION:

Upon review of the above guiding documents for the City of St. Pete Beach, staff recommends approval of the Community Redevelopment Area Plan.

	Attachment A (1) Exhibit A – The CRA Plan dated October 2015 (2) Exhibit B – Resolution No. 2013-09 (3) Exhibit C – LPA recommendation
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Q:Community development/boards and committees/city commission/staff reports/CRA Plan LPA

MEMORANDUM

TO: Mayor and Commissioners (as the Community Redevelopment Agency)

THROUGH: Wayne Saunders, City Manager

FROM: Andrew Dickman, City Attorney

DATE: November 11, 2015

RE: Conformity Review of the CRA Plan with the St. Pete Beach Comprehensive Plan, Pursuant to § 163.360, Fla.Stat.

On November 10, 2015, the City's Planning Board acting as the Local Planning Agency (LPA) held a public hearing to review the CRA Plan's conformity with the City's Comprehensive Plan, which is a statutory requirement.

David Healey, the City's planning consultant, made a brief CRA background presentation and also explained new edits and/or clarifications to the CRA Plan in accordance with a City/County meeting on November 9, 2015.

Jenifer Bryla, Director of the City's Community Development Department, authored a staff memorandum recommending that the LPA find the CRA Plan in conformity with the City's Comprehensive Plan.

Staff prepared a memorandum for the LPA finding that the CRA Plan does conform to the City's Comprehensive Plan. That written finding incorporates the addendum prepared by Mr. Healey explaining the clarifications recommended by County planning staff. The written finding also makes specific reference to Appendix "C" in the CRA Plan where a detailed consistency analysis of the City's Comprehensive Plan is documented. The LPA unanimously voted to authorize the chair to sign the written finding of conformity.

The LPA written finding and incorporated addendum is attached for your review, which supplements the CRA materials already in your packet.

Feel free to contact me if you have any questions.

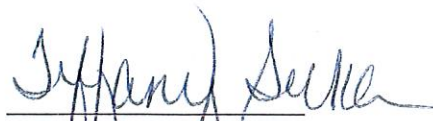
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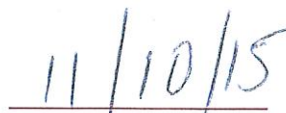


THE SUNSET CAPITAL OF FLORIDA
155 Corey Avenue
St. Pete Beach, FL 33706-1839
www.stpetebeach.org

DATE: November 10, 2015
FROM: St. Pete Beach Local Planning Agency
TO: St. Pete Beach Community Redevelopment Agency
RE: Conformity Review of the City's Community Redevelopment Area Plan,
Pursuant to Sec. 163.360, F.S.

The City of St. Pete Beach Planning Board, sitting as the Local Planning Agency (LPA) at its November 10, 2015 meeting, found the proposed Community Redevelopment Area Plan, including the changes referenced in the presented addendum from the City's Community Development Department dated November 10, 2015, to be in conformance with the City's adopted Comprehensive Plan as specifically documented in Appendix "C" of the proposed Community Redevelopment Area Plan.


Tiffany Secka, Chair


Date

Nov. 10, 2015
SPB Planning Board
a/k/a "LPA"

ADDENDUM

The following clarifications, revisions and additions are proposed to the Draft of the Community Redevelopment Plan dated October, 2015 in response to and satisfaction of the comments and suggestions of the Pinellas County staff reviewed with them on November 9, 2015:

1. The Plan will clarify and adjust as may be required the basis for and estimated cost of the Streetscape Improvements in relationship to the unit pricing for Corey Avenue (Table 6-1, pp. 71, 72).
2. The Plan will include the qualification that prior to the use of County T.I.F. dollars for parking garage(s), the County must approve such specific allocation (Table 6-1, pp. 71, 72).
3. The Plan will be revised to identify the "City Complex Improvements" as Public Library and associated public infrastructure improvements, including pedestrian and bicycle connections.
4. The Plan will clarify that the separate \$150,000 cost for "Infrastructure Studies" is in relation to separately identified improvements to the Sanitary Sewer System (Table 6-1, pp. 71, 72).
5. The Plan will clarify that T.I.F. dollars will not be used for ongoing operation and maintenance of improvements or facilities (pg. 73).
6. The Plan will clarify that the Sanitary Sewer upgrades pursuant to the Consent Agreement with D.E.P. are being separately addressed (Table 6-1, pg. 69).
7. The Plan will clarify that proposed streetscape and parking improvements anticipate the participation of the private sector in connection with private development projects (Table 6-1, pp. 68, 69).
8. The City will provide the County with copies of its Stormwater Master Plan and Basin Plans emphasizing the area wide benefit of water quality enhancement to address the provision for stormwater system improvements in the Plan (pg. 69).
9. The Plan will clarify the references to the Trust Fund to make it clear that the County has not yet authorized, and reserves the right to, the Trust Fund (pg. 78).
10. The Plan will clarify that the County T.I.F. dollars will support Streetscape Improvements only on the agreed-upon streets, proposed to include (Table 6-1, pp. 68, 69):
 - Gulf Boulevard
 - Corey Avenue
 - Blind Pass Road
 - Boca Ciega Dr.
 - 75th from the bridge to Gulf Boulevard

It is recommended that the LPA recommend approval of the CRA Plan to the Community Redevelopment Agency with these changes; and inclusive of these changes, find the CRA Plan consistent with the City's Comprehensive Plan.

ST. PETE BEACH COMMUNITY REDEVELOPMENT AREA PLAN

DRAFT –October 2015





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EXECUTIVE SUMMARY

The City of St. Pete Beach has taken a proactive approach to properly guide future development and to establish a Community Redevelopment Area, which builds upon the City's infill and redevelopment strategies identified within its Comprehensive Plan and its Community Redevelopment District (CRD) Plan. As a result of a desire to jumpstart redevelopment within the Downtown core and the Gulf Boulevard resort tourist area, the City of St. Pete Beach initiated a Finding of Necessity Study (herein referred to as the "Finding Study") pursuant to Chapter 163, Part III, Florida Statutes (F.S.), which was originally adopted in 2005, to identify blight conditions within the proposed St. Pete Beach Community Redevelopment Area (herein referred to as the "CRA"). The City Commission adopted Resolution 2005-14 on June 28, 2005, which stated that due to the presence of conditions identified within the Finding Study, the City Commission found that the proposed CRA did, in fact, contain conditions of blight as defined in Section 163.340, F.S. These findings by the City Commission authorized officials to take the appropriate actions as required to obtain the necessary delegation of redevelopment powers from Pinellas County, pursuant to Section 163.410, F.S.

The Pinellas County Commission (herein referred to as the "Pinellas BCC") adopted Resolution 06-191 delegating authority to the St. Pete Beach City Commission to create a Community Redevelopment Agency (herein referred to as the "Redevelopment Agency") and begin the process of creating a Community Redevelopment Plan (herein referred to as a "CRA Plan") to pursue redevelopment within the CRA (see Figure 1-1: Aerial Location Map). Resolution 06-191 required a modification to the CRA Boundary and a subsequent update to the analysis within the Finding Study as a result of this change. The revised report was completed in April 2006. On July 13, 2010, the City Commission passed Resolution No. 2010-21, which created the Community Redevelopment Agency, with the City Commission sitting as the governing body. On July 9, 2013, the St. Pete Beach City Commission adopted Resolution No. 2013-09, which ratified City Resolution 2005-14, subject to the revised boundary approved in Pinellas County resolution 06-191. This action (approval of Resolution 2013-09) delegated authority from Pinellas County to pursue community redevelopment and ratified City Resolution 2010-21, which created the Redevelopment Agency. Following adoption by the City Commission, the Plan was sent to Pinellas BCC for review and approval, allowing for the establishment of the Redevelopment Trust Fund.

The City initiated the development of this CRA Plan to identify capital improvements, programs, and initiatives that would encourage redevelopment and eliminate the blighted conditions identified within the adopted Finding Study. These conditions included the following:

1. Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities [Section 163.340 (8)a, F.S.]
2. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness [Section 163.340 (8)c, F.S.]
3. Unsanitary or unsafe conditions [Section 163.340 (8)d, F.S.]
4. Deterioration of site or other improvements [Section 163.340 (8)e, F.S.]
5. Inadequate or outdated building patterns [Section 163.340 (8)f, F.S.]

This Plan addresses the blight identified in the Finding Study and sets the stage for a series of short- and long-term redevelopment activities for new development that can instill civic pride and encourage economic development. These activities will help create a sense of place by improving/upgrading public infrastructure and facilities, more seamlessly connecting the downtown and tourist areas along Gulf Boulevard and investing in unique and innovative programs and

initiatives focused on placemaking activities and business assistance programs.

The CRA contains two major planning districts, the Downtown Redevelopment District and the Gulf Boulevard Redevelopment District, each of which has unique characteristics and redevelopment needs (See Figure 1-2: CRA District Map). These districts, as well as a series of smaller sub-areas, were established with the completion of the CRD Plan in 2008. The Downtown Redevelopment District contains the traditional downtown core of St. Pete Beach centered on Corey Avenue. This district contains many of the physical elements of a successful Downtown, but a lack of public/private investment in the area has left it struggling in the face of other competing towns along the West Coast of Florida. The Gulf Boulevard Redevelopment District contains the largest concentration of hotels and resorts within the City of St. Pete Beach, and its success is crucial to that of the city as a tourist destination. As identified within the Finding Study, the continued success of the Gulf Boulevard Redevelopment District as a tourist destination will require the upgrading and redevelopment of many of the resort properties to compete with other nearby destinations that have more modern amenities and accommodations. In addition, the Gulf Boulevard Redevelopment District is also in need of commercial revitalization and redevelopment and infrastructure improvements (particularly bike/pedestrian safety enhancements) that, together, will help to reinvigorate the area as a year-round destination for tourists from around the region and the world.

The Conceptual Diagram shown on the following pages identifies the major capital improvements that have been identified within the CRA Plan. This Plan is intended to serve as a framework for guiding development and redevelopment over the next 30 years. This 30-year duration is necessary due to the extent of infrastructure improvements and the low-increment revenue projections, which will take nearly 10 years to start realizing appreciable revenue increment to use to leverage other funding sources for the improvements. The Community Redevelopment Trust Fund (herein referred to as the "Redevelopment Trust Fund") will be established to receive grants, gifts or tax increment revenues generated by redevelopment activities to implement the Plan.

The Capital Improvements Plan for the CRA Plan includes a variety of projects that will transform the CRA over time. These include both short and long term projects, which will be funded over the entire 30-year timeframe of the CRA. The projects generally include the following:

- Burying of existing utilities along the major corridors throughout the CRA
- Development of a waterfront boardwalk
- Streetscape and mobility improvements in both the Downtown and along Gulf Boulevard Redevelopment Districts
- Development of public parking facilities (surface parking lots, on street parking and/or parking garages) in both the Downtown and Gulf Boulevard Redevelopment Districts
- Design and implementation of wayfinding signage throughout the CRA
- Design and construction of unique gateway features for the CRA
- Park and open space improvements
- Infrastructure studies to identify specific capital projects

In addition to the capital projects listed above, there are a number of non-capital projects and programs also included within the plan which are intended to encourage economic development within the CRA. These projects and programs include, but are not limited to marketing and branding initiatives, development incentives, business assistance programs

Figure 3-6: Redevelopment Plan Conceptual Diagram

Conceptual Diagram of the St. Pete Beach Community Redevelopment Area



*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.



Figure 3-7: Conceptual Diagram - Downtown Redevelopment District

Conceptual Diagram of the St. Pete Beach Community Redevelopment Area



*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.

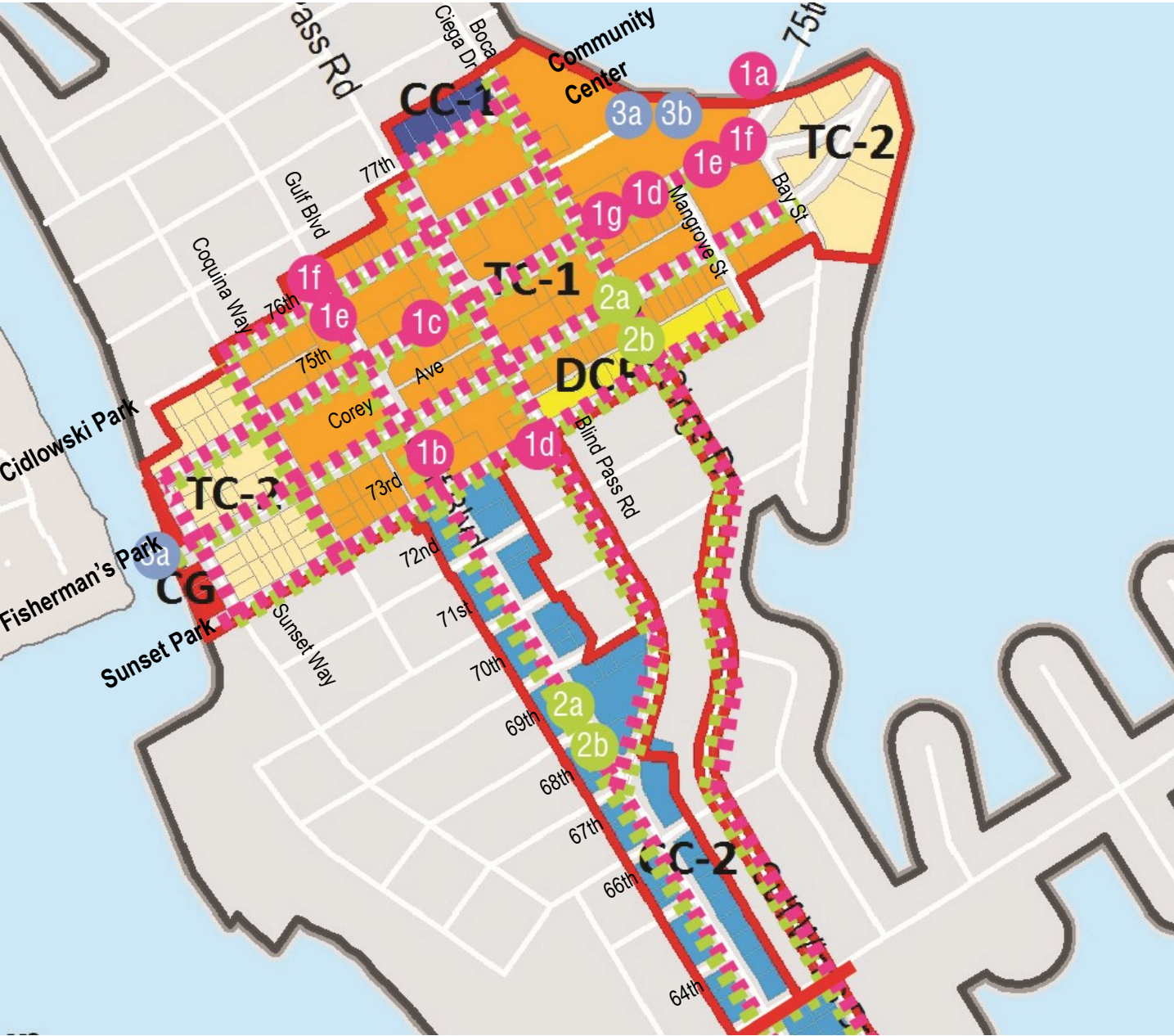


Figure 3-8: Conceptual Diagram - Gulf Boulevard Redevelopment District

Conceptual Diagram of the St. Pete Beach Community Redevelopment Area



*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.



(grants, low interest loan programs, façade grants, etc.), land acquisition, special events development and promotion, and Redevelopment Agency administration costs. These projects and programs, in tandem with the capital investments listed above, will create an environment ripe for redevelopment and help to encourage private sector investment that will help transform the CRA.

As required by Florida Statutes the CRA Plan includes a Capital Improvements Plan (CIP) which contains order of magnitude costs for all proposed capital improvements that are planned during the implementation of the plan. These cost estimates are broken down by short term (1-5 years), mid-term (6-15 years), and long-term (13-30 year) timeframes. The projected capital and non-capital cost for each timeframe is summarized below:

- Short Term—(1-5 years) - \$18,781,592
- Mid-Term—(6-15 years) - \$45,990,528
- Long Term (16-30 years) - \$40,219,137

In order to determine the potential revenue that could be generated by the CRA, a market analysis and TIF projections were completed for the life of the CRA. The market analysis determined that the CRA has significant economic growth potential given its unique attributes in comparison to the Tampa Bay Region. TIF projections were generated for short-term (1-5 years), mid-term(6-15 years), and long-term (16-30 years) timeframes. The cumulative estimates for each of these timeframes are summarized below:

- Short Term—(1-5 years) - \$758,092
- Mid-Term—(6-15 years) - \$12,699,406
- Long Term (16-30 years) - \$62,724,009

The comparison of potential increment revenue with the projected capital costs reveals that there is projected to be a funding shortfall of approximately \$28,809,750 over the life of the plan. It is expected that ultimately a variety of funding mechanisms will be used to complete projects identified in the CRA Plan, which may include special assessments, general revenue, grants, impact fees, local option sales tax (LOST), and other means as they may become available during the life of the CRA. The Redevelopment Agency will prioritize projects and funding sources as appropriate to implement the CRA Plan with the goal of maximizing the impact of redevelopment to eliminate blighting conditions and to encourage economic development.

CHAPTER 1:

Initiating Redevelopment



1.1 BACKGROUND

On August 30, 2013, the City of St. Pete Beach retained Tindale-Oliver & Associates, Inc. (TOA) as lead consultant in cooperation with its sub-consultant, Urban Development and Mobility Solutions (UDMS), to assist in completing the CRA Plan based on the existing Finding Study that was adopted in July 2013 (Resolution 2013-09). In addition to the completion of the Plan, TOA and UDMS were also contracted to work with City staff to negotiate with Pinellas County regarding the adoption of the tax increment revenue district. The purpose of this document is to plan for the redevelopment of the St. Pete Beach Community Redevelopment Area (herein referred to as “CRA”) for the next 30 years. The Plan represents a community-based effort to shape the future of the CRA through strategic investments aimed at eliminating conditions of blight and ensuring long term prosperity for the area. Figure 1-1 is an Aerial Location Map that shows the CRA area.

The CRA is confined to a specific area along and adjacent to Gulf Boulevard and Corey Avenue within the city of St. Pete Beach in Pinellas County, Florida, and is organized in two planning districts: the Downtown Redevelopment District and the Gulf Boulevard Redevelopment District (see Figure 1-2, CRA District Map).

- The Downtown Redevelopment District includes the city's traditional Downtown area bounded by the Intercoastal Waterway/Boca Ciega Bay to the east, 64th Avenue to the south, the Gulf of Mexico/Blind Pass Channel to the west, and 77th Avenue to the north. The area includes the commercial properties fronting Gulf Boulevard from 73rd Avenue south to the intersection of 64th Avenue, includes the southern leg of the Blind Pass Road corridor beginning north of the Downtown Core from 77th Avenue to Gulf Boulevard, and the Gulf Winds Drive/Boca Ciega Drive roadway corridors.
- The Gulf Boulevard Redevelopment District is primarily a hotel/motel tourist district that includes properties on the west side of Gulf Boulevard bounded by 47th Avenue to the south and 64th Avenue to the north. In addition, the Gulf Boulevard Redevelopment District includes the right-of-way of Gulf Boulevard heading south from generally 46th Avenue to 37th Avenue.

The CRA is approximately 196 acres, which is 14 percent of the total city's land area of 1,408 acres. Figure 1-3 shows the CRA area in comparison to the city limits as a whole.

The St. Pete Beach City Commission originally recognized that blighting conditions exist within the Downtown Redevelopment District and Gulf Boulevard Redevelopment District as early as 2003 after the Master Plan Visioning Process. These conditions have only continued to worsen, contributing to the spread of vagrancy, crime, vacancy, disinvestment, and abandonment of businesses and properties in core commercial and resort areas. The City of St. Pete Beach has been in the process of planning for a successful redevelopment of its Downtown and the Gulf Boulevard tourist and commercial areas and has undertaken a number of efforts, including, but not limited to, the following:

- **Community Redevelopment District (CRD) Plan**—This CRD Plan is a Special Area Plan (SAP) originally adopted in 2008 to identify specific Goals, Objectives, and Policies to encourage redevelopment within the designated area. The CRD included the CRA area as well as, surrounding areas. The CRD Plan includes an overall development vision for the area and detailed recommendations addressing use, density/intensity, and urban design. This CRA Plan builds upon the intent and vision of the CRD Plan, and many of the identified projects and programs proposed within the CRA Plan will, through their implementation, address many of the objectives of the CRD.
- **Comprehensive Plan**—The St. Pete Beach Comprehensive Plan lays out the land use and redevelopment vision for the

entire city and includes Goals, Objectives, and Policies designed to encourage long-term prosperity through infill and redevelopment projects, smart infrastructure investment, and green initiatives to improve the environment. The Comprehensive Plan includes the policies and land use recommendations identified within the CRD. Appendix C of this CRA Plan includes a summary of Comprehensive Plan Objectives and Policies consistent with the creation and implementation of the CRA.

ABOUT ST. PETE BEACH

Located on Florida's west coast barrier islands in Pinellas County, St. Pete Beach has a history of quality residential living complemented by a vibrant hotel and resort economy. The City was incorporated in 1957 with the consolidation of four towns Pass-a-Grille, Don CeSar, Belle Vista, and St. Petersburg Beach. St. Pete Beach celebrated its 50th anniversary in 2007.

According to the 2012 U.S. Census estimate, the population of St. Pete Beach is 9,391, which is a 0.5% increase over the 2010 Census. Though useful as a relative indicator of size, this number does not provide a full picture of the population or the economic orientation of the city. With one of the largest concentrations of hotels in Florida, tourism is vital to the economic health and success of the St. Pete Beach community. This family-oriented beach community includes a mixture of small and large resort hotels, condominiums, single-family residences, offices, and commercial facilities. The resort areas and other commercial development are concentrated along Gulf Boulevard.

DEVELOPMENT WITHIN THE CRA

St. Pete Beach has long served as a major tourist destination within the region, but over the last 25–30 years, it has struggled to encourage the type of new development and redevelopment that will help reposition it to compete with more modern tourist destinations. The city's hotel and resort businesses face many challenges in the current market, as tourism has migrated from St. Pete Beach to other areas throughout the region and the state. Most of the existing hotel and motel properties in the CRA were built in the 1940s and 1950s, and do not offer the types of modern amenities that tourists now expect. Some of the last major resort construction included the Sirata Hotel in 1989 and the Postcard Inn, which opened in 2005 as a major renovation of the Travelodge motel. The age and the physical and economic deterioration of many hotels and resorts within the CRA is keeping many of the remaining hotel properties from reaching their full potential.

Only 20 percent of all hotel or motel rooms in the city are associated with a national hotel or motel brand, compared to 71 percent of hotels and motels in Clearwater Beach. Reinvestment can be more difficult for smaller hoteliers and, often, these properties are declining. Increasing property taxes and insurance premiums since 2004 has only served to accelerate the decline of the St. Pete Beach resort area. Since 2003, a few hotel/motels have closed, and more closures are possible if the deterioration continues. As in much of Pinellas County, there is a tension between the need for lodging for tourists and the demand for residential condominiums along the beach. While some of the pressure for residential has subsided as a result of the recession, an improving economy will bring renewed interest for more residential units.

In addition to the challenge of marketing dated hotels, St. Pete Beach, like other coastal communities, has been faced with increased State regulation in regards to development. Whereas State regulations were drafted to protect the coast of Florida and individuals from hurricane forces, tighter controls on development are frequently at odds with hotel viability. Because of the State's tight controls over the location of new construction delineated by the Coastal Construction Control Lines (CCL) and Preservation land use designations enacted after all of the hotels on St. Pete Beach were built, many of the hotels west of Gulf Boulevard have nonconforming densities and could not be rebuilt at their current density following a catastrophic event. If what exists cannot be redeveloped, hotel property owners have little incentive or ability to reinvest



Figure 1-1: Aerial Location Map



Figure 1-2: CRA District Map



Figure 1-3: Location Map within City Limits

and renovate existing hotels and resorts. Most hotel and motel developers are not permitted to build or redevelop at the density levels needed to make their resort properties economically viable.

The few resort properties that have undergone redevelopment have been converted to residential condominiums that can support higher property values and, therefore, need less permissible density. Condominium units are frequently inactive due to seasonal use, creating a different set of economic dynamics in the city. If the hotels within the community continue to convert to residential condominiums, the economic feasibility of the tourism and resort industry will be undermined, and the commercial tax base of the City and the County will likely diminish. In addition, the shift to a more residentially-seasonal population will reduce commercial activity, particularly in the off-season. This could greatly affect the viability of commercial uses within the CRA and the overall quality of life for all the residents of St. Pete Beach.

In addition to the deterioration of resort properties, commercial areas within the entirety of the CRA also have been struggling. As documented within the Finding Study, many of the commercial areas are older and, as a result, do not meet the modern parking, size, and amenity standards required by modern retailers. In addition, the continued growth of the Gulf Boulevard roadway corridor has further reduced the size and usefulness of many commercial parcels, making redevelopment difficult. The Downtown Redevelopment District, centered on the city's traditional main street, Corey Avenue, also has struggled with redevelopment and occupancy of its commercial spaces. The City has worked with business and property owners to encourage new activity, but a lack of parking, the physical disconnection caused by major roadway corridors, and other constraints have challenged redevelopment in the core.

Although residential is somewhat limited within the CRA, there are a number of condominium buildings and some small multi-family developments that are currently occupied. Most of the residential development within the CRA is more than 25 years old, and, much like the resorts within the area, changes in flood insurance costs and construction requirements could impact current owners and inhibit the development of a healthy real estate market due to increased costs of ownership. Additionally, the increased cost of development may inhibit future development of residential uses within the CRA.

The CRA Plan includes specific projects and programs to help kick-start the process of redevelopment within the two districts of the CRA. As described in the remainder of this document and summarized in the Capital Improvements Plan budget in Chapter 6, resources from the Redevelopment Agency will need to be leveraged along with other funding sources to create long-lasting change within the CRA.

COMMUNITY INVOLVEMENT

Community input and direction for the CRA Plan were provided during the Plan Workshop conducted on November 19, 2013, as well as the Corey Avenue District Workshop held on November 20, 2013, at which elected officials, City staff, and citizens came together to continue the discussion of St. Pete Beach's Vision for the future of their downtown and tourist area. These interactive workshops were the initial step in the visioning process and developing a unified strategy to overcome barriers, such as the economic vitality and redevelopment potential of the Downtown core and the tourist industry.

1.2 FINDING OF NECESSITY OVERVIEW

The completion of the Finding Study documents the existence of conditions required to designate a CRA. The City of St. Pete Beach Redevelopment CRA Blight Study concluded the CRA is considered a "Blighted Area," which constitutes an

area that is injurious to the public health, safety, morals, and welfare of the residents, as specified in Section 163.335 (1) and 163.340 (8), F.S. (2013), based on the physical, economic, and regulatory conditions and government-maintained statistics.

From the 14 criteria, of which 2 or more conditions are required to be considered a “Blight Area,” the following 5 conditions were documented in the adopted Finding Study to exist within the CRA:

1) *Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities. (Section 163.340(8)a, F.S.).*

The totality of CRA comprises a transportation system that falls below current standards and requires a substantial budgetary commitment to maintain and/or upgrade over time. The key intersection with capacity problems is the Gulf Boulevard/75th Avenue/Blind Pass Road intersection. This intersection is the primary traffic obstruction in the CRA and needs to be reorganized. Other solutions would require major infrastructure changes, including acquiring private property to increase roadway rights-of-way.

Driveways and curb cuts along Gulf Boulevard are not consolidated. In as little as 100 feet, 15 driveway cutouts can be found along sections of Gulf Boulevard. Driveways cause significant vehicle and pedestrian safety risks because of the multiple points of potential conflict. The frequency of curb cuts makes consistent streetscape treatment virtually impossible. Because there are inadequate back or front loading areas at many commercial properties along Gulf Boulevard, delivery trucks are forced to unload in the middle turn lane along Gulf Boulevard. This impedes traffic flow and presents a safety risk to drivers and delivery workers.

Gulf Boulevard is the signature street for both St. Pete Beach and the CRA, but the road functions solely as a vehicle mover. The main thoroughfare of the CRA has an outdated transportation network, including inadequate streetscape, transit facility, and safety features. The street design does not provide adequate public beach access and is generally deficient of public parking. Except for a metered parking lot adjacent to the St. Pete Beach Access County park and other on-street parking areas, there are no public surface parking lots or garages in the CRA. Overall, the existing infrastructure does not provide adequate connections between resort properties and the Downtown or support a more livable space. The absence of pedestrian transportation infrastructure is further evidence of an inadequate transportation system. Additionally, the bike network in the CRA is not sufficient to accommodate alternative modes of transportation, making the overall transportation network inadequate.

Neighborhood connectors such as Boca Ciega and Gulf Winds lack street trees, signage, traffic calming measures, pedestrian walkways, pedestrian crossings, and legal bike lanes with appropriate signage. Current pedestrian infrastructure conditions are unacceptable in the context of contemporary design standards, as they impede alternative modes of mobility. Their current state of disrepair and deterioration discourage investment in the neighborhood because the context is not favorable to long-term ownership of property.

Blind Pass Road between Gulf Boulevard and 75th Avenue carries relatively few cars but is oversized, with long radii that facilitate high-speed driving along the neighborhood corridor. Street trees and sidewalks are inadequate and do not buffer residential uses from the road. The conditions outlined in the Finding Study contribute to the disinvestment of properties along the road. The costs of maintaining and upgrading the entire transportation network can only be expected to increase, and there are no palatable budgetary mechanisms to deal with the conditions described.

2) *Faulty layout in relation to size, adequacy, accessibility and usefulness. (Chapter 163.340(8)c, F.S.).*

The CRA is not an area of open land that can be easily reconfigured. The CRA has a deficient pattern of existing development that precludes modern standards, design, and safety provisions. The non-residential inventory is obsolete by the constraints of small or non-conforming sites, regulations, structure placement, and access. Most commercial buildings in the CRA violate at least some current land development regulations. In today's market, the small size of many hotel and motel parcels make redevelopment of properties functionally impossible. Resort properties are deficient in modern site requirements, and the size of lots in combination with height limits makes it difficult to redevelop with contemporary amenities. Height limits cause developers to use the entire impervious surface of their lots for the primary structure and surface parking. Without modern amenities, resort redevelopment may not be justifiable economically, particularly considering the low building-to-land value ratios that define the economic rationale for property owners.

Contemporary development practices favor larger sites to enable a variety and mix of uses and activities. The commercial lots in the CRA are largely economically dysfunctional or deteriorated because they do not meet contemporary design and investor requirements. The current commercial properties on Gulf Boulevard from approximately 60th Avenue to 73rd Avenue are about 110 feet deep, which is typically a residential size. To the extent that there are commercial uses on lots that are too small, there has been a resulting impact on residential properties in the form of incompatible uses being placed in very close proximity without adequate buffers and sporadic, irregular, poorly-managed conversions of residential to retail. Over time, these parcels have evolved into commercial uses, in part as a result of the changing character of Gulf Boulevard as a regional road. However, the shallow parcel depths do not accommodate modern commercial development or parking, and as Gulf Boulevard has been incrementally widened, this issue has been exacerbated. This phenomenon has also taken place on Blind Pass Road from 76th Avenue to approximately 80th Avenue.

The typical lot dimensions, in conjunction with immediate proximity to residential areas, preclude adequate space for landscaping or other treatments that might buffer residential zones from commercial uses. Parking for businesses is typically located in the front of the property, with insufficient space for landscaping. These design practices increase the appearance of the asphalt width of the road, makes the regular placement of streetlights and trees difficult, and require individual access points to each business. In some cases, parking has been forced behind commercial properties because of road widening. Rear yard setbacks are so minimal that parking and service areas back up to residential properties without proper buffering. As noted, because of the size and current setbacks, service traffic is not easily managed. In many cases, redevelopment will never adequately accommodate on-site service needs. Overall, current lot layout in the CRA makes redevelopment functionally difficult, and the faulty layout and configuration of lots in relation to size, adequacy, and accessibility are suggestive of a functionally-obsolete or deteriorated commercial land use pattern.

3) *Unsanitary or unsafe conditions. (Section 163.340(8)d, F.S.).*

The CRA experiences substantial pedestrian traffic typical of a resort area, yet pedestrian infrastructure is absent, creating unsafe transportation conditions. Crosswalks from existing parking to the beach are deficient. Spot medians and clear pedestrian crossings are lacking in many areas, with high pedestrian traffic creating dangerous conditions. Turn lanes are repeatedly used as refuge spots, endangering both pedestrians and vehicular traffic. Cycling conditions are dangerous on the roads within the CRA.

Designated bike lanes have been added as an afterthought and do not meet transportation width standards. Currently,

school buses pick up and drop off on Gulf Boulevard, causing safety risks, particularly considering the inadequate pedestrian conditions along the road. While accidents will occur no matter what safeguards are put in place, clearly having pedestrian and cycling facilities would diminish the number of accidents that might involve pedestrians. Left unchecked, the frequency of accidents will most likely continue to escalate.

Excessive curb cuts in the CRA also reduce pedestrian safety. The multiple driveways cause significant pedestrian safety risks and pose safety risks to drivers due to excessive ingress and egress movement. Parking is typically located in front of many commercial properties, and cars often must back out of lots onto the main thoroughfare, causing dangerous road conditions.

There are also sanitary and safety concerns about the quality of discharged stormwater. Currently, there are limited treatment facilities in the city, and stormwater that enters the Boca Ciega Bay undergoes little filtering because almost all ground surface in the area has been absorbed by low-density development and surface parking lots.

Whereas there are no septic systems in the CRA, there are still sanitary sewer issues. Wastewater pipes in the CRA were installed more than 50 years ago, and most lines in the area comprise VCP clay pipe. The materials allow leakage and infiltration problems.

Floodwater mitigation is not a significant priority for the city, but safety issues still persist. Because of the CRA's proximity to the Gulf of Mexico and the Boca Ciega Bay and the low elevation of the CRA, and because there is insufficient natural drainage in the area, in the case of high tides and heavy rain, little can be done to prevent flooding. When pooling of water occurs and intersections and roads flood, it becomes difficult for safety vehicles to operate. In addition, traffic accidents may occur.

Additional public safety issues occur in the CRA. The northern section of the CRA requires police attention due to criminal issues. The area has pervasive code violation problems among its residential rental properties, raising life safety concerns. In the Gulf Boulevard commercial area, public safety issues occur because of the use of alcohol in commercial properties serving the beach. Police activity in this area typically involves drunk driving and disorderly conduct and fighting that is intensified because of alcohol use.

4) *Deterioration of site or other improvements. (Section 163.340(8)e, F.S.).*

By contemporary standards, the non-residential inventory suffers physical deterioration and dysfunction. The primary concern is deterioration in context and setting, which will discourage long-term sustainability and lead to a reduction in useful life more rapidly than would be the case in a stable commercial environment.

Many properties within the CRA are deteriorated and/or unoccupied. Most transient accommodations are reaching the end of their lifespan, and the redevelopment of hospitality facilities is economically difficult in the current economic and regulatory environment. Many of the commercial improvements in the CRA do not meet the demands of a modern marketplace. Although they may not be excessively deteriorated from a physical standpoint, many are nearing or have reached the end of their useful economic life and are functionally deteriorated.

The sanitary sewer system has deteriorated in the CRA. Sanitary sewer pipes in the CRA are outdated and are causing severe infiltration problems. A significant portion of the wastewater budget is going towards the treatment of infiltrated water. This creates a burden on the sanitary sewer budget, considering that only consumed potable water is billed.

5) *Inadequate and outdated building patterns. (Section 163.340(8)f, F.S.).*

Inadequate and outdated building patterns are prevalent in the CRA and can be spotted based on an informal assessment of conditions in the area. The potential intensity of future development is constrained by the dimensions of existing lots in the CRA. Contemporary design and regulatory practices are violated by conditions in the CRA, and inadequate and outdated building patterns prevent modern standards from being implemented. Deficiencies related to inadequate and outdated building patterns include the following:

- Height restrictions and density restrictions that create undesirable design
- Comprehensive Plan and State regulations based on hurricane evacuation are at odds with redevelopment.
- Planned density is difficult to achieve relative to the size and adequacy of platted lots.
- Absence or deterioration of infrastructure.
- Lack of adequate sidewalks and pedestrian facilities.
- Unrestricted and divided ingress and egress among numerous commercial properties.
- Commercial infringement into residential areas stemming from the absence of transitional zones that would create buffering opportunities, inadequate lot depth, and poor design controls.

The information specified in the Finding of Necessity Report is adequate by the criteria specified in Section 163.340 (8), F.S., (2013) to acknowledge blight within the CRA.

1.3 INTENT OF THE COMMUNITY REDEVELOPMENT PLAN

The CRA Plan is intended to serve as a framework for guiding development and redevelopment of the CRA over the next 30 years. This Plan incorporates the strategies identified for the Downtown and Gulf Boulevard during the City's CRA Workshop on November 19, 2013, as well as redevelopment objectives, programs, and capital projects to be undertaken to reverse blighting trends within the CRA. This Plan addresses financing and implementation strategies as well as management and administration opportunities. These strategies will continue to be refined as they are implemented. It is clearly intended that special assessments and other revenues may need to be used in conjunction with available increment revenues to achieve stated goals. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study and action by the Redevelopment Agency as specific projects are initiated, refined, and implemented.

The Plan's focus is to transform the CRA from its current deteriorated condition into two distinct core planning areas that are unique in character and yet linked physically, economically, and socially. The intent of the Downtown Redevelopment District of the CRA is to create a vibrant mixed-use downtown core that maintains its primary focus on providing government, business, retail, and entertainment services to residents and tourists with opportunities for temporary lodging and secondary residential uses to create a live, work, shop, dine, and entertainment activity center.

The intent of the Gulf Boulevard Redevelopment District of the CRA is to revitalize and redevelop the city's large resort properties and transform Gulf Boulevard into a multimodal corridor that is safe and aesthetically pleasing for both residents and tourists in a way that conveys the city's image as a premier quality residential community and a quality resort destination.

1.4 LEGAL BOUNDARY DESCRIPTION OF CRA

The CRA is confined to a specific area along and adjacent to Gulf Boulevard and Corey Avenue within the city of St. Pete Beach in Pinellas County, Florida, and is organized in two districts: the Downtown Redevelopment District and the Gulf Boulevard Redevelopment District. The Downtown portion of the overall CRA is generally located in the city's traditional downtown area, bounded by the Intracoastal Waterway/Boca Ciega Bay to the east, 73rd Avenue to the south, the Gulf of Mexico to the west, and Corey Avenue to the north. The Gulf Boulevard Redevelopment District is located along Gulf Boulevard from Corey Avenue to the Gulf of Mexico.

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CHAPTER 2: Community Redevelopment Plan Adoption



2.1 PREPARATION OF THE COMMUNITY REDEVELOPMENT PLAN

The Community Redevelopment Act, Section 163.360 (4), F.S. (2013), states that a municipality or Redevelopment Agency may itself prepare or cause to be prepared a Community Redevelopment Plan. In a home rule charter county such as Pinellas, the City of St. Pete Beach must request delegation of authority to create the CRA and establish a Redevelopment Trust Fund. The St. Pete Beach City Commission adopted Findings of Necessity for designation of a CRA (Resolution 2005-14) and, subsequently, Pinellas County adopted resolution 06-191, which provides for delegation of powers from the County to the City to allow for the creation and operation of a Redevelopment Agency, subject to conditions, including the adoption of a modified Finding of Necessity Study and final approval of the CRA Plan. On July 13, 2010, the City Commission passed Resolution No. 2010-21 which created the Community Redevelopment Agency, with the City Commission sitting as the governing body. On July 9, 2013, the St. Pete Beach City Commission adopted Resolution No. 2013-09, which ratified City Resolution 2005-14, subject to the revised boundary approved in Pinellas County resolution 06-191. This action (approval of Resolution 2013-09) delegated authority from Pinellas County to pursue community redevelopment and ratified City Resolution 2010-21, which created the Redevelopment Agency. Following adoption of this Plan by the City Commission, it will be sent to Pinellas BCC for review and approval. If the BCC approves the CRA Plan, additional community redevelopment powers contained in Chapter 163, Part III, F.S. are delegated to the City. These additional powers may include the authority to establish a redevelopment trust fund subject to BCC approval. This Plan has been prepared at the direction of the City Commission and represents a collaborative effort between and among City staff, local residents and the consultants.

Community input and direction were provided from a public workshop conducted on November 19, 2013, at which elected officials, City staff, and citizens came together to begin the discussion of St. Pete Beach's Vision for the future of the CRA. The interactive workshop was an important step in developing strategies to improve the economic vitality and redevelopment potential of the CRA.

2.2 PROCEDURE FOR CONSIDERING AND ADOPTING THE PLAN

The Community Redevelopment Act, Section 163.360, F.S. (2013), outlines the procedure for considering and adopting this Plan. Once developed, the Plan must be forwarded to the St. Pete Beach Planning Board for review and recommendation as to its conformity within the Comprehensive Plan. Upon reviewing this Plan, the Planning Board is expected to submit written recommendations to the City Commission with respect to the conformity of the proposed Community Redevelopment Plan with the Comprehensive Plan.

Upon receipt of comment from the City Planning Board, the City of St. Pete Beach is required to submit this Plan, together with any written recommendations, to the governing body of each taxing authority levying ad valorem taxes on real estate contained within the CRA. A public hearing will then be held with St. Pete Beach City Commission for adoption of the CRA Plan by resolution. Following adoption of this Plan by the City Commission, it will be sent to Pinellas BCC for review and approval. When the BCC approves the CRA Plan, additional community redevelopment powers contained in Chapter 163, Part III, F.S. are delegated to the City. These additional powers may include the authority to establish a redevelopment trust fund subject to BCC approval, which will then be adopted by ordinance.

2.3 COMMUNITY REDEVELOPMENT AGENCY POWERS

The St. Pete Beach City Commission has been established as the Redevelopment Agency. Following approval of the CRA

Plan by the Pinellas BCC, the City Commission will assume its capacity as the governing body of the CRA pursuant to Section 163.356 and 163.357, F.S. (2013). The Redevelopment Agency will consist of the five members of the City Commission, pursuant to Section 163.357(1) (c), F.S. (2013). If the City Commission appoints a Community Redevelopment Advisory Board, such Board will have County representation of at minimum one member appointed by the Pinellas BCC. Such Advisory Board will meet at least as often as the Redevelopment Agency holds its regular meetings and will meet prior to meetings of the Redevelopment Agency to review and provide recommendations on matters to be considered by the Agency.

City and County staff have coordinated closely on this planning process and have established specific guidelines as to the allocation and use of the tax increment projected to be raised by the CRA. Following adoption of this CRA Plan, the City Commission will have the authority to proceed with redevelopment per its powers as defined in Section 163.356 and 163.357, F.S. Per Pinellas County Resolution 06-191, any modification to this Plan will require a review/approval by the Pinellas BCC.

The CRA can use its delegated authority to promote and encourage rehabilitation, conservation, and redevelopment within the CRA, pursuant to Section 163.370 and Section 163.410, F.S. (2013). However, certain powers may not be granted to the Redevelopment Agency, pursuant to Section 163.358, F.S. (2013).

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CHAPTER 3: Redevelopment Vision, Objectives, and Strategies



3.1 APPROACH

This chapter presents the vision for the CRA, identifies potential objectives and strategies, and lays a foundation for the programs and projects to be considered by the City of St. Pete Beach, the Redevelopment Agency, and private enterprise implementing this vision. The vision builds upon the redevelopment framework identified in the adopted CRD Plan.

3.2 OVERALL VISION OF THE CRA

The CRA contains two primary planning districts: the Downtown Redevelopment District and the Gulf Boulevard Redevelopment District. These two district boundaries are consistent with those within the CRD Plan. Within the CRD Plan, each district contains specific allowable use types, densities/intensities, and design guidelines. The district boundaries help to identify the differences between the commercial/resort areas and downtown core. As described in the CRD Plan, each district is allowed compatible diversity in permitted uses, densities, intensities, and design guidelines for the purpose of creating (1) a live, work, shop, and play environment within the Downtown Redevelopment District and (2) a resort/commercial activity center within the Gulf Boulevard Redevelopment District. The Redevelopment Agency, through implementation of this CRA Plan, will build upon the land use, urban design, and density/intensity guidance identified in the CRD Plan through investment in specific projects. These will include improved infrastructure, rehabilitation of structures, landscape and streetscape upgrades, improved/upgraded parks, creation of parking facilities (surface parking lots, on street parking, and/or parking garages), and other projects and programs that will continue to build the city of St. Pete Beach as an economic hub for tourism in Pinellas County while creating a walkable, well-designed residential/commercial environment for residents in the community. The following vision principles will guide the implementation of redevelopment in CRA. They are organized by planning district.

DOWNTOWN REDEVELOPMENT DISTRICT

STREETSCAPE, PEDESTRIAN AND BICYCLE ORIENTATION

Implement Downtown Redevelopment District Roadway Improvements featuring:

- New and wider main street-style sidewalks linking the Downtown core retail, business, government, entertainment, dining, and shopping activities to each other from Sunrise Park on Boca Ciega Bay to the east, through the traditional main street activity core to Sunset Park on Blind Pass Channel to the west
- New and wider sidewalks linking trolley stops, crosswalks, parks, and retail, restaurant, and entertainment establishments within the Downtown area
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features
- Pedestrian signalization and other pedestrian safety features at all crosswalks and intersections within the Downtown Redevelopment District
- Pedestrian-scaled decorative lighting
- A waterfront boardwalk along Boca Ciega Bay linking Corey Circle East under the Corey Causeway Bridge to the Community Center and the city's largest waterfront park. This will link two major activity centers in a safe and memorable way and will increase opportunities for larger community events that could capitalize on the resources available at each location, including additional public parking (surface parking lots and/or parking garages) within close proximity to each other
- New and wider bike lanes, where appropriate, linking the traditional Downtown Redevelopment District with the Gulf Boulevard Redevelopment District area and residential neighborhoods, with particular emphasis on linkages to public

- beach access plazas, trolley stops,
- Other amenities such as street furniture

The improved streetscape will help to calm traffic, increase pedestrian and bicycle safety, and create a more comfortable, safer, and aesthetically-pleasing experience for pedestrians and bicyclists that reduce the negative impacts of major



Figure 3-1: Potential Character for Downtown Redevelopment District Streetscape and Pedestrian Improvements
(Source: Corey Avenue District Vision Plan)

thoroughfare traffic. Figure 3-1 illustrates potential design character of the different types of streetscape improvements that may be developed within Downtown Redevelopment District of the CRA. The final design of any improvements will be determined through future planning and design efforts.

DOWNTOWN CORE RESIDENTIAL NEIGHBORHOODS



Figure 3-2: Potential Character of Downtown Redevelopment District Neighborhood Improvement (Source: Corey Avenue District Vision Plan)

Install new and improved main street style sidewalks linking residential neighborhoods to the Downtown core retail,

business, government, entertainment, and shopping district. Invest in neighborhood infrastructure such as sidewalks, bike lanes, pedestrian-scale street-lighting, traffic-calming, landscaping, and storm water/drainage management. Figure 3-2 illustrates the potential character within the Downtown residential areas.



Figure 3-3: Potential Development Character for Downtown Commercial and Mixed Use

DOWNTOWN AND COMMERCIAL MIXED USE

Provide flexible regulation that permits the blending of neighborhood commercial, retail, offices, personal services, business services, institutional uses with restricted temporary lodging, and residential uses to be used and implemented as an economic and planning tool that will facilitate parcel assembly. Figure 3-3 includes examples of potential commercial and mixed use development character within the Downtown.

PUBLIC INFRASTRUCTURE & FACILITIES

The Redevelopment Agency will work to improve the condition of utilities and public facilities within the Downtown



Figure 3-4: Public Facilities Desired Character

Redevelopment District. This work may take the form of the undergrounding of utilities located within the right-of-way, the development of public parking facilities (surface parking lots, on street parking, and/or parking garages), and improvements to the community center and city complex. In addition, as noted under potential streetscape improvements, the Redevelopment Agency should invest in a pedestrian boardwalk linking Corey Circle East to the Community Center on Boca Ciega Drive on the west side of the Corey Causeway. Figure 3-4 illustrates the desired character for public infrastructure and facility improvements within the CRA.

GULF BOULEVARD REDEVELOPMENT DISTRICT

STREETSCAPE, PEDESTRIAN AND BICYCLE ORIENTATION

Implement the Gulf Boulevard Redevelopment District Roadway Improvements featuring:

- Gateway signage to welcome visitors to the CRA
- Underground utilities
- Improve landscaping within the rights-of-way, including median treatments where appropriate, and Florida-friendly landscaping, where feasible
- New and Improved sidewalks linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, parks, and other activity centers
- New and improved bike lanes linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, restaurants, and parks as well as to entertainment and retail activity centers
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features
- Pedestrian signalization and other pedestrian safety features at crosswalks and along Gulf Boulevard, where appropriate
- Pedestrian-scaled decorative lighting with banner installation features for general city “branding,” seasonal displays, and special city events
- Other amenities such as street furniture
- Reduction in the number of curb cuts

Figure 3-4 illustrates potential design character of the different types of streetscape improvements that may be developed within Downtown Redevelopment District of the CRA.

PUBLIC INFRASTRUCTURE & FACILITIES

The Redevelopment Agency will work to improve the condition of utilities and public facilities within the Gulf Boulevard Redevelopment District. This work will take the form of relocating utilities located within selected right-of-way, the development of public parking facilities (surface parking lots, on street parking, and/or parking garages) to improve access to commercial areas and to increase public beach access.

OTHER CRA-WIDE INITIATIVES

In addition to the district specific investments discussed on the previous pages, the Redevelopment Agency will also implement a number of projects, programs, and initiatives designed to encourage physical redevelopment, economic development, and eliminate the identified conditions of blight.



Figure 3-5: Potential Design Character for Branding & Signage (Source: Corey Avenue District Vision Plan)

BRANDING, SIGNAGE AND WAYFINDING

The Redevelopment Agency should develop and implement a new branding concept to help create/reinforce a sense of place for visitors and community residents alike. The Redevelopment Agency should also create and install customized directional and street signs, trolley stop signs, and other customized signage for the Downtown Redevelopment District's shopping and entertainment areas, and distinct residential neighborhoods abutting the Downtown core area, parks, public parking areas and facilities, and government facilities and services as part of a comprehensive signage program that eliminates visual clutter and uses internationally-accepted symbols to facilitate tourist orientation to the downtown shopping areas and parks and open spaces. Figure 3-5 illustrates the potential design character for wayfinding signage and community branding within the CRA.

BUSINESS ASSISTANCE PROGRAMS

The Redevelopment Agency may offer a variety of business assistance grants and incentives to help business owners with improvements and/or initiatives. These could include business façade grants that focus on improving the physical appearances of small neighborhood commercial businesses that serve the shopping and personal service needs of the immediate area. Additionally, the Redevelopment Agency may choose to develop a marketing program in addition to branding efforts to increase customer base and encourage greater commercial activity within the CRA. Other assistance programs may be developed to provide opportunities for existing/new business to expand their markets, which ultimately will create more activity within the CRA.

PLAN FRAMEWORK

The intent of this Plan is to serve as a framework for guiding development and redevelopment in the CRA. This Plan identifies redevelopment objectives and lays the foundation for programs and capital projects to be undertaken, which will reverse and remove the blighted area conditions trends within the CRA. This Plan addresses financing and implementation strategies as well as management and administrative opportunities. These programs, projects, funding and financing strategies, and management and administration opportunities will continue to be refined as they are implemented. It is clearly intended that special assessments and other revenues may be used in conjunction with available increment revenues to achieve stated objectives and strategies. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study as specific programs and projects are initiated, refined, and implemented.

Figure 3-6: Redevelopment Plan Conceptual Diagram

Conceptual Diagram of the St. Pete Beach Community Redevelopment Area



*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.



Figure 3-7: Conceptual Diagram - Downtown Redevelopment District

Conceptual Diagram of the St. Pete Beach Community Redevelopment Area



*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.

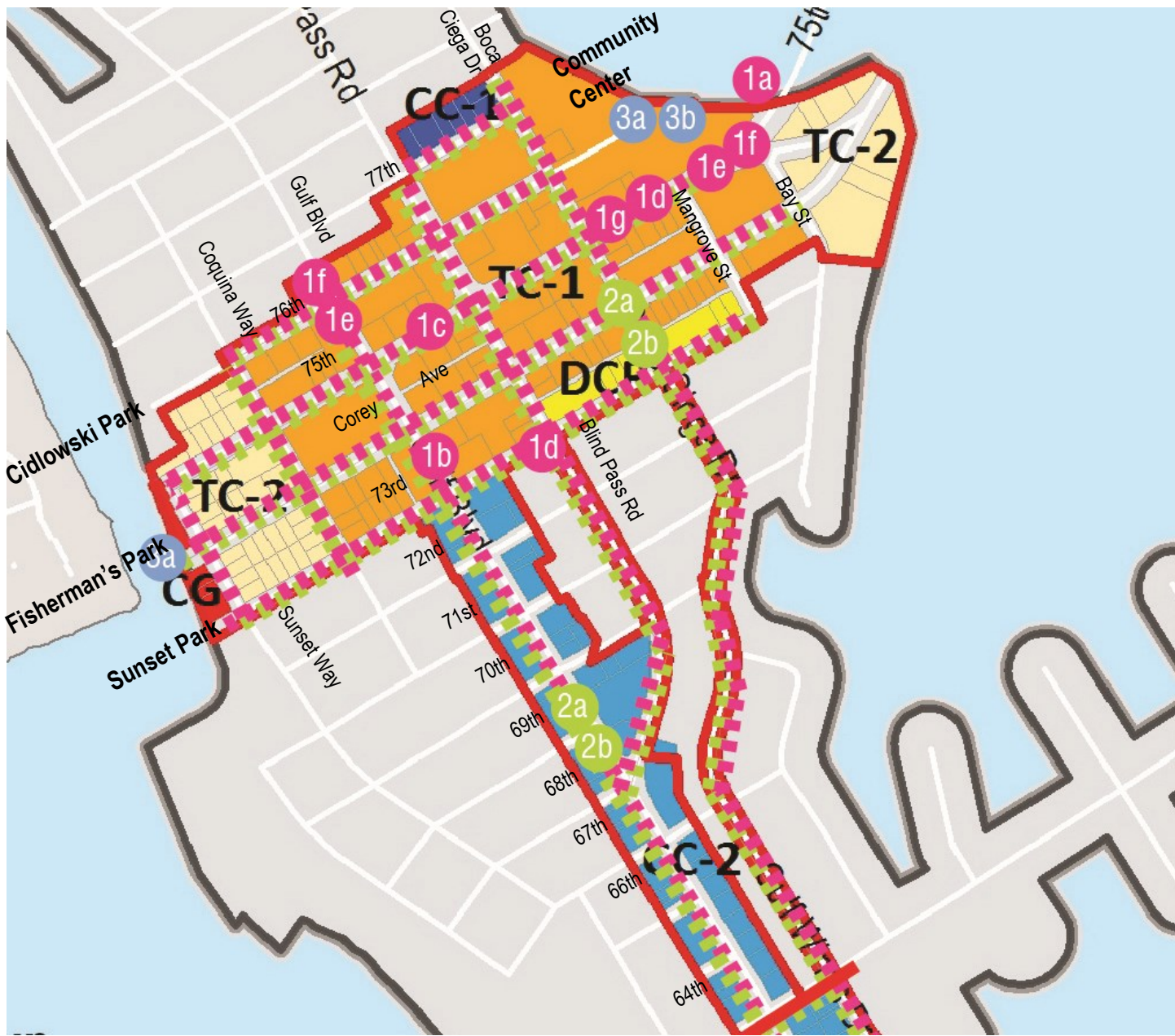


Figure 3-8: Conceptual Diagram - Gulf Boulevard Redevelopment District

Conceptual Diagram of the St. Pete Beach Community Redevelopment Area



*This diagram site references specific projects in the CRA, but they have implications throughout the CRA.



The focus of this Plan is on mitigation or correction of the various blighted area conditions documented in the adopted Finding of Necessity Report. Changing social, physical, and economic conditions could warrant the modification of this Plan. If the Plan is modified, the CRA must comply with Section 163.361, F.S. (2013).

A Redevelopment Plan Conceptual Diagram was developed as part of this Plan to establish the foundation for planned improvements within the CRA (see Figure 3-6). The elements shown in the Conceptual Diagram may be relocated or realigned in future planning initiatives, so as long as modifications are generally consistent with the vision articulated in this Plan. The City of St. Pete Beach CRD Plan and Land Development Code (LDC) will address the redevelopment area's urban design framework.

3.3 REDEVELOPMENT OBJECTIVES AND STRATEGIES

In partnership with private enterprise and other governmental entities, the redevelopment initiative embodied in this Plan will reverse and remove the observed blighted area conditions within the CRA by leveraging public assets to improve the overall economic and physical conditions. Creating a vibrant and walkable Downtown and a more economically-competitive, safe, and beautiful Gulf Boulevard will greatly enhance the community's quality of life.

Strategic initiatives are to be identified and placed into actions to address, reverse, and remove the blighted area conditions that have substantially impaired reinvestment activity in the CRA. These initiatives will help to ensure that the CRA will be substantially redeveloped and revitalized as a community focal point to the benefit of St. Pete Beach residents, businesses, property owners, and visitors through implementation of this CRA Plan.

Objectives have been identified as either "primary" or "community." The primary objectives are deemed the most important in addressing, removing, or mitigating blighted area conditions within the CRA, as identified by the City of St. Pete Beach and in the Finding Study. The community objectives are secondary to the principal focus of this Plan and are intended to pave the way for redevelopment. Nonetheless, the community objectives are important and will be implemented as revenues or other resources permit. The objectives anticipate maximizing the use of private enterprise.

DOWNTOWN REDEVELOPMENT DISTRICT

PRIMARY OBJECTIVES AND STRATEGIES

Primary Objective 1: Encourage New Infill and Redevelopment Downtown —The core of the Downtown Redevelopment District shall be a community gathering place that attracts people to the area with living, working, shopping, entertainment, and recreational opportunities. The City and Redevelopment Agency shall encourage revitalization through redevelopment designed to attract residents and visitors to the Downtown core as a community destination.

Strategy 1.1: All development and redevelopment within the Downtown Redevelopment District shall be consistent with the policies for the sub-district within which the development occurs and shall comply with the density/intensity standards, and design guidelines included with the CRD Plan.

Strategy 1.2: Residential uses in the Downtown Redevelopment District are encouraged only as part of a mixed use commercial project with a variety of densities, housing types, and affordability, consistent with the

districts identified within the CRD Plan.

- Strategy 1.3:** A variety of incentives should be made available to encourage commercial revitalization through various redevelopment prototypes in the Downtown Redevelopment District area located along Corey Avenue, on Corey Circle East and Coquina West, and along the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard that also promote a pedestrian-friendly, safe, comfortable, aesthetically-pleasing village-like environment.
- Strategy 1.4:** The City and Redevelopment Agency should consider incentives to encourage an affordable mix of housing types and varieties that are located within walking distance of the Downtown core area integrated with retail, commercial, office, and entertainment uses at street level to create a live, shop, work, and play environment in the Downtown that will revitalize the traditional main street as a vibrant center of activity for residents and visitors.
- Strategy 1.5:** The City and Redevelopment Agency should work to recognize unique features of Downtown neighborhoods and will develop programs and incentives to help expand neighborhood retail, business, and recreation services.
- Strategy 1.6:** The City and Redevelopment Agency should seek out the development of comprehensive mixed-use redevelopment projects that will act as catalyst projects to stimulate reinvestment and redevelopment of the historic core neighborhood main street shopping and entertainment district.
- Strategy 1.7:** Public or private small-scale marina facilities with transient boat slips to encourage alternative non-vehicular modes of transportation and attract visitors to the core main street shopping, restaurant, and entertainment district shall be encouraged and pursued, where appropriate.
- Strategy 1.8:** Development and redevelopment are encouraged to create a vibrant Downtown environment containing a variety of building forms and styles that respect the Downtown's village-like character and heritage along the Corey Avenue main street and provide building designs that relate to the human scale at the street level
- Strategy 1.9:** Work with property owners and other interested parties to help facilitate the reopening of the Beach Theater to an active use.
- Strategy 1.10:** Identify improvements for the city complex adjacent to the community center. The City and Redevelopment Agency may consider financial assistance to help with demolition, building renovations, upgrading, etc.
- Strategy 1.11:** All new building construction shall comply with current Building and Safety Codes and FEMA and National Flood Insurance Program regulations to maximize protection of the city's built infrastructure from all manner of hazards, natural disasters, and flooding.

Primary Objective 2: Provide Mobility Options for Downtown Access and Circulation —Create a livable community environment where safe and comfortable pedestrian, bicycle, and other non-vehicular mobility is emphasized over vehicular transportation in a manner that ensures that pedestrians, bicyclists, and vehicles can circulate together throughout the Downtown Redevelopment District safely, comfortably, and efficiently.

- Strategy 2.1:** The street grid within the Downtown Redevelopment District should be maintained to provide multiple

access points in and through Downtown to assist in dispersing traffic on various routes that will contribute to improved traffic flow and safety.

- Strategy 2.2:** Where feasible, Blind Pass Road and Gulf Boulevard within the Downtown Redevelopment District shall be reclaimed as local streets to operate within the Downtown, not only for vehicular circulation but, more importantly, for safe and comfortable pedestrian and bicycle circulation.
- Strategy 2.3:** Develop and implement a streetscape plan to enhance the comfort and safety of the pedestrian environment in the Downtown Redevelopment District to provide for bicycle or other non-vehicular parking and safe circulation, improve traffic circulation, and provide traffic calming, improve lighting, landscaping, streetscape, and incorporate public art wherever possible.
- Strategy 2.4:** A variety of parking solutions for motorized and non-motorized transportation systems should be pursued to support development and redevelopment while maintaining ease of access and parking throughout the Downtown Redevelopment District. The Redevelopment Agency should consider the completion of a parking study/master plan to identify the most effective strategies for managing parking within the Downtown Redevelopment District. If the parking study identifies the need for a parking garage, and the Redevelopment Agency seeks to use the County's increment revenue for the purpose of bonding, then the Redevelopment Agency will seek approval from the Pinellas BCC. The Redevelopment Agency may acquire property for the development of future public parking facilities, including lots and garages. The Redevelopment Agency may choose to construct an interim surface parking lot on property acquired for a future parking garage, until such time funds are available to construct the parking garage.
- Strategy 2.5:** Development and redevelopment will be encouraged to provide public improvements that create and contribute to pedestrian and bicycle linkages throughout the Downtown Redevelopment District.
- Strategy 2.6:** Joint-use public/private parking facilities, including public restroom facilities, as centrally located as practical and feasible, shall be pursued in the Downtown Redevelopment District.
- Strategy 2.7:** Develop and implement a comprehensive wayfinding signage program within the Downtown Redevelopment District to create, identify and facilitate ease of movement for visitors and residents alike.
- Strategy 2.8:** Develop access management strategies to improve the pedestrian experience and functionality of the road, such as consolidation/reduction in curb cuts and driveways, and improved internal connectivity.

Primary Objective 3: Provide High Quality Public Facilities and Amenities Serving Downtown—Create a downtown core community that is a vibrant and memorable place for residents and visitors that will provide neighborhood services and opportunities for living, working, recreation, and entertainment that showcase the city's waterfront, main street environment, and history.

- Strategy 3.1:** The Community Center site shall continue to be enhanced and expanded as a waterfront park accessible to all residents and visitors containing active and passive open space that will be a venue for local and regional outdoor activities and entertainment; a pedestrian waterfront boardwalk access to Corey Avenue and a public use should be considered.
- Strategy 3.2:** Waterfront access for public use and enjoyment shall be pursued as an integral element of development and redevelopment at either end of Corey Avenue as focal points for these areas; vacating rights-of-way

shall be evaluated and pursued if development or redevelopment will provide public waterfront access.

Strategy 3.3: Parks should be maintained, enhanced, and expanded, where appropriate, and recreational activities that serve residents and visitors shall be encouraged.

Strategy 3.4: Public waterfront access should be pursued and expanded, where appropriate.

GULF BOULEVARD REDEVELOPMENT DISTRICT

Primary Objective 4: Encourage Revitalization of Tourism Development —The City and Redevelopment Agency shall encourage the revitalization of the district through commercial and temporary lodging use redevelopment that will attract residents and visitors to the district as a recreation, entertainment, resort, and shopping destination.

Strategy 4.1: All development and redevelopment within the Gulf Boulevard Redevelopment District shall further the goals, objectives, and policies included within the Comprehensive Plan.

Strategy 4.2: Develop a variety of development incentives to encourage commercial and temporary lodging development in the Gulf Boulevard Redevelopment District. Particular emphasis should be placed on redeveloping temporary lodging uses on the west side of Gulf Boulevard along the Gulf beaches and redeveloping appropriate commercial and residential uses on the east side of Gulf Boulevard.

Strategy 4.3: The City shall recognize the unique features of the Gulf Boulevard Redevelopment District and shall implement landscape and streetscape improvements that promote a pedestrian- and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.

Strategy 4.4: The City and the Redevelopment Agency shall, through projects and programs, work to encourage new and refurbished temporary lodging development consistent with the policies and standards included in the Comprehensive Plan and land development regulations.

Primary Objective 5: Improve Transportation Connectivity Along the Gulf Boulevard Corridor —Create a quality livable community where people and vehicles can circulate in the Gulf Boulevard Redevelopment District area safely, comfortably, and efficiently.

Strategy 5.1: Work to reclaim Gulf Boulevard as a functioning local street to the maximum extent permitted by FDOT to improve vehicular, non-vehicular, and pedestrian circulation.

Strategy 5.2: Design and implement streetscape/landscape improvements to enhance the pedestrian and vehicular environment, attract residents and visitors into the Gulf Boulevard Redevelopment District, improve traffic circulation, and encourage private reinvestment and investment, subject to FDOT approval.

Strategy 5.3: Implement a variety of parking solutions for motorized and non-motorized vehicles to support redevelopment while maintaining ease of access and adequate parking throughout the Gulf Boulevard Redevelopment District. The Redevelopment Agency should consider the completion of a parking study/master plan to ensure effective management of existing/future parking facilities. If the parking study identifies the need for a parking garage, and the Redevelopment Agency seeks to use the County's increment revenue for the purpose of bonding, then the Redevelopment Agency will seek approval from the Pinellas BCC. The Redevelopment Agency may acquire property for the development of future public

parking facilities, including lots and garages. The Redevelopment Agency may choose to construct an interim surface parking lot on property acquired for a future parking garage, until such time funds are available to construct the parking garage.

- Strategy 5.4:** Public and private sector development shall create and contribute to pedestrian and bicycle linkages throughout the Gulf Boulevard Redevelopment District.
- Strategy 5.5:** Development of on-site and off-site public parking, as well as other mobility improvements, shall be pursued in proximity to public beach access points, pedestrian crosswalks, and major retail and entertainment areas.
- Strategy 5.6:** Develop and implement a comprehensive wayfinding signage program within the Gulf Boulevard Redevelopment District to create, identify, and facilitate ease of movement for visitors and residents alike.
- Strategy 5.7:** Develop access management strategies to improve the pedestrian experience and functionality of the road, such as consolidation/reduction in curb cuts and driveways, and improved internal connectivity.

Primary Objective 6: Encourage Beach Access and Enhanced Amenities —Maintain and improve Gulf Boulevard as a memorable place to be enjoyed by residents and visitors that emphasizes mobility, waterfront and Gulf beach access, and a quality built environment that focuses on retail services and entertainment.

- Strategy 6.1:** Enhance existing parks and public spaces, where feasible, to provide residents and visitors with a memorable experience.
- Strategy 6.2:** Public beach access points should be preserved, expanded, and improved through redevelopment and coordinated with pedestrian crosswalks, bike lanes and sidewalks, trolley stops, and entrances to major residential neighborhoods on the east side of Gulf Boulevard to the maximum extent practical and feasible.
- Strategy 6.3:** Recognize the importance of public beach access to its residents and visitors in preserving and maintaining its socio-economic quality of life. Using development incentives, acquire access easements as properties redevelop to maximize the public's access to the beach.
- Strategy 6.4:** Through direct capital investment, development incentives, and public/private partnerships, maintain and, where practical, expand parks and recreational activities, including waterfront recreation that serves residents and visitors.

CRA-WIDE OBJECTIVES AND STRATEGIES

Primary Objective 7: Provide Utility Systems that Meet the Needs of Future Redevelopment —In coordination with the City and other funding agencies, identify and promote a workable means to fund, finance, and deliver utilities needed to encourage the development/redevelopment effort of the CRA.

- Strategy 7.1:** Consider the completion of a master stormwater management plan for the CRA that can provide for shared use of infrastructure and future maintenance costs.

- Strategy 7.2:** Coordinate with appropriate agencies and departments to enhance stormwater facilities to create public amenities within the CRA. Provide shared stormwater management facilities that include pathways, public art, and sitting areas to create a sense of place and destination for the community that can activate an area, making it more walkable and connecting residential neighborhoods to the CRA.
- Strategy 7.3:** Encourage the development of “green infrastructure” in site plans including Low Impact Development (LID) standards, permeable paving materials, green roofs, roof rainwater collection, and infiltration to reduce development costs related to construction and to manage stormwater in a way that mimics natural stormwater management.
- Strategy 7.4:** Develop and implement strategic long-term plans to relocate overhead utilities to improve safety and aesthetics throughout the CRA.
- Strategy 7.5:** Consider the facilitation of bandwidth and telecommunications infrastructure to ensure that fiber-optic and other digital infrastructure are in place within the Downtown and along Gulf Boulevard for the businesses to access and provide Internet hot spots and Wi-Fi services in public spaces like parks and along specific pedestrian focused corridors for the residents and visitors.
- Strategy 7.6:** In coordination with the City, Pinellas County, and other agencies, replace and upgrade all undersized and deteriorated water and sanitary sewer lines (i.e., VCP clay sanitary sewer pipe).
- Strategy 7.7:** Continue to monitor the City’s waste water treatment and identify additional lift stations to accommodate development/redevelopment efforts.
- Strategy 7.8:** Promote green building and development standards to reduce water consumption and sewer demand and provide incentive programs such as expedited site plan review and building permitting in exchange for using green design standards and practices.

Primary Objective 8: Pursue Strategic Land Acquisitions and Assemblage to Improve Access, Provide Enhanced Amenities, and Encourage Redevelopment —Explore land acquisition and parcel assembly programs to facilitate redevelopment within the CRA.

- Strategy 8.1:** The Redevelopment Agency, as may be necessary to effectuate the purposes of this Plan in accordance with public support, will acquire any land required for designated capital improvement projects within the CRA.
- Strategy 8.2:** In the event that residential relocation is required from property acquired by the Community Redevelopment Agency or local government for sponsored or assisted redevelopment activities, the City and/or Community Redevelopment Agency shall adhere to the requirements of Pinellas County Code Section 38-81 through 38-86. In addition, if relocations are required as a result of federally funded projects or programs, adherence to Florida Statutes Section 421.55 will be required. With regard to the relocation of persons displaced by private development actions, the Redevelopment Agency will work with private developers to assure adequate relocation efforts are made.
- Strategy 8.3:** Identify catalyst sites to serve as important strategic assets to cause an early and precedent-setting change in the CRA and to spur momentum for future projects.

- Strategy 8.4:** Provide incentives such as City/CRA-funded infrastructure improvements for private properties or by aggregating specially targeted or adjacent lots with multiple owners to create a single owner.
- Strategy 8.5:** Consider using land acquisition to develop and/or enhance public facilities within the CRA including, but not limited to park expansions, improved mobility facilities and parking facilities. For parking facilities, the Redevelopment Agency may acquire land(s) for a parking garage, but may use the land(s) for a public surface parking lot until funding becomes available to construct a parking garage.
- Strategy 8.6:** The City and Redevelopment Agency may consider financial assistance to help with building renovations, upgrading, etc. that may be required to support the repurposing of city buildings and facilities for future tenants.

Primary Objective 9: Establish Funding Source —Establish a creative, equitable, efficient, and practical funding and financing mechanism to properly implement this Plan.

- Strategy 9.1:** Identify and secure all effective sources of funding, including, but not necessarily limited to, increment revenues, non-ad valorem assessments, public private partnerships, and grant funding revenue to implement the projects, programs, and initiatives within this plan.
- Strategy 9.2:** The City/Redevelopment Agency must be willing to issue bonds, secure other financial instruments, seek grants, enter into public/private partnerships, and seek out other sources and alternatives to aid in implementing this Plan. Such sources and alternatives may include, but are not limited to, special assessments imposed by the City of St. Pete Beach, ad valorem taxes imposed for municipal purposes through a municipal services taxing unit, or the imposition and pledge of ad valorem taxes upon a vote of the electors consistent with the Florida Constitution.

Primary Objective 10: Provide Public/Private Partnerships —Establish one or more public/private partnerships to encourage and use expertise of private enterprise to implement the redevelopment vision.

- Strategy 10.1:** Partnerships with the private sector and other governmental entities are critical to ensure the CRA is redeveloped as a safe, viable, and thriving commercial/mixed-use Downtown and resort/commercial activity center within the Gulf Boulevard Redevelopment District. Such partnerships should provide capital resources, skills, and expertise to manage and execute the City's and Redevelopment Agency's redevelopment initiatives.
- Strategy 10.2:** The Redevelopment Agency may include the formation of a Task Force to look into development proposals and incentives to promote quality development within the CRA. The Task Force may also proactively look into property acquisition for this purpose. The Redevelopment Agency may use increment revenues to help defray some of the cost of development and to encourage the kinds of development that will transform the CRA into the community envisioned in this Plan.
- Strategy 10.3:** The Redevelopment Agency will target strategic development projects, solicit developers and property owners, and then negotiate a public/private development agreement that sets forth terms and conditions involving the disposition of land, the nature of the prospective development, City/Redevelopment Agency incentives, the site plan, project schedule, and other conditions pertaining to the project. Following are

fundamental components in this process:

- a. Contact affected property owners to determine their level of interest in participating in proposed redevelopment activities.
- b. Master plan targeted public/private projects, such as the reinforcing positive aspects of existing activity and providing attractive combinations of building masses and open spaces. These plans can then be used to illustrate the Redevelopment Agency's intention for the site, facilitating *pro forma* analysis when soliciting interest from the private sector.
- c. Use "Best Practices" policies and procedures for developer solicitation and form strong public/private development agreements to enable strategic development on selected projects. Solicitation of developers would be through a formal request for qualifications (RFQ) or request for proposal (RFP) process publicly advertised to maximize exposure.
- d. Private investment grants for improvements to building facades, landscaping, signs, etc., will typically require private matching 50/50 contributions.

Primary Objective 11: Improve Housing Stock and Affordability —Incorporate housing revitalization through housing maintenance programs and rehabilitation services, and provide affordable housing to residents of low or moderate income, including the elderly.

Strategy 11.1: Promote programs and incentive for homeowners to rehabilitate their homes. Such incentives may include low-interest loans or information on other funding sources for the repair of single- and multi-family homes, depending on the applicant's income and monthly budget.

Strategy 11.2: Coordinate with intergovernmental agencies such as Pinellas County to assist low-income households with down payment and closing costs assistance. The assistance may be for the purchase of either an existing or new structure. Redevelopment funds may be used to augment the program or specially target new home and multi-family construction as means for alleviating the shortage of affordable housing.

Strategy 11.3: Consider instituting incentives for private developers to encourage the construction of new residential development, including affordable housing. Examples of such incentives include density bonuses, tax abatement, and the reduction or waiving of building permit fees. In addition, the Redevelopment Agency shall work with Pinellas County, the housing authority, or other housing entities regarding development of affordable housing within the CRA.

Strategy 11.4: Provide technical assistance to the private sector so that they will be able to provide a suitable mix of housing types and numbers to meet the City's housing needs as well as making all housing sites in the City available to low and moderate income families.

Strategy 11.5: Allow a variety of residential densities and housing types in order to enhance the opportunity for the private sector to provide housing in a wide range of types and costs. If further incentives/density bonuses are created to support the development of new affordable residential units, these incentives will not increase the allowable residential density within the CRA higher than what is currently permitted on the City's Future Land Use Map.

Strategy 11.6: Work with neighboring communities and support public transportation systems and other affordable housing strategies through implementation of an affordable housing impact fee mitigation program for all new construction.

Strategy 11.7: Encourage housing improvement and replacement projects through the land development regulations.

Primary Objective 12: Reduce or Maintain Evacuation Time —Consistent with the requirements of the adopted Comprehensive Plan, the CRA will coordinate with appropriate agencies to maintain or improve hurricane evacuation times.

Strategy 12.1: Maintain current maximum density and intensity within the CRA, consistent with the adopted Comprehensive Plan, to achieve the desired CRA vision, and maintain evacuation time.

Strategy 12.2: In the future, if there is an increase in density and intensity within the CRA that may impact evacuation time, a full detailed analysis may be conducted.

Primary Objective 13: Increase Community Resiliency to Natural Disasters and Climate Change —The St. Pete Beach Community Redevelopment Agency will pursue measures to increase resiliency and recovery consistent with those documented in the adopted Comprehensive Plan and the Comprehensive Emergency Management Plan & Disaster Preparedness Guide.

Strategy 13.1: Support enforcement of development regulations within the 100-year floodplain to manage property damage from flooding.

Strategy 13.2: Support efforts to conserve or improve wetlands, aquatic resources, and habitat to maintain environmental and recreational value.

Strategy 13.3: Support Comprehensive Plan Policies regulating public investment within the Coastal High Hazard Area (CHHA) to minimize potential impacts of natural disasters and climate change.

Strategy 13.4: Support efforts for the City to develop and implement a Post Disaster Redevelopment and Recovery Plan that will contain appropriate hazard mitigation measures.

Strategy 13.5: Support reduction of greenhouse gas emissions by focusing transportation investments on projects that encourage multimodal transportation.

COMMUNITY OBJECTIVES AND STRATEGIES

Community Objective 1: Implement an aesthetic and planning review program to guide redevelopment and maintenance activities within the CRA.

Strategy C1.1 Development/design standards for site, building, landscape, signage, and public areas will be prepared in a concise yet user-friendly format. The development/design manual will be used to assist developers, builders, property owners, and individuals in preparing design/construction documents.

Strategy C1.2: The City/Redevelopment Agency will assign staff or personnel to oversee the integrity of the vision for the CRA during initial development. Subsequently, the City/Redevelopment Agency may set up an overseeing authority, such as a technical review committee, to assure the design intent for the CRA is maintained.

CHAPTER 4:

Statutory Compliance



4.1 STATUTORY COMPLIANCE

The Community Redevelopment Act according to Sections 163.360 and 163.362, F.S. (2013), requires every community redevelopment plan to contain specific information relevant to its particular redevelopment initiative. This chapter supplements and addresses the informational requirements articulated in the Community Redevelopment Act and serves to further describe the objectives and strategies presented in this Plan to implement the redevelopment initiative envisioned by the City of St. Pete Beach and Redevelopment Agency for the CRA.

Figure 3-6 showed by diagram, the initiatives described in general terms in this chapter. This chapter and the referenced appendices are consistent with the requirements of the Community Redevelopment Act, Section 163.362(2), F.S. (2013), and demonstrates by diagram and in text (1) the approximate amount of open space to be provided and street layout, (2) limitations on the type, size, height, number, and proposed use of buildings, (3) the approximate number of dwelling units, and (4) such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements.

The Development Plan discussed in Chapter 6 further describes the urban design intent and components of parks and open space, street layout, and location of land uses including residential neighborhoods and properties that may receive public improvements.

4.2 APPROXIMATE AMOUNT OF PARKS & OPEN SPACE

There are 4 park facilities totaling 6.76 acres and 3 street ends/open spaces totaling 0.36 acres within the CRA.

Park and Facility Sites:

- Community Center – 6.4 acres
- Cidlowski Park – 0.12 acres
- Fisherman’s Park – 0.12 acres
- Sunset Park – 0.12 acres

Street Ends/Open Spaces

- 75th Ave W. St End – 0.12 acres
- 70th Ave E. St End – 0.12 acres
- Corey Ave E. St End – 0.12 acres

The CRA has an opportunity through redevelopment efforts to enhance the public park facilities and create pocket/micro parks to serve residents and visitors:

1. Potential waterfront land adjacent to Sunset Park may be acquired through an acquisition program to expand the existing park.
2. The Community Center site shall continue to be developed and enhanced as a waterfront park containing active and passive open space that will be a venue for local and regional outdoor activities and entertainment.
3. A pedestrian waterfront boardwalk linking Corey Circle East to the Community Center on Boca Ciega Drive on the west side of the Corey Causeway.
4. Public boat slips and a kayak launch ramp will be encouraged and pursued, and a public marina for daily transient

slips only shall be considered.

5. Sunset and sunrise parks for public use and enjoyment shall be pursued as an integral element of development and redevelopment at either end of Corey Avenue as focal points for these areas, and vacating of rights-of-way shall be evaluated and pursued if development or redevelopment will provide public waterfront parks.
6. Preserve, expand, and improve beach access points through redevelopment and coordinate with pedestrian crosswalks, bike lanes and sidewalks, trolley stops, and entrances to major residential neighborhoods on the east side of Gulf Boulevard to the maximum extent practical and feasible.
7. Improve the public realm to serve the residential neighborhoods with improvements that may include, but are not limited to, streetscape improvements, plazas, parks, and open spaces.
8. Programming of public parks and gathering areas could also enhance the economic development by supporting festivals, exhibits, performances, and other special events designed to attract residents and visitors to the CRA.

4.3 STREET LAYOUT

The transportation component for the CRA is expected to focus both on vehicular and pedestrian traffic in a traditional grid form that creates a pedestrian- and bicyclist-friendly, convenient, and safe environment.

The Downtown street grid should be maintained to provide multiple access points in and through Downtown to assist in dispersing traffic on various routes that will contribute to improved traffic flow and safety. This should be accomplished by reclaiming Blind Pass Road and Gulf Boulevard within the Downtown Redevelopment District as local streets to operate not only for vehicular circulation but, more importantly, for safe and comfortable pedestrian and bicycle circulation.

Gulf Boulevard is a major commercial/resort corridor running north/south, and is primarily located within the Gulf Boulevard Redevelopment District, though a portion is within the Downtown Redevelopment District. This corridor has received little public investment over the last few years, although the City, in cooperation with the FDOT, installed planted medians that slightly improved the appearance of Gulf Boulevard. Three traffic signals were installed, at 55th Avenue, Dolphin Village Shopping Center, and at 44th Avenue. While these traffic signals tend to slow traffic and improve safety, they also create traffic congestion and tend to lessen Gulf Boulevard's level of service (LOS) capacity and performance. The Gulf Boulevard Redevelopment District should be transformed as the City's premiere tourist corridor for both residents and tourists in a safe and aesthetically-pleasing manner that conveys the City's image as a premier quality residential community and a quality resort destination.

The development of gateway features and wayfinding signs will direct visitors and residents toward the Downtown Core and the amenities and attractions along Gulf Boulevard. The CRA street improvements will enhance connectivity, introduce traffic calming, and produce pedestrian and bicycle amenities.

4.4 LIMITATIONS ON THE TYPE, SIZE, HEIGHT, NUMBER, AND PROPOSED USE OF BUILDINGS

The limitations on the type, size, height, number, and proposed use of buildings within the CRA are included within the existing CRD Plan and the City's land development regulations. The purpose of this section is to document these regulations in general terms. This CRA Plan does not make specific recommendations regarding private development standards, deferring instead to the existing land use framework established by the City.

The Downtown Redevelopment District and Gulf Boulevard Redevelopment District identified within the CRA (Figure 1-2: CRA District Map) are wholly contained within the adopted CRD area, as identified on the Countywide Plan Map. Within the adopted CRD Plan, the City of St. Pete Beach identifies a number of sub-areas, each of which contains specific policies and regulations related to density/intensity, allowable uses, and design standards. Figure 4-1: Existing Land Use Map illustrates the existing land uses within the CRA boundary. Figure 4-2: Future Land Use Map illustrates the different sub-areas that are completely or partially within the CRA boundary. In addition Figure 4-3: Zoning Map illustrates the current zoning sub-districts that are designed to be consistent with the CRD sub-areas.

Shown below and on the following pages are tables summarizing the development regulations and standards that regulate existing/future development within the CRA. The standards listed are not exhaustive, but instead focus on maximum density/intensity, allowable, and building height requirements. Additional policies and regulations can be found within the CRD Plan, the Comprehensive Plan, and the land development regulations.

Sub-District	Primary Uses	Secondary Uses
Downtown Redevelopment District		
Town Center Core District (TC-1)	Commercial and office	Residential use as a component of a mixed use retail and/or office redevelopment project only. Temporary Lodging use—bed and breakfast inns
Town Center Corey Circle District (TC-2)	Commercial and office use; Temporary lodging use—hotel, motel, resort condominium; Residential use but only as part of a mixed-use project on a minimum 1.8 acre buildable site	Commercial and office as a component of a mixed-use project; Marina
Town Center Coquina West District (TC-2)	Commercial and office; Temporary lodging use - hotel, motel, resort condominium; Residential use but only as part of a mixed use development project located on a minimum two acre buildable site	Commercial and office as a secondary component of a mixed use residential/commercial development project; Marina
Downtown Core Residential District (DCR)	Residential	None
Commercial Corridor Blind Pass Road District (CC-1)	Mixed Use Residential/Commercial/Office; Residential.	Commercial and office.
Commercial Corridor Gulf Boulevard District (CC-2)	Mixed Use Residential/Commercial/Office; Residential.	Commercial and office.
Gulf Boulevard Redevelopment District		
Large Resort District (LR)	Temporary lodging uses - hotel, motel, resort condominium; medium density multi-family residential.	Commercial and office.
Commercial Corridor Gulf Boulevard District (CC-2)	Commercial and office; Mixed Use Residential/Commercial/Office; Residential.	Commercial and office.

Source: St. Pete Beach Comprehensive Plan—Future Land Use Element

Table 4-1: Allowable Land Uses

Other Use Regulations

Prohibited uses, accessory structures and uses, and specific design and development standards shall be governed by the current LDC.

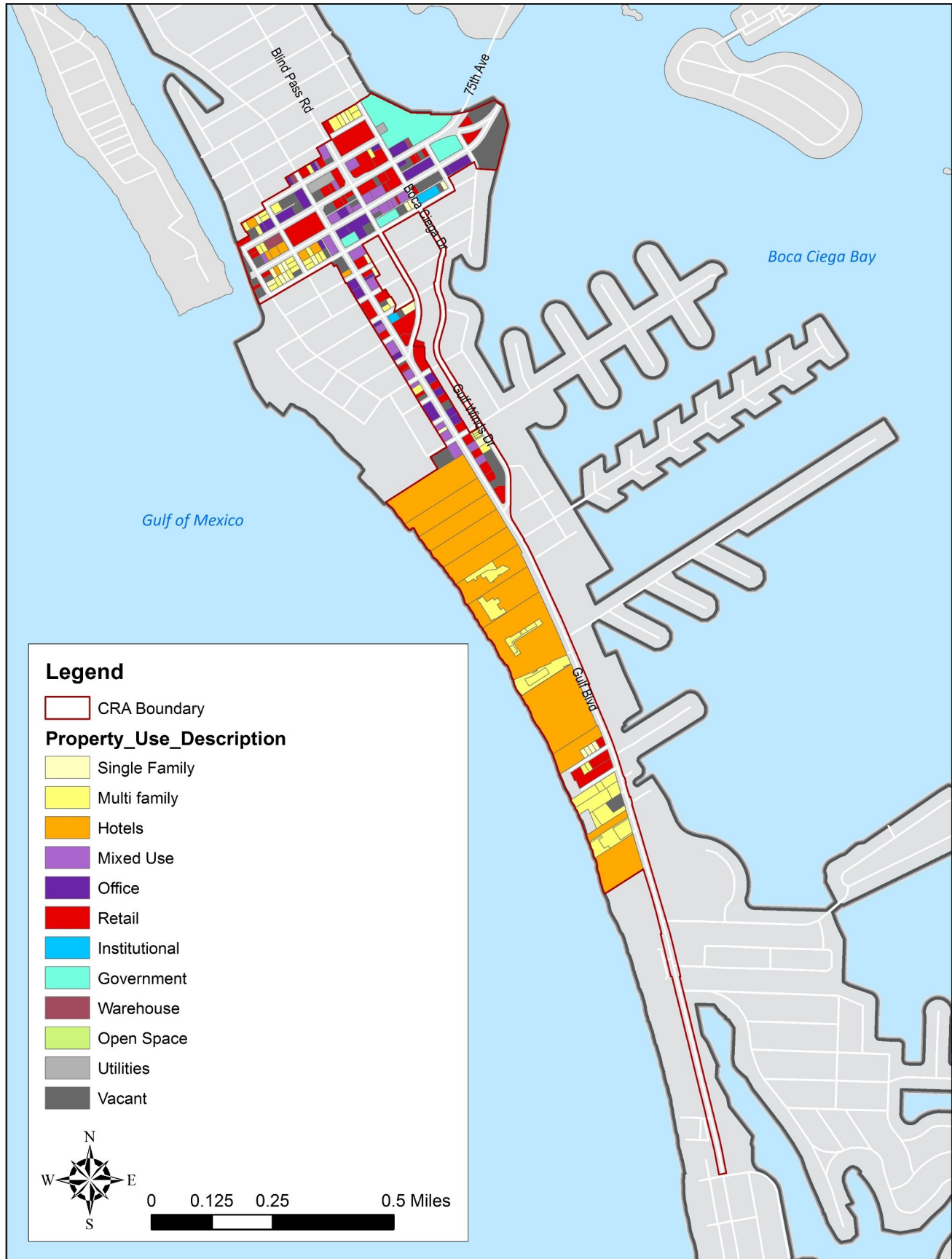


Figure 4-1: Existing Land Use Map



Figure 4-2: Future Land Use Map

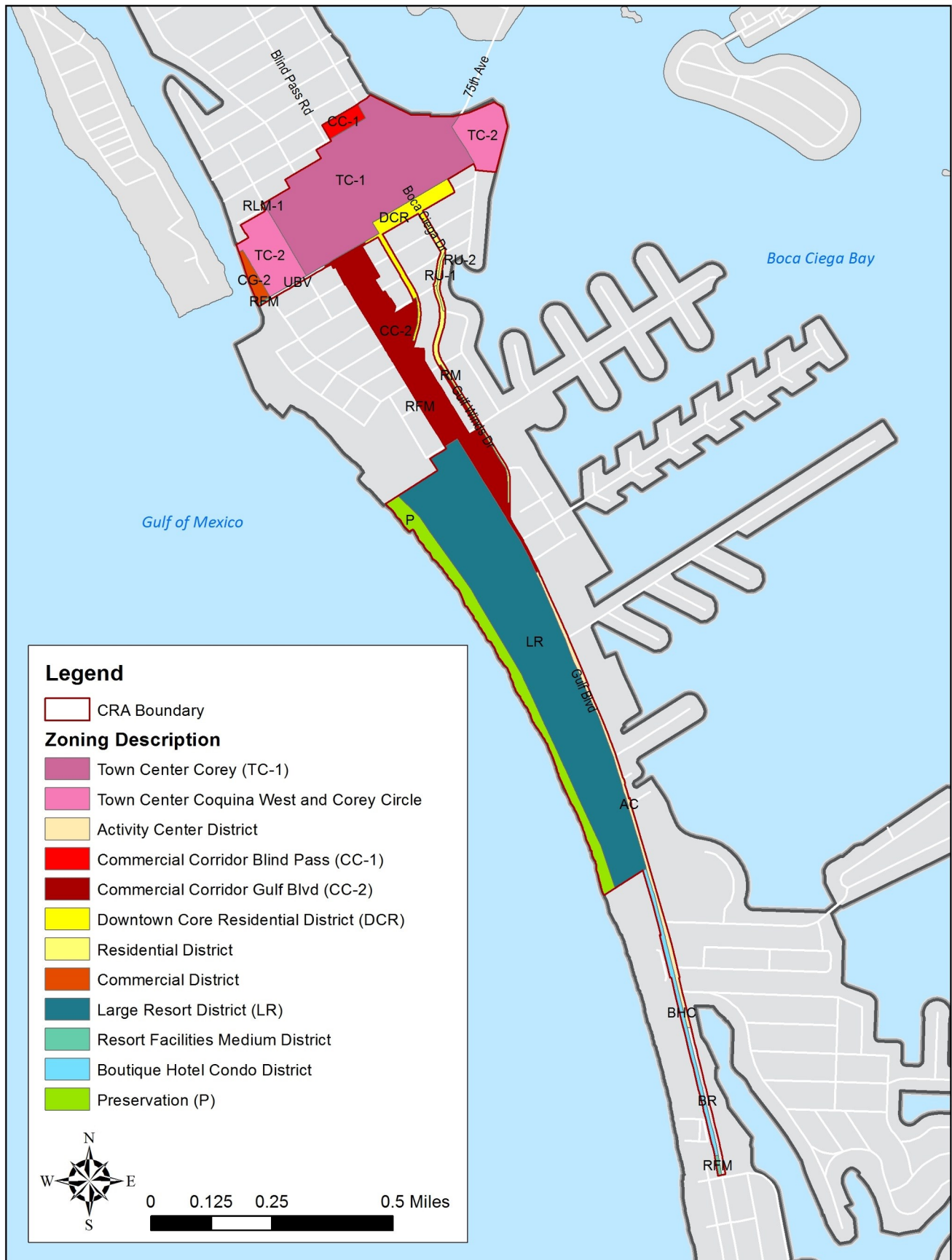


Figure 4-3: Zoning Map

Table 4-2: Allowable Density and Intensity

CRA	Maximum Density	Impervious Surface Ratio	Maximum Floor Area Ratio	Potential Bonus
Downtown Redevelopment District¹				
Town Center Core District (TC-1)	15 du/acre as part of a mixed use project Temporary Lodging—shall not exceed 50 units for the entire Town Center Core—shall not exceed 10 units per project	0.90	1.00 with no residential	0.45 bonus permitted for mixed-use retail/office/residential
Town Center Corey Circle District (TC-2)	24 du/acre Temporary Lodging—Conditional use only and shall not exceed 50 TLU per acre and a cumulative total of 150 units per project	0.70	0.55 with no residential	N/A
Town Center Coquina West District (TC-2)	24 du/acre Temporary Lodging—Conditional use only and shall not exceed 50 TLU per acre and a cumulative total of 150 units per project	0.70	0.55 with no residential	N/A
Downtown Core Residential District (DCR)	10 du/acre 12 du/acre with RU Reserves ²	0.70	N/A	N/A
Commercial Corridor Blind Pass road District (CC-1)	7.5 du/acre for single family homes and duplexes that do not access Blind Pass Road 12 du/acre for multi-family residential as part of a mixed-use project 15 du/acre with RU Reserves ²	0.70	0.70 with no residential 0.90 as part of a mixed-use project	N/A
Commercial Corridor Gulf Boulevard District (CC-2)	7.5 du/acre for single family homes and duplexes that do not access Gulf Boulevard 12 du/acre for multi-family residential as part of a mixed use project 15 du/acre with RU Reserves ²	0.70	0.70 with no residential 0.90 as part of a mixed-use project	N/A
Gulf Boulevard Redevelopment District¹				
Large Resort District (LR)	Scenario 1—Shall not exceed the following—50 TLU/acre or 15 du/acre Scenario 2—Shall not exceed the following—75 TLU/acre or 15 du/acre	0.85 for temporary lodging 0.70 for residential Mixed use are prorated based on acreage of each use	Scenario 1—1.8 with no residential Scenario 2—2.6 with no residential	Scenario 2—0.15 bonus for street level and restaurants facing Gulf Boulevard
Commercial Corridor Gulf Boulevard District (CC-2)	7.5 du/acre for single family homes and duplexes that do not access Gulf Boulevard 12 du/acre for multi-family residential as part of a mixed use project 15 du/acre with RU Reserves ²	0.70	0.70 with no residential 0.90 as part of a mixed-use project	N/A

Source: St. Pete Beach Comprehensive Plan—Future Land Use Element (Ordinance No. 2015-05)

¹ Additional units available in CRD through the General RU Density Pool Reserved but cannot be used until activated through LDC amendment.

² Additional units under RU Reserves cannot be used until activated through LDC amendment.

Table 4-3: Allowable Building Heights

CRA	Maximum Height
Downtown Redevelopment District	
Town Center Core District (TC-1)	28 feet for exclusively non residential development 40 feet for buildings with non residential and residential above first habitable floor
Town Center Corey Circle District (TC-2)	28 feet for exclusively non residential 76 feet for buildings with non-residential on first habitable floor and residential above 86 feet for buildings with non residential on bottom floor and residential/temporary uses above
Town Center Coquina West District (TC-2)	28 feet for an exclusively nonresidential use 76 feet for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential component above 86 feet above for buildings containing nonresidential uses on the first habitable floor accessible at street level and either a minimum of fifty (50) temporary lodging units or a primary residential use above the first floor or all three uses in one or more buildings as part of a unified development project, provided that the main principal building provides retail/commercial uses at street level
Downtown Core Residential District (DCR)	35 feet above base flood elevation inclusive of structured parking
Commercial Corridor Blind Pass road District (CC-1)	28 feet for exclusively non residential projects 40 feet for mixed-use projects located on a minimum ½ acre buildable site with a retail or office component on the first floor at street level and the residential use located above the first floor;
Commercial Corridor Gulf Boulevard District (CC-2)	28 feet for exclusively non residential projects 40 feet for a mixed-use development project located on a minimum ½ acre buildable site with a retail or office component on the first floor at street level and the residential use located above the first floor
Gulf Boulevard Redevelopment District	
Large Resort District (LR)	50 feet for residential use only, any temporary lodging use mixed with residential in same building Any temporary lodging or commercial use building located within 200 feet of a property occupied by an existing residential use located outside the Community Redevelopment District—building height shall not exceed 50 feet or the height of the adjacent residential building located outside the Community Redevelopment District, whichever is greater Temporary lodging use only—Building height shall not exceed 116 feet not including any decorative features or rooftop amenities extending twelve feet or less in height above the roof line
Commercial Corridor Gulf Boulevard District (CC-2)	28 feet for exclusively non residential projects 40 feet for a mixed-use development project located on a minimum ½ acre buildable site with a retail or office component on the first floor at street level and the residential use located above the first floor

Source: St. Pete Beach Comprehensive Plan—Future Land Use Element (Ordinance No. 2015-05)

In addition to the provisions described elsewhere in this section, due to the coastal location of St. Pete Beach, the requirements of 163.360(7)(e) apply as they relate to maintaining or reducing evacuation times in a “coastal tourist area”. As noted elsewhere in the CRA Plan document, the densities and intensities currently allowed under the St. Pete Beach Comprehensive Plan would not be increased/exceeded as a result of this plan. Additionally the City will work with hoteliers to develop a legally enforceable mandatory hotel evacuation/closure covenant as soon as practicable after a hurricane watch that includes St. Pete Beach is posted by the National Hurricane Center. This would prompt evacuation of tourists from the City in advance of a general evacuation.

4.5 INTENDED USE OF PROPERTY FOR THE PUBLIC PARKS, RECREATION AREAS, STREETS, PUBLIC UTILITIES, AND PUBLIC IMPROVEMENTS

Public facilities such as parks, recreational facilities, boardwalks, beach access points, bicycle paths/multi-use trails, streets, and utilities shall be located throughout the community in a manner that offers a convenient and safe access to public services and facilities while enhancing the aesthetic character of the CRA.

Utility lines shall be placed underground wherever feasible or located at the rear of the lot development. As individual redevelopment projects come on line, each project should be reviewed for the potential of relocating the power lines, and this could set up an incremental path for achieving the long-term goal.

If above-ground structures such as water tanks or transformer boxes must remain within the CRA, they should be located and treated in a manner that is safe and aesthetically pleasing.

Improve the stormwater conveyance, treatment, and discharge to include the development of a master stormwater management plan that can provide for shared use of infrastructure and future maintenance costs to encourage the development/redevelopment effort of the CRA.

A land acquisition program may be implemented for public facilities and waterfront parks, such as the following:

- A centrally-located parking facility in the Downtown Redevelopment District
- A centrally-located parking facility in the Gulf Boulevard Redevelopment District commercial/resort core area within close proximity of large resorts, Dolphin Village, and public beach access
- Potential waterfront land adjacent to Sunset Park on Sunset Way to expand the existing park
- Potential waterfront land adjacent to Boca Ciega Bay if it cannot be acquired through a voluntary donation in exchange for vacating existing oversized and under-used existing paved right-of-way located within Corey Circle East
- Potential small areas of right-of-way acquisition to expand trolley stops at a couple of major activity centers along the trolley route; small trolley pullover areas, where appropriate and possible, to avoid impeding traffic flow along Gulf Boulevard and Blind Pass Road is desirable

4.6 NEIGHBORHOOD IMPACT ELEMENT

The Community Redevelopment Act, Section 163.362(3), F.S., requires that if a redevelopment area contains low- or moderate-income housing, a neighborhood impact element shall be prepared to describe the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services and the effect on school population. The creation of the CRA is expected to generate minimum impacts to existing neighborhoods.

The greatest impact upon the current residents of the CRA is in the Downtown Redevelopment District and on the eastside of the Gulf Boulevard Redevelopment District. The intent of the Downtown Redevelopment District is to be redeveloped as a traditional small pedestrian-oriented urban “downtown” with mixed land uses of commercial “mom and pop” facilities and residential above the ground floors, and the Gulf Boulevard Redevelopment District is to be developed into a resort/commercial activity center transforming Gulf Boulevard into a safe and aesthetically-pleasing Main Street. If a property is

designated for development or acquisition, the relocation process shall comply with City and County requirements and/or State statutes. Existing neighborhoods will predominately contain the same configuration; however, aesthetic improvements and connectivity will be implemented.

Overall, impacts are expected to be minimal while the benefits of redevelopment are long-lasting, adding higher quality of life to St. Pete Beach residents and visitors. Although this Plan does not anticipate immediate action, in the future, the Redevelopment Agency may choose to pursue an acquisition program and/or consolidation to realize the Redevelopment Agency's redevelopment objectives.

Redevelopment planning efforts are focused on the improvement and strengthening of existing neighborhoods. Redevelopment planning efforts will not be directed towards large-scale demolition and removal of existing structures. Rather, plans call for a systematic improvement through a concerted effort aimed at rehabilitating homes and infill development, creating identifiable neighborhoods.

4.7 REPLACEMENT HOUSING & RELOCATION

The Community Redevelopment Act, Section 163.362, F.S., states the Plan shall assure that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the CRA that are redeveloped. The intent of this Plan is to create a vibrant mixed-use Downtown and a commercial/resort destination, integrate recreation facilities, and provide temporary lodging and affordable housing, which promotes a positive image for St. Pete Beach. While relocation is not anticipated, if relocation is required as a result of redevelopment activities, the City of St. Pete Beach and the Redevelopment Agency will adhere to Section 421.55, F.S. and Section 38-81 through 38-86 of the Pinellas County Code.

4.8 DEMOLITION, CLEARANCE & SITE PREPARATION

The Redevelopment Agency is authorized to demolish, clear, or move buildings, structures, and other improvements from any real property acquired in the CRA.

The Redevelopment Agency is authorized to prepare or cause to be prepared, building and development sites or any property acquired by the Redevelopment Agency through "willing-seller-only" acquisition for use as public redevelopment projects, subject to obtaining necessary permits.

The Redevelopment Agency is authorized to install and construct or cause to be installed or constructed the public improvements and public utilities necessary to carry out the Plan, subject to obtaining necessary permits.

4.9 DURATION

The provisions of this Plan shall be effective, and the provisions of other documents formulated subsequent to, consistent with, and in furtherance of the implementation and enforcement of this Plan may be made effective, for 30 years from the date of adoption of this Plan by the Redevelopment Agency.

4.10 REDEVELOPMENT PLAN MODIFICATION

This Plan may be amended by the procedure established in Section 163.361, Florida Statutes, and Pinellas County Resolution 06-191.

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CHAPTER 5:

Financial Analysis and Planning



5.1 ANALYSIS PURPOSE AND BACKGROUND

This chapter of the plan includes a market assessment and an economic impact analysis, including a forecast of potential Tax Increment Financing (TIF) revenues reflecting the market potential of the CRA based on the most current certified tax roll for the CRA, as required by Florida Statutes. The market assessment and economic impact analysis within this chapter spans from 2014-2043 (30 years) which is the life of the CRA.

5.2 CITY OF ST. PETE BEACH: OVERVIEW

St. Pete Beach is the southernmost link in a chain of barrier islands that make up the Tampa Bay Sun Coast. According to the U.S. Census, the city has a total area of 19.9 square miles—2.2 square miles of land and 17.6 square miles (88.9%) of water. Three bridges lead into the city, connecting it to Treasure Island (Blind Pass Bridge), South Pasadena (Corey Avenue Causeway), and the Bayway Isles area of St. Petersburg (Pinellas Bayway). The main north-south routes are Blind Pass Road and Gulf Boulevard. The main east-west routes are 75th Avenue/Corey Avenue Causeway and the Pinellas Bayway. With limited access, natural assets, and community charm, St. Pete Beach is akin to an “oasis” amid the bustling Tampa-St. Petersburg-Clearwater MSA, with approximately 2.8 million people¹ and 1.3 million jobs.² Depictions of St. Pete Beach, both as a schematic map and an aerial photo, are reflected in Figure 5-1.

St. Pete Beach, with miles of pristine white sand beaches bordering the Gulf of Mexico, has been recognized by TripAdvisor, Traveler’s Choice Awards, and other tourism experts as a prime tourist area and has been ranked the No. 1 beach destination in the United States and No. 5 in the world. It is also known for its balmy weather, warm days and comfortable nights making for perfect beach days and relaxing evenings. Summers can be long and hot, with showers providing much-appreciated relief during the rainy season. St. Pete Beach has a wide variety of accommodations ranging from resorts and family-oriented beachfront resorts to the classic Florida “mom and pop” motels and quaint inns that bring back memories of a slower-paced time. The city also has a wide variety of great dining venues, from casual to

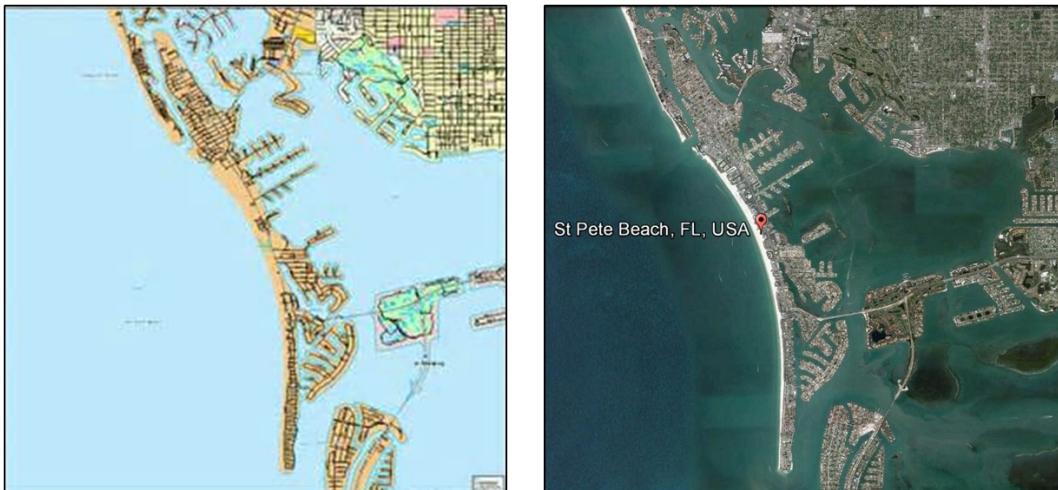


Figure 5-1: St. Pete Beach³

¹U.S. Census Bureau, 2010.

²U.S. Bureau of Labor Statistics, 2013.

³ Left: ESRI StreetMap NA; Right: Tampabayhometoday.com

gourmet.

With its identity as a tourist destination, St. Pete Beach and the nearby areas of the region offer a wide range of activities and entertainment venues. Examples include cruising excursions for snorkeling at historic Egmont Key; watching for wild dolphins swimming in the Gulf waters from the deck of a certified “Dolphin Smart” pontoon boat; exploring Shell Key in search of shells; the Corey Avenue Sunset Celebration, a monthly event featuring local artists/crafters; the Pass-A-Grille Beach Art Market, featuring works by local artists, including paintings, photography, handcrafted jewelry, metal art, and more; and the Corey Avenue Fresh Market, which operates every Sunday from October through May. For those with an appetite for more vigorous activities, many water sports are available, such as kayaking and canoeing. The area is home to ~50 golf courses and is widely considered a world-class golfing destination. Nearby are the Salvador Dali Museum, the award-winning Fort De Soto Park, and Downtown St. Petersburg.

Table 5-1 provides a profile of St. Pete Beach land parcels, land use, dwelling/lodging units, and taxable by use category.

Table 5-1: St. Pete Beach Citywide Land Parcels Overview by Category, FY 2013–2014⁴

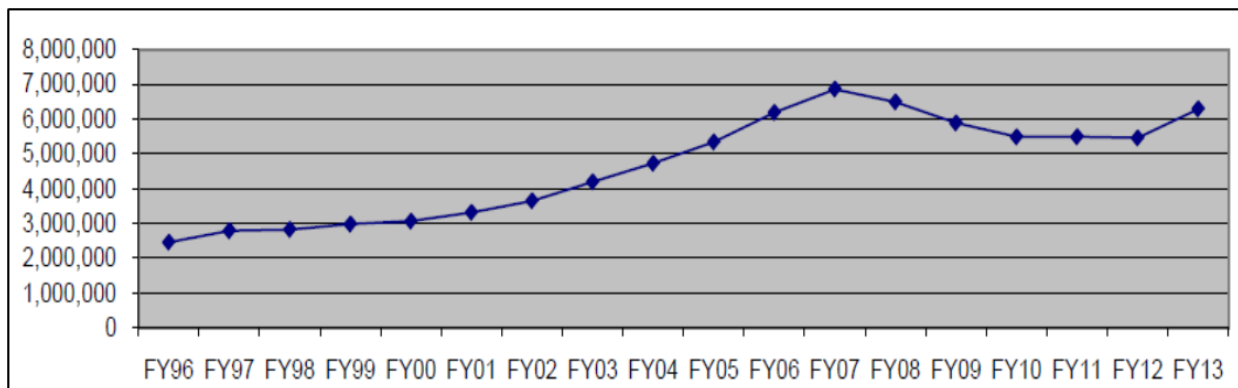
Property Category	Parcel Count	Taxable Value	Gross Building Area (sf)
Residential: Multi-Family	3,997	\$771,633,662	5,430,740
Residential: Single-Family	2,894	\$835,106,662	6,023,319
Residential: Vacant	178	\$17,456,174	0
Commercial: Airport / Trans	3	\$2,125,575	22,940
Commercial: Office	44	\$14,337,439	150,257
Commercial: Retail / Mixed Use	235	\$124,730,245	715,959
Commercial: Hotel / Motel	456	\$257,262,664	2,047,713
Commercial: Vacant	102	\$22,530,524	0
Institutional	11	\$2,551,606	149,257
Government	12	\$101,343	140,203
Institutional / Govt Vacant	1	\$0	0
Industrial	4	\$798,649	13,397
Other	103	\$2,527,019	72,805
Totals	8,040	\$2,051,161,562	14,766,590

As reflected in Figure 5-2, St. Pete Beach ad valorem revenue increased modestly from FY1996 to FY2001, increased more dramatically from FY2001 to FY2008, and then experienced a sharp decline from FY2008 to FY2012. Declining ad valorem revenue during this time was experienced by many Cities and Counties due to the national economic downturn. St. Pete Beach ad valorem tax revenue declined from \$6.5 million in FY2013 to \$5.7 million in FY2014⁵ due to the combined impacts of decreased property values, reduced city millage rate, and the elimination of the City’s debt service millage rate. For FY2014, ad valorem taxes are 38.5% of the City’s total revenue.

⁴ Florida Department of Revenue, 2013 Certified Tax Roll.

In 2007, legislation was enacted that set maximum millage rates for non-voted levies of counties and municipalities. The legislation created a “rolled-back rate” that, when levied on the current year’s tax roll, will provide the same revenue as the previous year, adjusted for growth and other factors, such as capital improvements on existing properties and new construction. The rolled-back rate allows a “cost of living increase” equal to the increase of statewide per capita income

Figure 5-2: Operating Ad Valorem Revenue, FY 1996–FY 2013⁶

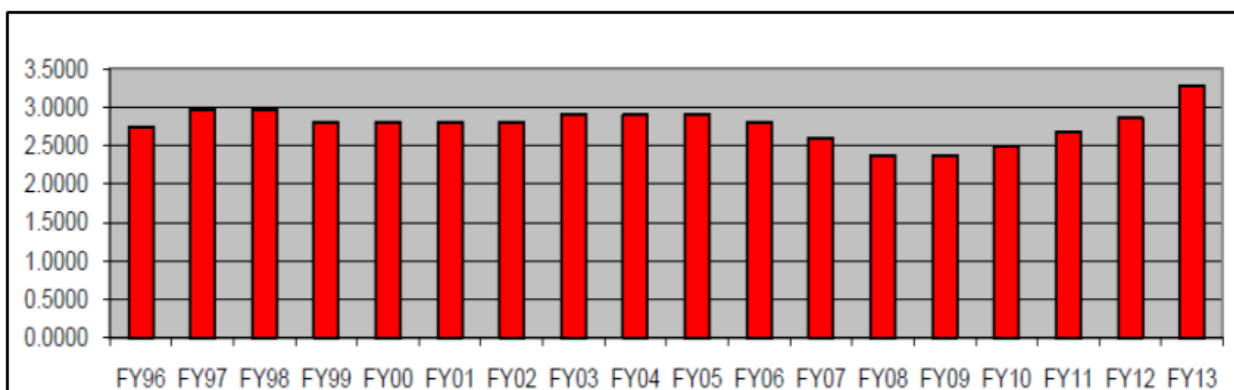


(typically 4.0–4.5%). Provisions in the legislation allow Cities and Counties to adopt annual millage rates that exceed the rolled-back rate by special process.

The City’s declining ad valorem revenue from FY2008 to FY2012 occurred in spite of increases to its millage rate during those years, as reflected in Figure 5-3. For FY2014, the debt service millage was eliminated and the City millage rate was reduced, resulting in a City millage rate of 2.8569.

Capital improvements on existing properties and new construction value does not affect the calculation of the rolled-back rate and allows City revenues to grow beyond the cost of living increase. As reflected in Figure 5-4, the annual value of building permits issued in St. Pete Beach increased modestly from FY1996 to FY2004. From FY2004 to FY2005, there was

Figure 5-3: Operating Millage Rate, FY1996–FY 2013⁷



a substantial increase in annual building permit value, which was sustained through FY2007. In FY2008, annual building permit values sharply declined to levels slightly higher than pre-FY2004 and have remained relatively flat through FY2013.

⁵St. Pete Beach Proposed Budget, Fiscal Year ending September 30, 2014.

⁶St. Pete Beach budget, Fiscal Year ending September 30, 2013.

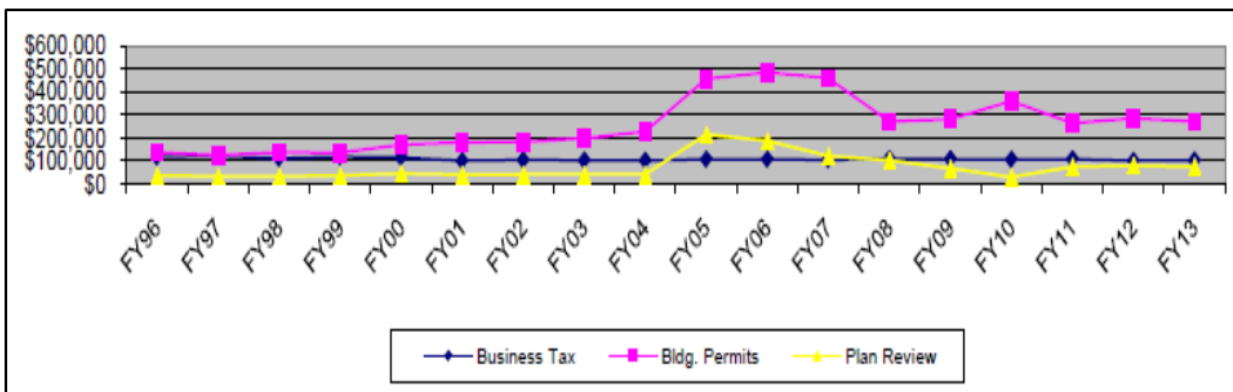
⁷St. Pete Beach Budget, Fiscal Year ending September 30, 2013.

Regardless of the year-to-year movement, the dollar value of annual building permits is modest.

St. Pete Beach's population declined from 10,045 in 2000 to 9,341 in 2010⁹, a change of -7.01%. Pinellas County also experienced a population decline during that time period, the only county within the Tampa Bay region to have experienced a decline during that timeframe. St. Pete Beach's estimated population for 2014¹⁰ (9,391) reflects the return of population growth. Projected future population for 2018 (9,581) reflects an increase, but at a lower rate than Pinellas County.

The average age of the St. Pete Beach population is 54.3, versus 45.1 countywide. On a percentage basis, the educational attainment of St. Pete Beach residents is substantially higher than the county. Per capita income (\$48,120) and average

Figure 5-4: Building Permit Activity, FY1996–FY2013⁸



household income (\$85,808) are substantially higher in St. Pete Beach than in Pinellas County (\$29,352 and \$59,968, respectively). The median value of owner-occupied housing is significantly higher in St. Pete Beach (\$352,876) than countywide (\$147,029).

REGIONAL POSITION OF ST. PETE BEACH

St. Pete Beach is geographically well-positioned within and well-connected to the Tampa-St. Petersburg-Clearwater MSA to attract the young professional workforce of Pinellas County. Whereas the traditional definition of “empty nester” centered on aging couples whose children had left the household, contemporary lifestyles find that young professionals are delaying the start of families; both groups are now considered empty nesters. Both groups also share many common desires, such as a preference for low home maintenance, urban lifestyles with proximate live/work/play opportunities, greater dependence on or willingness to use public transit, and income/assets to support reasonable housing choices. This presents a significant opportunity for St. Pete Beach.

An analysis was performed on the demographic profile of the workforce within a 5-, 10-, and 15-mile radius of the St. Pete Beach City Hall¹¹, as depicted by the map in Figure 5-5. These radii were selected to encompass an approximate driving time of 30 minutes or less.

⁸St. Pete Beach Budget, Fiscal Year ending September 30, 2013.

⁹U.S. Census Bureau.

¹⁰The Nielsen Company, Appendix 5-2: Demographic/Population Summary, 2014 Report.

Demographic data that are particularly relevant to the workforce within the 5-, 10-, and 15-mile radii of the St. Pete Beach City Hall¹² are depicted in Table 5-2. Highlights include:

- A large general population of almost 640,000 (and growing) residing within 15 miles⁹

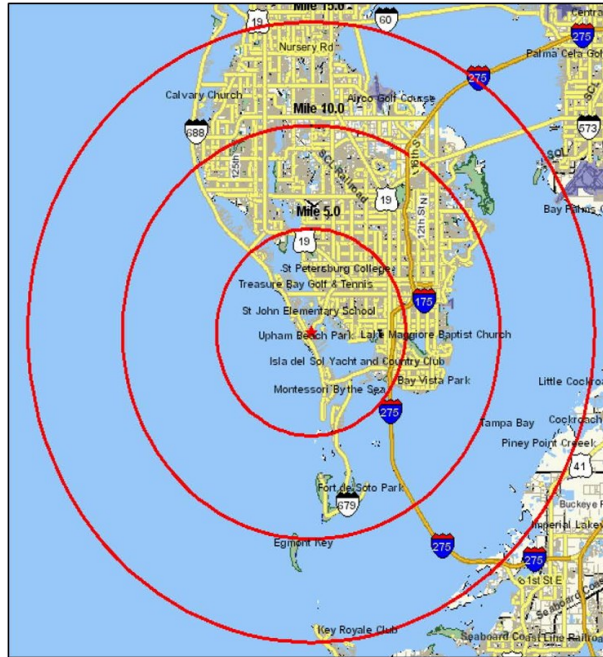


Figure 5-5: Map of 5-, 10-, and 15-Mile Radii from St. Pete Beach City Hall

- A high level of educational attainment, similar to St. Pete Beach¹⁰
- A workforce of more than 540,000 people within 15 miles, almost 187,000 of whom are white-collar workers¹¹
- A workforce that is already experiencing an average drive time to work of almost 30 minutes

The workforce depicted in Table 5-2 and some of the workforce proximate to, but beyond, the 15-mile radius are prime targets for new residents of St. Pete Beach. The development of new housing with a range of styles, sizes, and prices/rents will be appealing to this target market. Although this market analysis anticipates the development of only new multi-family residential units within the CRA, some existing St. Pete Beach residents in single-family homes also will find the new multi-family units desirable, and their relocation to the CRA will provide opportunities for future residents with a preference for single-family homes.

Based on a 2013 Retail Opportunity Gap¹³ analysis, it appears that about \$42 million of retail sales “leak” out of St. Pete Beach. The Retail Opportunity Gap compares demand data derived from the Consumer Expenditure Survey¹⁴ and supply data derived from the Census of Retail Trade,¹⁵ combined with information from additional data sources. In the analysis, significant sales leakage is occurring from some retail categories that may not be desirable and/or viable within St. Pete Beach, such as auto dealers, building materials/lumber yards, and gas stations. However, there are retail categories that may be desirable and viable in St. Pete Beach and the CRA, such as men’s/family clothing, shoes, hobbies/games, books,

¹¹The Nielsen Company

¹²The Nielsen Company

¹³The Nielsen Company, Appendix 5-3: Retail Opportunity Gap.

¹⁴U.S. Bureau of Labor Statistics

¹⁵U.S. Census.

Table 5-2: Workforce Demographics, 5-, 10-, and 15-Mile Radius of St. Pete Beach City Hall

Description	0 - 5 Miles	%	0 - 10 Miles	%	0 - 15 Miles	%
Population						
2014 Estimate	129,259		441,059		639,099	
Population Age 21 - 64	72,262		253,421		368,303	
2014 Est Pop Age 25+ by Education	98,285		330,198		481,496	
Less than 9th grade	2,959	3.01%	13,196	4.00%	18,530	3.85%
Some High School, no diploma	7,691	7.83%	28,222	8.55%	40,337	8.38%
High School Graduate (or GED)	30,173	30.70%	103,853	31.45%	151,400	31.44%
Some College, no degree	21,559	21.94%	73,433	22.24%	108,030	22.44%
Associate's Degree	8,905	9.06%	28,326	8.58%	41,800	8.68%
Bachelor's Degree	17,520	17.83%	54,431	16.48%	79,813	16.58%
Master's Degree	6,094	6.20%	19,714	5.97%	29,185	6.06%
Professional School Degree	2,189	2.23%	5,672	1.72%	7,989	1.66%
Doctorate Degree	1,195	1.22%	3,348	1.01%	4,410	0.92%
2014 Est Pop 16+ by Occupational Class	59,422		204,130		294,518	
Blue Collar	9,388	15.80%	36,721	17.99%	51,332	17.43%
White Collar	37,501	63.11%	127,436	62.43%	186,914	63.46%
Service and Farm	12,533	21.09%	39,973	19.58%	56,273	19.11%
2014 Est Avg Travel Time to Work (min)	25.9		24.5		24.3	

cosmetics/beauty supplies, and optical goods.

Many older hotel/motel properties lack modern amenities such as larger pools, spacious units, ocean-view rooms, and secure parking. Interviews with owners of the larger hotel/motel properties indicated a desire to expand and/or redevelop their properties. When developed originally, the sizes of their lots were adequate, but these lots now are deficient in size and functionally difficult to redevelop with much-needed modern amenities. Compounding the lot size/configuration challenges is the coastal control line issue raised in 2003, which reduces the rebuildable density of existing beachfront hotels. This market analysis forecasts the potential for developing new hotel/motel rooms, either through expansion or redevelopment. Expanding the number of hotel/motel rooms by a significant number may require revisions to land use/density regulations. Developing an off-site parking strategy would help facilitate more efficient use of valuable beachfront land.

The forecast of new residential units and new commercial/retail space is intended to reflect the development of ground-

floor commercial space to serve as a platform for residential units above (mixed-use projects) along the Corey Avenue corridor. The photos in Figure 5-6 illustrate the general configuration of mixed-use projects that could result from the residential unit and commercial space growth assumptions (these do not suggest architectural design).

It is expected that not all new residential and commercial development will be mixed-use projects; retail-only projects could be built along Corey Avenue and residential-only buildings could be built proximate to Corey Avenue. The Corey Avenue corridor would be well-served to attract a few national retailers to expand the corridor's market draw. A residential project of sufficient size to justify a regional marketing program would put St. Pete Beach on the regional radar of homebuyers/renters. The first large mixed-use project will probably be the most challenging and will likely require incentives through public assistance.

Developing/redeveloping the ends of the Corey Avenue corridor to visually emphasize the water-to-water connection, with



Figure 5-6: Examples of Mixed-Use Building Massing

boutique restaurants/shops and residential properties priced to meet a cross-section of workforce incomes along the corridor, will result in the Downtown Redevelopment District becoming a regional live-work-play destination. Improving the pedestrian/traffic interface at the major cross-streets is needed to improve connectivity. However, currently, there is little motivation for a pedestrian to face the challenges/risks of crossing the intersections to reach the west end of Corey Avenue. Developing a “special” destination project, coupled with the redesign of the waterfront park at the west end of Corey Avenue, will largely mitigate the end-to-end connectivity of Corey Avenue. This “special” project will probably be challenging and will likely require incentives through public assistance.

A few new hotels with modern design/amenities and national flags/reservation systems will revitalize the overnight tourism market in St. Pete Beach. The first new hotel project will probably be the most challenging and will likely require incentives through public assistance.

5.3 CALCULATION METHODOLOGIES

This market analysis is based on a balanced perspective of the local St. Pete Beach area market trends derived from market data, planning documents, and regional real estate market/trends. The balanced combination of these data facilitates a reasonably accurate estimation of development potential and future property values within the CRA. It is an analytical approach that seeks to identify “revealed preference” as a method for estimating demand and value. This approach is heavily influenced by the unique characteristics and environment of St. Pete Beach and the CRA. The analysis

identifies three types of taxable value growth: general changes in the community's economic environment, capital improvements on existing properties, and development of new/expanded residential, commercial (non-hotel) and hotel/motel properties. The primary property categories were evaluated to produce a more precise forecast of appropriate growth.

The growth of taxable value on existing properties (as of 2013), property improvements, and new development were

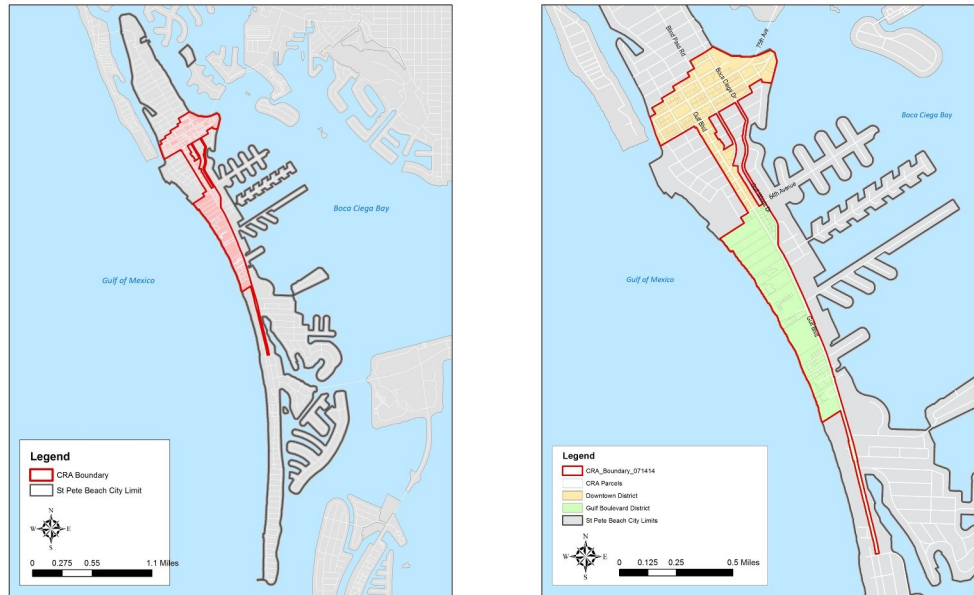


Figure 5-7: St. Pete Beach CRA

assumed to start slow and accelerate annually over the span of the analysis. This is a typical growth pattern in a CRA—

Table 5-3: CRA Land Parcels Overview by Category¹⁶

Property	Parcels	DU / Rooms	Taxable Value	Building Area (sf)	Avg Tax Val/Unit	Avg Tax Val/SF	Avg DU Area (sf)	Homestead Parcels		
Category								Count	Hx Val	Avg Hx Val
Residential: Single Family	24	27	\$2,887,229	36,041	\$106,934	\$80.11	1,335	5	\$400,301	\$80,060
Residential: Multi-Family (incl CAM)	331	374	\$65,223,284	448,261	\$174,394	\$145.50	1,199	79	\$13,306,975	\$168,443
Residential: Vacant	2	0	\$220,565	0				0	\$0	
Commercial: Office	23	0	\$7,445,000	87,985		\$84.62				
Commercial: Retail, Rest, Other	83	0	\$53,672,982	574,760		\$93.38				
Commercial: Hotel/Motel/Time Share	379	2,309	\$179,018,158	1,664,953	\$77,531	\$107.52	721			
Commercial: Vacant	56	0	\$10,412,621	0						
Industrial	11	0	\$2,686,649	44,630		\$60.20				
Industrial: Vacant	0	0	\$0	0	\$0	\$0.00	0			
Institutional / Govt	10	0	\$1,905,751	136,018		\$14.01				
Institutional / Govt: Vacant	1	0	\$0	0						
Totals	920	2,710	\$323,472,239	2,992,648				84	\$13,707,276	

each improvement/development has a ripple effect and stimulates more investment. This approach was applied to both the rate of improvements/new development and the taxable values of their assessments as they are completed. Schematic

maps of the CRA showing the CRA boundary, CILA sub-districts, and zoning within the CRA, are depicted in Figure 5-7. Analysis of the 2013 certified tax roll for the City of St. Pete Beach (latest certified tax roll) was the starting point. Tax roll parcels within the CRA were extracted from the citywide tax roll, as depicted in Table 5-3, and were the basis of the 30-year model. Special characteristics of properties within the CRA were identified. Findings from this analysis were coupled with the evaluation of St. Pete Beach demographics and long-range planning studies to develop assumptions in the model. For a detailed assumption table, see Appendix H.

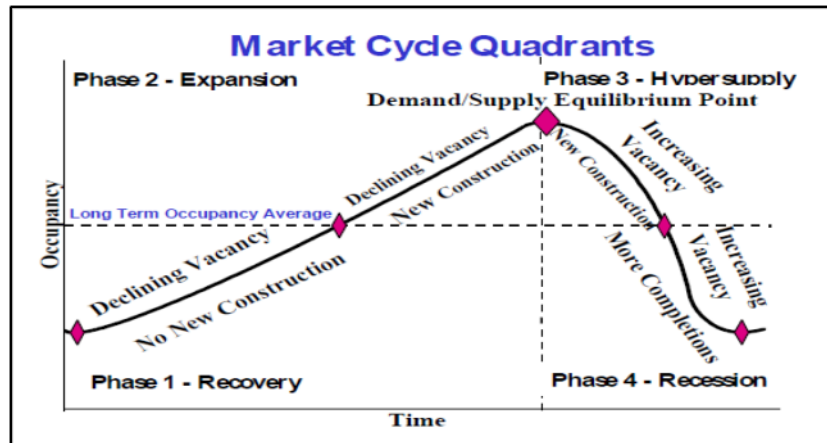


Figure 5-8: Phases in the Real Estate Cycle¹⁸

THE 18-YEAR REAL ESTATE CYCLE

According to Steve H. Hanke¹⁷ of the Cato Institute:

Data demonstrate that every 18 years we can expect the culmination of a credit-fueled real estate and ensuing business cycle. Generally, the steps of the cycle are: available, low interest bank credit raises property prices; buyers take on more credit to purchase property; the appreciated property value serves as collateral for more bank loans; property prices eventually peak; construction activity and the general economy peak; property value declines; declining property value reduces owner equity and lender collateral; loans become bad debts; banks adjust lending criteria making it more difficult to qualify for loans to buy property.

A graph depicting the phases in a real estate cycle¹⁸ is reflected in Figure 5-8.

¹⁶Florida Department of Revenue, 2013 Certified Tax Roll.

¹⁷Steve H. Hanke, "The Great 18-Year Real Estate Cycle."

¹⁸Glenn R. Mueller, "Predicting Long-Term Trends & Market Cycles in Commercial Real Estate," 2001.

The timing and duration of the 18-year real estate cycle affects all U.S. communities and cities, but the rate of increase in the growth periods and depth of decline in the recession periods are specific to each. The model anticipates the 18-year real estate cycle, starting with year 1 (2013), with the decline initiating in year 18 (2031). Growth/decline periods affect the timing of construction starts for renovation and development projects; new construction and capital improvement projects do not start during the decline, but new projects are added to the tax role during the decline that were started prior to the decline period.

GENERAL CONDITIONS OF THE MODEL

- The base values and assumptions of the Model are provided in Appendix H.
- The model considers factors relevant to the three types of assessed value growth: economic climate/local market conditions (escalation of assessed value), capital improvements on existing properties, and new development.
- Development of new residential units is driven by the estimate of CRA's share of forecasted citywide population growth and the expectation of the more/faster growth due to the evolving success of the CRA, coupled with the 2014 estimated household size for St. Pete Beach (1.83¹⁹). The model assumes new housing development will be multi-family units, built as unmet demand accrues.
- Development of new commercial space is driven by the existing retail gap identified in the Retail Opportunity Gap analysis and the growth of citywide population, which generates more retail demand within the city/CRA.
- Annual capital improvements on existing residential properties, commercial properties, and hotel/motel properties are based on the gross building area (sf) of each property category existing in 2013.
- Annual escalation rates to reflect the community's economic environment were selected for two primary categories: residential and commercial. The rate of decline during the 18-year real estate cycle also were identified for the two primary categories.
- The average taxable values (land and building combined) of each property category, escalated annually, served as the basis for the values of improvements and new development over the 30-year analysis period. Each complete project was rolled in at its escalated value as it occurs. The taxable value of all improvements and development may take one to three years from the start of construction to appear on the tax roll, depending on the construction period and the date of its Certificate of Occupancy.
- The timing and pace of new development and capital improvements reflect anticipation of market demand and absorption of developed projects, which are critical to attracting and underwriting the investment of the next project.
- The property tax levy is calculated by applying the millage rates of the affected taxing districts to the previous year's incremental taxable value. The millage rates of the City of St Pete Beach (2.8569) and Pinellas County (5.3377, General Fund and Health Department)²⁰ were applied during the lifespan of the CRA.
- The current city/county millage rates were held constant to calculate the tax levy throughout the 30-year analysis period. In reality, these rates may change over time, potentially due to the 2007 "rolled-back rate" legislation. The Florida Department of Revenue calculation of the rolled-back rate is based on citywide/countywide assessed values, and any resulting changes are applied citywide/countywide. Ad valorem revenues are calculated as 95% of the total revenue generated by applying the property tax millage rate.

¹⁹The Nielsen Company.

²⁰Pinellas County Property Appraiser, FY 2013/14 Millage Rates.

- The TIF capture rate for the life of the CRA is calculated as the incremental ad valorem tax revenue (95% of the total tax levy) — All of the available TIF generated will be captured throughout the term of the CRA.
- The values reflected in new development and capital improvements tables are based on the first year's taxable value as projects/improvements are completed.

Table 5-4: New Development Completed and Values (1st Assessment Year)

	Yrs 1–5	Yrs 6–10	Yrs 11–15	Yrs 16–20	Yrs 21–25	Yrs 26–30	Cum Total
New Developments Completed (sf)							
Multi-Family Residential	63,284	103,555	132,321	95,885	159,169	264,642	818,855
Non-Hotel Commercial	8,883	17,467	28,776	25,571	48,497	95,362	224,557
Hotel/Motel	88,331	93,631	99,249	105,204	111,516	243,507	741,438
Total Development	160,498	214,654	260,346	226,660	319,182	603,511	1,784,850
New Developments Completed (CU/Rooms)							
Multi-Family Residential	66	108	138	100	166	276	854
Non-Hotel Commercial	175	382	197	208	455	482	1,900
Hotel/Motel	241	490	355	308	621	758	2,754
New Development Value							
Multi-Family Residential	\$10,905,900	\$19,788,978	\$29,232,509	\$23,179,552	\$37,223,409	\$82,471,331	\$202,801,677
Non-Hotel Commercial	\$878,796	\$1,943,551	\$3,825,723	\$3,862,522	\$8,056,241	\$25,218,695	\$43,785,527
Hotel/Motel	\$14,405,166	\$16,906,930	\$20,495,854	\$25,923,226	\$26,413,176	\$105,854,744	\$209,999,096
Total Development Value	\$26,189,862	\$38,639,458	\$53,554,086	\$52,965,299	\$71,692,826	\$213,544,769	\$456,586,300

Table 5-5: Capital Improvements Completed and Values (1st Assessment Year)

	Yrs 1–5	Yrs 6–10	Yrs 11–15	Yrs 16–20	Yrs 21–25	Yrs 26–30	Cum Total
Capital Improvements (sf)							
Multi-Family Residential	20,811	32,775	42,320	31,099	47,155	74,263	248,423
Non-Hotel Commercial	22,392	35,343	45,750	33,685	51,139	80,719	269,028
Hotel/Motel	74,654	117,835	152,530	112,306	170,499	269,116	896,940
Total Capital Improvements	117,857	185,953	240,601	177,091	268,793	424,097	1,414,392
Capital Improvements Value							
Multi-Family Residential	\$633,841	\$1,112,572	\$1,662,034	\$1,314,668	\$1,956,882	\$4,104,352	\$10,784,349
Non-Hotel Commercial	\$476,384	\$847,925	\$1,309,932	\$1,100,887	\$1,827,579	\$4,565,900	\$10,128,606
Hotel/Motel	\$2,356,842	\$4,194,989	\$6,480,706	\$5,446,483	\$9,041,690	\$22,589,154	\$50,109,863
Total Capital Improvements Value	\$3,467,066	\$6,155,485	\$9,452,671	\$7,862,037	\$12,826,151	\$31,259,407	\$71,022,817

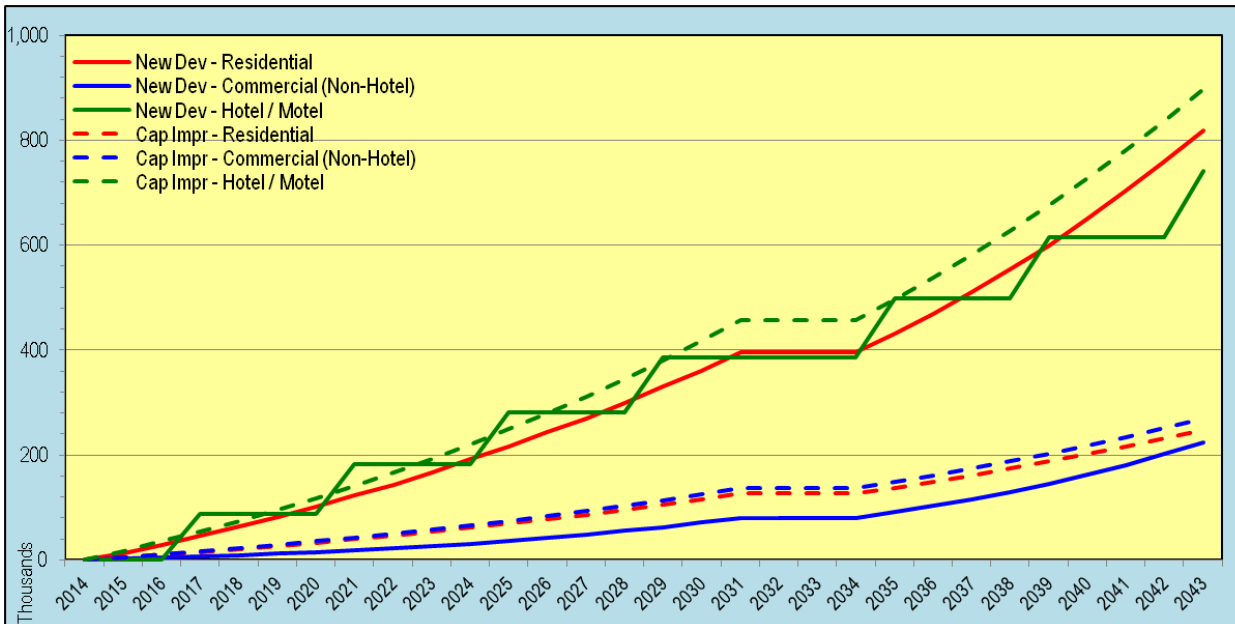


Figure 5-9: Projected New Development and Capital Improvements (sq.ft.)

5.4 SUMMARY OF FINDINGS

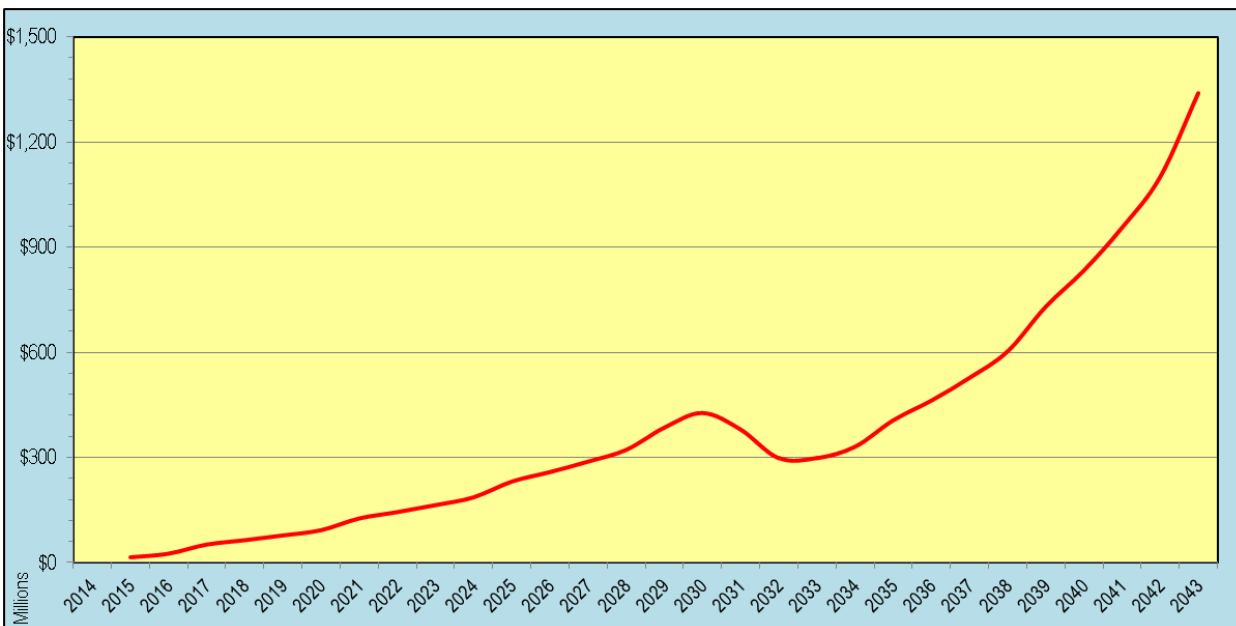


Figure 5-10: Projected Incremental Taxable Value (Cumulative Year-to-Year), 2014–2043

The model reflects significant growth, both in terms of new development and the tax base. Table 5-4 is a summary of the new development by category in five-year increments resulting from the assumptions of the model.

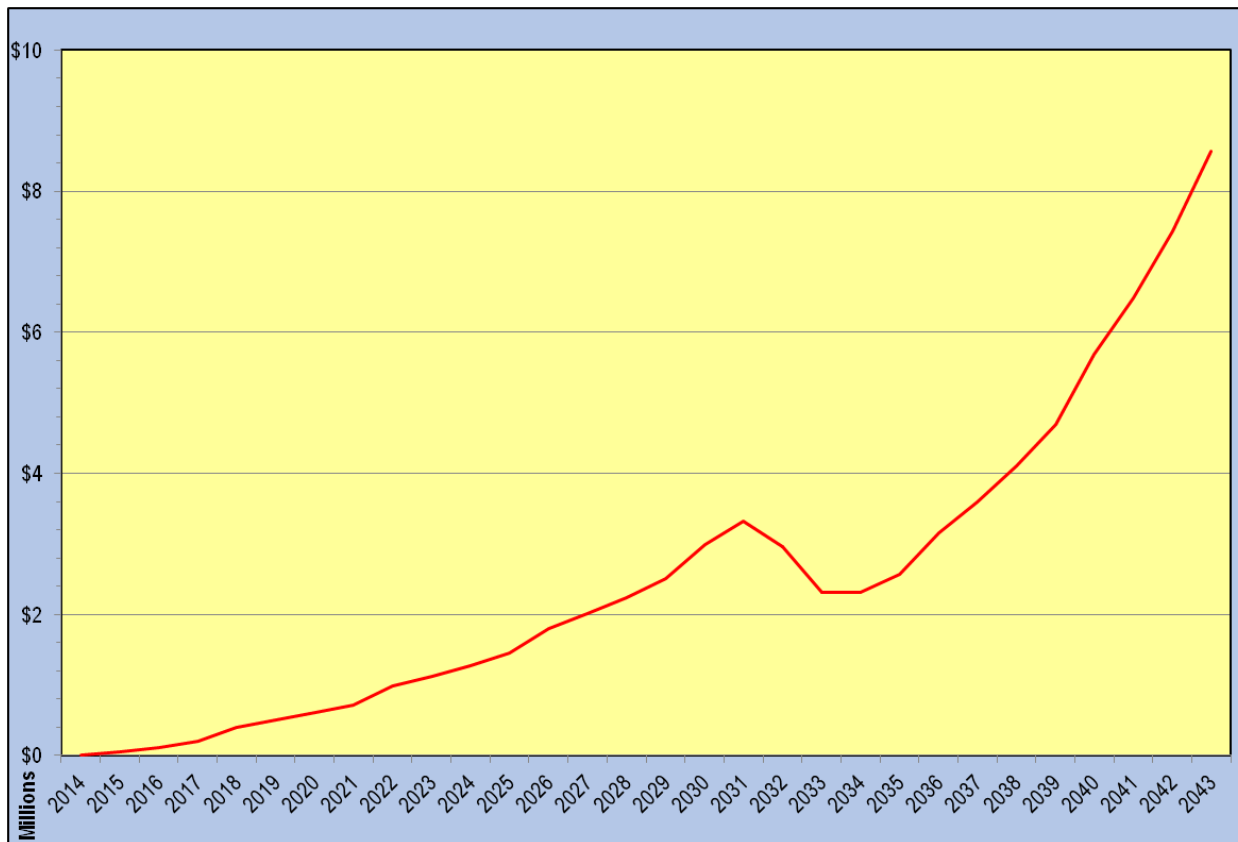


Figure 5-11: Projected Incremental TIF Revenue, 2014–2043

The model also anticipates capital improvements on existing (as of 2013) residential, commercial (non-hotel), and hotel/motel properties.

Table 5-6: TIF Revenue Captures/Incremental Ad Valorem Revenue Released

	Yrs 1 - 5	Yrs 6 - 10	Yrs 11 - 15	Yrs 16 - 20	Yrs 21 - 25	Yrs 26 - 30	Cum Total
TIF Revenue Captured							
St Pete Beach	\$264,295	\$1,367,048	\$3,060,372	\$4,915,111	\$5,492,247	\$11,460,241	\$26,559,314
Pinellas County	\$493,797	\$2,554,129	\$5,717,857	\$9,183,167	\$10,261,460	\$21,411,785	\$49,622,195
Total TIF Revenue	\$758,092	\$3,921,177	\$8,778,229	\$14,098,278	\$15,753,706	\$32,872,025	\$76,181,509

²¹Florida Department of Revenue, 2013 Certified Tax Roll.

Considering that the 2013 taxable value in the CRA is \$323,472,239, the taxable values forecasted, without escalation, represent a 63.1% increase in the CRA. A graph of new development and capital improvements (sq.ft.) achieved during 2014–2043 is depicted in Figure 5-9.

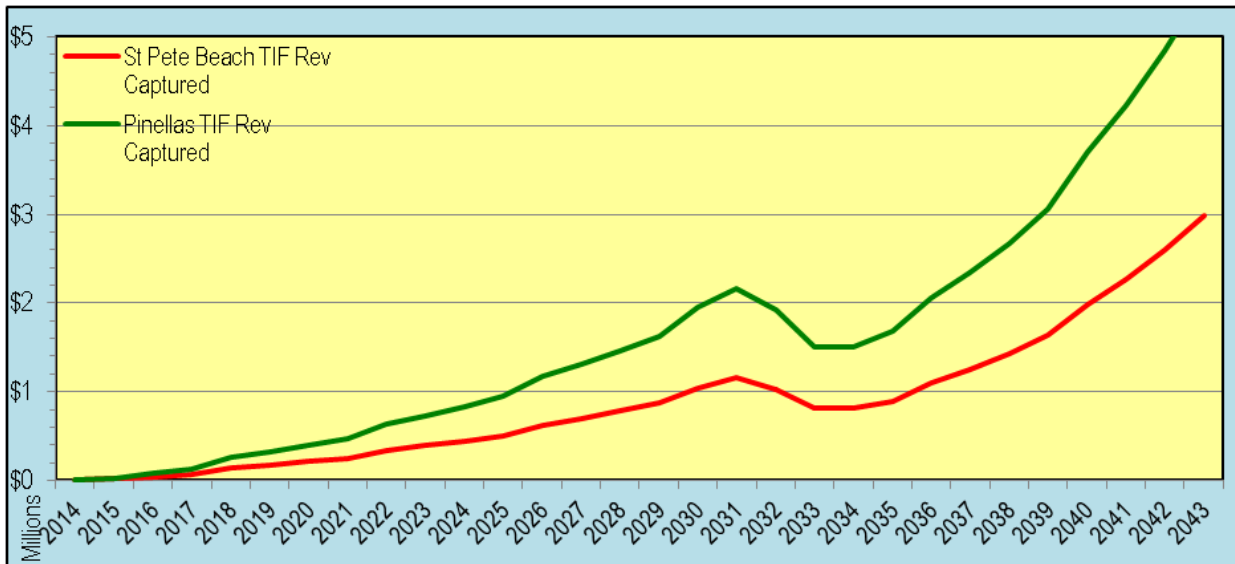


Figure 5-12: Contributions to St. Pete Beach TIF Captured, 2014-2043

Figure 5-10 depicts the growth of incremental taxable value (data points reflect the cumulative value of all earlier data points) resulting from the model and escalation on properties existing in 2013. The values reflect the taxable value of projects at their first year of assessment, without further escalation through the analysis time period.

Figure 5-11 depicts the trend of projected incremental TIF revenue (ad valorem revenue is calculated as 95% of the total levy) during 2014 to 2043.

²²Florida Department of Revenue, 2013 Certified Tax Roll.

Table 5-6 is a summary of the TIF revenue captured and incremental ad valorem revenue released by St. Pete Beach and Pinellas County, in five-year increments, resulting from the assumptions of the model. It should be noted that all ad valorem tax revenue generated on the CRA's 2013 taxable value (\$323,472,239²¹, TIF Base Year) are released to the City (\$25.5 million) and County (\$47.6 million); the revenue generated and released by the Base Year value is not reflected in Table 5-6.

Figure 5-12 depicts the trend of TIF revenue captured during the period 2014–2043. It should be noted that all ad valorem tax revenue generated on the CRA's 2013 taxable value (\$323,472,239²², TIF Base Year) are released to the City (\$25.5 million) and County (\$47.6 million); the revenue generated and released by the Base Year value is not reflected in Figure 5-12.

5.5 GENERAL OBSERVATIONS AND CONCLUSIONS

The economic development potential of St. Pete Beach is significant. Key findings from this report include the following:

- Activating the city's market potential and redeveloping/revitalizing the CRA with densities compatible with and appropriate to the district, while maintaining the city's unique "comfort" and character will require the achievement of a careful balance.
- The growth of new development and increasing/diversifying the tax base will continue beyond the 30-year analysis period. The new investment within the CRA will stimulate new investment citywide; the impacts outside the CRA are not quantified in this analysis.
- The market analysis did not attempt to quantify sales tax revenues. However, as retail space is revitalized and developed, there should be a significant increase in sales tax revenues. A wider range of goods and services also will be available to residents.
- The probability of achieving the market potential reflected in this analysis would be improved substantially if the City/CRA used the services of an experienced economic development professional. Approaching the recommended initiatives with a sense of "urgency" would be highly beneficial.
- Initiating a project of sufficient size to justify a marketing budget with an area-wide reach would elevate St. Pete Beach on the regional "radar." This would not only generate market demand but would also attract the attention of regional developers and investors. Achieving this as early as possible would be highly beneficial.
- It is likely the development of parking facilities (parking lots and/or garages) will be required as the CRA evolves. Creating a strategy for the development of public garages that serve visitors and stimulate development/investment would be highly beneficial; strategic locations for public garages that can provide off-site parking for the development of proximate residential projects should be identified. Convenient off-site parking along the hotel corridor will facilitate development/redevelopment of the hotels and allow for the more efficient use of valuable beachfront land. Zoning regulations must support these off-site parking strategies.

CHAPTER 6:

Capital Planning



6.1 DEVELOPMENT PLAN

The Conceptual Diagram (Figure 3-6) illustrates the variety of capital projects that will be implemented by the Redevelopment Agency during the duration of the plan to remove blight factors identified within the Finding of Necessity Study. The Conceptual Diagram is a visual representation of the Plan's intent and objectives, identifying specific capital projects that are described in more detail in this chapter.

6.2 CAPITAL PROJECTS

For the CRA to have a distinct image and sense of place, common architectural elements for buildings and a consistent streetscape will be needed. The streetscape will promote a pedestrian-friendly corridor that will include landscaping and irrigation, sidewalk improvements, distinctive paving patterns delineating gathering places and crosswalks, pedestrian-scale decorative lighting, side street crosswalks, mid-block crosswalks, bike lanes, entrance signage, and street furniture. Improvements for the CRA will incorporate infrastructure needs such as street paving and curbing, road reconstruction and resurfacing, improving stormwater systems, and burying utilities. These improvements will establish a solid neighborhood and business environment that will support the CRA. The recommended practice is to enhance a street with all necessary infrastructure upgrades while the street is under construction.

DOWNTOWN REDEVELOPMENT DISTRICT STREETScape IMPROVEMENTS

The City and Redevelopment Agency will coordinate to identify specific landscape/streetscape improvements within the Downtown Redevelopment District. Major features may include:

- New and wider main street-style sidewalks linking the Downtown core retail, business, government, entertainment, dining, and shopping activities to each other from Sunrise Park on Boca Ciega Bay to the east, through the traditional main street activity core, to Sunset Park on Blind Pass Channel to the west
- New and wider sidewalks linking trolley stops, crosswalks, and parks as well as retail, restaurant, and entertainment establishments within the Downtown area
- New and wider bike lanes, where appropriate, linking the traditional Downtown Redevelopment District with the Gulf Boulevard Redevelopment District area and residential neighborhoods, with particular emphasis on linkages to public beach access plazas, trolley stops, crosswalks, parks, and retail, restaurant, and entertainment establishments
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features
- Pedestrian signalization and other pedestrian safety features at all crosswalks and intersections within the Downtown Redevelopment District.
- Consolidate/reduce curb cuts and driveways to improve access management.
- Pedestrian-scaled decorative lighting
- A pedestrian waterfront boardwalk along Boca Ciega Bay linking Corey Circle East under the Corey Causeway Bridge to the Community Center and the City's largest waterfront park to link two major activity centers in a safe and memorable way that will function on a daily basis for residents and visitors, but that also will increase opportunities for larger community events that could capitalize on the resources available at each location, including additional public parking within close proximity to each other
- Other amenities such as street furniture

GULF BOULEVARD IMPROVEMENT PROGRAM COMPONENTS

The City may initiate re-designation of Gulf Boulevard and Blind Pass Road by FDOT as a City Road rather than a State Road to facilitate and remove restrictions on street improvements that would make these corridors more pedestrian- and bicycle-friendly and aesthetically-pleasing. Pursuing the re-designation strategy will allow street trees and crosswalks to be installed without being subjected to FDOT review procedures. Alternatively, the City and Redevelopment Agency may decide to coordinate closely with FDOT to identify specific improvements that can be made without formal re-designation. Potential features may include:

- Gateway signage to welcome visitors to the CRA
- Improved landscaping within the rights-of-way, including median treatments where appropriate. Florida-friendly landscaping will be installed, where feasible
- New and improved sidewalks linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, parks, and other activity centers
- New and improved bike lanes linking resorts and residential neighborhoods to public beach access plazas, trolley stops, crosswalks, restaurants, and parks as well as entertainment and retail activity centers
- Major intersection and mid-block pedestrian crosswalks with distinctive paving patterns and other safety features
- Pedestrian signalization and other pedestrian safety features at crosswalks and along Gulf Boulevard, where appropriate.
- Consolidate/reduce curb cuts and driveways to improve access management
- Pedestrian-scale decorative lighting with banner installation features for general City “branding,” seasonal displays, and special City events
- Other amenities such as street furniture

The improved streetscape will help to calm traffic; increase pedestrian and bicycle safety; create a more comfortable, safer, and aesthetically-pleasing experience for pedestrians and bicyclists that reduce the negative impacts of major thoroughfare traffic

PARKING FACILITY PROJECTS

Centrally-located public parking facilities should be provided to support the Downtown retail/business district and special events in the Downtown Redevelopment District near Corey Avenue. A centrally-located public parking garage should be provided in the Gulf Boulevard resort area on the east side of Gulf Boulevard within close proximity to resorts and public beach access.

The provision of additional parking facilities within both the Downtown and Gulf Boulevard Redevelopment Districts will greatly enhance redevelopment potential and eliminate blight conditions by providing reduced demand for parking to be provided on a lot by lot basis. This will allow for more flexibility in site design, and encourage redevelopment, and economic development by reducing the cost of providing for parking. In addition, by reducing on-site parking demand, additional land can be used for improved pedestrian facilities, and access to commercial areas can be improved to increase safety.

OTHER INFRASTRUCTURE & FACILITIES:

The Redevelopment Agency will work to improve the condition of utilities and public facilities throughout the CRA. This work may take the form of the undergrounding utilities located within the right-of-way, improvements to the city complex, community center, community center and park, public library, and improvements to stormwater, water, and sanitary sewer facilities to mitigate issues or improve capacity to improve the public realm and facilitate redevelopment.

The proposed expansion and improvement to the community center park and the city complex collectively will provide economic development opportunities as well as enhance pedestrian safety within the CRA. Although a final revitalization plan has not yet been developed, potential improvements could increase opportunities for events and activities that could be attended by local residents and visitors/tourists. This would have a positive economic development impact on the City, and encourage redevelopment in and around the Downtown Redevelopment District. Additionally, the park improvements, coupled with the creation of a pedestrian bridge under 75th Avenue would greatly enhance pedestrian safety and allow for increased multimodal travel, reducing automobile congestion.

The undergrounding of utilities is also an important capital investment that will be supported, at least in part, by the CRA. Overhead utilities hamper the streetscaping efforts and inhibit the elimination of inadequate roadways by preventing sidewalk widening and tree planting and/or maturation. In addition, the undergrounding of utilities enhances automobile and pedestrian safety further by removing obstructions from the right of way, which can limit sightlines. Utility poles can also inhibit improved access management (particularly the relocation and reconfiguration of driveways), which will improve safety, and help eliminate instances of faulty lot layouts that discourage redevelopment.

SIGNAGE AND WAYFINDING

The Redevelopment Agency should also create and install customized directional and street signs, trolley stop signs, and other customized signage for Main Street shopping and entertainment areas, resort areas, distinct residential neighborhoods abutting the Downtown core area, parks, public parking areas and facilities, and government facilities and services as part of a comprehensive signage program that eliminates visual clutter and uses internationally-accepted symbols to facilitate tourist orientation to the major City activity areas. This visual aesthetic of the signage will be developed using the branding concepts that will be developed by the Redevelopment Agency as described in Section 6.4.

6.3 PROJECTED CAPITAL COSTS

OVERALL CRA PUBLIC IMPROVEMENTS ESTIMATED CAPITAL BUDGET AND FUNDING SOURCES

Improvements to alternative pedestrian and bicycle corridors that connect the downtown to residential and resort areas are an important element of the CRA. The area is deficient in many of the infrastructure needs necessary for upgrading. Table 6-1 on the following page identifies the various needs and associated costs for improving the neighborhoods in the CRA.

CAPITAL COST ESTIMATES AND PROJECT PRIORITIZATION

The CRA Capital Improvements Plan (Table 6-1) reflects present value dollars and does not adjust for future inflation. The cost estimates may not account for all necessary expenditures to complete the proposed projects. For projects involving City-supplied labor, installation costs will not be included. Also, future maintenance costs associated with the improvements as well as any operational costs will not be included in the schedule. Project scope, phasing, and funding sources may vary as determined during specific project budget and planning phases. Table 6-1 includes general prioritization for project implementation. However, the Redevelopment Agency can choose to reprioritize projects based on

Table 6-1: Proposed Capital Work Program

Downtown Redevelopment District										
Project Type	Cost Estimate per Unit		Unit	Estimated Cost				Existing/ Potential Funding Sources	Location	
				Short Term (1-5 yrs)	Mid Term (6-15 yrs)	Long Term (16-30 yrs)	Total			
Capital Programs - Transportation & Mobility Improvements										
Waterfront Boardwalk	\$1,000,000	(lump sum)	1 Boardwalk		\$1,000,000		\$1,000,000	City & County TIF, LOST, Grants, Private Funding	Connecting Corey Circle along Boca Ciega Dr. and Intracoastal Waterway to Community Center on Boca Ciega Dr.	
Pedestrian Bridge	\$470,000	(lump sum)	1 Pedestrian Bridge		\$470,000		\$470,000	City & County TIF, LOST, Grants, Private Funding	From Corey Avenue to Communtiy Center (Across 75th Avenue)	
Downtown Redevelopment District Streetscape Improvements	Varies (\$960 to \$1,0610)	per LF	22282 LF	\$11,881,592	\$9,167,970	\$7,108,910	\$28,158,472	City & County TIF, LOST, Grants, FDOT	Corey Ave. (From Corey Cir. To Sunset Way) 75th Ave. (From CRA Boundary to Sunset Way) 73rd Ave. (From Bay St. to Sunset Way) 76th Ave. (From Boca Ciega Dr. to Terminus west of Coquina Way) 77th Ave. (From Boca Ciega Dr. to Blind Pass Rd.) Boca Ciega Dr. (From 77th Ave. to 70th Ave.) Blind Pass Rd. (From 77th Ave. to Gulf Blvd.) Coquina Way (From 76th Ave. to 73rd Ave.) Sunset Way (From 75th Ave. to 73rd Ave.) Gulf Winds Dr. (From 70th Ave. to 64th Ave.) Gulf Blvd. (From 76th Ave. to 64th Ave.)	
Public Parking Garage ¹	\$20,000 per garage parking space		500 garage parking spaces ²		\$10,000,000		\$10,000,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	TBD - Proximate to Downtown Retail Uses	
Public Surface Parking Lot Facilities	\$1,000,000	(lump sum)	TBD		\$500,000	\$500,000	\$1,000,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	TBD - Proximate to Downtown Retail Uses	
Burying/Relocating Utilities	\$ 1,500,000	per mile	0.61 miles		\$915,057		\$915,057	TIF (City Only)	Gulf Boulevard (From 76th Ave. to 64th Ave.)	
Burying/Relocating Utilities	\$ 1,500,000	per mile	0.51 miles			\$765,057	\$765,057	TIF (City Only)	75th Ave. (From CRA Boundary to Sunset Way)	
Burying/Relocating Utilities	\$ 1,500,000	per mile	0.32 miles			\$480,114	\$480,114	TIF (City Only)	Gulf Winds Dr. (From 70th Ave. to 64th Ave.)	
Burying/Relocating Utilities	\$ 1,500,000	per mile	0.51 miles			\$765,057	\$765,057	TIF (City Only)	Blind Pass Road (From 77th Ave. to Gulf Blvd.)	
Burying/Relocating Utilities	\$ 1,500,000	per mile	0.42 miles			\$630,114	\$630,114	TIF (City Only)	Boca Ciega Dr. (From 77th Ave. to 70th Ave.)	
Burying/Relocating Utilities	\$ 1,500,000	per mile	0.49 miles			\$734,943	\$734,943	TIF (City Only)	73rd Ave. (From Bay St. to Sunset Way)	
Burying/Relocating Utilities	\$ 1,500,000	per mile	0.33 miles			\$494,886	\$494,886	TIF (City Only)	76th Ave. (From Boca Ciega Dr. to Terminus west of Coquina Way)	
Burying/Relocating Utilities	\$ 1,500,000	per mile	0.1 miles			\$150,000	\$150,000	TIF (City Only)	77th Ave. from Boca Ciega Dr. to Blind Pass Rd.	
Stormwater System Improvements ³	\$2,000,000 (lump sum)		TBD		\$1,000,000	\$1,000,000	\$2,000,000	City & County TIF, Grants	Throughout the Downtown Planning District	
Capital Programs - Wayfinding Signage Improvements										
Wayfinding Signage Improvements	\$3,000.00	per sign	10 signs		\$30,000		\$30,000	City & County TIF, Grants	Comprehensive Street and Wayfinding Signage Program for both the Downtown Redevelopment District District. Program will "brand" St. Pete Beach, orient residents & visitors and eliminate visual clutter	
Gateway Features	\$20,000	per gateway	2 gateways		\$40,000		\$40,000	City & County TIF, Grants	Two Downtown Redevelopment District Gateway Features	
Capital Programs - Community Center Area Improvements										
Community Center Park Expansion and Improvements	\$5,000,000	(lump sum)	TBD			\$1,000,000	\$4,000,000	\$5,000,000	FRDAP, LOST, City & County TIF	Community Center on Boca Ciega Dr.
City Complex Improvements	\$5,000,000	(lump sum)	1 facility		\$5,000,000			\$5,000,000	City & County TIF ⁴	Downtown Redevelopment District - Project could include capital improvements to improve the City Complex
Sub-Total for Downtown Redevelopment District (Capital Programs)				Short Term (1-5 yrs)	Mid Term (6-15 yrs)	Long Term (16-30 yrs)	Total			
				\$17,381,592	\$24,123,027	\$16,129,080	\$57,633,699			

¹ Conduct parking study and seek approval from Pinellas BCC to use County TIF for bonding a parking garage; ² Assume 500 garage parking spaces to be determined by parking study; ³ County TIF can be used for major/regional stormwater improvements, but not for neighborhood or local stormwater improvements; ⁴ County funding would only be used to support the re-use of the building for non-

Table 6-1: Proposed Capital Work Program (cont).

Gulf Boulevard Redevelopment District									
Project Type	Cost Estimate per Unit		Unit	Estimated Cost				Existing/ Potential Funding Sources	Location
				Short Term (1-5 yrs)	Mid Term (6-15 yrs)	Long Term (16-30 yrs)	Total		
Capital Programs - Transportation & Mobility Improvements									
Gulf Boulevard Redevelopment District Streetscape Improvements	Varies (\$575 to \$1,090)	per LF	9,187 LF		\$9,714,615		\$9,714,615	City & County TIF, LOST ¹ , Grants, FDOT	Gulf Blvd. (From 64th Ave. to 37th Ave.) Gulf Winds Dr. (From 64th Ave. to Gulf Blvd.)
Public Parking Garage ²	\$20,000	per garage parking space	500 garage parking spaces ³			\$10,000,000	\$10,000,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	Gulf Boulevard Redevelopment District - Specific locations TBD Potential for Public / Private Shared Parking
Public Surface Parking Lot Facilities	\$1,000,000	(lump sum)	TBD		\$500,000	\$500,000	\$1,000,000	City & County TIF, Increment, Private Contributions, Public/Private Partnerships, Development Incentives	Gulf Boulevard Redevelopment District - Specific locations TBD Potential for Public / Private Shared Parking
Capital Programs - Utilities and Infrastructure									
Burying/Relocating Utilities	\$ 1,500,000	per mile	1.63 miles		\$2,444,886		\$2,444,886	TIF (City Only)	Gulf Blvd. (From 64th Ave. to 37th Ave.)
Burying/Relocating Utilities	\$ 1,500,000	per mile	0.15 miles			\$225,000	\$225,000	TIF (City Only)	64th Ave. (From Sunset Way to Gulf Winds Dr.)
Burying/Relocating Utilities	\$ 1,500,000	per mile	0.11 miles			\$165,057	\$165,057	TIF (City Only)	Gulf Winds Dr. (From 64th Ave. to Gulf Blvd.)
Stormwater System Improvements ⁴	\$2,000,000	(lump sum)	TBD		\$1,000,000	\$1,000,000	\$2,000,000	City & County TIF, Grants	Throughout the Gulf Boulevard Planning District
Infrastructure Studies	\$150,000	(lump sum)	TBD		\$150,000		\$150,000	TIF (City Only)	Gulf Boulevard Redevelopment District - Locations TBD
Capital Programs - Wayfinding Signage Improvements									
Wayfinding Signage Improvements	\$3,000	per sign	6 signs		\$18,000		\$18,000	City & County TIF, Grants	Comprehensive Street and Wayfinding Signage Program for the Gulf Blvd District. Program will "brand" St. Pete Beach, orient residents & visitors and eliminate visual clutter
Gateway Features	\$20,000	per gateway	2 gateways		\$40,000		\$40,000	City & County TIF, Grants	Two Gulf Boulevard Redevelopment District Gateway Features
Sub-Total for Gulf Boulevard Redevelopment District (Capital Programs)				Short Term (1-5 yrs)	Mid Term (6-15 yrs)	Long Term (16-30 yrs)	Total		
				\$0	\$13,867,501	\$11,890,057	\$25,757,558		
Non-Capital Programs									
Planning/Engineering/ Surveying Studies and Other Professional Services	\$1,000,000	(lump sum)	TBD	\$200,000	\$500,000	\$300,000	\$1,000,000	City & County TIF	Engaging several consulting companies to study specific needs for particular projects relating to the design or implementation of capital projects, parking studies, appraisals, business assistance programs, event management and placemaking, and property management services.
Property Acquisition and Assembly	\$7,500,000	(lump sum)	TBD		\$2,500,000	\$5,000,000	\$7,500,000	City & County TIF	Acquiring properties in support of capital projects, and for the purposes of blight eradication and/or property assemblage for potential redevelopment projects
Commercial Façade/Business Assistance Programs	\$2,500,000	(lump sum)	TBD	\$500,000	\$1,000,000	\$1,000,000	\$2,500,000	City & County TIF	Assisting business owners with improvements and/or initiatives.
Residential Façade Programs	\$300,000	(lump sum)	TBD	\$100,000	\$100,000	\$100,000	\$300,000	TIF (City Only)	Assisting homeowners with property improvements.
Affordable Multi-Family Housing Program	\$2,000,000	(lump sum)	TBD		\$800,000	\$1,200,000	\$2,000,000	City & County TIF	Providing affordable multi-family housing development programs.
Community Policing	\$2,750,000	(lump sum)	TBD	\$250,000	\$1,000,000	\$1,500,000	\$2,750,000	TIF (City Only)	Supporting innovative policing techniques to reduce crime including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, foot patrol, or intensified motorized patrol.
CRA Administration	\$4,750,000	(lump sum)	TBD	\$250,000	\$1,800,000	\$2,700,000	\$4,750,000	TIF (City Only)	Paying for administrative and overhead expenses necessary or incidental to the implementation of the Plan
Community Branding	\$800,000	(lump sum)	TBD	\$100,000	\$300,000	\$400,000	\$800,000	TIF (City Only)	Developing and implementing a new community branding concept to help create/reinforce a sense of place for visitors and community residents alike.
Sub-Total for Downtown Redevelopment District (Non-Capital Programs)				Short Term (1-5 yrs)	Mid Term (6-15 yrs)	Long Term (16-30 yrs)	Total		
				\$1,400,000	\$8,000,000	\$12,200,000	\$21,600,000		
Grand Total - Downtown Redevelopment District & Gulf Boulevard Redevelopment District (Capital + Non-Capital Programs)				\$18,781,592	\$45,990,528	\$40,219,137	\$104,991,257		
Increment Revenue Forecast				\$758,092	\$12,699,406	\$62,724,009	\$76,181,507		
Funding Deficit ⁵				\$104,991,257 (Total Capital + Non-Capital Costs) - \$76,181,507 (Total Increment Revenue)				(\$28,809,750)	

¹ \$5,746,260.00 of LOST funds have already been set aside for Gulf Boulevard Streetscape Improvements; ² Conduct parking study and seek approval from Pinellas BCC to use County TIF for bonding a parking garage; ³ Assume 500 garage parking spaces to be determined by parking study; ⁴ County TIF can be used for major/regional stormwater improvements, but not for neighborhood or local stormwater improvements; ⁵ Deficit shown in table is a preliminary estimate based on proposed capital improvements and non-capital

changing revenue projections, or the availability of outside resources. The Redevelopment Agency will decide annual priorities consistent with the strategies and projects identified within the Plan on an annual basis during their budget process. In instances where the Redevelopment Agency wishes to add projects or programs that were not formerly identified in the Plan, a plan amendment will need to occur. Such an amendment will require approval by Pinellas County BCC.

OPERATING AND MAINTENANCE COSTS

With most of the capital projects that will be implemented, there will also be an element of ongoing operating and maintenance costs. Funding for operating and maintenance costs for capital projects is limited by State statutes and County policy, and for the most part City and County TIF funds cannot be used for ongoing operations and maintenance.

It will be important for the CRA to closely coordinate with the City to ensure adequate funding is made available for ongoing operating and maintenance costs. The level of maintenance within the CRA is important to reinforcing redevelopment objectives and reversing blight. The Redevelopment Agency will establish public infrastructure maintenance requirements for specialty design elements within the CRA that includes but is not limited to streetscape, specialty pavement, landscape, signage, recreation and open space, beach access and pedestrian, bicycle and transit improvements. Where the design of these elements exceed the basic elements provided by the City, the Redevelopment Agency will be responsible for maintaining these infrastructure improvements. TIF may be used to fund these maintenance activities as outlined.

6.4 NON-CAPITAL PROGRAMS

The CRA Non-Capital Programs (Table 6-1) reflects present value dollars and does not adjust for future inflation. The cost estimates may not account for all necessary expenditures to complete the proposed programs and administrative costs.

COMMUNITY BRANDING

The Redevelopment Agency will develop and implement a new community branding concept to help create/reinforce a sense of place for visitors and community residents alike. The branding concepts may be developed in-house or by using a professional consultant. The concepts developed will be used in the development of the comprehensive signage and wayfinding program described in Section 6.2, Capital Projects.

BUSINESS ASSISTANCE

The Redevelopment Agency may offer a variety of business assistance grants to help business owners with improvements and/or initiatives. These grants could include business façade grants that focus on improving the physical appearances of small neighborhood commercial businesses that serve the shopping and personal service needs of the immediate area. Other assistance programs may be developed to provide opportunities for existing/new business to expand their markets, which ultimately will create more activity within the CRA.

RESIDENTIAL ASSISTANCE

The Redevelopment Agency may offer residential improvement grants to help residential property owners with improving building appearance. Façade improvements achieve several benefits, simply by enhancing a building's exterior

appearance. Not only do property values increase at the renovated building, but at adjacent properties as well.

CRA ADMINISTRATION

The City portion of the TIF generated within the CRA can potentially be used to pay for administrative and overhead expenses necessary or incidental to the implementation of the Plan. An Executive Director would facilitate and coordinate capital projects in the CRA and special events and promotions that attract residents and visitors to the Downtown shopping district and commercial/resort/beaches of Gulf Boulevard area. The Redevelopment Agency will need to determine if any part/full time positions should be funded to facilitate redevelopment.

PROPERTY ACQUISITION AND ASSEMBLY

In addition to property acquired in support of capital projects described in in Section 6.2, the Redevelopment Agency may wish to acquire property for the purposes of blight eradication and/or property assemblage for potential redevelopment projects.

COMMUNITY POLICING

The Redevelopment Agency will support innovative policing techniques to reduce crime including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, foot patrol, or intensified motorized patrol.

AFFORDABLE HOUSING/RELOCATION ASSISTANCE

TIF funding to support a range of affordable homeownership programs such as TIF rebates for the renovation or construction of affordable single and multi-family housing; homebuyer education and credit counseling and foreclosure services; and down payment assistance programs. Provide relocation assistance based on Florida Statutes and Pinellas County Code.

PROFESSIONAL SERVICES

The City engages several consulting companies to study specific needs for particular projects. These services would be within the CRA and would be listed as Professional Services for departmental budget purposes. Professional Services may include services related to the design or implementation of capital projects, parking studies, appraisals, business assistance programs, event management and placemaking, and property management services.

OTHER FUNDING SOURCES

The following have been identified as possible funding sources to augment tax increment revenue generated by the Redevelopment Agency to implement the goals, policies, and objectives through the implementation of projects and programs identified within this Plan.

Transportation Impact Fees

Transportation impact fees have been identified as a revenue source to fund the mid-block and side street pedestrian crosswalks. In addition, these funds may be used for upgrading roads, drainage, sidewalks, and curbs throughout the CRA and neighborhood areas. New development produces increased trip generation on existing roadways and, therefore, should bear a proportionate share of the cost of capital expenditures necessary to meet transportation needs of St. Pete Beach. This fee is based on the number of residential units and temporary lodging units; a business pays the impact fee based on its square footage. The City receives 50% of the impact fee paid by new construction and, historically, such

funding is relatively low. However, such impact fee revenue would be expected to increase as redevelopment occurs within the CRA.

Local Option Sales Tax

The Local Option Sales Tax, more commonly known as the “Penny for Pinellas,” is a 10-year revenue stream based on an additional penny (0.01) sales tax throughout Pinellas County. This revenue source was approved by the voters of Pinellas County in November 2006 for an additional 10 years, from 2010–2019. Several CRA capital improvement projects are proposed to be funded through the use of this revenue in conjunction with tax increment revenue and other funding sources.

On July 10, 2012, Pinellas County entered into an Interlocal Agreement with the Barrier Islands Government Council (BIG-C) for the funding of the Gulf Boulevard Beautification Project. The interlocal agreement based the funding for the City projects on a pro-rata share of \$35 million from the “Penny for Pinellas”. The interlocal agreement provides for project funding at a level of \$3.5 million per year during Fiscal Years 2013, 2014, 2015, and 2016, for a total of \$14 million. Projects will then be funded at a level of \$7 million per year during Fiscal Years 2017, 2018 and 2019. The City of St.

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CHAPTER 7: General Requirements



7.1 COMMUNITY REDEVELOPMENT TRUST FUND

The City intends to establish a Redevelopment Trust Fund (Trust Fund) in accordance with Chapter 163.387, F.S. Establishing the Redevelopment Trust Fund requires a separate action by the BCC that occurs by ordinance at a public hearing. Approval of the Plan or subsequent approval to establish a Redevelopment Trust Fund by the Pinellas BCC should not be construed as a commitment to contribute general fund revenues derived from County ad valorem taxes. The Trust Fund's dedicated funding source will be tax increment collected from both the County and City. As described in Chapter 5, tax increment calculated by setting a base year and measuring the increase in the dollar value of all real property within the CRA each year thereafter. Any increase to the taxable assessed value is appropriated by the Tax Collector for the Redevelopment Trust Fund. The Redevelopment Agency will use the Redevelopment Trust Fund to pay for capital improvements and programs within the CRA as described in this Plan.

REDEVELOPMENT TRUST FUND EXPENDITURES

Expenditures paid by the City of St. Pete Beach portion of the tax increment program have been prioritized as described in the Plan based on importance to the Redevelopment Agency and the City of St. Pete Beach. Priority projects were established by looking at three areas: 1) projects that have no other available funding source, 2) capital projects, and 3) non-capital or operating expenses such as special events. Priority projects for the County portion of tax increment will be for public capital projects only. Tax increment expenditures are subject to established County policies and guidelines.

7.2 SAFEGUARDS, CONTROLS, RESTRICTIONS, OR COVENANTS

AUTHORITY

This Plan is enacted pursuant to the requirements and authority granted to the City by BCC Resolution 06-191 and Chapter 163, Part III, F.S.

APPLICABILITY

This Plan shall govern the implementation of capital projects described herein. These projects and programs have been identified to eliminate conditions of blight as identified in the approved Finding of Necessity, as approved by City Resolution 2013-09.

AMENDMENTS TO THE REDEVELOPMENT PLAN

This Plan may be amended by the procedure established in Section 163.361, F.S., with approval from the Redevelopment Agency and Pinellas County BCC.

COMMUNITY REDEVELOPMENT AGENCY

The St. Pete Beach City Commission has been established as the Community Redevelopment Agency as allowed through the delegation of authority approved by the Pinellas County BCC pursuant to Resolution No. 06-191. Any powers granted the Redevelopment Agency under Florida law, but that may not be specifically stated in this Plan, will not be construed as forfeiture of such powers by the City Commission or the Redevelopment Agency. The City Commission expressly incorporates all provisions, powers, and limitations of the Community Redevelopment Act into this Plan, unless specifically not delegated to the City by the County. It is further understood that State law, as it is presently constituted or amended from time to time, will take precedence to the extent applicable over any portion of this Plan that may come in conflict with

Florida law.

7.3 CONSISTENCY WITH THE CITY'S COMPREHENSIVE PLAN

The current St. Pete Beach Comprehensive Plan, effective March 2015 (Ordinance 2015-05) lays out the vision for redevelopment within St. Pete Beach. Particularly within the Future Land Use and Housing Elements are goals, objectives, and policies that support community redevelopment relating to affordable housing mitigation; resort, commercial, and mixed-use redevelopment; expansion and creation of neighborhood retail and services; implementation of a quality Livable Community Strategy consistent with the strategies being developed and adopted by the County and the MPO; and that are consistent with and in furtherance of the Green Mission Statement and Comprehensive Plan goals, objectives, and policies establishing a Coastal Green City Initiative for St. Pete Beach. Both planning strategies and lifestyle initiatives are major components to a successful program and plan for redevelopment in the SPB–CRA.

Goals, objectives, and policies supportive of the creation of the Redevelopment Agency and subsequent implementation of the projects and programs identified within this Plan, can be found in Appendix C.

7.4 CONCLUSION

This Plan provides a framework for rehabilitation and redevelopment of the CRA as an attractive, inviting, easily-accessible and economically-successful community that promotes a positive image and identity for St. Pete Beach. This Plan deliberately and reasonably addresses the blighted area conditions observed and Finding of Necessity determinations made, ratified, and confirmed by the City Commission. To realize the redevelopment vision of this Plan, community leaders, businesses, and residents are encouraged to support the redevelopment objectives and continue the commitment over time so the vision can be successfully implemented into reality.

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APPENDIX A:

Finding of Necessity Resolution & Report

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APPENDIX B:

Increment Revenue Financing Tables

Annual TIF Revenue Table (100% Capture For 30 Years)

Year	TIF Calendar	Pinellas Incremental Property Tax Levy/Revenue			St Pete Beach Incremental Property Tax Levy/Revenue			Total TIF Revenue		
		Incremental Taxable Value	Millage	Tax Levy	Tax Revenue (95% of Levy)	TIF Capture Rate	Retained Revenue	TIF Revenue	Property Tax Levy/Revenue	TIF Revenue
1	2014	\$5,660,764	5.3377	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	2015	\$14,999,667	5.3377	\$30,215	\$28,705	100%	\$0	\$28,705	\$16,172	\$15,364
3	2016	\$25,392,692	5.3377	\$80,064	\$76,061	100%	\$0	\$76,061	\$42,853	\$40,710
4	2017	\$51,327,114	5.3377	\$135,539	\$128,762	100%	\$0	\$128,762	\$72,544	\$68,917
5	2018	\$63,761,842	5.3377	\$273,969	\$260,270	100%	\$0	\$260,270	\$146,636	\$139,305
6	2019	\$77,550,885	5.3377	\$340,342	\$323,325	100%	\$0	\$323,325	\$182,161	\$173,053
7	2020	\$92,478,018	5.3377	\$413,943	\$393,246	100%	\$0	\$393,246	\$221,555	\$210,477
8	2021	\$125,948,004	5.3377	\$493,620	\$468,939	100%	\$0	\$468,939	\$264,200	\$250,990
9	2022	\$143,953,326	5.3377	\$672,273	\$638,659	100%	\$0	\$638,659	\$359,821	\$341,830
10	2023	\$163,962,496	5.3377	\$768,380	\$729,961	100%	\$0	\$729,961	\$411,260	\$390,697
11	2024	\$186,212,576	5.3377	\$875,183	\$831,423	100%	\$0	\$831,423	\$468,424	\$445,003
12	2025	\$231,065,338	5.3377	\$993,947	\$944,250	100%	\$0	\$944,250	\$531,991	\$505,391
13	2026	\$258,229,239	5.3377	\$1,233,357	\$1,171,690	100%	\$0	\$1,171,690	\$660,131	\$627,124
14	2027	\$288,131,579	5.3377	\$1,378,350	\$1,309,433	100%	\$0	\$1,309,433	\$737,735	\$700,848
15	2028	\$321,606,498	5.3377	\$1,537,960	\$1,461,062	100%	\$0	\$1,461,062	\$823,163	\$782,005
16	2029	\$385,077,267	5.3377	\$1,716,639	\$1,630,807	100%	\$0	\$1,630,807	\$918,798	\$872,858
17	2030	\$426,800,001	5.3377	\$2,055,427	\$1,952,656	100%	\$0	\$1,952,656	\$1,100,127	\$1,045,121
18	2031	\$379,594,507	5.3377	\$2,278,130	\$2,164,224	100%	\$0	\$2,164,224	\$1,219,325	\$1,158,359
19	2032	\$297,906,157	5.3377	\$2,026,162	\$1,924,854	100%	\$0	\$1,924,854	\$1,084,464	\$1,030,240
20	2033	\$297,906,157	5.3377	\$1,590,134	\$1,510,627	100%	\$0	\$1,510,627	\$851,088	\$808,534
21	2034	\$330,517,697	5.3377	\$1,590,134	\$1,510,627	100%	\$0	\$1,510,627	\$851,088	\$808,534
22	2035	\$405,949,621	5.3377	\$1,764,204	\$1,675,994	100%	\$0	\$1,675,994	\$944,256	\$897,043
23	2036	\$462,207,930	5.3377	\$2,166,837	\$2,058,495	100%	\$0	\$2,058,495	\$1,159,757	\$1,101,770
24	2037	\$527,049,859	5.3377	\$2,467,127	\$2,343,771	100%	\$0	\$2,343,771	\$1,320,482	\$1,254,458
25	2038	\$602,614,976	5.3377	\$2,813,234	\$2,672,572	100%	\$0	\$2,672,572	\$1,505,729	\$1,430,442
26	2039	\$730,183,339	5.3377	\$3,216,578	\$3,055,749	100%	\$0	\$3,055,749	\$1,721,611	\$1,635,530
27	2040	\$833,569,555	5.3377	\$3,897,500	\$3,702,625	100%	\$0	\$3,702,625	\$2,086,061	\$1,981,758
28	2041	\$955,774,733	5.3377	\$4,449,344	\$4,226,877	100%	\$0	\$4,226,877	\$2,381,425	\$2,262,354
29	2042	\$1,100,410,297	5.3377	\$5,101,639	\$4,846,557	100%	\$0	\$4,846,557	\$2,730,553	\$2,594,025
30	2043	\$1,339,631,146	5.3377	\$5,873,660	\$5,579,977	100%	\$0	\$5,579,977	\$3,143,762	\$2,986,574
Total					\$49,622,195			\$49,622,195		\$26,559,314
										\$76,181,509

APPENDIX C:

Comprehensive Plan Review

CONSISTENCY WITH THE CITY'S COMPREHENSIVE PLAN

COMPREHENSIVE PLAN GOALS, OBJECTIVES, AND POLICIES

Future Land Use Element	
Goal 1	Support rebuilding and maintaining a sustainable carbon-neutral community by adopting and implementing land development and building regulations that: protect and conserve water resources; promote energy efficient buildings; encourage environmentally sensitive site and building design; facilitate recycling of construction materials and debris; support innovative building and site design that recognizes the complexities and environmental sensitivities of our coastal environment and its vulnerability to storms; and protect and enhancement of the overall environmental quality of our City.
Policy 1.1.4	The City shall promote and encourage through redevelopment land development regulations clean industries such
Policy 1.1.6	The City shall consider participation in Cities for Climate Protection Campaign in support of Executive Order No.: 07-126, issued by the Governor of the State of Florida on July 13, 2007; and in partnership and support of a Resolution adopted by Pinellas County to become a national and state model for innovative and sustainable planning, economic development and Green design, by: (1) implementing strategies such as Livable Communities to increase pedestrian and bicycle travel to reduce auto-dependence; and (2) implement LEED and Energy Star standards for new buildings and major renovations.
Policy 1.1.7	The City shall pursue a partnership with local businesses in the Downtown Redevelopment District, Corey Area to initiate a Florida Main Street designation process and pro-
Objective 1.2	Transform the City's development and permitting regulations into a Smart Growth and Quality Development Code, promoting flexibility, mixed use, incorporating economic and environmentally sustainable standards and pilot Green
Policy 1.2.2	The City shall promote mixed use developments that reduce impacts on infrastructure and the environment

Future Land Use Element (cont.)	
Objective 1.3	The City's Land Development Code shall be amended to encourage implementation of transportation and alternative mobility and management strategies, including mixed use projects, that reduce dependence on automobiles, reduce greenhouse gas emissions and consumption of non-
Policy 1.3.3	Encourage alternative mobility options through safe, comfortable and continuous pedestrian and bicycle pathways linked to the downtown area, recreational facilities, activity and entertainment centers and public beach access points
Policy 2.1.1	The following land use categories, including the stated residential densities and non-residential intensities of use standards, as administered through the land development regulations, shall be adopted for the City of St. Pete Beach: ***** Community Redevelopment District (CRD), where the densities and intensities shall be as determined within the Community Redevelopment District as specified in each designated character district pursuant to the provisions set forth in Special Area Designation – Community Redevelopment District section of this Future Land Use Element to encourage economic revitalization and redevelopment of properties and uses located within the CRD, with a particular emphasis on commercial, temporary lodging and mixed uses along the Cities main transportation corridors, adjacent to waterfront or located within major community activity centers.
Policy 2.1.14	The City shall adopt land development regulations that encourage parcel assembly to remedy defective or inadequate street layout and parking facilities; improve traffic flow on roadways; faulty site design layout and inadequate buffering, open space and drainage in relation to size, adequacy, usefulness; unsanitary or unsafe conditions; deterioration of a site or other improvements; inadequate and outdated building patterns.
Policy 2.4.3	The City shall, while emphasizing residential uses in residential neighborhoods encourage the creative redevelopment of non-viable properties by allowing for a mixture of compatible residential and non-residential uses within a
Policy 2.8.2	The City shall require that the developer/owner of any new development or redevelopment site to manage storm water runoff in a manner such that post-development runoff rates, volumes and pollutant load do not exceed pre-development conditions.

Future Land Use Element, (cont.,)	
Objective 2.9	Consistent with this comprehensive plan, as amended, level of service standards set forth in this plan will not be de-
Policy 2.9.3	The development of residential and commercial land shall be timed and staged in conjunction with provision of supporting community facilities, such as streets, utilities, police and fire
Policy 2.9.6	Consistent with this Comprehensive Plan, as amended, building permits for new construction, additions, or certificates of occupancy for a change in use shall be issued only if public facilities necessary to meet the level of service standards adopted pursuant to this comprehensive plan are available
Objective 2.11	Consistent with this comprehensive plan, the City shall continue to maintain the community's open space and promote
Policy 2.11.2	Where feasible, preservation areas, parks, and other components of the City's open- space system shall be linked by bike
Objective 2.13	The City shall promote the preservation and redevelopment of temporary lodging uses.
Policy 2.13.2	The City shall, where appropriate, establish a Community Redevelopment District with standards that facilitate re-investment in temporary lodging/ temporary lodging use development on the west side of Gulf Boulevard, within the Town Center Core as small bed and breakfast inns, within the Upham Beach area where the existing small motels are located, and at either end of Corey Avenue as a catalytic waterfront project that may also include marina facilities.
Policy 5.1.4	The City shall implement Community Redevelopment Districts pursuant to Part III Chapter 163, Florida Statutes in areas that meet the statutory requirements of blighted conditions and contain a substantial number of the following conditions: defective or inadequate street layout parking facilities, roadways, bridges, or public transportation facilities; faulty layout in relation to size, adequacy, accessibility and usefulness; unsanitary or unsafe conditions; deterioration of site or other improvements; inadequate and outdated building patterns.
Special Designation— Community Redevelopment District	
Community Redevelopment District Goals, Objectives, and Policies	
Policy 1.1.4	Encourage site design that promotes safe, comfortable pedestrian pathways internally within the site and provides externally pedestrian pathway linkages to activity centers, shopping, dining and entertainment.
Objective 2.1	Create livable, healthy streets that are designed and oriented towards safe pedestrian and bicycle movement.

Special Designation— Community Redevelopment District, (cont.)	
Community Redevelopment District Goals, Objectives, and Policies (cont.)	
Policy 2.1.2	The following livable roadway strategies and features shall be pursued wherever appropriate within the Community Redevelopment District and all features shall meet or exceed ADA requirements: • Sidewalks on both sides of the street. • Bike lanes • Pedestrian roadway crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, textured or other distinctive crosswalk paving patterns, count-down signals, mid-block signals, “hot response” signals, pedestrian bridges over Gulf Boulevard at critical activity areas signals that are consistent with the international symbols, and crosswalk signals that assist the visually and hearing impaired and wheelchair bound citizens, with particular emphasis on Gulf Boulevard, Corey Avenue, 75th Avenue, Blind Pass Road, and Sunset Way. • Use of mid-block crossings, for blocks more than 800 linear feet in length. • Signage that is clear, easily readable, user-friendly, is consistent with international signage rules and symbols, does not create visual clutter and is part of an overall comprehensive branding signage program for St. Pete Beach.
Community Redevelopment District general redevelopment guidelines, standards, and initiatives	
CRD General Standards	(h) Transportation Concurrency Management Standard for Large-scale Temporary Lodging Development. In accordance with the Countywide transportation concurrency management rules and regulations, each project developed or redeveloped within the Community Redevelopment District shall be consistent with the Metropolitan Planning Organization’s (MPO) countywide approach to the application of a concurrency management system and implementation of a Transportation Management Plan requirement and shall 1. Recognize standard data sources as established by the MPO 2. Identify level of service (LOS) standards for state and county roads as established by the MPO 3. Utilize the proportionate fair share requirements consistent with Ch. 163, F.S., and the MPO model ordinance; 4. Utilize the MPO Traffic Impact Study Methodology; and 5. Recognize the MPO designation of "Constrained Facilities" as set forth in the most current MPO Annual Level of Service Report.

Special Designation—Community Redevelopment District, (cont.)	
Community Redevelopment District general redevelopment guidelines, standards, and initiatives (cont.)	
CRD General Standards	(j) Community Involvement. A minimum of one (1) community meeting shall be held at least thirty (30) days prior to submitting an application for administrative approval of a development or redevelopment site plan proposed to be built within the Community Redevelopment District. Single family homes, duplexes and projects less than ½ acre in size, may, but shall not be required, to host a community meeting. The purpose of the community meeting shall be to present the development project site plan to interested City residents and business owners, answer questions and solicit comments. All attendees shall be given at least three minutes to comment or ask questions on the subject matter under consideration. The public shall be allowed to take notes and video record the community meeting. A sign-in sheet and comment cards shall be provided to all attendees and a copy shall be provided to the City Clerk within three (3) days of the meeting. At least one City Staff person from the Community Development Services Department shall attend the community meeting. The City shall consider the written comments submitted by attendees during its administrative site plan review process, and may implement such public comment as appropriate that are consistent with and not contrary to law and local land development regulations, and are in the best interests of the public health, safety and welfare of the community.
Gulf Boulevard Redevelopment District Goals, Objectives, and Policies	
<i>GOAL 1</i>	Gulf Boulevard shall be a place that attracts people for living, employment and recreation. The City shall encourage the revitalization of Gulf Boulevard through commercial and temporary lodging redevelopment that will attract residents and visitors to the Gulf Boulevard core resort area as a recreation, entertainment, resort and shopping destination.
Objective 1.1	All development and redevelopment within the Gulf Boulevard Redevelopment District shall further the goals, objectives and policies of the Community Redevelopment District, this District and each character district within which development occurs; and shall comply with the design guidelines and the applicable land development regulations for the respective character district.

Special Designation—Community Redevelopment District, (cont.)	
Gulf Boulevard Redevelopment District Goals, Objectives, and Policies (cont.)	
Objective 1.4	The Gulf Boulevard Redevelopment District shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed including improved lighting, improved pedestrian circulation on the east and west sides of Gulf Boulevard and crossing Gulf Boulevard, improved bicycle lanes for safer circulation for all modes of non-vehicular transportation, and shall consider traffic flow devices and improvements to assist in daily traffic flow and emergency evacuation.
Objective 1.5	The City shall recognize the unique features of Gulf Boulevard and shall implement the Gulf Boulevard Improvement Program or develop a Master Boulevard plan that promotes uniform beautification landscape standards, provides a pedestrian and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.
<i>GOAL 2</i>	Create a quality livable community where people and vehicles can circulate in the Gulf Boulevard Redevelopment District area safely, comfortably and efficiently.
Objective 2.1	Gulf Boulevard shall be reclaimed as a functioning local street to the maximum extent permitted by FDOT to operate within the Gulf Boulevard Redevelopment District for vehicular, non-vehicular and pedestrian circulation.
Objective 2.3:	A Master Boulevard Plan shall be implemented to enhance the pedestrian and vehicular environment, invite residents and visitors into the Gulf Boulevard Redevelopment core resort area, improve traffic circulation and encourage private reinvestment and investment, subject to FDOT ap-
Objective 2.7	Development of on-site and off-site public parking, as well as additional and enhanced trolley stops, shall be pursued in proximity to public beach access points, pedestrian
<i>GOAL 3</i>	Maintain and improve Gulf Boulevard as a memorable place to be enjoyed by residents and visitors that emphasizes pedestrian mobility, waterfront and Gulf beach access, a quality built environment that focuses on retail services and entertainment.

Special Designation—Community Redevelopment District, (cont.)	
Gulf Boulevard Redevelopment District Goals, Objectives, and Policies (cont.)	
Objective 3.3	Redevelopment is encouraged to create a vibrant Gulf Boulevard core resort environment containing a variety of building forms and styles of exceptional architectural design and high quality finishes that respect the Gulf Boulevard resort character and heritage, increase Green space, reduce paved surface parking, increase side yard setbacks, increase setbacks from Gulf Boulevard, and provide amenities, retail services, restaurants and waterfront beach bars that serve guests and residents alike.
Policy 1	All development shall be consistent with building and site design guidelines and standards that establish the quality of design features expected for renovation, redevelopment and new construction in the Gulf Boulevard Redevelopment
Policy 3	The design of all projects in the Gulf Boulevard Redevelopment District shall make meaningful contributions to a safe and comfortable pedestrian environment through site and building design, internal connections between adjacent properties, and external connections to and along Gulf
Policy 10:	To improve traffic flow and reduce pedestrian/bicyclist – vehicular conflict, vehicular curb cuts to access Gulf Boulevard shall be minimized, shared access driveways should be pursued, and internal connectivity between adjacent properties should be encouraged, to the practical extent feasible to allow reasonable, adequate and safe ingress and egress to new development.
Policy 11	A Transportation Management Plan (TMP) shall be required on all development and redevelopment that increases density or intensity of development on a site. Physical and operational improvements and strategies should be considered as part of any project Transportation Management Plan.
Policy 14	The assembly of smaller parcels into larger development sites will be encouraged.
Gulf Boulevard District—Large Resort District—Policies	
Policy 1	Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited.

Special Designation—Community Redevelopment District, (cont.)	
Downtown Redevelopment District Goals, Objectives, and Policies	
GOAL 1	The downtown commercial core of the District shall be a community gathering place that attracts people to the area with living, working, shopping, entertainment and recreational opportunities. The City shall encourage revitalization through redevelopment that is designed to attract residents and visitors to Downtown core community destination. The downtown residential neighborhoods surrounding and within walking distance of the Downtown core area, are encouraged to redevelop in a manner that enhances pedestrian and non-vehicular mobility.
Objective 1.1	All development and redevelopment within the Downtown Redevelopment District shall further the goals, objectives and policies of the Community Redevelopment District where applicable, and development and redevelopment shall be consistent with the policies for the character district within which the development occurs and shall comply with the design guidelines and the applicable land development regulations for each respective character district.
Objective 1.2	Residential uses in the Downtown are encouraged only as part of a mixed use commercial project with a variety of densities, housing types and affordability, consistent with the character districts. Exclusively residential use projects shall be prohibited in the Town Center Core Districts located along Corey Avenue Corey Circle East, and Coquina West as well as the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard.
Objective 1.3	A variety of incentives shall be available to encourage commercial revitalization through various redevelopment prototypes in the Town Center Core Districts located along Corey Avenue, on Corey Circle East and Coquina West as well as the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard that also promote a pedestrian-friendly, safe, comfortable, aesthetically pleasing village-like environment.
Objective 1.5	Parks shall be maintained and expanded and recreational activities that serve residents and visitors shall be encouraged.
Objective 1.6	Public waterfront access shall be pursued and expanded.

Special Designation—Community Redevelopment District, (cont.)	
Downtown Redevelopment District Goals, Objectives, and Policies	
Objective 1.9	The Downtown Core areas located at either end of Corey Avenue on the waterfront shall consider temporary lodging uses in conjunction with a comprehensive mixed use redevelopment project that will act as a catalyst project to stimulate reinvestment and redevelopment of the historic core neighborhood main street shopping and entertainment district.
<i>GOAL 2</i>	Create a livable community environment where safe and comfortable pedestrian, bicycle and other non-vehicular mobility is emphasized over vehicular transportation in a manner that ensures that pedestrians, bicyclists and vehicles circulate together throughout the Downtown safely, comfortably and efficiently.
Objective 2.3	A Master Streetscape Plan shall be implemented to enhance the comfort and safety of the pedestrian environment in the Downtown area, provide for bicycle or other non-vehicular parking and safe circulation, improve traffic circulation and provide traffic calming, improve lighting, landscaping, and streetscape, and consider placement of public art wherever possible.
Objective 2.6	A joint use public/private parking garage, including public restroom facilities, as centrally located as practical and feasible, shall be pursued in the Downtown Redevelopment District.
<i>GOAL 3</i>	Create a downtown core community that has a “sense of place” that is a vibrant and memorable place for residents and visitors that will provide neighborhood services, and opportunities for living, working, recreation and entertainment that showcases the City’s waterfront, main street environment and history.
Objective 3.1	The Community Center site shall continue to be redeveloped and expanded as a waterfront park accessible to all residents and visitors containing active and passive open space that will be a venue for local and regional outdoor activities and entertainment; a pedestrian waterfront boardwalk access to Corey Avenue, public boat slips and a kayak launch ramp will be encouraged and pursued; and a public marina for daily transient slips only should be considered.
Policy 1	All projects shall be consistent with building and site design guidelines and standards that establish the quality design features expected for renovation, redevelopment and new construction in the Downtown Redevelopment District.

Special Designation—Community Redevelopment District, (cont.)	
Downtown Redevelopment District Goals, Objectives, and Policies (cont.)	
Policy 6	All development projects shall contribute their pro rata share to the Community Improvements Fund, as may be required at the time of building permit or before.
Policy 11	A Transportation Management Plan (TMP) shall be required on all development that increases density or intensity of development on the site. All physical and operational improvements and strategies, including mitigation, as may be required by the TMP approved by the City, shall be a condition of site plan approval.
Policy 12	A pedestrian bridge over Gulf Boulevard connecting the east and west areas of Corey Avenue shopping and entertainment district shall be pursued.
Policy 13	The assembly of smaller parcels into larger buildable sites will be encouraged.
Downtown Redevelopment District—Town Center Core Policies	
Policy 1	Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited. Street-level retail facades shall have a storefront character. Architectural elements that provide protection to pedestrians from weather elements shall be encouraged.
Downtown Redevelopment District—Town Center Corey Circle District Policies	
Policy 1	Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited. Street-level retail facades shall have a storefront character. Architectural elements that provide protection to pedestrians from weather elements shall be encouraged.
Downtown Redevelopment District—Commercial Corridor Blind Pass Road District Policies	
Policy 1	Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level is important for any façade facing street frontage. Blank walls shall be prohibited on any street facing or residential facing facade. Any street-level retail facades shall have a storefront character. Both street-level retail and office facades should be designed to integrate architectural elements that provide protection to the pedestrian from weather elements wherever possible

Special Designation—Community Redevelopment District, (cont.)	
Downtown Redevelopment District—Commercial Corridor Blind Pass Road District Policies (cont.)	
Policy 2	Commercial redevelopment of property that does not have direct access to Blind Pass Road shall be prohibited.
Policy 3	Frontage properties along Blind Pass Road shall be permitted to assemble properties and expand to the limits of the District boundaries only. Encroachment into the residential neighborhoods beyond the District boundaries is expressly prohibited.
Policy 4	A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new non-residential development and redevelopment or renovation, whether or not the development site is expanded by assembling parcels of land.
Downtown Redevelopment District—Commercial Corridor Gulf Boulevard District Policies	
Policy 1	Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at street level is important for any façade facing street frontage. Blank walls shall be prohibited on any street facing or residential facing facade. Any street-level retail facades shall have a storefront character. Both street-level retail and office facades should be designed to integrate architectural elements that provide protection to the pedestrian from weather elements wherever possible.
Policy 2	Commercial redevelopment of property that does not have direct access to Gulf Boulevard shall be prohibited.
Policy 3	Frontage properties along Gulf Boulevard shall be permitted to assemble properties and expand to the limits of the District boundaries only. Encroachment into the residential neighborhoods beyond the District boundaries is expressly prohibited.
Policy 4	A physical buffer that may include landscaping and privacy walls adjacent to existing residential properties shall be required for all new non-residential development and redevelopment or renovation, whether or not the development site is expanded by assembling parcels of land.
Housing Element	
Objective 1.1	In accordance with this Comprehensive Plan the City shall continue to provide technical assistance to the private sector so that they will be able to provide a suitable mix of housing types and numbers to meet the City's housing needs as well as making all housing sites in the City available to low and moderate income families.

Housing Element (cont.)	
Policy 1.1.3	The City shall continue to allow a variety of residential densities and housing types in order to enhance the opportunity for the private sector to provide housing in a wide range of types and costs.
Policy 1.1.4	Because the City of St. Pete Beach suffers physical and economic constraints beyond its control that prevent efforts to provide affordable housing in accordance with the requirements of Rule 9J-5, the City shall continue to work with neighboring communities and continue its support of the public transportation system and other affordable housing strategies through implementation of an affordable housing impact fee mitigation program for all new construction.
Policy 1.1.5	For all developments in areas covered by a Community Redevelopment Plan approved in accordance with Pinellas Planning Council guidelines for the establishment of such plan, the City shall implement an Affordable Housing Impact Fee in accordance with the standards approved in the Community Redevelopment Plan. Additionally, the City shall provide for such density bonuses for the provision of affordable housing as are represented in the approved Community Redevelopment Plan.
Policy 1.6.2	The City shall encourage housing improvement and replacement projects through the land development regulations.
Transportation Element	
GOAL 1	A safe, convenient and efficient motorized and non-motorized transportation system shall be available for all residents and visitors to the City.
Policy 1.1.1	The City shall review all proposed development or redevelopment for consistency with this element and impacts upon the adopted LOS standards. All development permits shall be issued only when it is documented that such development does not result in a reduction in the level of service below the adopted level of service standards for the affected facility.
Policy 1.1.2	All new development and redevelopment proposals shall be reviewed under the City's Concurrency Management System Ordinance to ensure the level of service standards established in this element shall be maintained.
Policy 1.1.3	The City shall assess new development or redevelopment an equitable pro rata share of the costs to provide roadway improvements to serve the development or redevelopment, as established by the Pinellas County impact fee schedule.
Objective 1.3	Through land development regulations the City will provide for safe, convenient and efficient motorized and non-motorized vehicle parking and bicycle and pedestrian ways.

Transportation Element (cont.)	
Policy 1.3.2	When feasible, the City shall require bicycle and pedestrian ways for connecting residential areas to recreation areas, schools, and shopping areas.
Policy 1.3.4	The City shall require crosswalks and sidewalks on roadways of high pedestrian usage.
Objective 1.4	The City's transportation system shall emphasize safety and aesthetics.
Objective 1.5	As an ongoing objective, the City shall encourage the utilization of a multi-modal transportation system as needed.
Policy 1.5.3	The City shall review all proposed development and redevelopment site plans for the accommodation of bicycle and pedestrian traffic needs, when appropriate.
Infrastructure Element	
Goal 1	The City shall ensure that needed sanitary sewer, solid waste and potable water services be provided by a safe and efficient system which maintains adequate facilities and provides for orderly growth and expansion.
Objective 1.1	The City of St. Pete Beach shall continue to implement procedures, in cooperation with its sewage, solid waste and potable water system providers to ensure that development permits are issued only when adequate facility capacity is available to serve the development.
Policy 1.1.1	The level of service standards shall be: • Sanitary sewer at 149.4 gallons per day per capita • Solid waste at 1.3 tons per person per year • Potable Water at 120 gallons per day per person by 2005
Policy 1.1.3	The City shall maintain formal agreements with Pinellas County to provide potable and reclaimed water, with the City of St. Petersburg to provide sewage treatment, and with a qualified private company to provide solid waste services consistent with the City's adopted levels of service.
Objective 1.2	The City and Pinellas County shall continue to work together to reduce the city's potable water demand based on use of reclaimed water and continued conservation strategies.
GOAL 2	An efficient Master Drainage system which protects human life, minimizes property damage, and improves storm water quality and on-site retention shall be provided.

Infrastructure Element (cont.)	
Policy 2.1.3	The master drainage plan shall address the following requirements: • The correcting of existing drainage facility deficiencies; • The coordination of extensions of or increases in capacity of any existing drainage facility; • The maximizing of the use of existing drainage facilities; and • Implementation activities for establishing priorities for replacement, correcting existing drainage facility deficiencies and providing for future drainage facility needs.
Coastal/Conservation Element	
Policy 2.2.2	The City shall maintain allowable densities in the Coastal High Hazard Area consistent with the Future Land Use Map of this Comprehensive Plan.
Objective 2.3	The City shall with regional authorities maintain or reduce hurricane evacuation times.
Policy 2.3.3	City emergency response personnel and volunteers shall coordinate with county and state emergency response agencies in emergency planning, including communications, traffic control and warning operations, to effect a safe and efficient evacuation of the City. • The adopted level of service standard for out-of-country hurricane evacuation clearance time for a category five storm event as measured on the Saffir-Simpson Scale shall be 16 hours
Recreation and Open Space Element	
GOAL 1	The City shall ensure the provision, protection, and maintenance of a coordinated, efficient and accessible system of public and private recreational parks and facilities which shall meet the needs of the City's current and future residents, visitors, and tourists.
Policy 1.1.1	In accordance with the generally recognized standards for recreational facilities, the City of St. Pete Beach shall work to achieve and maintain the following levels of service: • Tennis courts at 1 per 2,000 population • Basketball courts at 1 per 5,000 population • Baseball/softball fields at 1 per 6,000 population • Boat ramps/docks at 1 per 5,000 population • Bicycle trails at 1 mile per 5,000 population • Fishing sites at 1 per 5,000 population • Handball/racquetball courts at 1 per 5,000 population • Picnic areas at 1 acre per 6,000 population • Shuffleboard courts at 1 per 5,000 population
Policy 1.1.8	The City shall maintain adequate public access points to all recreation sites including beaches and shores.

Recreation and Open Space Element (cont.)	
Policy 1.2.1	The City, along with local businesses and development authorities, shall encourage the coordination with local art, cultural and historical organizations in local planning and redevelopment efforts.
Policy 1.3.1	The City shall implement land development regulations which include specific open space definitions and standards for landscaping and signs, the protection of open space and natural vegetation, as well as the use of green space for buffering between land uses.
Policy 1.4.3	The provision of adequate public beach access shall be considered requisite to any future development or redevelopment. Public access to identified recreation sites shall be maintained and shall be designed to protect the integrity of natural features including, where present, beaches and shores.
Policy 1.5.1	The City shall actively pursue funding for park and recreation facilities, including county, state, and federal assistance funds.
Capital Improvements Element	
Objective 1.1	Capital improvements will be provided to correct existing deficiencies, to accommodate desired future growth, and to replace worn out or obsolete facilities, as indicated in the five-year schedule of improvements which are designed to correct existing deficiencies identified in this element.
Policy 1.3.4	The City shall issue development permits only when required capital facilities are present or will be available concurrent with the impact of development. All new development and redevelopment proposals shall be reviewed under the City's Concurrency Management System Ordinance to ensure the level of service standards established in this element shall be maintained.

APPENDIX D:

Ordinances and Resolutions

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APPENDIX E:

Parcel Tables

PARCELS WITHIN THE ST. PETE BEACH CRA BOUNDARY

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16 32 06 79378 000 0309
16 32 06 79378 000 0407
16 32 06 79378 000 0409
15 31 36 18365 000 0050
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16 32 06 06111 000 0901
16 32 06 43555 000 7255
16 32 06 43555 000 7212
16 32 06 43555 000 6214
16 32 06 43555 000 7216
15 31 36 05112 005 0010
15 31 36 77994 069 0100
16 32 06 43555 000 0002
16 32 06 43555 000 7210
16 32 06 43555 000 5252
16 32 06 43555 000 6230
16 32 06 43555 000 7229
16 32 06 43555 000 3235
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15 32 01 10832 000 2622
15 32 01 10832 000 2633
16 32 06 11484 000 0010
16 32 06 00000 230 0200
15 32 01 10832 000 2628
15 32 01 10832 000 2602
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15 32 01 10832 000 2635
15 32 01 10832 000 2619
15 32 01 10832 000 2626
16 32 06 00000 230 0300
15 32 01 00000 110 0600

APPENDIX F:

Definitions

As used in the St. Pete Beach Community Redevelopment Area Plan, the following terms shall have the meanings as defined herein unless the context requires otherwise:

- (1) **“Agency”, “Community Redevelopment Agency” or “CRA”** means a public agency created by, or designated pursuant to, Section 163.356 or Section 163.357, Florida Statutes.
- (2) **“Public body”** means the state or any county, municipality, authority, special district as defined in Section 165.031 (5), Florida Statutes, or other public body of the state, except a school district.
- (3) **“Governing body”** means the council, commission, or other legislative body charged with governing the county or municipality.
- (4) **“Mayor”** means the mayor of a municipality or, for a county, the chair of the board of county commissioners or such other officer as may be constituted by law to act as the executive head of such municipality or county.
- (5) **“Clerk”** means the clerk or other official of the county or municipality who is the custodian of the official records of such county or municipality.
- (6) **“Federal Government”** includes the United States or any agency or instrumentality, corporate or otherwise, of the United States.
- (7) **“Slum area”** means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:
 - (a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;
 - (b) High density of population, compared to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
 - (c) The existence of conditions that endanger life or property by fire or other causes.
- (8) **“Blighted area”** means an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:
 - (a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
 - (b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
 - (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
 - (d) Unsanitary or unsafe conditions;
 - (e) Deterioration of site or other improvements;

- (f) Inadequate and outdated building density patterns;
- (g) Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
- (h) Tax or special assessment delinquency exceeding the fair value of the land;
- (i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
- (j) Incidence of crime in the area higher than in the remainder of the county or municipality;
- (k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
- (l) A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
- (m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
- (n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.

However, the term “blighted area” also means any area in which at least one of the factors identified in paragraphs (a) through (n) are present and all taxing authorities subject to Section 163.387(2)(a), Florida Statutes agree, either by interlocal agreement or agreements with the agency or by resolution, that the area is blighted. Such agreement or resolution shall only determine that the area is blighted. For purposes of qualifying for the tax credits authorized in Chapter 220, Florida Statutes “blighted area” means an area as defined in this subsection.

- (9) “Community redevelopment” or “redevelopment” means undertakings, activities, or projects of a county, municipality, or community redevelopment agency in a community redevelopment area for the elimination and prevention of the development or spread of slums and blight, or for the reduction or prevention of crime, or for the provision of affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly, and may include slum clearance and redevelopment in a community redevelopment area or rehabilitation and revitalization of coastal resort and tourist areas that are deteriorating and economically distressed, or rehabilitation or conservation in a community redevelopment area, or any combination or part thereof, in accordance with a community redevelopment plan and may include the preparation of such a plan.
- (10) “Community Redevelopment Area” or “Redevelopment Area” means a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly, or a coastal and tourist area that is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout, or a combination thereof which the governing body designates as appropriate for community redevelopment. For community redevelopment agencies created after July 1, 2006, a community redevelopment area may not consist of more than 80 percent of a municipality.
- (11) “Community Redevelopment Plan” or “Redevelopment Plan” means a plan, as it exists from time to time, for a community redevelopment area.

- (12) **“Related activities” means:**
- (a) Planning work for the preparation of a general neighborhood redevelopment plan or for the preparation or completion of a communitywide plan or program pursuant to Section 163.365, Florida Statutes.
 - (b) The functions related to the acquisition and disposal of real property pursuant to Section 163.370(4), Florida Statutes.
 - (c) The development of affordable housing for residents of the area.
 - (d) The development of community policing innovations.
- (13) **“Real property” means all lands, including improvements and fixtures thereon, and property of any nature appurtenant thereto or used in connection therewith and every estate, interest, right, and use, legal or equitable, therein, including but not limited to terms for years and liens by way of judgment, mortgage, or otherwise.**
- (14) **“Bonds” means any bonds (including refunding bonds), notes, interim certificates, certificates of indebtedness, debentures, or other obligations.**
- (15) **“Obligee” means and includes any bondholder, agents or trustees for any bondholders, or lessor demising to the county or municipality property used in connection with community redevelopment, or any assignee or assignees of such lessor’s interest or any part thereof, and the Federal Government when it is a party to any contract with the county or municipality.**
- (16) **“Person” means any individual, firm, partnership, corporation, company, association, joint stock association, or body politic and includes any trustee, receiver, assignee, or other person acting in a similar representative capacity.**
- (17) **“Area of operation” means, for a county, the area within the boundaries of the county, and for a municipality, the area within the corporate limits of the municipality.**
- (18) **“Housing authority” means a housing authority created by and established pursuant to Chapter 421, Florida Statutes.**
- (19) **“Board” or “commission” means a board, commission, department, division, office, body or other unit of the county or municipality.**
- (20) **“Public officer” means any officer who is in charge of any department or branch of the government of the county or municipality relating to health, fire, building regulations, or other activities concerning dwellings in the county or municipality.**
- (21) **“Debt service millage” means any millage levied pursuant to Section 12, Art. VII of the State Constitution.**
- (22) **“Increment revenue” means the amount calculated pursuant to Section 163.387(1), Florida Statutes.**
- (23) **“Community policing innovation” means a policing technique or strategy designed to reduce crime by reducing opportunities for, and increasing the perceived risks of engaging in, criminal activity through visible presence of police in the community, including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, citizen contact patrol, foot patrol, neighborhood storefront police stations, field interrogation, or intensified motorized patrol.**

APPENDIX G:

Legal Description

St. Pete Beach CRA Legal Description

Beginning at a point on the seawall along Blind Pass Channel and the Northwestern corner of Lot 1, Block 71, St. Petersburg Beach Replat and the vacated street on the west; thence running Eastwardly 140 feet to the Northeast corner of Lot 1, Block 71, St. Petersburg Beach Replat; thence running Northwest 161.43 feet to a point on the Northwestern corner of Lot 5, Block 71, St. Petersburg Beach Replat; thence running in a Northeasterly direction along the Northern boundary of Block 71, St. Petersburg Beach Replat 300 feet to the Westerly right-of-way of Coquina Way; thence running along the Westerly right-of-way of Coquina Way 80 feet to the Northern right-of-way of 76th Avenue; thence running in a Northeasterly direction along the Northern boundary of 76th Avenue 360 feet to the Southwest corner of Lot 16, Block 73, St. Petersburg Beach Replat; thence running Northwest along the Westerly boundary of Lot 16, Block 73, St. Petersburg Beach Replat and continuing Northwest along the Westerly boundary of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat 107.5 feet to the Northwest corner of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat; thence running Northeasterly along the Northern boundary of Lot 15, Block 73, Block 73, St. Petersburg Beach Replat and continuing Northeasterly along the Northern boundaries of Lot 2 and Lots 6, 7, 10, and 11, Block 74, St. Petersburg Beach Replat, 450.3 feet to a point on the Northeast corner of Lot 11, Block 74, St. Petersburg Beach Replat; thence running in a Northwest direction along the Westerly boundary of Lots 14 and 13, Block 74, St. Petersburg Beach Replat, 107.5 feet to the intersection of the Southern right-of-way of 77th Avenue; thence running Northeasterly along the Northern boundary of Lot 13, Block 74, St. Petersburg Beach Replat, 200 feet to the Eastern right-of-way of Blind Pass Road; thence running Northwest across 77th Avenue and along the Westerly boundary of Lot 1, Block B 25, St. Petersburg Beach Replat, 202.5 feet to the Northwest corner of Lot 1, Block B 25, St. Petersburg Beach Replat; thence continue Northwest across a 15-foot alley to the Southwest corner of Lot 18, Block B 25, St. Petersburg Beach Replat; thence running Northwest along the Northern boundary of a 15-foot alley across Boca Ciega Drive and continuing along the Northern boundary of the City of St. Pete Beach Municipal Complex 143.3 feet to the seawall along Boca Ciega Bay; thence running 1,768.08 feet Southwest and Southeast to a point at the Northeast corner of Lot 17, Block A, Bayside 2nd Addition to St. Pete Beach; thence running Northwest along the Northern boundary of said Lot 17 191.2 feet; thence running Northwest across the 60-foot right-of-way of Bay Street to the Northeast corner of Lot 5, Block D, Bayside 2nd Addition to St. Pete Beach; thence running Southwest along the alley between Block D and Block 52, St. Petersburg Beach Replat, 300 feet to a point on the Easterly right-of-way of Mangrove Avenue; thence running Southeast along said right-of-way 160 feet to a point on the Southern right-of-way of 73rd Avenue; thence running West along the Southern right-of-way of 73rd Avenue 1,220 feet to the Northeast corner of Lot 5, Block 47, St. Petersburg Beach Replat; thence running Southeast 382.5 feet to the Northeast corner of Lot 6, Block 42, St. Petersburg Beach Replat; thence running Southwest along Northwest boundary of said Lot 6, 63 feet to a point on the Northwest corner of said Lot 6; thence running Southeast along the boundary of Lot 6, 167.6 feet to a point on the Southern right-of-way line of 71st Avenue; thence running Northeasterly to the Northeast corner of Lot 5, Block 26, St. Petersburg Beach Replat; thence running generally Southeast along the Eastern boundaries of Lot 5 and Lot 6, Block 26, St. Petersburg Beach Replat, to a point on the Northern right-of-way of 70th Avenue; thence Southwest along the South boundary of Lot 6, Block 26, St. Petersburg Beach Replat, 65 feet to the Southwest corner of said Lot 6; thence running across 70th Avenue 60 feet to a point on the Northwest corner of Lot 3, Block 25, St. Petersburg Beach Replat; thence running Northeasterly along the North boundary of Lots 3, 4 and 5, Block 25, St. Petersburg Beach Replat, 293 feet to a point on the Easterly right-of-way of Blind Pass Road and the Northwest corner of Lot 18, Block 2, Gulfwinds Subdivision; thence running Southward along said Easterly right-of-way of Blind Pass Road 539.6 feet to the Northwest corner of Lot 11, Block 2, Gulfwinds Subdivision; thence Southeast along the Northern boundary of said Lot 11, 122.4 feet to the Northeast corner of said Lot 11; thence following the Eastern boundary of Lots 11, 10 and 9, Block 2, Gulfwinds Subdivision, across 67th Avenue and continuing Southeast along the Eastern boundaries of Lots 16, 15, 14, 13, 12, 11, 10 and 9, Block 5, Gulfwinds Subdivision 995.2 feet to a point on the Southeast corner of said Lot 9 and the Northern right-of-way of 64th Avenue; thence Northeasterly along the Northern right-of-way of 64th Avenue to a point on the Eastern right-of-way of Gulf Winds Drive; thence Southward along the Eastern right-of-way of Gulf Winds Drive 1,188.61 feet to the Eastern right-of-way of Gulf Boulevard; thence

running along the Eastern right-of-way of Gulf Boulevard to a point on the North right-of-way line of 37th Avenue; thence Westward to the Westerly right-of-way of Gulf Boulevard; thence Northwesterly along said Westerly right-of-way of Gulf Boulevard to a point on the Northerly corner of the Pinellas County Park; thence Southwesterly on the North boundary of the Pinellas County Park to the Mean High Water Line in the Gulf of Mexico; thence Northward following the Mean High Water Line of the Gulf of Mexico 4,665.93 feet MOL to the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A and with a Pinellas County property identification number of 01/32/15/82015/001/0001; thence Northeasterly along the Southern boundary of Silver Sands Beach & Racquet Club One Condo Building A, 680 feet to the Southeast corner of Silver Sands Beach & Racquet Club One Condo Building A; thence Northward along the East boundary of Silver Sands Beach & Racquet Club One Condo Building A and across 64th Avenue, 212.57 to the Northern right-of-way of 64th Avenue; thence Easterly along the Northerly right-of-way of 64th Avenue 210 feet; thence Northwesterly along the Eastern boundary of the Common Area of Silver Sands Beach & Racquet Club Two Condo Building, 460 feet; thence continue Northwesterly across 66th Avenue; thence continue Northwesterly along the East boundaries of The Seafarer Condo and Pacesetter Three Condo 200 feet to the South right-of-way of 67th Avenue; thence continue Northwesterly across the 67th Avenue right-of-way and along the Eastern boundaries Carol Apartments Condo and Lot 30, Block 4, St. Petersburg Beach 1st Addition 200 feet to the South right-of-way of 68th Avenue; thence continue across the 68th Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 3, St. Petersburg Beach 1st Addition 200 feet to the South right-of-way of 69th Avenue; thence continue Northwesterly across the 69th Avenue right-of-way and along the Eastern boundaries of Lots 11 and 30, Block 2, St. Petersburg Beach 1st Addition 200 feet; thence continue Northwesterly across 70th Avenue and along the Eastern boundaries of Lot 11, Block 1, St. Petersburg Beach 1st Addition, and Baltic Apartments Condo 203 feet to the South right-of-way of 71st Avenue; thence continue Northwesterly across 71st Avenue and the Eastern boundaries Lot 11 and 12, Block 43, St. Petersburg Beach Replat, 115 feet to the South right-of-way 72nd Avenue; thence continue Northwesterly across 72nd Avenue and the Eastern boundaries of Lot 11 and 12, Block 46, St. Petersburg Beach Replat, to the South right-of-way of 73rd Avenue; thence Southwesterly along said right-of-way 911.5 feet to the seawall on Blind Pass Channel; thence Northwesterly along the seawall 719.7 feet to the point of beginning, together with all street and alley right-of-way contained in the described area, and the entire right-of-way of Gulf Winds Drive between the South right-of-way line of 73rd Avenue to the North right-of-way line of 64th Avenue, and the entire right-of-way of Blind Pass Road between the South right-of-way line of 73rd Avenue and the South right-of-way line of 70th Avenue.

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APPENDIX H:

Assumption Financial Model Table

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APPENDIX 5-1: VALUES / ASSUMPTIONS FOR FINANCIAL MODEL

(FDOR 2013 Certified Tax Roll)										
CRA Base Data										
Property Category	Parcels	DU / Hotel Rms	Taxable Value	Building Area (sf)	Avg Tax Val/Unit	Avg Tax Val/SF	Avg DU Area (sf)	Count	Homestead Parcels	
									Hx Val	Avg Hx Val
Residential: Single Family	24	27	\$2,887,229	36,041	\$106,934	\$80.11	1,335	5	\$400,301	\$80,060
Residential: Multi-Family (incl CAM) *	331	374	\$65,223,284	448,261	\$174,394	\$145.50	1,199	79	\$13,306,975	\$168,443
Residential: Vacant	2	0	\$220,565	0				0	\$0	
Commercial: Office *	23	0	\$7,445,000	87,985		\$84.62				
Commercial: Retail, Rest, Other *	83	0	\$53,672,982	574,760		\$93.38				
Commercial: Hotel/Motel/Time Share	379	2,309	\$179,018,158	1,664,953	\$77,531	\$107.52	721			
Commercial: Vacant	56	0	\$10,412,621	0						
Industrial	11	0	\$2,686,649	44,630		\$60.20				
Industrial: Vacant	0	0	\$0	0	\$0	\$0.00	0			
Institutional / Govt	10	0	\$1,905,751	136,018		\$14.01				
Institutional / Govt: Vacant	1	0	\$0	0						
Totals	920	2,710	\$323,472,239	2,992,648				84	\$13,707,276	
* 2013 Taxable Value (land + bldg): Avg multi-family built 1970+: (DU / sf) \$212,331 \$161.04 Wtd avg of non-hotel commercial space: \$92.22										

Millage Rates			Real Estate Growth / Decline Cycle: 18 years of growth, 2 years of decline starting in the 19th year, 1 year stagnant before new growth cycle).			TIF Capture Rates		
County: 5.3377						County: Years 1 - 30 100% thereafter n/a		
City: 2.8569						City: Years 1 - 30 100% thereafter n/a		
Other Taxing Districts (Total): 10.2717								
Value Escalation (from 2013)			Property Improvements On Existing 2013 Properties			New Development		
Residential:			Multi-Family Residential			Multi-Family Residential		
Starting Esc	1.75%		Property (sf):	437,353		Avg DU (sf):	959	
Ann'l Esc Growth	3.50%		Avg tax val per sf:	\$149.13	all properties	Tax val per sf:	\$161.04	1970+
Tot Declined Val	-25.00%		Imp / yr:	1.10%	in growth yrs,	Avg Household Size:	1.83	people
Yr 1 Decline	40.00%		Ann'l esc of imp / yr:	4.10%	starting yr 2	Const Timing:	Annual, starting yr 2 based on	
Yr 2 Decline	60.00%		Imp val:	20.0%	of esc value	Initial Dev Rate:	previous year's CRA population	demand
Commercial:			Non-Hotel Commercial			Dev Esc:		
Starting Esc	1.75%		Property (sf):	449,763		Non-Hotel Commercial		
Ann'l Esc Growth	5.50%		Wtd avg tax val per sf:	\$135.89	all properties	Wtd tax val per sf:	\$92.22	
Tot Declined Val	-22.00%		Imp / yr:	1.15%	in growth yrs,	Const Timing:	Annual, starting yr 2	
Yr 1 Decline	40.00%		Ann'l esc of imp / yr:	4.10%	starting yr 2	Initial Dev Rate:	1,900 sf	
Yr 2 Decline	60.00%		Imp Val:	22.0%	of esc value	Dev Esc:	10.50% Annually	
City / CRA Pop Growth - CRA Pop Capture			Hotels, Motels, Time Shares			Hotel / Motel		
Starting Growth Factor	0.51%		Property (sf):	1,499,510		Avg Room (sf):	505	
Ann'l Growth Escalation	7.5%		Avg tax val per sf:	\$119.38	all properties	Tax val per sf:	\$107.52	
CRA Impact Factor (starting year 5)	12.0%		Imp / yr:	1.15%	in growth yrs	Tax val per room:	\$77,531	
Ann'l Impact Escalation	7.5%		Ann'l esc of imp / yr:	4.10%		Const Timing:	Every 3 yrs starting yr 4	
CRA Pop Capture (starting year 5)	50.0%		Imp Val:	28.0%	of esc value	Initial Dev Rate:	175 rooms	
Ann'l Capture Escalation	2.0%		NOTE: Taxable value appears on the tax roll the year after the construction start.			Dev Esc:	6.00% of last project	

CITY COMMISSION MEETING

MINUTES

OCTOBER 13, 2015

6:00 P.M.

CALL TO ORDER

The meeting was called to order by Mayor Lowe at 6:25 p.m.

PLEDGE OF ALLEGIANCE

INVOCATION

PRESENT:

Maria Lowe, Mayor
Terri Finnerty, Vice Mayor
Rick Falkenstein, Commissioner
Gregory Premer, Commissioner
Melinda Pletcher, Commissioner

ALSO PRESENT:

Wayne Saunders, City Manager
Andrew Dickman, City Attorney
Rebecca C. Haynes, City Clerk
Jennifer Bryla, Community Development Director
Elaine Edmunds, Administrative Services Director
Jennifer McMahon, Recreation Director

1. Presentations

There were no presentations for this meeting.

2. Changes to the Agenda

There were no changes to the agenda for this meeting.

3. Audience Comments

John Michael, Bay Street, spoke in opposition to upgrading the Library facilities.

Joanne Lentino, Boca Ciega Drive, spoke in favor of posting lifeguards on the beach and posting flags warning of strong riptides.

Deborah Schechner, Boca Ciega Isle Drive, spoke in support of upgrading the Library facilities.

Rosemary Manning, 1st Avenue, spoke in support of City-sponsored swimming lessons.

Joanne Melodayo, St. Pete Beach, spoke in support of community organizations and volunteers to sponsor swimming lessons.

4. Consent

- a. Approval of City Commission minutes: September 9, 2015, Regular meeting; September 23, 2015 Executive Session; September 24, 2015 Special Meeting.
- b. Authorization for street closures for four craft shows and to hang banners over 75th Avenue at Boca Ciega Drive for the following Corey Area Business Association 2016 events:
 - Corey Art & Craft Show January 9-10, 2016
 - Corey Art & Craft Show April 2-3, 2016
 - Corey Art and Craft Show June 4-5, 2016
 - Corey Art and Craft Show December 3-4, 2016
- c. Authorize payment of the annual software maintenance contract with Tyler Technologies for financial accounting software.

City Manager Wayne Saunders reviewed the Consent Items and recommended approval.

Commissioner Premier moved to approve the Consent Items 4 (a), (b) and (c) as presented. The motion was seconded by Commissioner Pletcher.

Mayor Lowe called for audience comments.

Hearing no audience comments, Mayor Lowe called for the vote.

The motion was unanimously approved by an individual roll call vote.

5. Action Items

- a. Approval of Second Amendment to Interlocal Agreement between Pinellas County and the municipalities for the renewal of the Six (6) Cent Local Option Fuel Tax.

Mr. Saunders explained the local option fuel tax that is scheduled to sunset on December 31, 2017. Calculations are based on resident population. The proposed renewal is effective January 1, 2018 through December 31, 2027.

Commissioner Premer moved to approve Item 5(a), to approve the Second Amendment to the Interlocal Agreement between Pinellas County and the municipalities for the extension of the Local Option Fuel Tax and authorize the Mayor to execute the agreement and all required documents. The motion was seconded by Commissioner Falkenstein.

Mayor Lowe called for audience comments.

Hearing no audience comments, Mayor Lowe called for the vote.

The motion was unanimously approved by an individual roll call vote.

- b. Settlement Agreement-James Anderson vs. City of St. Pete Beach, et al.; Case Nos. 2D12-5969 and L.T.: 11-1319-CI

City Attorney Andrew Dickman reviewed the statutory attorney fees that are associated with a Sunshine Law violation. Mr. Dickman noted the demand totaled \$707,900.00 plus costs, expenses, interest on final judgment and a contingency risk multiplier. The negotiated amount is \$495,636.88 payable in four installments with the first payment due within seven days from the filing of the stipulation by the City.

Commissioner Pletcher moved to approve Item 5(b), to authorize the City Attorney to sign the negotiated stipulation on attorney fees and costs as presented. The motion was seconded by Vice Mayor Finnerty.

Mayor Lowe called for audience comments.

Hearing no audience comments, Mayor Lowe called for the vote.

The motion was unanimously approved by an individual roll call vote.

6. Ordinances

- a. Ordinance 2015-13, First Reading and Public Hearing amending Section 38.7 of the Code of Ordinances removing the reference to the 2012 election

The proposed ordinance removes unnecessary language from the 2012 election.

Vice Mayor Finnerty moved to approve Item 6(a), Ordinance 2015-13, upon first reading, an ordinance of the City of St. Pete Beach, Florida, amending Section 38.7 of the City of St. Pete Beach Code entitled, "Election Date of

Commissioners” and providing an effective date. The motion was seconded by Commissioner Falkenstein.

Mayor Lowe called for audience comments.

Hearing no audience comments, Mayor Lowe called for the vote.

The motion was unanimously approved by an individual roll call vote.

- b. Ordinance 2015-18, First Reading and Public Hearing establishing the 2016 municipal election date as March 15, 2016.

The proposed ordinance establishes the 2016 municipal election date as March 15, 2016 to coincide with the Presidential Preference Primary Election.

Commissioner Premer moved to approve Item 6(b), Ordinance 2015-18, upon first reading, an ordinance of the City of St. Pete Beach, Florida, amending Section 38.7 of the City of St. Pete Beach entitled, “Election Date of Commissioners,” specifying the date of the 2016 election and providing an effective date. The motion was seconded by Commissioner Falkenstein.

Mayor Lowe called for audience comments.

Hearing no audience comments, Mayor Lowe called for the vote.

The motion was unanimously approved by an individual roll call vote.

- c. Ordinance 2015-19, First Reading and Public Hearing amending Section 3.04 of the Code of Ordinances providing for compensation and expenses for the City Commissioners and the Mayor-Commissioner; providing that the question be submitted as a referendum question to the electors for approval; and providing an effective date

The proposed ordinance provides for increased compensation for the Mayor and Commissioners upon approval by a majority of the electors at the next election, which is scheduled for March 15, 2016.

Discussion was held in regard to the compensation amount and the effective date. It was the consensus of the Commission to increase the compensation for Commissioners to \$800.00 per month and the Mayor-Commissioner to \$1600.00 per month; in addition, to be effective immediately upon approval by a majority of electors at the next general election.

Commissioner Premer moved to approve Item 6(c), Ordinance 2015-19, upon first reading, an ordinance of the City of St. Pete Beach, State of Florida, amending Section 3.04 of the Code of Ordinances, providing for

the compensation and expenses for the City Commissioners and the Mayor-Commissioner; providing that the question be submitted as a referendum question to the electors for approval; and providing an effective date; with the stipulation that the Mayor-Commissioner receive \$1600.00 per month and the Commissioners receive \$800.00 per month. The motion was seconded by Vice Mayor Finnerty.

Mayor Lowe called for audience comments.

Deborah Schechner, Boca Ciega Isle Drive, spoke in favor of the increased compensation and in opposition to the increase being placed on an election ballot.

Hearing no further audience comments, Mayor Lowe called for the vote.

The motion was unanimously approved by an individual roll call vote.

7. Resolutions

There were no resolutions submitted.

8. Items for Discussion

- a. Summary of Bryant, Miller and Olive (BMO) expenses regarding Anderson case

City Attorney Dickman reviewed the fees paid to the former legal firm covering the time frame of 2009 through 2015. Mr. Dickman noted that he will contact the attorneys representing the City and BMO to arrange their attendance at a future Commission meeting.

The City Attorney also stated that he will provide a video of the oral argument before the District Court of Appeals for the Commission to view.

- b. Proposed time limit for Commissioners' comments

Discussion centered on improving methods of communication, limiting dialogue during meetings, increasing use of the City newsletter and placing video cam recordings on the City website.

9. Audience Comments

Unidentified speaker, no address given, requested clarification on stating his name for the record when speaking at a public meeting.

10. City Clerk, City Manager, City Attorney and City Commission Reports

City Clerk Haynes reported on the following item:

- There was no report provided

City Manager Saunders reported on the following item:

- FDOT representatives are working with City Staff to help alleviate traffic back-ups along Gulf Boulevard. Updated reports will be provided twice daily on SPBConnect.

City Attorney Dickman reported on the following item:

- There was no report provided

Commissioner Falkenstein reported on the following items:

- Requested clarification if meeting minutes could be located separately in the agenda packet
- Fee structure and location of weddings directly on the beach
- Upham Beach parking restrictions

Commissioner Premier reported on the following items:

- Traffic backlog due to Gulf Boulevard construction
- Loud noise and music emanating from the rooftop at the Zamora Hotel
- October Concerts in the Park and Fish Broil events were successful
- Sunset Scream Halloween and John's Pass Seafood Festival are coming up
- Updated Home/Condominium Owner Associations lists
- Lido Homeowner Association meeting on Thursday, October 15, 2015

Vice Mayor Finnerty reported on the following items:

- Witnessed an incident involving Pinellas County Sheriff's Office
- Met with FDOT representatives in regard to Gulf Boulevard striping
- Grand Opening of Super Cross in the City of Oldsmar
- Sunset Festival celebrations will cease for the next few months due to the position of the sun
- Support Our Troops sold beer and wine at the Fish Broil event and will sell the same at the concert on Friday, October 16, 2015, in Horan Park

Commissioner Pletcher reported on the following items:

- Clarified that the Florida Department of Transportation maintains absolute authority in regard to the Gulf Boulevard resurfacing project
- The Pass-A-Grille Way reconstruction project is progressing
- The "Lights on Eighth Avenue" was a huge success

Mayor Lowe reported on the following items:

- October is kick-off month for numerous local events
- Big C meeting held on September 23, 2015

- Encouraged residents to contact County Commissioners in support of the Community Redevelopment District

11. Adjournment

There being no further business to come before the Commission, the meeting was adjourned at 8:45 p.m.

Attest:

Rebecca C. Haynes, City Clerk

Maria Lowe, Mayor

Minutes approved on: _____

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Authorization for the City Manager to sign the Employee Health Insurance Enrollment renewal with Florida Blue.

Date: November 17, 2015

Prepared By: Colette Graston, Human Resources Administrator

Through: Wayne Saunders, City Manager *WS*

Summary of Issue: Since August the Employees Benefits Committee (made up of one employee from each department) and Sun Risk Management, our insurance broker, have been meeting to determine what health insurance plans will best meet the needs of the employees for 2016.

The consensus was to ask for rates from several insurance companies for comparison purposes. Unfortunately, the other insurance companies would not provide rates in time for the January renewal because of Affordable Care Act legislation being held up in Tallahassee. Florida Blue, our current carrier, was able to provide a quote that increases the premiums 3%.

Funding: Various Department accounts

Requested Motion: “I authorize the City Manager to sign the Employee Health Insurance Enrollment renewal with Florida Blue.”

Attachments: Renewal Information

10/05/2015

CITY OF ST PETE BEACH
155 COREY AVE
ST PETE BEACH, FL 337061839

Renewal Date: 01/01/2016
Group Number: B6459

Dear WAYNE SAUNDERS,

Thank you for being part of the four million plus members covered by Florida Blue and its health care affiliates. This renewal package includes important documents that must be returned to us to ensure your coverage renews without any delays in coverage for your employees.

The renewal rates for your company assume that you **do not** qualify as a Small Group according to Section 1304 of the Affordable Care Act. If the average of the total number of all employees employed on business days during the preceding calendar year is less than 101, please call our office immediately.

Here's What You'll Need to Do:

- For a timely renewal, please complete and sign the Enrollment Summary and return it to us by the **15th of the month prior to your renewal date**. If this document is not received by the renewal date (above), your coverage will end on that date.
- If you decide to change to an alternate plan, a new True Group Application must be signed and returned 15 days prior to your renewal date in order to ensure a smooth transition.
- You must distribute the Summary of Benefits and Coverage (SBC) for the health plans you offer to your employees. The SBC(s) should be provided with your open enrollment materials or if enrollment is automatic, employees should receive a copy at least 30 days prior to your renewal date. Enclosed are SBCs for your current plans.

Under the Health Insurance Portability and Accountability Act (HIPAA), your annual open enrollment period should begin 30 days prior to your coverage renewal date. **Waiting periods cannot exceed 90 days. If you need to change your waiting period, please contact your agent.**

Additional Products are Available:

√ Dental, Life, STD, LTD √ Reimbursement & Spending Accounts √ Premium Conversion plans

Thank you for the opportunity to serve you and your employees. We value your company's business and look forward to working with you in the future.

Sincerely,

LINDSEY CRAWFORD
Mid Mkt Acct Exe - Rene

Phone: 8138827656

Fax: 8138061390

Email: lindsey.brown@bcbsfl.com

CC: SUN RISK MANAGEMENT - BEERSDORF, PAULA

Phone: 7273673231

Fax: 7273673999

I. Application Information

A. Group Name (from current application): CITY OF ST. PETE BEACH

Group # B6459

B. Applicant hereby applies for an Amendment to the Group Policy that is currently issued by Blue Cross and Blue Shield of Florida, Inc. (BCBSF) and/or Health Options, Inc. (HOI). Upon acceptance of this amendment by BCBSF and/or HOI, it will become part of the Policy issued to the applicant named above.

C. The effective date of the following amendment(s) to the current policy shall be: 01/01/2016

II. Requested Amendment(s) to the Current Policy

- | | |
|--|---|
| ☐ Change: Group Name or Affiliate Name | ☐ Change: Domestic Partner Coverage |
| ☐ Change: Subsidiaries, Divisions or Affiliates to be Covered | ☒ Change: Health Plan (Product) |
| ☐ Change: Waiting Period Days | ☐ Change: Integrated Banking Arrangement |
| ☐ Change: Add New Eligible Employees On | ☐ Change: COBRA Administration |
| ☐ Change: Terminate Employees On | ☐ Change: Other |
| ☐ Change: Employer Contribution | |

COMPLETE ONLY THOSE SECTIONS RELEVANT TO THE REQUESTED AMENDMENT(S) TO YOUR CURRENT POLICY.

III. Amendments

A. Change: Group Name or Affiliate Name

No Change to be made.

B. Change: Subsidiary, Division or Affiliate to be Covered

No Change to be made.

C. Change: Waiting Period Days

No Change to be made.

D. Change: Add New Eligible Employees On

No Change to be made.

E. Change: Terminate Employees On

No Change to be made.

F. Change: Employer Contribution

No Change to be made.

G. Change: Domestic Partner Coverage

No Change to be made.

H. Change: Health Plan (Product)

Plan Benefit Period: Calendar Year

From: 01/01/2016

To: 12/31/2016

Health Plan Name		Rx Option (indicate copayments)	
BlueOptions Physician Copay Plan 03559 CUS		BlueScript Rx OOP Int \$10/\$30/\$50 STD	
Plan Rates:			
Employee \$766.54	Employee/ \$1,824.37 Spouse	Employee/ \$1,410.43 Child(ren)	Family \$2,391.60
Employee + One	Spouse Only	Child(ren) Only	Spouse/ Child(ren)
Health Plan Name		Rx Option (indicate copayments)	
BlueCare HSA-Compatible NFQ LG GRP Plan 126 CUS		BlueCare IRX (High) HSA In-network DED + \$10/\$50/\$80 STD	
Plan Rates:			
Employee \$528.96	Employee/ Spouse	Employee/ Child(ren)	Family
Employee + One	Spouse Only	Child(ren) Only	Spouse/ Child(ren)
Health Plan Name		Rx Option (indicate copayments)	
BlueCare HSA-Compatible NFQ LG GRP Plan 127 CUS		BlueCare IRX (High) HSA In-network DED + \$10/\$50/\$80 STD	
Plan Rates:			
Employee	Employee/ \$1,177.19 Spouse	Employee/ \$910.09 Child(ren)	Family \$1,543.21
Employee + One	Spouse Only	Child(ren) Only	Spouse/ Child(ren)
Health Plan Name		Rx Option (indicate copayments)	
BlueCare NFQ LG GRP Plan 45 CUS		BlueCare Rx OOP INT \$10/\$30/\$50 STD	
Plan Rates:			
Employee \$560.91	Employee/ \$1,334.95 Spouse	Employee/ \$1,032.07 Child(ren)	Family \$1,750.03
Employee + One	Spouse Only	Child(ren) Only	Spouse/ Child(ren)
Health Plan Name		Rx Option (indicate copayments)	
BlueCare NFQ LG GRP Plan 59 CUS		BlueCare Rx OOP INT \$10/\$30/\$50 STD	
Plan Rates:			
Employee \$605.67	Employee/ \$1,441.48 Spouse	Employee/ \$1,114.43 Child(ren)	Family \$1,889.67
Employee + One	Spouse Only	Child(ren) Only	Spouse/ Child(ren)

I. Change: Integrated Banking Arrangement

No Change to be made.

J. Change: COBRA Administration

No Change to be made.

K. Change: Other

No Change to be made.

IV. Applicant Responsibilities

I understand that this information will be used to determine my group's compliance with BCBSF and/or Health Options, Inc. eligibility and Underwriting Guidelines, as well as applicability of State and Federal laws relating to my group and plan. BCBSF and/or Health Options, Inc. reserves the right to request a UCT-6 or other documentation as evidence of business activity at any time and from time to time in order to validate my compliance with eligibility and Underwriting Guidelines, as well as validate the applicability of State and Federal laws.

Upon acceptance for coverage, this amendment will become a part of the Group Policy issued, along with the Group Application. The applicant certifies the information contained in this amendment is true and complete and acknowledges that if a misrepresentation was made regarding eligibility, this coverage may be cancelled or rescinded. The applicant understands that any person who knowingly and with intent to injure, defraud, or deceive any insurer files a statement of claim or an application containing any false, incomplete, or misleading information is guilty of a felony of the third degree.

Final Premiums, Benefits and Effective Dates are Subject to Approval by BCBSF Corporate Headquarters.

Issuance of the policy by BCBSF/HOI will be deemed acceptance of this amendment.

Name & Title of Applicant	Date	Signature of Applicant

Agent or Sales Rep License Identification Number	Date	Signature of Agent or Sales Representative

Health Insurance is offered by Blue Cross and Blue Shield of Florida, Inc. D/B/A Florida Blue. HMO coverage is offered by Health Options, Inc., D/B/A Florida Blue HMO, an HMO subsidiary of Florida Blue. These companies are independent licensees of the Blue Cross Blue Shield Association.

Benefit Overview			
Plan Designs			
Calendar Year Deductible (CYD)			
Deductible (Individual)		In-Network	
Deductible (Family Aggregate)		In-Network	
(Individual/Family)		Out-of-Network	
Coinsurance			
		In-Network	
		Out-of-Network	
Out of Pocket Maximum (In-Network/Out-of-Network)			
		Individual	
		Family	
Office Services			
		In-Network	Family Physician
		In-Network	Providers
		Out-of-Network	Providers
		In-Network	Office Visit
Provider Services at Hospital & ER			
		In and Out of Network	
Hospital Services			
		Inpatient In-Network	
		Inpatient Out-of-Network	
		Outpatient In-Network	
		Outpatient Out-of-Network	
Emergency Room Services			
		In-Network	
		Out-of-Network	
Preventive Health			
		Mammograms	
		Well Child	
		Adult Wellness In-Network	
		Adult Wellness Out-of-Network	
2			
Prescription Drug Copays:			
		Deductible	
		Generic	
		Brand	
		Non-formulary	
		Self-Administered Injectables	
Mail Order Prescriptions (90 Day Supply)			
Lifetime Maximum			
	ENROLLMENT	03559	126-27
		59	
	Single	7	16
	Employee + Spouse	0	18
	Employee + Child(ren)	0	9
	Employee + Family	1	5
		2	6
		1	2
		8	
Total Participation			
73			
Estimated Monthly Premium:			
Total Estimated Annual Premium :			
% Increase by Plan:			
Total % Increase:			

Florida Blue			
BlueOptions - HCR 013559	BlueCare HMO 126-127	BlueCare HMO 59	
\$500	\$1,500	\$500	
\$1,500	\$3,000 / \$3,000	\$1,000	
\$750 / \$2,250	Not Covered	Not Covered	
80%	90%	90%	
60%	N/A	N/A	
\$2,500 / \$5,000	\$3,000	\$3,500	
\$5,000 / \$10,000	\$5,000 / \$6,000	\$7,000	
\$20 Copay	DED + COINSURANCE	\$15 Copay	
\$40 Copay	DED + COINSURANCE	\$35 Copay	
DED+ 50% Coinsurance	Not Covered	Not Covered	
\$10 Copay	DED	\$10 Copay	
In-Network DED+Coinsurance	DED + COINSURANCE	\$0 In-Network	
Option 1/2 - \$600 / \$1,000	DED + COINSURANCE	\$500 Copay	
DED+Coinsurance	Not Covered	Not Covered	
Option 1/2 -- Therapies \$45 Copay/\$60 Copay Option 1/2 -- All Other Services \$200 Copay/\$300 Copay	DED + COINSURANCE	Therapy \$55 Copay All Other Services \$550 Copay	
DED+Coinsurance	Not Covered	Not Covered	
\$100 Copay	DED + COINSURANCE	\$100 Copay	
\$100 Copay	DED + COINSURANCE	\$100 Copay	
\$0 Copay	\$0 Copay	\$0 Copay	
\$0 Copay	\$0 Copay	\$0 Copay	
\$0 Copay	\$0 Copay	\$0 Copay	
COINSURANCE	Not Covered	Not Covered	
\$0	In-Network DED	\$0	
\$10	\$10	\$10	
\$30	\$50	\$30	
\$50	\$80	\$50	
See Medication Guide	See Medication Guide	See Medication Guide	
\$25/\$75/\$125	\$25/\$125/\$200	\$25/\$75/\$125	
N/A	UNLIMITED	UNLIMITED	
BlueOptions HCR 013559	BlueCare HMO 126-127	BlueCare HMO 59	
\$725.86	\$510.88	\$587.74	
\$1,727.55	\$1,186.08	\$1,398.83	
\$1,335.59	\$916.97	\$1,081.45	
\$2,264.69	\$1,554.86	\$1,833.76	
\$8,681.30	\$15,868.65	\$44,327.57	
	\$826,530.24		
	N/A	N/A	

Florida Blue			
BlueOptions HCR 03559	BlueCare HMO126-127 2016	BlueCare HMO S9	BlueCare HMO 45
\$500	\$1,400	\$500	\$1,500
\$1,500	\$3,000 / \$3,000 (Non-Embedded)	\$1,000	\$4,500
\$750 / \$2,250	Not Covered	Not Covered	Not Covered
80%	90%	90%	90%
60%	N/A	N/A	N/A
\$2,500 / \$5,000	\$3,000	\$3,500	\$4,000
\$5,000 / \$10,000	\$6,000 / \$6,000 (Non-Embedded)	\$7,000	\$8,000
\$20 Copay	DED + COINSURANCE	\$15 Copay	\$30 Copay
\$40 Copay	DED + COINSURANCE	\$35 Copay	\$55 Copay
DED+ 50% Coinsurance	Not Covered	Not Covered	Not Covered
\$10 Copay	DED	\$10 Copay	\$10 Copay
In-Network DED+Coinsurance	DED + COINSURANCE	\$0 In-Network	In-Network DED + Coinsurance
Option 1/2 - \$600 / \$1,000	DED + COINSURANCE	\$500 Copay	DED + COINSURANCE
DED+Coinsurance	Not Covered	Not Covered	Not Covered
Option 1/2 - Therapy: \$45 Copay/\$60 Copay Option 1/2 - All Other Services \$200 Copay/\$300 Copay	DED + COINSURANCE	Therapy \$55 Copay/All Other Services \$350 Copay	Therapy \$55 Copay/All Other Services \$400 Copay
DED+Coinsurance	Not Covered	Not Covered	Not Covered
\$100 Copay	DED + COINSURANCE	\$100 Copay	\$250 Copay
\$100 Copay	DED + COINSURANCE	\$100 Copay	\$250 Copay
\$0 Copay	\$0 Copay	\$0 Copay	\$0 Copay
\$0 Copay	\$0 Copay	\$0 Copay	\$0 Copay
COINSURANCE	Not Covered	Not Covered	Not Covered
\$0	In-Network DED	\$0	\$0
\$10	\$10	\$10	\$10
\$30	\$50	\$30	\$30
\$50	\$80	\$50	\$50
See Medication Guide	See Medication Guide	See Medication Guide	See Medication Guide
\$25/\$75/\$125	\$25/\$75/\$125	\$25/\$75/\$125	\$25/\$75/\$125
N/A	UNLIMITED	UNLIMITED	UNLIMITED
BlueOptions HCR 03559	BlueCare HMO126-127 2016	BlueCare HMO S9	BlueCare HMO 45
\$766.54	\$766.54	\$605.67	\$560.91
\$1,824.37	\$1,477.19	\$1,441.48	\$1,334.95
\$1,410.43	\$910.09	\$1,114.43	\$1,032.07
\$2,391.61	\$1,543.21	\$1,889.67	\$1,750.03
\$9,167.82	\$16,100.23	\$45,679.32	
	\$851,368.44		
5.60%	1.46%	3.05%	0.00%
	3.01%		

This is an overview of benefits ONLY. Please refer to the detailed benefit summaries for more information. In the event of a discrepancy the contract or detailed benefit summary will prevail.

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Authorization for the City Manager to send/sign a letter to Florida Blue acknowledging the commission level being paid to our agent of record – Sun Risk Management, Inc.

Date: November 17, 2015

Prepared By: Colette Graston, Human Resources Administrator

Through: Wayne Saunders, City Manager *WS*

Summary of Issue: Annually the City sends a letter to our health insurance provider acknowledging the commission level being paid to our agent of record.

Funding: N/A

Requested Motion: “I authorize the City Manager to send/sign a letter to Florida Blue acknowledging the commission level being paid to our agent of record – Sun Risk Management, Inc.”

Attachments: Florida Blue letter

November 15, 2015

Florida Blue
4800 Deerwood Campus Parkway
Jacksonville, FL 32246

Re: City of St. Pete Beach
Group # B6459

To Whom It May Concern,

Please allow this letter to serve as confirmation the City is aware of the current commission level being paid to our agent of record, the level is included in our rates, and will continue for the following year as outlined below:

Commission Percentage: 5%

Agent Name: Paula Beersdorf

Agency Name: Sun Risk Management, Inc.

Contract Period: January 1, 2016 to December 31, 2016

If you have any questions or concerns, please do not hesitate to contact me.

Thank you,

Wayne Saunders
City Manager

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Authorization for the City Manager to implement a three year plan to bring the City's Health Insurance dependent coverage percentage to forty percent.

Date: November 17, 2015

Prepared By: Colette Graston, Human Resources Administrator

Through: Wayne Saunders, City Manager *WS*

Summary of Issue: When the City changed health insurance providers a couple of years ago the percentage the City was contributing for dependent coverage increased. This proposal will bring the City's contribution to forty percent as in years prior.

Funding: Various Department accounts

Requested Motion: "I authorize the City Manager to implement a three year plan to bring the City's Health Insurance dependent coverage percentage to forty percent."

Attachments: Three-year plan

City Employee and Dependent Contribution Three Year Plan
Three Year Plan

City Contribution for Employee and Dependents are based upon core HMO Plan:

Three year plan to bring City/Employee Dependent Contribution Split back to 40% City and 60% Employee

	City Funds HMO Plan 2015	Year 1 2016	Year 2 2017	Year 3 2018
Employee	100%			
Children	57.32%	51.55%	45.78%	40%
Spouse	44.41%	42.94%	41.47%	40%
Family	52.65%	48.44%	44.23%	40%

The HDHP and PPO City Contribution level will be based upon the HMO contribution dollar amount as a result of the percentage split.

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Authorization for the City Manager to sign an Employer Agreement with Guardian to provide employee dental insurance and send a termination letter to Sun Life.

Date: November 17, 2015

Prepared By: Colette Graston, Human Resources Administrator

Through: Wayne Saunders, City Manager *WS*

Summary of Issue: The current dental provider, Sun Life, submitted a 10% increase in premiums for 2016. Sun Risk Management was able to negotiate an agreement with Guardian to provide the same services with no increase in premiums. One addition for 2016 will be orthodontia coverage. This will only affect the employees plus child and employee plus family plans.

Funding: Various Department accounts

Requested Motion: “I to authorize the City Manager to sign an Employer Agreement with Guardian to provide employee dental insurance and send a termination letter to Sun Life.”

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Authorization to approve a special event application request for road closure on Pass-a-Grille Way between 8th and 9th Ave on December 5, 2015 for the Pass-a-Grille Boat Parade

Date: November 17, 2015

Prepared By: Jennifer McMahon, Recreation Director

Summary of Issue: Pieces of Eighth is requesting to close Pass-a-Grille Way from 8th Ave to 9th Ave from 4-7pm on December 5, 2015 for the PAG boat parade event. Santa will be at Seahorse and a choir at Merry Pier, so for safety reasons would like to close that section of the road during the event. Two deputies will be required if approved to manage traffic in and around the blocked off area.

Funding: This is not a budgeted item

Requested Motion: "I move to authorize the approval of special event application for road closure on Pass-a-Grille Way between 8th and 9th Ave on December 5, 2015 for the Pass-a-Grille Boat Parade.

Attachments: Event application and map

**Reviewed by
City Manager**

WS



City of St. Pete Beach Recreation
Department

Event Application

Applicant

Name of Applicant: Pieces of Earth Title (if applicable): _____

Name of Organization (if applicable): Pieces of Earth

Tax Exempt? ☐ Yes ☒ No Non-Profit? ☐ Yes ☒ NO If yes on either, please provide documentation

Mailing Address: 302 Pass A Galle Way

Cell Phone: 727-980-7100 Email: DOGBAMA CROOL.COM

Event Information

Event Title: Pass A Galle Boat Parade Event/Organization Web Address: N/A

Event Location(s): Pass A Galle Way Between 9th & 9th & Along Seawall

Event Date(s) & Time(s)

Date	Day of the Week	Start Time	End Time
<u>12-5-15</u>	<u>Saturday</u>	<u>4:00</u>	<u>7:00</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Set Up Date(s): 12-5-15 Time(s) 4:00 to 7:00

Cleanup Date(s): " Time(s) " to 7:00

Description of Event: Boat Parade along seawall in Pass A Galle & Around Villa Del Mare

Will this be an Annual Event? ☒ Yes ☐ No If yes, next year's date(s): December TBD

Event Logistics

Estimated Attendance 500
(includes event crew, participants, and spectators) This Year Last Year (if Applicable)

List all event activities: _____

List all food and beverage vendors (Event Promoter is responsible for obtaining copies of all licenses and insurance forms from each vendor)

Will alcohol be served or sold? Served Sold X No Alcohol

List all other vendors (may need to provide copy of certificate of insurance) _____

Event Equipment (include dimensions, seating, staging, tents, platforms, booths, scaffolding, truck, etc. on site map) _____

All the above require a temporary structure permit. Cost for each is \$25.

Entertainment (Detail type, bands, DJs, dancers, clowns, etc) Music At Seahorse via
C/D & PA

List times of music and/or amplified sound (list PA systems, microphone, speakers, amps) 4:00 - 7:00 PM

Electricity Needed X Yes No Source: Seahorse

Will portable restrooms be used? Yes X No If yes (include on site plan): One ADA compliant toilet for every 10 per location

Will Dumpsters be used? Yes X No If yes (include on site plan)
How Many? Size: Installation Date: Removal Date:

Please list any admission charges, donations, parking, registration or other fees and how much? N/A

Does Event require any Road or Sidewalk Closures? X Yes No

If yes, you must include **all the details** in the **site plan** including streets and times

Road	Start Intersection	End Intersection	Date	Times
<u>PAG Way</u>	<u>9th Ave</u>	<u>8th Ave</u>	<u>10-5-15</u>	<u>4:00-7:00</u>

As the Applicant, I hereby accept and understand the responsibility to oversee all contractors, vendors, or parties affiliated with the event and to insure compliance with the special event guide, the event rules guidelines, requirements for tents and all policies, rules, regulations, and code provisions of the City of St. Pete Beach. I understand that any violations may result in immediate cancellation and revocation of the Event permits. I further certify that all the facts contained in this request are accurate.

For events on Public property, I agree to obtain and furnish the City of St. Pete Beach with a certificate of general liability insurance in the amount of at least one million dollars (\$1,000,000) or greater as deemed satisfactory by the city. The insurance must name the City of St. Pete Beach as an additional insured.

I understand incomplete application or any outstanding financial obligations with any department with in the City of St. Pete Beach may result in a denial of my request.

Jay Anderson
Print Name

[Signature]
Signature

Corporation Name (if applicable)

10-3-15
Date





Merry Pier

Pass-a-Grille Way

9th Ave

8th Ave

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Authorization to hang banners over 75th Avenue at Boca Ciega Drive for the (2) Suntan 100 Artist Show held the weekends of February 20 & 21 and November 26 & 27, 2016.

Date: November 17, 2015

Prepared By: Jennifer McMahon, Recreation Director

Summary of Issue: The Recreation Department request permission to have banners erected over 75th Ave announcing the 100 Artist Show. The City Commission must approve their request prior to receiving permission from FDOT to erect the banners. If approved, the banners will be installed on Monday, February 8, 2015 and November 14 and removed on Monday, February 22 and November 28, 2016. The 100 Artist Show is held each year in February and November from 10-5pm each day in Horan Park.

Requested Motion: “I move to authorize the approval of the Application for Banner Installation over 75th Avenue for the (2) Suntan 100 Artist Show held the weekends of February 20 & 21 and November 26 & 27, 2015.”

Funding: N/A

Attachments: Banner applications

**Reviewed by
City Manager** WS

APPLICATION TO PLACE BANNERS ON NON LIMITED ACCESS RIGHT OF WAY

FOR FDOT USE ONLY

Permit No.:

APPLICANT INFORMATION

Name of Applicant/Organization: Suntan Art Center
 Address: 3300 Gulf Blvd SPB, FL 33706
 Telephone #: 727-367-3818 Fax #: 727-363-9246 E-Mail: Suntanartcenter@verizon.com
 Contact person (This person will serve as the contact person for all questions concerning the banner application and placement): Pat Chase
 Address (if different from above): _____
 Telephone #: _____ Fax #: _____ E-Mail: _____
 Date of Request: 11-17-15

LOCATION AND DISPLAY PERIOD

This is a request to place ☐ pole banners ☐ street banners ☐ on the right of way of:Highway name & number: 75th AVENUE AND BOCA CIEGA DR. (SR 693)From (south or west limits): 0.096

To (north or east limits): _____

Highway name & number: _____

From (south or west limits): _____

To (north or east limits): _____

Highway name & number: _____

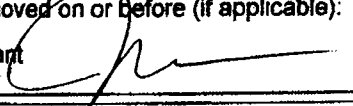
From (south or west limits): _____

To (north or east limits): _____

Highway name & number: _____

From (south or west limits): _____

To (north or east limits): _____

Projected installation date: Monday, Feb. 8, 2016Banners will be removed on or before (if applicable): Monday, Feb. 22, 2016Signature of Applicant
or Contact Person: Date: 11/4/15

LOCAL GOVERNMENTAL ENTITY APPROVAL

Name of Local Governmental Entity: _____

Name of signing official (please print): _____

Telephone #: _____

Fax #: _____

E-Mail: _____

Signature of local official: _____

Date: _____

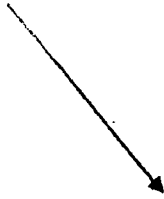
CONDITIONS AND STIPULATIONS AGREED TO BY THE APPLICANT

1. Pole banners must be at least 14 ½ feet above the pavement elevation. Street banners must be a minimum of eighteen (18) feet above the pavement elevation.
2. Pole banners will clear the face of the curb (if present) by at least two (2) feet.
3. The applicant (or applicant's designee) will maintain the banners as permitted.
4. The installation of the banners will not require the installation of poles or other support devices on the right of way.
5. The applicant and sponsoring organization will hold the Florida Department of Transportation harmless to the extent allowed by the laws of Florida in all matters concerning the banners and bear all expenses for defense of claims against the Florida Department of Transportation.
6. The applicant is responsible for any damages to public property resulting from the materials or the work of this permit.
7. A sketch of the proposed banners is attached.
8. View of traffic control devices is not impeded to those served by the erection of these permitted banners.

Signature of District Permits
Engineer (or designee): _____

Date: _____

In the block space below, please sketch the lettering/what the banner will say.



100 Artist Show February 20. + 21 Horan Park

APPLICATION TO PLACE BANNERS ON NON LIMITED ACCESS RIGHT OF WAY

FOR FDOT USE ONLY

Permit No.:

APPLICANT INFORMATION

Name of Applicant/Organization: Suntan Art CenterAddress: 3300 Gulf Blvd SPB, FL 33706Telephone #: 727-367-3818 Fax #: 727-363-9246 E-Mail: Suntanartcenter@verizon.comContact person (This person will serve as the contact person for all questions concerning the banner application and placement): Pat Chase

Address (if different from above): _____

Telephone #: _____

Fax #: _____

E-Mail: _____

Date of Request: 11-17-2015

LOCATION AND DISPLAY PERIOD

This is a request to place ☐ pole banners ☐ street banners ☐ on the right of way of:Highway name & number: 75th AVENUE AND BOCA CIEGA DR. (SR 693)From (south or west limits): 0.096

To (north or east limits): _____

Highway name & number: _____

From (south or west limits): _____

To (north or east limits): _____

Highway name & number: _____

From (south or west limits): _____

To (north or east limits): _____

Highway name & number: _____

From (south or west limits): _____

To (north or east limits): _____

Projected installation date: November 14, 2016Banners will be removed on or before (if applicable): November 28, 2016Signature of Applicant
or Contact Person: _____Date: 11/4/15

LOCAL GOVERNMENTAL ENTITY APPROVAL

Name of Local Governmental Entity: _____

Name of signing official (please print): _____

Telephone #: _____

Fax #: _____

E-Mail: _____

Signature of local official: _____

Date: _____

CONDITIONS AND STIPULATIONS AGREED TO BY THE APPLICANT

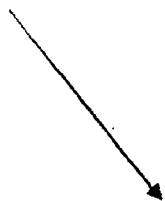
1. Pole banners must be at least 14 ½ feet above the pavement elevation. Street banners must be a minimum of eighteen (18) feet above the pavement elevation.
2. Pole banners will clear the face of the curb (if present) by at least two (2) feet.
3. The applicant (or applicant's designee) will maintain the banners as permitted.
4. The installation of the banners will not require the installation of poles or other support devices on the right of way.
5. The applicant and sponsoring organization will hold the Florida Department of Transportation harmless to the extent allowed by the laws of Florida in all matters concerning the banners and bear all expenses for defense of claims against the Florida Department of Transportation.
6. The applicant is responsible for any damages to public property resulting from the materials or the work of this permit.
7. A sketch of the proposed banners is attached.
8. View of traffic control devices is not impeded to those served by the erection of these permitted banners.

Signature of District Permits

Engineer (or designee): _____

Date: _____

In the block space below, please sketch the lettering/what the banner will say.



100 Artist SHOW NOVEMBER 26 + 27 Horseshoe PARK

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Approval of the agreement between the City of St. Pete Beach and the Pinellas County Emergency Medical Services Authority to restore funding for Rescue 22.

Date: November 17, 2015

Prepared By: James Kilpatrick

Summary of Issue: The City of St. Pete Beach voluntarily gave up funding for a second funded position at Station 22 in an effort to help alleviate the County's EMS fund shortfall during a significant economic downturn. The City requested that the County reinstate the position and it was granted.

Requested Motion: "I move to approve the agreement between the City of St. Pete Beach and the Pinellas County Medical services Authority to restore funding for Rescue 22."

Attachment: Emergency Medical Services ALS First Responders Agreement

Reviewed by the City Manager WS

**EMERGENCY MEDICAL SERVICES
ALS FIRST RESPONDER AGREEMENT
AMENDMENT NO. 1
OCTOBER 1, 2015**

**PINELLAS COUNTY
EMERGENCY MEDICAL SERVICES AUTHORITY
12490 Ulmerton Road
Largo, Florida 33774**

**ALS FIRST RESPONDER SERVICES AGREEMENT
AMENDMENT NO. 1**

AGREEMENT made this _____ day of _____ 2015 between, the CITY OF ST. PETE BEACH, a Florida municipal corporation ("Contractor") and the PINELLAS COUNTY EMERGENCY MEDICAL SERVICES AUTHORITY, a special district ("Authority").

In consideration of the mutual benefits set forth below, the parties agree as follows:

1. Contractor currently contracts with the Authority to provide Advanced Life Support (ALS) First Responder Services. The Contractor and the Authority are currently parties to a contract whereby the Contractor provides Advanced Life Support (ALS) First Responder Services for the Authority, which contract is referred to herein as the "Agreement."
2. Except as is otherwise set out herein, Contractor and Authority agree that upon approval by the respective Boards of Contractor and Authority and upon signing this Amendment No. 1, all terms of the Agreement will remain in full force and effect.
3. The Authority funded and authorized ALS First Responder Units, listed as Appendix A, and the Annual Compensation for FY15, FY16 and FY17, listed as Appendix B, are attached hereto. Appendix A and Appendix B reflect changes to the characterization and funding for Rescue 22.

IN WITNESS WHEREOF the parties hereto, by and through their undersigned authorized officers have caused this Agreement to be executed on this _____ day of _____, 2015.

ATTEST:
KENNETH BURKE, CLERK

**PINELLAS COUNTY EMERGENCY
MEDICAL SERVICES AUTHORITY**
By and through its Board of County
Commissioners

by: _____
Deputy Clerk

by: _____
Chairman

(seal)

APPROVED AS TO FORM:

Office of the County Attorney

Countersigned:

by: _____
Mayor

by: _____
City Manager

APPROVED AS TO FORM:

ATTEST:

by: _____
City Attorney

by: _____
City Clerk

Appendix A
ALS First Responder Units

Contractor	Authority Funded	Contractor Funded
Clearwater	Engine 44, Rescue 45 Rescue 46, Rescue 47 Rescue 48, Rescue 49 Engine 50, Engine 51	Engine 45, Engine 46**, Engine 47**, Engine 48 Engine 49, Squad 51 ** May operate Engine 46 when Rescue 46 is out of service for training. May operate Engine 47 when Rescue 47 is out of service for training.
Dunedin	Engine 60, Engine 61 Engine 62	None
East Lake	Engine 56, Squad 57 Engine 58	None
Gulfport	Engine 17	None
Largo	Engine 38, Engine 39 Engine 40, Engine 41 Rescue 41, Rescue 42 Engine 43	Squad 38, Squad 39 Truck 42
Lealman (including Tierra Verde)	Engine 18, Rescue 19 Engine 19, Engine 21	Special Rescue 21
Madeira Beach	Engine 25	None
Oldsmar	Engine 54	Rescue 54 or Truck 54
Palm Harbor	Engine 65, Squad 65 Engine 66, Truck 67 Engine 68	None
Pinellas Park	Rescue 33, Rescue 34 Truck 35	Engine 16, Truck 33, Engine 34, Squad 35
Pinellas Suncoast	Engine 27, Squad 26	Truck 28
Safety Harbor	Engine 52, Truck 53	None
St. Pete Beach	Rescue 22, Rescue 23	Squad 22
St. Petersburg	Rescue 1, Rescue 3 Rescue 4, Rescue 5 Rescue 6, Rescue 7 Rescue 8, Rescue 9 Rescue 10, Rescue 11 Engine 12, Engine 13 Engine 14	Engine 3, Engine 4 Engine 5, Engine 6 Engine 7, Engine 8 Engine 9, Engine 10, Engine 11
Seminole	Engine 29, Squad 29 Engine 30, Engine 31 Engine 32	None
South Pasadena	Rescue 20	None
Tarpon Springs	Engine 69, Engine 70, Truck 71	None
Treasure Island	Engine 24	None

Update October 12, 2015

Appendix B
Annual EMS First Responder Compensation
for Fiscal Years 2015, 2016 and 2017

Annual Compensation for Fiscal Year 2015

Contractor	FY 2015 Annual Compensation
St. Pete Beach	\$1,355,080.00

Contractor's Projected Budget for Annual Compensation for Fiscal Year 2016

Contractor	FY 2016 Annual Compensation
St. Pete Beach + \$210,000.00	\$1,587,438.82

Contractor's Projected Budget for Annual Compensation for Fiscal Year 2017

Contractor	FY 2017 Projected Budget
St. Pete Beach + 1.65%	\$1,613,631.56

Contractor's Projected Capital

Fiscal Year	Projected Capital
2015	None
2016	None
2017	1-Rescue with Water Rescue Utility
2018	1-Staff
2019	None

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Authorization for the City Manager to enter into an agreement with vendor Cale America to upgrade and replace seven pay by space parking pay stations at a total cost of \$55,125.00

Date: November 17, 2015

Prepared By: Dan O'Connor – Administrative Services Supervisor

Through: Elaine Edmunds – Administrative Services Director

Summary of Issue

This purchase is the second phase of a multi-year replacement plan to upgrade the existing 10 year old parking pay stations located throughout the City. This phase of the plan will replace seven pay stations of the existing 22 units located along Gulf Way.

In addition to replacing the seven units along Gulf Way, the space numbering format and related signage will also be upgraded to indicate acceptance of parking fee payments of coin and credit cards at any of the pay stations or optionally via the users own smartphones should they elect to register with the vendors providing smartphone payment for parking services to the City.

Staff recommends maintaining Cale America as the sole source vendor for the City pay stations as all thirty five units collectively communicate and transmit enforcement data, revenue, maintenance issues via the Cale America software systems and internet back office site utilized by the City. The pay stations are locally serviced by Cale America technicians annually by contract.

Unit pricing for this purchase equals that of the City of Deerfield Beach, Fl. who issued RFP #2012/13-24 seeking competitive bids for 43 parking pay stations and subsequently awarded the contract to Cale America for the purchase of same at the quoted price. Other governmental bodies utilizing the Deerfield Beach RFP/cooperative pricing include the City of Los Angeles Parks Department (80 pay stations) 01-15-2015 - City of Portland, Oregon Parks Department (10 new pay stations); City of Portland, Oregon 1,350+ pay stations for citywide) 06-25-2015.

Requested Motion: “I move that the City Manager be authorized to enter into an agreement with vendor Cale America to upgrade and replace seven pay by space parking pay stations at a cost of \$55,125.00.”

Attachment: Cale America Quote

Reviewed by the City Manager WS



Quote Number Cale Quote 001753
Prepared By Terrill Goldman

Cale America Inc.

Contact Name Dan O'Connor Phone (727) 363-9213
Account Name St.Pete Beach Email d.oconnor@stpetebeach.org
Billing Address 200 76th Avenue
 St.Pete Beach, FL 33706
 United States

Unless itemized below, this quotation does not include taxes, if applicable. All quotations are valid for 90 days and are subject to the attached terms and conditions.

Product	Pricing Includes/Details	Quantity	Sales Price	Total Price
CWT Pay Station	Cale WebTerminal, hardware configured for Pay and Display, Pay by Space and Pay by Plate enforcement .	7.00	USD 7,500.00	USD 52,500.00
Coin Acceptance	Included in the cost of the meter.	7.00	USD 0.00	USD 0.00
Credit/Debit Card Acceptance	Configured to accept Credit and Debit cards as specified in the Meter Order Worksheet (MOW).	7.00	USD 0.00	USD 0.00
3G Modem Communication Upgrade Kit	Upgrade Kit includes: 3G Modem module Cables Installation hardware Programming updates for parameter files (meter and service card files) Firmware upgrade for Communication Board to version 2.6 or higher	7.00	USD 0.00	USD 0.00
Solar Charging	Integrated 10-watt solar power/charging of 12v system	7.00	USD 0.00	USD 0.00
Pay by Space	Pay by Space hardware configuration with numeric piezo keypad.	7.00	USD 0.00	USD 0.00
Pay by License Plate	Basic or Professional package, plus wireless data up to 20mb/mo/meter, online and mobile enforcement page, universal top-up at any meter. Only available with CWT product line. Price quoted is monthly, per meter.	7.00	USD 0.00	USD 0.00
Shipping Charges		7.00	USD 100.00	USD 700.00
Installation - Labor	Cale will install the meter to the customer-prepared ground. The installation labor includes the bolting down and leveling of the meter, activation and testing.	7.00	USD 275.00	USD 1,925.00
Grand Total			USD 55,125.00	

This order is subject to the terms and conditions appearing hereon and on the page(s) attached hereof, and by accepting this order Customer acknowledges that it has read those terms and conditions and agrees to be bound thereby.

Accepted by: _____ Date: ____/____/____

METERS AND PARTS - TERMS AND CONDITIONS

All sales made pursuant to the attached sales quotation and/or purchase order (collectively, the "Order") are subject in all respects to these Terms & Conditions, which shall be deemed incorporated into and an integrated part of the Order. Cale America Inc. ("Cale") and Customer agree to be bound by these Terms & Conditions. All references herein to the Order shall be inclusive of these Terms & Conditions.

1. CONTRACT TO PURCHASE PRODUCTS. By executing and tendering an Order to Cale, Customer is entering into a contract to purchase,

**Cale America Inc.**

and Cale is committing to sell, the pay stations, parts or other products described on the Order (the "Products") in accordance with these Terms & Conditions and the terms set forth on the face of the Order. Customer has the option to add features, functionality and related services as they become available at prices agreed upon by Cale and Customer.

2. **PRODUCT WARRANTIES.** During the General Warranty Period (as defined below), Cale shall replace, at no additional cost to Customer, except as otherwise provided under the Order, any part, accessory or modular component of any Products purchased directly from Cale and determined to be defective in material or workmanship under normal use and service (the "General Warranty"). Customer shall cooperate with Cale in any effort to pursue a claim with the manufacturer of a defective part. The "General Warranty Period" for (i) each pay station shall extend for (a) 12 months following the date of installation of the pay station or (b) 13 months following the date of delivery of the pay station to Customer, whichever date occurs first; and (ii) each part or accessory purchased hereunder for 180 days following its delivery to Customer. To the extent that any Products contain pre-installed operating software ("Programs"), Cale warrants that the Programs will conform to Cale's specifications in effect on the date of delivery to Customer. Cale shall make reasonable efforts to maintain the Programs and provide error corrections as necessary to so that the Programs conform to Cale's specifications, but Cale shall not be required to provide new features or new versions of the Programs. In no event shall Cale have any responsibility to correct any database errors or any errors or damage caused by or arising out of hardware defects or input errors or resulting from changes to or modifications of the Programs made by the Customer or any other user. Customer shall be responsible for the operation and maintenance of the Products purchased hereunder and shall promptly notify Cale of any Program bugs, defects or other malfunctions, not easily correctable by Customer, that affect the transmission of data to or from the Products or that otherwise inhibit a key function of the Products. EXCEPT AS EXPRESSLY SET FORTH IN THIS SECTION 2, CALE MAKES NO WARRANTY OR REPRESENTATION, EXPRESS OR IMPLIED, AS TO THE VALUE, DESIGN, CONDITION, TITLE, NON-INFRINGEMENT, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR USE OF THE PRODUCTS OR THE PROGRAMS. NO ADDITIONAL WARRANTIES MAY BE INFERRED FROM A COURSE OF DEALING OR USAGE OF TRADE. CALE'S SOLE RESPONSIBILITY AND LIABILITY UNDER THESE TERMS & CONDITIONS SHALL BE TO REPAIR OR REPLACE, AT CALE'S OPTION, A DEFECTIVE PRODUCT.

3. **WARRANTY LIMITATIONS.** THE GENERAL WARRANTY FOR (i) THE PRINTER COMPONENT OF ANY PAY STATION SHALL BE IMMEDIATELY VOIDED IF CUSTOMER USES RECEIPT PAPER THAT DOES NOT MEET SPECIFICATIONS PROVIDED BY CALE, AND (ii) THE PAY STATION BATTERY SHALL BE 1 YEAR FROM INSTALLATION OF THE PAY STATION. CALE SHALL NOT PROVIDE WARRANTY COVERAGE FOR DAMAGE TO ANY PRODUCT DUE TO ACCIDENT, NEGLIGENCE, MISUSE, ABUSE OR NATURAL DISASTERS. THE GENERAL WARRANTY DOES NOT INCLUDE LABOR OR REPAIR COSTS. THE GENERAL WARRANTY SHALL BE VOIDED BY (i) USE OF NON-CALE REPLACEMENT PARTS; (ii) UNAUTHORIZED ADDITIONS TO THE PRODUCTS; (iii) UNAUTHORIZED ALTERATIONS TO THE PRODUCTS; (iv) SERVICE TO THE PAY STATIONS PERFORMED BY PERSONNEL WHO ARE NOT CERTIFIED BY CALE TO PERFORM SUCH SERVICE; OR (v) FAILURE TO MAINTAIN THE PRODUCTS IN ACCORDANCE WITH THE MAINTENANCE REQUIREMENTS.

4. **PAY STATION INSTALLATION AND DELIVERY.** Cale shall deliver any pay stations set forth on the Order to the location specified by Customer, and shall install the pay stations on prepared ground. Customer is solely responsible for selecting the site of pay station installation, and shall ensure that the site(s) of installation comply with all applicable laws and third party rights. Customer shall pay for Cale's actual cost to deliver the pay stations to the Customer. Cale shall not be responsible for any ground preparation, unless the Customer otherwise contracts for this service with Cale; Cale shall render an additional charge if it is required to prepare the ground at any of the locations where pay stations are to be installed. Cale is not responsible or liable for any delay in delivery or non-delivery, in whole or in part, due to manufacturer shortages or any other cause beyond Cale's control.

5. **PROGRAM LICENSE.** Cale hereby grants to Customer a non-transferable license to use the Programs, whether proprietary to Cale or a third party, solely to the extent necessary to operate, maintain or repair the pay stations. Cale shall remain the sole owner of all rights with respect to the Programs. Customer agrees (i) not to reverse engineer copy or distribute the Programs, (ii) not to remove any copyright, trade secret or other proprietary protection legends or notices from the Programs, (iii) to notify Cale promptly of any unauthorized possession, use or knowledge of the Programs of which Customer is aware, and (iv) that any and all trademarks, trade names, copyrights and other intellectual property rights embedded or used in connection with the Products or the Programs are and shall remain the sole property of Cale. The provisions of this Section 5 shall inure to the benefit of any third party owner of the Programs.

6. **PAYMENT TERMS.** Cale shall invoice Customer for the Products on or prior to the date the Products are shipped to Customer, and such invoices shall be due and owing in full 30 days from the date of invoice. Any payment not made when due under this Agreement shall bear interest at a rate equal to the lesser of (i) one and one-half percent (1½%) per month or (ii) the maximum lawful rate of interest for commercial loans under applicable law.

7. **SALES TAX.** Customer shall pay all sales, use, value-added and other similar taxes, however designated, which are levied or imposed by any state, county or other jurisdiction upon the Products or the Programs, or upon the services or payments under the Order (unless Customer can establish to the reasonable satisfaction of Cale that it is exempt from any such taxes). Customer's obligation to pay any tax as provided herein applies to any tax Cale is required to collect under any existing or future law and shall be paid to Cale promptly on demand if not collected by Cale with Customer's initial order.

8. **CANCELLATION.** The Order may not be cancelled without Cale's prior written consent, which it may withhold in its sole discretion. If Customer cancels or attempts to cancel the Order, and Cale permits such cancellation, Cale will charge Customer a cancellation fee as well as any third-party fees to which Cale may be subject as a result of such cancellation.

9. **INSURANCE.** Each of Cale and Customer shall maintain a policy of comprehensive general liability insurance with a limit of not less than \$1,000,000 for each occurrence and a general aggregate limit of not less than \$2,000,000, as well as all other insurance coverages required by applicable law.

10. **INDEMNIFICATION.** Each of Cale and Customer shall defend and indemnify the other and the other's officers, directors, employees and



Cale America Inc.

agents, and their respective successors and assigns, from, against and in respect of, any liability, loss, cost, damage, expense or payment, including reasonable attorneys' fees and expenses, incurred or suffered by such indemnified person with respect to any and all claims, controversies, legal actions and proceedings brought by or on behalf of any third party arising out of or in any way related to the indemnifying party's gross negligence, willful misconduct, breach of applicable laws or breach of the Order.

11. LIABILITY LIMITATIONS. NOTWITHSTANDING ANYTHING TO THE CONTRARY CONTAINED IN THE ORDER, (i) IN NO EVENT SHALL CALE BE LIABLE TO CUSTOMER OR ANY THIRD PARTY FOR (A) ANY ENVIRONMENTAL, INCIDENTAL, INDIRECT, SPECIAL OR CONSEQUENTIAL DAMAGES (INCLUDING, WITHOUT LIMITATION, ANY DELAY DAMAGES, LOST OPPORTUNITY DAMAGES, LOST DATA OR LOST PROFITS) IN CONNECTION WITH OR ARISING OUT OF THE ORDER OR THE EXISTENCE, FURNISHING OR CUSTOMER'S USE OF THE PRODUCTS OR THE PROGRAMS, (B) ANY LOSS OF CREDIT CARD DATA OR OTHER LOST REVENUES ATTRIBUTABLE TO A PRODUCT DEFECT OR MALFUNCTION, OR (C) THE SECURITY OF INFORMATION TRANSMITTED BY THE PRODUCTS; AND (ii) IN NO EVENT SHALL CALE'S AGGREGATE LIABILITY FOR ANY AND ALL CLAIMS, LOSSES OR EXPENSES ARISING UNDER THE ORDER OR WITH RESPECT TO ANY PRODUCTS, PARTS OR PROGRAMS FURNISHED UNDER THE ORDER EXCEED THE LESSER OF (Y) THE AGGREGATE AMOUNTS PAID TO CALE BY CUSTOMER UNDER THE ORDER, OR (Z) ONE MILLION DOLLARS (\$1,000,000).

NOTWITHSTANDING THESE LIMITATIONS OF LIABILITY CONDITIONS TO THE CONTRARY, IN NO EVENT SHALL ANY PARTY OR ITS AFFILIATES, OR THEIR RESPECTIVE MEMBERS, MANAGERS, EMPLOYEES OR REPRESENTATIVES, BE LIABLE HEREUNDER AT ANY TIME FOR PUNITIVE, CONSEQUENTIAL, SPECIAL, OR INDIRECT LOSS OR DAMAGE OF THE OTHER PARTY OR OF SUCH PARTY'S AFFILIATES, INCLUDING LOSS OF PROFIT, LOSS OF REVENUE OR ANY OTHER SPECIAL OR INCIDENTAL DAMAGES, WHETHER IN CONTRACT, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY OR OTHERWISE, AND EACH PARTY HEREBY EXPRESSLY RELEASES THE OTHER PARTY, IT AFFILIATES AND THEIR RESPECTIVE MEMBERS, MANAGERS, EMPLOYEES OR REPRESENTATIVES THEREFROM.

12. WIRELESS DATA DISCLOSURE TO END USERS. CUSTOMER DOES NOT, BY VIRTUE OF ENTERING INTO THIS CONTRACT OR ENGAGING CALE TO PROVIDE PRODUCTS, PARTS OR RELATED SERVICES, HAVE ANY CONTRACTUAL RELATIONSHIP WITH CALE'S WIRELESS SERVICE CARRIER(S), AND CUSTOMER IS NOT A THIRD PARTY BENEFICIARY OF ANY CONTRACT BETWEEN CALE AND ITS CARRIER(S). CUSTOMER UNDERSTANDS AND AGREES THAT CALE'S CARRIERS HAVE NO LIABILITY OF ANY KIND TO CUSTOMER, WHETHER FOR BREACH OF CONTRACT, WARRANTY, NEGLIGENCE, STRICT LIABILITY IN TORT OR OTHERWISE ARISING OUT OF THIS CONTRACT. CUSTOMER HAS NO PROPERTY RIGHT IN ANY NUMBER ASSIGNED TO IT, AND UNDERSTANDS THAT ANY SUCH NUMBER CAN BE CHANGED. CUSTOMER UNDERSTANDS THAT CALE AND ITS CARRIERS CANNOT GUARANTEE THE SECURITY OF WIRELESS TRANSMISSIONS, AND CARRIERS WILL NOT BE LIABLE FOR ANY LACK OF SECURITY RELATING TO THE USE OF THE CWO SERVICE. CUSTOMER MAY NOT RESELL THE WIRELESS SERVICE TO ANY OTHER PARTY.

13. FORCE MAJEURE. Neither party shall be liable to the other for any delay or failure to perform its obligations under the Order to the extent such delay or failure is caused by any event beyond the reasonable control of such party. Notwithstanding the foregoing, in no event shall the provisions of this Section 12 apply to any of Customer's payment obligations under the Order.

14. SECURITY INTEREST. Customer hereby grants Cale a security interest in the Products to secure the punctual payment of the purchase price for the Products, and hereby authorizes Cale to file any UCC financing statements and continuation statements necessary to perfect or continue such security interest. The provisions of this Section 13 shall constitute a security agreement under the Uniform Commercial Code, as the same may be enacted in the State where the meters are installed from time to time (the "UCC"). If a breach or default occurs under the Order, Cale, in addition to all other rights and remedies provided by the Order, shall have all the rights and remedies of a secured party under the UCC. If Cale takes possession of any pay stations pursuant to this Section 13, Customer shall pay Cale five hundred dollars (\$500) for each such pay station as the cost of de-installing such pay station, together with the cost of any freight charges incurred by Cale and any attorney's fees and costs incurred by Cale to enforce the Order.

15. RIGHT OF FIRST REFUSAL. If Customer seeks to sell or otherwise dispose of any pay stations (or other Cale parking meters) in its possession, it shall promptly notify Cale. Cale shall have the right and option to purchase any such pay stations from Customer (i) upon the same price and terms as a bonafide third party buyer was willing to pay for the same (as documented in a writing from such proposed purchaser) or (ii) if Customer was planning to dispose of the pay stations in any other manner, for an amount of money closely approximating the benefit that the Customer would have received by disposing of the pay stations through some means other than a third-party sale. The provisions of this Section 14 shall survive the consummation of the Order.

16. MISCELLANEOUS. Absent a previously signed and unexpired contract between Customer and Cale with respect to the purchase and sale of the same Products covered by this Order, the Order contains the final agreement of Cale and Customer with respect to the matters covered therein. If the parties agree to utilize Customer's standard terms and conditions, the terms of this Order shall continue to control absent a directly contradictory provision in Customer's terms and conditions. Other terms: (i) any additional terms and conditions contained on the face of the Order shall supersede any contrary or inconsistent terms or conditions contained in these Terms & Conditions; (ii) no modification of the terms of the Order shall be valid without written authorization of Cale; (iii) no prior course of dealing between the parties hereto nor usage of the trade shall be relevant to supplement or explain any term used in the Order; and (iv) should any of the provisions of the Order be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of any remaining provisions.

17. GOVERNING LAW; VENUE. The Order shall be construed and enforced in accordance with the internal laws of the State of Florida. Except to the extent the laws of another state apply with respect to the enforcement of a security interest under the Order, any party to the Order bringing a legal action or proceeding against any other party arising out of or relating to the Order or the transactions contemplated hereby shall bring the legal action or proceeding in either the United States District Court for the Middle District of Florida or in any court of the State of Florida sitting in Tampa, Florida (the "Designated Courts"). Each party consents to the exclusive jurisdiction of the Designated Courts



Quote Number

Cale Quote 001753

Prepared By

Terrill Goldman

Cale America Inc.

for the purpose of all legal actions and proceedings arising out of or relating to the Order or the transactions contemplated hereby. Each party agrees that the exclusive choice of forum set forth in this Section does not prohibit the enforcement of any judgment obtained in the Designated Courts or any other appropriate forum.

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Authorize the City Manager to enter into a lease agreement with Leasing 2 for the lease purchase of a new Vac/Jet Truck.

Date: November 17, 2015

Prepared By: John Kretzer, Interim Public Services Director

Summary of Issue: The Wastewater and Stormwater Department use this truck for wastewater and stormwater line cleaning. Tasks include chain cutting outfalls, jetting sewer lines vacuuming solids out of lift stations.

The current truck is 10 years old and has had a history of complex mechanical and vac body problems due to the corrosive/abrasive materials running through the trucks components. The new truck will be designed to better suit the growing needs of the department. Upon completion of the Pass-a-Grille Way project, the truck will have a new role of cleaning baffle boxes at all the street ends along Pass-a-Grille Way.

Due to the high cost of this intricate piece of equipment, the chassis and body will be purchased from separate State Contracts. The body which is the vac/jet mechanical system will come from the Florida Sheriff's Contract and the chassis(truck) will come from the State of Florida Bid.

We recommend the five year lease/purchase of the truck with Leasing 2 by piggybacking on the Florida Sheriff's Association Contract 15-23-0904, valid October 1, 2015 – September 30, 2016, for the purchase of the Vac Con Body and the State of Florida Term Contract 070-700-11-1 for the chassis. The grand total of the vehicle after interest on the 5 year lease is \$385,825.00.

Funding: FY2016 Public Services Department –Wastewater– Capital Lease Vehicles - 101.6107.535.5700. annual payment of \$71,000.00, and Capital Lease Interest 101.6107.535.5700 annual payment \$6,165.00. Annually budgeted amount is \$77,165.00 for 5 years.

Requested Motion: “I move to authorize the City Manager to enter into a Lease/Purchase agreement with Leasing 2, in the amount of \$77,165.00 annually for 5 years, for the purchase of a new Vac/Jet Truck.”

Attachments: Lease Agreement
Chassis Proposal
Vac Body Proposal

**Reviewed by
City Manager:** WS



Lessee

City of St. Petersburg Beach, FL

Vendor

Southern Sewer Equipment Sales

Proposal Date:	October 30, 2015
Equipment Description:	1- Vac-Con Vacuum Truck with a Freightliner Chassis
Commencement Date:	November 15, 2015
<u>Option 1</u>	
Equipment Cost:	\$356,843.25
Lessee Down Payment:	
Amount Financed:	\$356,843.25
Lease Term:	5 Years
First Payment Date:	11/15/2016
Payment Frequency:	Annual
Lease Rate:	2.66%
Payment Amount:	\$77,165.22
Payment Factor:	0.21624
The information contained in this lease quote is privileged and confidential.	
Any communication of this information in whole or in part is prohibited.	

Qualifications:

1. **Pricing:** This is a lease proposal for the payment stream(s) indicated above. If any of the information identified above are not correct, please advise us so that we can determine if a new proposal is required. Other important elements of this proposal are:
 - a) **Rate Expiration:** Signing this proposal does not in itself lock in your rate. This lease must be credit approved, contracts properly signed, and the lease funded by Leasing 2 within thirty days from the date of this proposal to protect the rates quoted.
 - b) **Closing Costs:** There will be no up-front costs of any kind charged by Lessor including closing costs, points, administrative costs, etc. Your attorney may charge you to review the lease documents and complete the opinion letter required with our lease documentation.
 - c) **Fixed Rates:** Rates for ten (10) years and under are fixed for the entire term. Terms over ten (10) years have a one time rate adjustment after ten years to the then current interest rates for the remaining term.
2. **Type of Lease:** This is a lease-purchase type of financing. After all the lease payments are made, Lessee will own the equipment without further cost.
3. **Financial Reporting:** All city, county and tax districts (including fire districts) will be expected to provide GAAP audited financial reports. All non-profit corporations (vfd's) will be expected to provide IRS 990 federal tax returns. If you do not maintain these types of financial reports, please contact us to discuss.
4. **Vendor Payable / Escrow Account (where applicable):** In the event that the truck(s) and/or equipment are not ready to be delivered, proceeds of this lease will be held in a vendor payable account until delivery/acceptance. This is a non-interest bearing account to Lessee.
5. **Credit Approval and Documentation:** This is a proposal only, and does not represent a commitment to lease. This financing is subject to credit review and approval and execution of mutually acceptable documentation, including the opinion of lessee's counsel opining that the agreement is legal, valid and binding, and qualified as a tax exempt obligation under the tax reform act of 1986 as amended.

Financing provided by: Leasing 2, Inc.

Contact: Rick Carney

Phone: 800-287-5155 x16

rcarney@leasing2.com

Date: October 30, 2015

www.leasing2.com



l e a s i n g 2



REQUEST TO PROCEED:

When you are ready to proceed with Leasing 2 towards finalizing this lease financing arrangement, please indicate so by signing below and completing the requested information. We will immediately email you our application. Thank you for your confidence and consideration.

Proposal date: October 30, 2015

Option Chosen: _____ (where applicable)

Upcoming Governing Body meeting date for lease approval: _____

City of St. Petersburg Beach, FL

Name of Lessee

Authorized Signature

Date

Printed Name Of Authorized Signature

Title

Contact Name (If Different Than
Authorized Signature)

Contact Phone

Contact E-Mail Address

Last month of your budget year?

*Please complete the above information and **fax or email** all pages of the proposal to
813-258-9333 / rcarney@leasing2.com*

**** Important: A Resolution will be required with the lease contract ****

**In the event that you require board action to sign this proposal,
please call us so that we may forward the preferred form for the meeting.**



TAMPA TRUCK CENTER

7528 U.S. Hwy. 301 N.

Tampa, Fl. 33637

Ph.: 813-262-0890

Fax: 813-262-0983

10/29/2015

To: Mr. John Kretzer, City of St Pete Beach

Subject: Purchase of New 2017 Freightliner Sewer/Vac Chassis

Reference: State of Florida Term Contract 070-700-11-1

Mr. Kretzer,

Thank you for your interest in our product. Here's the breakdown of your quote using the Florida State Contract:

Specification #070-700-352 Freightliner M2 Cab & Chassis \$ 90,192.96

Non-Contract Options

101-2XN Engine ISL 370HP	\$ (2,263.60)
342-582 Allison 3000RDS Auto Transmission	\$ 7,964.09
400-1BB 20K Front Axle Package	\$ 1,214.44
360-013 114 Front Mount Flange Adaptor	\$ 534.47
545-670 CA 180" I.L.O. 117" CA	\$ 948.66
093-1X7 425/65R22.5 20ply Front Tires	\$ 226.98

FINAL PRICE: \$ 98,818.00

Please call if you have any questions, or need further information. I can be reached via email or by telephone. My contact information is shown below.

Sincerely,

Scott Endris
Municipal Fleet Sales
Tampa Truck Center
sendris@tampaftl.com
813-293-0866

Prepared for:
John Kretzer
City of St Pete Beach
7581 Boca Ciega Dr
St Pete Beach, FL 33706
Phone: 727-363-9247

Prepared by:
Scott Endris
TAMPA TRUCK CENTER LLC
7528 US HWY 301 NORTH
TAMPA, FL 33637
Phone: 813-293-0866

SPECIFICATION PROPOSAL

Description	
Price Level	SD PRL-14D (EFF:10/05/15)
Data Version	SPECPRO21 DATA RELEASE VER 003
Vehicle Configuration	114SD CONVENTIONAL CHASSIS 2017 MODEL YEAR SPECIFIED SET FORWARD AXLE - TRUCK STRAIGHT TRUCK PROVISION LH PRIMARY STEERING LOCATION
General Service	TRUCK CONFIGURATION DOMICILED, USA 50 STATES (INCLUDING CALIFORNIA AND CARB OPT-IN STATES) UTILITY/REPAIR/MAINTENANCE SERVICE GOVERNMENT BUSINESS SEGMENT LIQUID BULK COMMODITY TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS MAXIMUM 8% EXPECTED GRADE SMOOTH CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE FREIGHTLINER LEVEL II WARRANTY EXPECTED FRONT AXLE(S) LOAD : 20000.0 lbs EXPECTED REAR DRIVE AXLE(S) LOAD : 46000.0 lbs EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 66000.0 lbs



Prepared for:
John Kretzer
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Prepared by:
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Description
Truck Service
SEWER/INDUSTRIAL VACUUM BODY EXPECTED TRUCK BODY LENGTH : 17.0 ft EXP EMPTY BODY CG LOC FROM BODY FRT(A89) : 8.5 ft
Engine
CUM ISL 370 HP @ 2000 RPM, 2100 GOV RPM, 1250 LB/FT @ 1400 RPM
Electronic Parameters
72 MPH ROAD SPEED LIMIT CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT PTO MODE ENGINE RPM LIMIT - 1200 RPM PTO MODE THROTTLE OVERRIDE - LIMIT TO 1400 RPM PTO MODE BRAKE OVERRIDE - SERVICE BRAKE APPLIED PTO RPM WITH CRUISE SET SWITCH - 1200 RPM PTO RPM WITH CRUISE RESUME SWITCH - 1200 RPM PTO MODE CANCEL VEHICLE SPEED - 5 MPH PTO GOVERNOR RAMP RATE - 200 RPM PER SECOND PTO MINIMUM RPM - 700 REGEN INHIBIT SPEED THRESHOLD - 5 MPH
Engine Equipment
2016 ONBOARD DIAGNOSTICS/2010 EPA/CARB/GHG14 2008 CARB EMISSION CERTIFICATION - CLEAN IDLE (INCLUDES 6X4 INCH LABEL ON LOWER FORWARD CORNER OF DRIVER DOOR) NO 2013 ENGINE ESCALATOR STANDARD OIL PAN ENGINE MOUNTED OIL CHECK AND FILL SIDE OF HOOD AIR INTAKE WITH FIREWALL MOUNTED DONALDSON AIR CLEANER DR 12V 160 AMP 28-SI QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE (2) ALLIANCE MODEL 1231, GROUP 31, 12 VOLT MAINTENANCE FREE 2250 CCA THREADED STUD BATTERIES

Prepared for:
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Description

BATTERY BOX FRAME MOUNTED
STANDARD BATTERY JUMPERS
LH BATTERY BOX MOUNTED AS FAR AFT AS
POSSIBLE, NO GREATER THAN 60 INCHES
BACK OF CAB
WIRE GROUND RETURN FOR BATTERY CABLES
WITH ADDITIONAL FRAME GROUND RETURN
NON-POLISHED BATTERY BOX COVER
POSITIVE LOAD DISCONNECT WITH CAB
MOUNTED CONTROL SWITCH WITH LOCKING
PROVISION MOUNTED OUTBOARD DRIVER
SEAT
POSITIVE AND NEGATIVE POSTS FOR
JUMPSTART LOCATED ON FRAME NEXT TO
STARTER
CUMMINS TURBOCHARGED 18.7 CFM AIR
COMPRESSOR WITH INTERNAL SAFETY VALVE
ELECTRONIC ENGINE INTEGRAL SHUTDOWN
PROTECTION SYSTEM
RH OUTBOARD UNDER STEP MOUNTED
HORIZONTAL AFTERTREATMENT SYSTEM
ASSEMBLY WITH RH B-PILLAR MOUNTED
VERTICAL TAILPIPE
ENGINE AFTERTREATMENT DEVICE,
AUTOMATIC OVER THE ROAD REGENERATION
AND DASH MOUNTED REGENERATION
REQUEST SWITCH
10 FOOT 06 INCH (126 INCH+0/-5 INCH)
EXHAUST SYSTEM HEIGHT
RH CURVED VERTICAL TAILPIPE B-PILLAR
MOUNTED ROUTED FROM STEP
6 GALLON DIESEL EXHAUST FLUID TANK
100 PERCENT DIESEL EXHAUST FLUID FILL
STANDARD DIESEL EXHAUST FLUID PUMP
MOUNTING
LH MEDIUM DUTY STANDARD DIESEL EXHAUST
FLUID TANK LOCATION
STANDARD DIESEL EXHAUST FLUID TANK CAP
ALUMINUM AFTERTREATMENT
DEVICE/MUFFLER/TAILOPIPE SHIELD(S)
HORTON DRIVEMASTER ON/OFF FAN DRIVE
AUTOMATIC FAN CONTROL WITHOUT DASH
SWITCH, NON ENGINE MOUNTED
CUMMINS SPIN ON FUEL FILTER
COMBINATION FULL FLOW/BYPASS OIL FILTER
1300 SQUARE INCH ALUMINUM RADIATOR



Prepared for:
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Description

ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED LIFE COOLANT
GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT
CONSTANT TENSION HOSE CLAMPS FOR COOLANT HOSES
RADIATOR DRAIN VALVE
1350 ADAPTER FLANGE FOR FRONT PTO PROVISION
ELECTRIC GRID AIR INTAKE WARMER
DELCO 12V 38MT HD STARTER WITH INTEGRATED MAGNETIC SWITCH

Transmission

ALLISON 3000 RDS AUTOMATIC TRANSMISSION
WITH PTO PROVISION

Transmission Equipment

ALLISON VOCATIONAL PACKAGE 223 -
AVAILABLE ON 3000/4000 PRODUCT FAMILIES
WITH VOCATIONAL MODELS RDS, HS, MH AND TRV
ALLISON VOCATIONAL RATING FOR ON/OFF
HIGHWAY APPLICATIONS AVAILABLE WITH ALL
PRODUCT FAMILIES
PRIMARY MODE GEARS, LOWEST GEAR 1,
START GEAR 1, HIGHEST GEAR 6, AVAILABLE
FOR 3000/4000 PRODUCT FAMILIES ONLY
SECONDARY MODE GEARS, LOWEST GEAR 1,
START GEAR 1, HIGHEST GEAR 6, AVAILABLE
FOR 3000/4000 PRODUCT FAMILIES ONLY
MAXIMUM ENGINE SPEED FOR PTO
ENGAGEMENT 2600 RPM - ALLISON 5TH GEN
TRANSMISSIONS
TCU-MAX PTO ENGINE SPEED OPERATION NOT
CONFIGURED
TCU-MAX PTO O/P SPD ENG NOT CONFIGURE
TCU-MAXIMUM PTO OUTPUT SPEED
OPERATION NOT CONFIGURED
VEHICLE INTERFACE WIRING CONNECTOR
WITHOUT BLUNT CUTS, AT BACK OF CAB
ELECTRONIC TRANSMISSION CUSTOMER
ACCESS CONNECTOR FIREWALL MOUNTED
MAGNETIC PLUGS, ENGINE DRAIN,
TRANSMISSION DRAIN, AXLE(S) FILL AND
DRAIN
PUSH BUTTON ELECTRONIC SHIFT CONTROL,
DASH MOUNTED

Prepared for:
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Description

TRANSMISSION PROGNOSTICS - ENABLED 2013
WATER TO OIL TRANSMISSION COOLER, IN
RADIATOR END TANK
TRANSMISSION OIL CHECK AND FILL WITH
ELECTRONIC OIL LEVEL CHECK
SYNTHETIC TRANSMISSION FLUID (TES-295
COMPLIANT)

Front Axle and Equipment

DETROIT DA-F-20.0-5 20,000# FL1 71.0 KPI/3.74
DROP SINGLE FRONT AXLE
MERITOR 16.5X6 Q+ CAST SPIDER CAM FRONT
BRAKES, DOUBLE ANCHOR, FABRICATED
SHOES
NON-ASBESTOS FRONT BRAKE LINING
CONMET CAST IRON FRONT BRAKE DRUMS
FRONT BRAKE DUST SHIELDS
SKF SCOTSEAL PLUS XL FRONT OIL SEALS
VENTED FRONT HUB CAPS WITH WINDOW,
CENTER AND SIDE PLUGS - OIL
STANDARD SPINDLE NUTS FOR ALL AXLES
MERITOR AUTOMATIC FRONT SLACK
ADJUSTERS
STANDARD KING PIN BUSHINGS
TRW THP-60 POWER STEERING WITH RCH45
AUXILIARY GEAR
POWER STEERING PUMP
4 QUART POWER STEERING RESERVOIR
OIL/AIR POWER STEERING COOLER MOUNTED
ABOVE FRONT CLOSING CROSSMEMBER
ORGANIC SAE 80/90 FRONT AXLE LUBE

Front Suspension

20,000# FLAT LEAF FRONT SUSPENSION
GRAPHITE BRONZE BUSHINGS WITH SEALS -
FRONT SUSPENSION
FRONT SHOCK ABSORBERS

Rear Axle and Equipment

RT-46-160 46,000# R-SERIES TANDEM REAR
AXLE
5.38 REAR AXLE RATIO
IRON REAR AXLE CARRIER WITH STANDARD
AXLE HOUSING
MXL 17N MERITOR EXTENDED LUBE MAIN
DRIVELINE WITH FULL ROUND YOKES



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Description

MXL 17T MERITOR EXTENDED LUBE INTERAXLE
DRIVELINE WITH HALF ROUND YOKES
(1) INTERAXLE LOCK VALVE FOR TANDEM OR
TRIDEM DRIVE AXLES
BLINKING LAMP WITH EACH MODE SWITCH,
INTERAXLE UNLOCK DEFAULT WITH IGNITION
OFF
MERITOR 16.5X7 Q+ CAST SPIDER CAM REAR
BRAKES, DOUBLE ANCHOR, FABRICATED
SHOES
NON-ASBESTOS REAR BRAKE LINING
STANDARD BRAKE CHAMBER LOCATION
CONMET CAST IRON REAR BRAKE DRUMS
REAR BRAKE DUST SHIELDS
SKF SCOTSEAL PLUS XL REAR OIL SEALS
HALDEX GOLDSEAL LONGSTROKE HEAVY
DUTY 30/36 2-DRIVE AXLES SPRING PARKING
CHAMBERS
HALDEX AUTOMATIC REAR SLACK ADJUSTERS
ORGANIC SAE 80/90 REAR AXLE LUBE

Rear Suspension

HENDRICKSON RT463 REAR SUSPENSION @
46,000#
HENDRICKSON RT/RTE - 7.19" SADDLE
STANDARD AXLE SEATS IN AXLE CLAMP
GROUP
54 INCH AXLE SPACING
STEEL BEAMS AND BRONZE CENTER
BUSHINGS WITH BAR PIN ADJUSTABLE END
CONNECTIONS
FORE/AFT CONTROL RODS

Brake System

WABCO 4S/4M ABS WITHOUT TRACTION
CONTROL
REINFORCED NYLON, FABRIC BRAID AND WIRE
BRAID CHASSIS AIR LINES
FIBER BRAID PARKING BRAKE HOSE
STANDARD BRAKE SYSTEM VALVES
STANDARD AIR SYSTEM PRESSURE
PROTECTION SYSTEM
STANDARD U.S. FRONT BRAKE VALVE WITH
ABS VALVES IN RAILS WITH RH HEAT
SHIELDING

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Description

RELAY VALVE WITH 5-8 PSI CRACK PRESSURE,
NO REAR PROPORTIONING VALVE
BW AD-9SI BRAKE LINE AIR DRYER WITH
HEATER
AIR DRYER FRAME MOUNTED
STEEL AIR BRAKE RESERVOIRS MOUNTED
PERPENDICULAR RH UNDER CAB AND AFT AS
POSSIBLE FOR REMAINING TANKS
CLEAR FRAME RAILS FROM BACK OF CAB TO
FRONT REAR SUSPENSION BRACKET, BOTH
RAILS OUTBOARD
BW DV-2 AUTO DRAIN VALVE WITHOUT HEATER
ON ALL TANK(S)

Trailer Connections

UPGRADED CHASSIS MULTIPLEXING UNIT

Wheelbase & Frame

6700MM (264 INCH) WHEELBASE
7/16X3-9/16X11-1/8 INCH STEEL FRAME
(11.11MMX282.6MM/0.437X11.13 INCH) 120KSI
1/4 INCH (6.35MM) C-CHANNEL INNER FRAME
REINFORCEMENT
1900MM (75 INCH) REAR FRAME OVERHANG
FRAME OVERHANG RANGE: 71 INCH TO 80
INCH
24 INCH INTEGRAL FRONT FRAME EXTENSION
CALC'D BACK OF CAB TO REAR SUSP C/L (CA) :
180.54 in
CALCULATED EFFECTIVE BACK OF CAB TO
REAR SUSPENSION C/L (CA) : 177.54 in
CALC'D FRAME LENGTH - OVERALL : 390.69
CALC'D SPACE AVAILABLE FOR DECKPLATE :
180.54 in
CALCULATED FRAME SPACE LH SIDE : 110.04
in
CALCULATED FRAME SPACE RH SIDE : 148.62
in
SQUARE END OF FRAME
FRONT CLOSING CROSSMEMBER
STANDARD WEIGHT ENGINE CROSSMEMBER
STANDARD MIDSHIP #1 CROSSMEMBER(S)
STANDARD REARMOST CROSSMEMBER
HEAVY DUTY SUSPENSION CROSSMEMBER

Chassis Equipment



Prepared for:
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Description
OMIT FRONT BUMPER, CUSTOMER INSTALLED SPECIAL BUMPER, DOES NOT COMPLY WITH FMCSR 393.203
GRADE 8 THREADED HEX HEADED FRAME FASTENERS INSTALLED WITH BOLT HEADS ON OUTSIDE OF FRAME
Fuel Tanks
70 GALLON/264 LITER ALUMINUM FUEL TANK - LH
25 INCH DIAMETER FUEL TANK(S)
PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH PAINTED BANDS
FUEL TANK(S) FORWARD
10 GALLONS ADDITIONAL FUEL
PLAIN STEP FINISH
FUEL TANK CAP(S)
ALLIANCE FUEL FILTER/WATER SEPARATOR WITH PRIMER PUMP
EQUIFLO INBOARD FUEL SYSTEM
HIGH TEMPERATURE REINFORCED NYLON FUEL LINE
Tires
MICHELIN XZY-3 425/65R22.5 20 PLY RADIAL FRONT TIRES
MICHELIN XDE M/S 11R22.5 16 PLY RADIAL REAR TIRES
Hubs
CONMET PRESET PLUS IRON FRONT HUBS
CONMET PRESET PLUS IRON REAR HUBS
Wheels
MAXION WHEELS 10035 22.5X12.25 10-HUB PILOT 4.75 INSET 5-HAND STEEL DISC FRONT WHEELS
MAXION WHEELS 90541 22.5X8.25 10-HUB PILOT 2-HAND STEEL DISC REAR WHEELS
Cab Exterior
114 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB
AIR CAB MOUNTS
NONREMOVABLE BUGSCREEN MOUNTED BEHIND GRILLE
3-1/2 INCH FENDER EXTENSIONS

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Description

LH AND RH GRAB HANDLES
STATIONARY BLACK GRILLE
BLACK HOOD MOUNTED AIR INTAKE GRILLE
FIBERGLASS HOOD
SINGLE 14 INCH ROUND HADLEY AIR HORN
UNDER LH DECK
DUAL ELECTRIC HORNS
SINGLE HORN SHIELD
DOOR LOCKS AND IGNITION SWITCH KEYED
THE SAME WITH (4) KEYS
REAR LICENSE PLATE MOUNT END OF FRAME
HALOGEN COMPOSITE HEADLAMPS WITH
BLACK BEZELS
(5) AMBER MARKER LIGHTS
DAYTIME RUNNING LIGHTS - LOW BEAM ONLY
INTEGRAL STOP/TAIL/BACKUP LIGHTS WITH 7
EXTRA FEET OF WIRE MOUNTED AT END OF
FRAME
STANDARD FRONT TURN SIGNAL LAMPS
DUAL WEST COAST MOLDED-IN COLOR
MIRRORS
DOOR MOUNTED MIRRORS
102 INCH EQUIPMENT WIDTH
LH AND RH 8 INCH MOLDED-IN COLOR CONVEX
MIRRORS MOUNTED UNDER PRIMARY
MIRRORS
STANDARD SIDE/REAR REFLECTORS
RH AFTERTREATMENT SYSTEM CAB ACCESS
WITH POLISHED DIAMOND PLATE COVER
63X14 INCH TINTED REAR WINDOW
TINTED DOOR GLASS LH AND RH WITH TINTED
NON-OPERATING WING WINDOWS
MANUAL DOOR WINDOW REGULATORS
TINTED WINDSHIELD
8 LITER WINDSHIELD WASHER RESERVOIR,
CAB MOUNTED, WITHOUT FLUID LEVEL
INDICATOR

Cab Interior

OPAL GRAY VINYL INTERIOR
MOLDED PLASTIC DOOR PANEL
MOLDED PLASTIC DOOR PANEL
BLACK MATS WITH SINGLE INSULATION

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Description

FORWARD ROOF MOUNTED CONSOLE WITH
UPPER STORAGE COMPARTMENTS WITHOUT
NETTING
IN DASH STORAGE BIN
(2) CUP HOLDERS LH AND RH DASH
GRAY/CHARCOAL FLAT DASH
HEATER, DEFROSTER AND AIR CONDITIONER
STANDARD HVAC DUCTING
MAIN HVAC CONTROLS WITH RECIRCULATION
SWITCH
STANDARD HEATER PLUMBING
DENSO HEAVY DUTY AIR CONDITIONER
COMPRESSOR
BINARY CONTROL, R-134A
STANDARD INSULATION
SOLID-STATE CIRCUIT PROTECTION AND
FUSES
12V NEGATIVE GROUND ELECTRICAL SYSTEM
DOME LIGHT WITH 3-WAY SWITCH ACTIVATED
BY LH AND RH DOORS
CAB DOOR LATCHES WITH MANUAL DOOR
LOCKS
(1) 12 VOLT POWER SUPPLY IN DASH
BASIC HIGH BACK AIR SUSPENSION DRIVER
SEAT WITH MECHANICAL LUMBAR AND
INTEGRATED CUSHION EXTENSION
2 MAN TOOL BOX MID BACK NON SUSPENSION
PASSENGER SEAT
DUAL DRIVER SEAT ARMRESTS, NO
PASSENGER SEAT ARMRESTS
LH AND RH INTEGRAL DOOR PANEL ARMRESTS
VINYL WITH VINYL INSERT DRIVER SEAT
VINYL WITH VINYL INSERT PASSENGER SEAT
3 POINT DRIVER AND PASSENGER AND 2 POINT
CENTER FRONT SEAT BELT RETRACTORS
FIXED STEERING COLUMN
4-SPOKE 18 INCH (450MM) STEERING WHEEL
DRIVER AND PASSENGER INTERIOR SUN
VISORS

Instruments & Controls

GRAY DRIVER INSTRUMENT PANEL
GRAY CENTER INSTRUMENT PANEL



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Description
ENGINE REMOTE INTERFACE WITH PARK BRAKE INTERLOCK
BLACK GAUGE BEZELS
LOW AIR PRESSURE INDICATOR LIGHT AND AUDIBLE ALARM
2 INCH PRIMARY AND SECONDARY AIR PRESSURE GAUGES
INTAKE MOUNTED AIR RESTRICTION INDICATOR WITH GRADUATIONS
ELECTRONIC CRUISE CONTROL WITH SWITCHES IN LH SWITCH PANEL
KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION; 4 POSITION OFF/RUN/START/ACCESSORY
ICU3S, 132X48 DISPLAY WITH DIAGNOSTICS, 28 LED WARNING LAMPS AND DATA LINKED
HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR LOCATED BELOW LH DASH
2 INCH ELECTRIC FUEL GAUGE
ENGINE REMOTE INTERFACE WITH INCREMENT/DECREMENT
ENGINE REMOTE INTERFACE CONNECTOR IN ENGINE COMPARTMENT
ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE
2 INCH TRANSMISSION OIL TEMPERATURE GAUGE
ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY
ELECTRIC ENGINE OIL PRESSURE GAUGE
AM/FM/WB RADIO WITH BLUETOOTH AND MICROPHONE, FRONT USB PORT, FRONT AND REAR AUXILIARY INPUTS AND J1939
DASH MOUNTED RADIO
(2) RADIO SPEAKERS IN CAB
AM/FM ANTENNA MOUNTED ON FORWARD LH ROOF
ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER
ELECTRONIC 3000 RPM TACHOMETER
NO MPH AND/OR RPM GRAPH
IGNITION SWITCH CONTROLLED ENGINE STOP
DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY

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Description

SINGLE ELECTRIC WINDSHIELD WIPER MOTOR
WITH DELAY
MARKER LIGHT SWITCH INTEGRAL WITH
HEADLIGHT SWITCH
ONE VALVE PARKING BRAKE SYSTEM WITH
WARNING INDICATOR
SELF CANCELING TURN SIGNAL SWITCH WITH
DIMMER, WASHER/WIPER AND HAZARD IN
HANDLE
INTEGRAL ELECTRONIC TURN SIGNAL
FLASHER WITH HAZARD LAMPS OVERRIDING
STOP LAMPS

Design

PAINT: ONE SOLID COLOR

Color

CAB COLOR A: N6431EA WINTER WHITE ELITE
SS
BLACK, HIGH SOLIDS POLYURETHANE CHASSIS
PAINT
NO FUEL TANK CABINET PAINT
POWDER WHITE (N0006EA) FRONT
WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)
POWDER WHITE (N0006EA) REAR
WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)
NO UNDERCOAT

Certification / Compliance

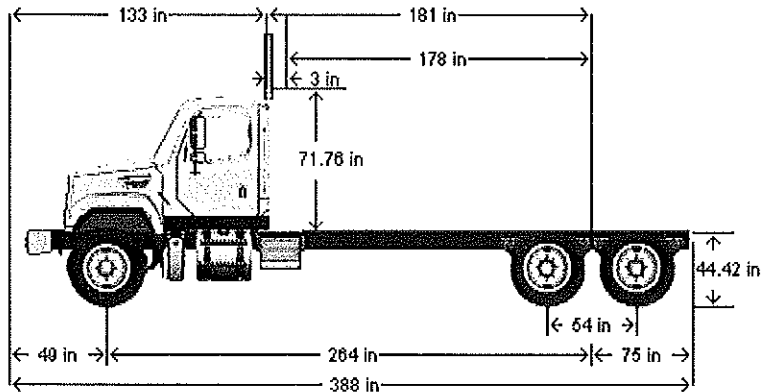
U.S. FMVSS CERTIFICATION, EXCEPT SALES
CABS AND GLIDER KITS

Secondary Factory Options

CORPORATE PDI CENTER OPTION
INSTALLATION/MODIFICATION ONLY



Prepared by:
Scott Endris
TAMPA TRUCK CENTER LLC
7528 US HWY 301 NORTH
TAMPA, FL 33637
Phone: 813-293-0866



Model.....	114SD
Wheelbase (545)	6700MM (264 INCH) WHEELBASE
Rear Frame Overhang (552)	1900MM (75 INCH) REAR FRAME OVERHANG
Fifth Wheel (578)	NO FIFTH WHEEL
Mounting Location (577).....	NO FIFTH WHEEL LOCATION
Maximum Forward Position (in)	0
Maximum Rearward Position (in)	0
Amount of Slide Travel (in).....	0
Slide Increment (in)	0
Desired Slide Position (in)	0.0
Cab Size (829).....	114 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB
Sleeper (682).....	NO SLEEPER BOX/SLEEPER CAB
Exhaust System (016).....	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE

Prepared for:
 John Kretzer
 City of St Pete Beach
 7581 Boca Ciega Dr
 St Pete Beach, FL 33706
 Phone: 727-363-9247

Prepared by:
 Scott Endris
 TAMPA TRUCK CENTER LLC
 7528 US HWY 301 NORTH
 TAMPA, FL 33637
 Phone: 813-293-0866

TABLE SUMMARY - DIMENSIONS

Dimensions	Inches
Bumper to Back of Cab (BBC)	132.9
Bumper to Centerline of Front Axle (BA)	49.4
Min. Cab to Body Clearance (CB)	3.0
Back of Cab to Centerline of Rear Axle(s) (CA)	180.5
Effective Back of Cab to Centerline of Rear Axle(s) (Effective CA)	177.5
Back of Cab Protrusions (Exhaust/Intake) (CP)	1.5
Back of Cab Protrusions (Side Extenders/Trim Tab) (CP)	0.0
Back of Cab Protrusions (CNG Tank)	0.0
Back of Cab Clearance (CL)	3.0
Back of Cab to End of Frame	255.5
Cab Height (CH)	71.8
Wheelbase (WB)	264.0
Frame Overhang (OH)	75.0
Overall Length (OAL)	388.4
Rear Axle Spacing	54.0
Unladen Frame Height at Centerline of Rear Axle	44.4

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.



SOUTHERN SEWER EQUIPMENT SALES

3409 Industrial 27th St. • Ft. Pierce, FL 34946
(772) 595-9171 FAX • 1-800-782-4134 • (772) 595-6940

"A Certified MBE Woman Owned Business"

Mr. John Kretzer
City of St. Pete Beach
7581 Boca Ciega Drive
St. Pete Beach, FL 33706
Via email: ops.manager@stpetebeach.org

October 22, 2015

Dear Mr. Kretzer,

*****Please note: The Florida Sheriffs Contract has separate specifications for the Sewer Cleaner Body and Chassis. This proposal does not include the cost for the chassis.***

Southern Sewer Equipment Sales is pleased to announce the opportunity for the City of St. Pete Beach to purchase a new Vac-Con Sewer Combination Cleaner Body from the Florida Sheriff's Contract No. 15-13-0904, Specification #49.

The base Vac-Con model on Specification #49 includes the following items:

New Vac-Con Sewer Combination Cleaner Model V311HN/1000

11 Yard Debris Tank

80 GPM @ 2500 PSI Water System

3 Stage Centrifugal Compressor

1000 Gallon Fresh Water Capacity

Hydraulic Rear Door Locks

Front Mounted Fixed Boom

Front Mounted Fixed Hose Reel

400' of Sewer Hose

20' Aluminum Tubes with Quick Clamps

Sanitary Nozzle, Penetrator Nozzle

Fire Extinguisher

Triangle Kit

Base Bid Price: \$166,670.00

Optional Equipment:

600' x 1" Hose Reel Capacity (\$2,461.00)

60 GPM @ 2,000 PSI Water System No Charge

Upgrade to 1300 Gallon Water Capacity \$5,088.00

Articulating Hose Reel (includes Hose Footage Counter) \$13,360.00

Wireless Remote \$4,400.00

Variable Flow Water System, Includes 2 Additional Nozzles \$1,192.00

Dual Engine Configuration: Gas Auxiliary Engine, Includes High Volume \$11,249.00

Hydrostatic Pump Upgrade and Auxiliary Engine Remote Oil Drain

10' Telescoping Boom Assembly with Pendant Control Station \$12,967.00

Lighting Package: Boom Mounted Flood Lights, Rear Mounted Flood Lights, Front & Rear Mounted Strobe Lights with Limb Guards, Arrowstick & Hand Held Spot Light	\$4,312.00
LED Lighting Package Upgrade: ICC LED Lights, Upgrade to LED Front & Rear Strobe Lights, Upgrade to LED Boom Mounted Flood Lights, Upgrade to LED Rear Mounted Flood Lights, Upgrade to LED Arrowstick, LED 4 Corner Strobe System – Bumper Mount	\$4,764.00
Municipal Performance Package #1: Storage Box Behind Cab, Debris Body Power Flush System, 50' Capacity Hand Gun Hose Reel, Low Water Alarm, Body Load Limit Alarm, Back Up Alarm, 2.5" Water Drain Valve, 6" Knife Valve	\$8,399.00
Back Up Camera System with Monitor	\$1,651.00
600' x 1" Sewer Hose in lieu of 400' (<i>unpublished option, includes 3.5% discount</i>)	\$779.72
John Deere 6 Cylinder Auxiliary Engine (<i>unpublished option, includes 3.5% discount</i>)	\$13,959.69
Swing Style Wear Plate (<i>unpublished option, includes 3.5% discount</i>)	\$904.21
Folding Pipe Rack, Tank Mounted Curbside (<i>unpublished option, includes 3.5% discount</i>)	\$2,543.74
400 GPM Hydraulic Pump Off System, Mounted on Rear Door (<i>unpublished option, includes 3.5% discount</i>)	\$8,246.89

Final Model After Options: V311LHAE/1300

TOTAL PRICE FOR VAC-CON BODY: \$258,025.25

The City may consider the following options:

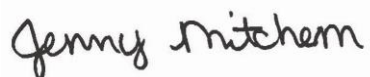
Automatic Power Guide with Electronic Footage Counter.....\$7,496.00

Upgrade to 1500 Gallon Water Capacity.....\$5,166.00

The body price includes mounting the Vac-Con body to the chassis. Please review the Florida Sheriffs Contract for chassis options. The chassis supplier should drop ship the chassis to Vac-Con in Green Cove Springs, FL. The specifications should be approved by Vac-Con before ordering the chassis.

We appreciate the opportunity to provide this equipment to the City of St. Pete Beach. Please feel free to contact Michael Fitzgerald at (772) 201-9432, if you have any questions.

Sincerely,



Jenny Mitchem
Sales Coordinator

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Authorize the City Manager to approve a change order to the purchase agreement with Nelson Construction for the Pass-A-Grille Way Reconstruction Project in the amount of \$68,110.00.

Date: November 17, 2015

Prepared By: John Kretzer, Interim Public Services Director

Summary of Issue: Due to continuing unforeseen utility conflicts near the intersection of Cabrillo Street and Pass-A-Grille Way, the General Contractor working on the project, Nelson Construction will need to relocate a portion of the proposed 16" potable and reclaimed water mains.

Since these items are related to the potable water system owned and operated by Pinellas County, the City will not be responsible for the charges associated with this change order. The additional \$68,110.00 will be paid in full by Pinellas County. However, since the County has no direct contract with Nelson Construction, these costs will be added to the City's contract and the City will invoice the County for the cost.

Funding: CIP – Pass-A-Grille Way Reconstruction Project

Requested Motion: “I move to authorize the City Manager to approve a change order to the purchase agreement with Nelson Construction for the Pass-A-Grille Way Reconstruction Project in the amount of \$68,110.00.”

Attachments: Change Order #4

**Reviewed by
City Manager:** WS



CHANGE ORDER NO. 4

PROJECT IDENTIFICATION:

Project Name: Pass-A-Grille Way Reconstruction from W. Maritana Dr. to 19th Ave

CONTRACTOR: David Nelson Construction Company

CONTRACT: The Agreement dated 07/08/2015 between David Nelson Construction Company and the City of St. Pete Beach for the above described Project.

The Contract is changed as follows:

- *OFFSET OF 16" POTABLE & RECLAIMED WATER LINES BETWEEN 32ND AVE & CABRILLO – The existing 16" potable water line shown to remain between 32nd Ave and Cabrillo Street shall be offset from the 90° bend at 32nd Ave to the east right of way and connected to the existing 16" potable water line at station 62+62. The new 16" reclaimed water line shall be offset from 32nd Ave to the east right of way, and connected to the existing 16" reclaimed water line on Cabrillo Street at approximate station 62+92. The existing 16" potable water and reclaimed water lines between these locations shall be removed. Reconnect the 6" reclaimed water to the new 16" reclaimed water line at approximate station 61+75.*
\$ 68,110.00

Total Addition to Contract Sum **\$ 68,110.00**

Contract Sum with prior approved Change Orders was: **\$ 9,863,870.57**

The Contract Sum will be increased by this Change Order
for the items described above in the amount of: **\$ 68,110.00**

The new Contract Sum, including this Change Order, will be: \$ 9,931,980.57

The Contract Time will be changed as follows: **No Change**

Execution of this Change Order shall constitute a final settlement of all matters relating to the change in the Work as described above which is the subject of this Change Order. Unless the Contract Time has been adjusted as provided above, the change approved by this Change Order shall not result in a change in the Contract Time.

CHANGE ORDER NO. 4

OWNER/CITY:

CONTRACTOR:

By: _____

By: _____

Name: Wayne Saunders

Name: _____

Title: City Manager, St. Pete Beach

Title: _____

Date: _____

Date: _____

Reconstruction of Pass A Grille Way from 19th Avenue to W. Maritana Drive
Job Number 985



A Item No.		B Spec No.	C Description of Work	D Quantity	E Unit	F Unit Price	G Scheduled Value	POTABLE & RECLAIMED OFFSET CABRILLO	
								AS DESIGN QUANTITY	QUANTITY/COST NET CHANGE
			BASE BID						0 \$ -
			General						0 \$ -
1	101-1		MOBILIZATION (4.5%)	1	LS	\$ 540,000.00	\$ 540,000.00		0 \$ -
2	102-2		MAINTENANCE OF TRAFFIC (4.5%)	1	LS	\$ 549,000.00	\$ 549,000.00		0 \$ -
3	104-11		FLOATING TURBIDITY BARRIER	1,100	LF	\$ 10.00	\$ 11,000.00		0 \$ -
4	104-12		STAKED TURBIDITY BARRIER - NYLON REINFORCED PVC	13,700	LF	\$ 1.75	\$ 23,975.00		0 \$ -
5	110-1-1		CLEARING AND GRUBBING	1	LS	\$ 800,000.00	\$ 800,000.00		0 \$ -
6	SP-1		AS-BUILT PLANS	1	LS	\$ 7,500.00	\$ 7,500.00		0 \$ -
7	SP-2		INDEMNIFICATION	1	LS	\$ 100.00	\$ 100.00		0 \$ -
8	SP-3		SURVEY CONTROL	1	LS	\$ 75,000.00	\$ 75,000.00		0 \$ -
			SUB-TOTAL				\$ 2,006,575.00		0 \$ -

TOTAL ADD/(DECREASE) \$ 68,110.00

Approved
Dennis 10/29/15

Reconstruction of Pass A Grille Way from 19th Avenue to W. Maritana Drive
Job Number 985



TOTAL ADD/(DECREASE) \$ 68,110.00										
A Item	B Spec	C Description of Work	D Quantity	E Unit	F Unit	G Scheduled	AS DESIGN	POTABLE & RECLAIMED OFFSET CABRILLO		
								REVISED	QUANTITY NET	COST NET
		Reclaimed								
62	1050-11-424	UTILITY PIPE, F&I, DI, RECLAIMED WATER, 16"	4,200	LF	\$ 88.00	\$ 369,600.00	192	343	151	\$ 13,288.00
		16" 45					2	0	-2	\$ -
		16" 90						4		\$ -
		6" 45					0	0	0	\$ -
		tee 16x16x8					1	1	0	\$ -
		reducer 8x6					1	1	0	\$ -
		PVC 6"					10	30	20	\$ -
		CAP 16"					1	1	0	\$ -
63	SP-15	REMOVE EXISTING 16" DI - INCLUDING DISCONNECT, CUT AND PLUG EXISTING LINE	3,980	LF	\$ 21.00	\$ 83,580.00	169	350	181	\$ 3,801.00
64	1080-11-23	UTILITY FIXTURES, F&I, 4" SLEEVE CONNECTION	5	EA	\$ 3,400.00	\$ 17,000.00	0	0	0	\$ -
65	1080-11-24A	UTILITY FIXTURES, F&I, 4"	5	EA	\$ 1,650.00	\$ 8,250.00	0	0	0	\$ -
66	1080-11-33A	RESILIENT WEDGE GATE VALVE AND BOX	1	EA	\$ 3,650.00	\$ 3,650.00	1	1	0	\$ -
		UTILITY FIXTURES, F&I, 6" SLEEVE CONNECTION								
67	1080-11-34A	UTILITY FIXTURES, F&I, 6", RESILIENT WEDGE GATE VALVE AND BOX	1	EA	\$ 1,750.00	\$ 1,750.00	1	1	0	\$ -
		UTILITY FIXTURES, F&I, 10" SLEEVE CONNECTION								
68	1080-11-43A	UTILITY FIXTURES, F&I, 10", RESILIENT WEDGE GATE VALVE AND BOX	6	EA	\$ 5,000.00	\$ 30,000.00	0	0	0	\$ -
69	1080-11-44A	UTILITY FIXTURES, F&I, 16", SLEEVE, VALVE AND BOX	6	EA	\$ 2,550.00	\$ 15,300.00	0	0	0	\$ -
		UTILITY FIXTURES, F&I, 16", SLEEVE, VALVE AND BOX								
70	1080-11-43C	UTILITY FIXTURES, F&I, 16", RESILIENT WEDGE GATE VALVE ASSEMBLY	2	EA	\$ 12,300.00	\$ 24,600.00	1	1	0	\$ -
71	1080-11-44B	UTILITY FIXTURES, F&I, 16", RESILIENT WEDGE GATE VALVE ASSEMBLY	4	EA	\$ 5,750.00	\$ 23,000.00	1	1	0	\$ -
72	SP-16	4-INCH DI OFFSET	7	EA	\$ 2,950.00	\$ 20,650.00	0	0	0	\$ -
73	SP-17	SERVICE LINES	55	EA	\$ 1,900.00	\$ 104,500.00	0	0	0	\$ -
74	SP-18	DEWATERING FOR RECLAIMED WATER	1	LS	\$ 2,650.00	\$ 2,650.00	0	0	0	\$ -
75	SP-33	16" RESTRAINED JOINTS	74	EA	\$ 550.00	\$ 40,700.00	18	39	21	\$ 11,550.00
76	SP-39	16" CONCRETE DEAD MAN	2	EA	\$ 1,510.00	\$ 3,020.00	1	1	0	\$ -
77	SP-40	RECLAIMED WATER METER BOXES	55	EA	\$ 310.00	\$ 17,050.00			0	\$ -
78	SP-41	TEMPORARY TIE-INS FOR MOT PHASES	3	EA	\$ 15,800.00	\$ 47,400.00			0	\$ -
		SUB-TOTAL			\$	\$ 812,700.00			0	\$ -

Reconstruction of Pass A Grille Way from 19th Avenue to W. Maritana Drive
Job Number 985



A Item	B Spec	C Description of Work	D Quantity	E Unit	F Unit	G Scheduled	AS DESIGN	REVISED	TOTAL ADD/(DECREASE) \$ 68,110.00	
									POTABLE & RECLAIMED OFFSET CABRILLO	QUANTITY/COST NET
79	1050-11-424	Potable Water UTILITY PIPE, F&I, DI, POTABLE WATER, 16" 16" 45	4,580	LF	\$ 101.00	\$ 462,580.00	90	336	0	\$ -
		16" 90		EA			4	4	246	\$ 24,846.00
		16" CAP		EA			1	1	0	\$ -
		REMOVE EXISTING 16" DI - INCLUDING DISCONNECT, CUT AND PLUG EXISTING LINE		EA			2	1	-1	\$ -
80	SP-20		4,370	LF	\$ 25.00	\$ 109,250.00	95	352	257	\$ 6,425.00
81	1050-11-222	UTILITY PIPE, F&I, PVC, WATER (2")	80	LF	\$ 30.00	\$ 2,400.00			0	\$ -
82	1050-11-222	UTILITY PIPE, F&I, PVC, WATER (6")	100	LF	\$ 47.00	\$ 4,700.00			0	\$ -
83	1050-11-222	UTILITY PIPE, F&I, PVC, WATER (8")	4,410	LF	\$ 51.00	\$ 224,910.00			0	\$ -
84	1050-11-222	UTILITY PIPE, F&I, PVC, WATER (10")	46	LF	\$ 190.00	\$ 8,740.00			0	\$ -
85	1080-11-23	UTILITY FIXTURES, F&I, 2", SLEEVE CONNECTION	2	EA	\$ 600.00	\$ 1,200.00			0	\$ -
		UTILITY FIXTURES, F&I, 2"	7	EA	\$ 1,800.00	\$ 12,600.00			0	\$ -
86	1080-11-24B	RESILIENT WEDGE GATE VALVE ASSEMBLY W/BOX	1	EA	\$ 3,200.00	\$ 3,200.00			0	\$ -
87	1080-11-23	UTILITY FIXTURES, F&I, 4" SLEEVE CONNECTION	1	EA	\$ 3,200.00	\$ 3,200.00			0	\$ -
		UTILITY FIXTURES, F&I, 4"	1	EA	\$ 2,000.00	\$ 2,000.00			0	\$ -
88	1080-11-24A	RESILIENT WEDGE GATE VALVE AND BOX	4	EA	\$ 3,500.00	\$ 14,000.00			0	\$ -
89	1080-11-33B	UTILITY FIXTURES, F&I, 6", SLEEVE CONNECTION	4	EA	\$ 2,000.00	\$ 8,000.00			0	\$ -
		UTILITY FIXTURES, F&I, 6"	4	EA	\$ 2,400.00	\$ 9,600.00			0	\$ -
90	1080-11-34B	RESILIENT WEDGE GATE VALVE ASSEMBLY W/BOX	4	EA	\$ 2,400.00	\$ 9,600.00			0	\$ -
		UTILITY FIXTURES, F&I, 8"	4	EA	\$ 14,500.00	\$ 58,000.00	2	1	-1	\$ (14,500.00)
91	1080-11-44C	RESILIENT WEDGE GATE VALVE ASSEMBLY W/BOX	2	EA	\$ 17,500.00	\$ 35,000.00		1	1	\$ 17,500.00
		UTILITY FIXTURES, F&I, 16", TAPPING SADDLE, VALVE	2	EA	\$ 17,500.00	\$ 35,000.00			0	\$ -
92	1080-11-43G	UTILITY FIXTURES, F&I, 16", SLEEVE CONNECTION	5	EA	\$ 6,700.00	\$ 33,500.00			0	\$ -
93	1080-11-43H	RESILIENT WEDGE GATE VALVE ASSEMBLY W/BOX	5	EA	\$ 5,000.00	\$ 25,000.00			0	\$ -
94	1080-11-44D	8-INCH DI OFFSET ASSEMBLY	17	EA	\$ 4,500.00	\$ 76,500.00			0	\$ -
95	SP-23	FIRE HYDRANT, F&I, STANDARD, 2 HOSE, ONE PUMPER, 2" 5-1/4" VALVE ASSEMBLY	55	EA	\$ 2,100.00	\$ 115,500.00			0	\$ -
96	1644-113-05	SERVICE LINES WITH METER (1")	1	LS	\$ 500.00	\$ 500.00			0	\$ -
97	SP-24	SURVEY, CONTROL, DISINFECTION, TESTING & ADMINISTRATION (POTABLE WATER ONLY)	1	LS	\$ 4,000.00	\$ 4,000.00			0	\$ -
98	SP-25	DEWATERING FOR POTABLE WATER	42	EA	\$ 400.00	\$ 16,800.00			0	\$ -
99	SP-26	8" RESTRAINED JOINTS	74	EA	\$ 650.00	\$ 48,100.00	18	26	8	\$ 5,200.00
100	SP-45	16" RESTRAINED JOINTS	6	EA	\$ 1,850.00	\$ 11,100.00	2	2	0	\$ -
101	SP-47	POTABLE WATER METER BOXES	55	EA	\$ 280.00	\$ 15,400.00			0	\$ -
102	SP-53	TEMPORARY TIE-INS FOR MOT PHASES	3	EA	\$ 20,000.00	\$ 60,000.00			0	\$ -
103	SP-54					\$ 1,362,580.00			0	\$ -
104	SP-55								0	\$ -
		SUB-TOTAL							0	\$ -

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: Authorize the City Manager to sign an Agreement for Professional Services for \$39,997.00 from George F. Young, Inc. to provide Michael Baker, Inc., the Engineer of Record for the Blind Pass Road Reconstruction Project, with additional survey and subsurface utility exploration for the project.

Date: November 17, 2015

Prepared By: John Kretzer, Interim Public Services Director

Summary of Issue: Michael Baker, Inc. has indicated to the City that additional survey work is required in order to complete the design of the reconstruction of Blind Pass Road. This additional survey work has become necessary as a result of several dynamic factors of the project, including significant changes to the scope of the project and the unavailability of accurate, signed/sealed survey documents of the project area previously performed by Florida Department of Transportation (FDOT). The initial scope of survey services performed for this project, which was approved by City Commission on August 27, 2013, was based on the previous project scope and the assumption that the above referenced survey by FDOT would be accurate and available.

In order to complete the design, Baker has requested and is presenting to the City a proposal from George F. Young, Inc. to provide the necessary additional services. George F. Young is an approved sub-consultant of Baker, with whom the City is currently under a continuing services contract.

Funding: CIP – Blind Pass Reconstruction Project

Requested Motion: “I move to authorize the City Manager to sign an Agreement for Professional Services for \$39,997.00 from George F. Young, Inc. to provide Michael Baker, Inc., the Engineer of Record for the Blind Pass Road Reconstruction Project, with additional survey and subsurface utility exploration for the project.”

Attachments: Agreement for Professional Services

**Reviewed by
City Manager:**

WS

George F. Young, Inc.
Agreement for Professional Services with General Conditions

This agreement is entered into on this 23rd of September 2015, the effective date, for the terms and conditions listed below and on the following pages of this agreement by and between:

CONSULTANT:

George F. Young, Inc.

CLIENT:

Michael Baker Corporation

Address:

299 DR Martin Luther King Jr St N

Address:

5020 West Linebaugh Ave, Suite 240

St Petersburg, FL. 33701

Tampa, FL 33624

Telephone: 727-822-4317

Telephone: 813-889-3892

Email: mcurley@georgefyoung.com

Email: Gregg Hamm - GBHamm@mbakerintl.com

Project Name **City of St Pete Beach Blind Pass Road and Drainage Improvements, Design Survey. Project # 13Y18701SU**

Description of services to be provided: Consultant agrees to perform professional services as set forth on Exhibit A, Basic Scope of Services attached hereto and incorporated herein by this reference ("basic services") and the checked off Optional Scope of Services set forth in Exhibit B attached hereto and incorporated herein by this reference ("optional services")

Client Responsibilities: Client shall have the responsibilities set forth herein on Exhibit C attached hereto and incorporated herein by this reference ("responsibilities").

The Client is expected to furnish Consultant with complete information as to its requirements including any special or extraordinary considerations for the Project or special services needed, also to provide Consultant all existing pertinent data.

1. FEE

The Client agrees to compensate Consultant for the above referenced services:

☒ A Lump Sum fee of **(See Fee Schedule Below)**

☐ In accordance Exhibit D, Fee Schedule attached hereto and incorporated herein by this reference ("schedule")

☐ On an hourly basis at our prevailing standard hourly rates set forth herein on Exhibit F attached hereto and incorporated herein by this reference ("rates").

2. RETAINER

In order to commence work a retainer in the amount of \$0 must be received by Consultant. The retainer will be applied to the final invoice. If the amount of the retainer exceeds the amount of the final invoice any excess will be returned.

3. ACCEPTANCE

By execution of this agreement Client accepts the terms hereof, acknowledges receipt of a copy hereof, including all exhibits, and authorizes Consultant to proceed with the work. In the event Client is not the owner of the property, Client represents that Client has informed the owner of the work and obtained permission from said owner for Consultant to proceed. In accordance with Chapter 713.06, Florida Statutes, Consultant reserves the right to file a "Notice to Owner".

IN WITNESS THEREOF, the parties hereby execute this agreement upon the terms and conditions stated here on and on the date first above written.

Accepted by: _____ Date: _____
Authorized Signature - Client, as Owner or authorized agent for the Owner

Accepted by: _____ Date: _____
Authorized Signature - George F. Young, Inc.

George F. Young, Inc.
Agreement for Professional Services with General Conditions
Exhibit A
Project Understanding and Basic Scope of Services

Understanding of the Project:

Design roadway and drainage improvements within the limits of the project.

Basic Scope of Services:

Based upon our understanding of the Project as described above, George F. Young, Inc. intends to provide the following Basic Scope of Services. This scope of services has been prepared based upon usual and ordinary design, permitting, and construction procedures, as well as specific discussions between representatives of both parties.

Project site is in St. Pete Beach, Florida

Blind Pass Road from right of way to right of way from Gulf Boulevard northerly to 75th Ave. (2100 Feet+/-)

Survey Services

TASK A

See Exhibit E- Pink Shade

1. Topographic survey from right of way to right of way every 50' with high points and low points including above ground features such as curb, center line, asphalt crown, sidewalk, above ground utilities, sanitary sewer and storm sewer of Blind Pass Road to the returns of intersecting roads, from the northeasterly side of Gulf Boulevard to the easterly side of 75th Ave. (2100'+/-)
 2. Expected vertical accuracies of hard shots on pavement will be 0.05 feet and ground shots will be 0.10 feet.
 3. Elevations shall be collected in sufficient density to create an accurate digital terrain model.
 4. Right of Way will be based on RWEXRD01.dgn provided by FDOT. No field work.
 5. Trees and bushes will be excluded.
- Depict in cad file, apparent existing right of way lines based on last deeds of record, right of way maps provided by FDOT, and found monumentation. Right of way cad files provided by the client will be relied upon and utilized as-is by George F. Young, Inc.
 - Elevations shall be collected in sufficient density to create an accurate digital terrain model.
 - Deliverables will include AutoCAD Civil 3D. An electronically signed and sealed survey.

TASK B

See Exhibit E-Green Shade

1. Topographic survey on 71st Ave, from the returns on each side of Blind Pass Road extending 25' down 71st Ave in each direction away from Blind Pass Road.
 2. Topographic survey on 72nd Ave, from the returns on each side of Blind Pass Road extending 25' down 72nd Ave in each direction away from Blind Pass Road.
 3. Topographic survey on 73rd Ave, from the returns on each side of Blind Pass Road extending 25' down 73rd Ave in each direction away from Blind Pass Road.
 4. Topographic survey on Corey Ave, from the returns on each side of Blind Pass Road extending 60' down Corey Ave in each direction away from Blind Pass Road.
 5. Locate sanitary manholes on each side of Blind Pass Road at Station 116+15+/- and at 71st Ave. west side only (109+50+/-).
 6. Expected vertical accuracies of hard shots on pavement will be 0.05 feet and ground shots will be 0.10 feet.
- Depict in cad file, apparent existing right of way lines based on last deeds of record, right of way maps provided by FDOT, and found monumentation. Right of way cad files provided by the client will be relied upon and utilized as-is by George F. Young, Inc.

George F. Young, Inc.
Agreement for Professional Services with General Conditions
Exhibit A
Project Understanding and Basic Scope of Services

- Elevations shall be collected in sufficient density to create an accurate digital terrain model.
- Deliverables will include AutoCAD Civil 3D and an electronically signed and sealed survey.

TASK C

Produce a sketch and legal description based on prior field location of Drainage Easement /Park for a proposed Public Easement.

1. Utilizing an appropriate scale on 8 1/2" x 11" size paper.
2. Showing boundaries of the parcel sought.
3. Showing ownership lines of the riparian uplands.
4. Showing the line of ordinary or mean high water.
5. Showing the location of the shoreline vegetation, if existing.
6. Showing the location of any proposed or existing structures.
7. Including a legal description and acreage of the parcel sought.
8. Deliverables will include an electronically signed and sealed survey.

TASK D

1. Depict the purported 10' foot easements along Blind Pass Road from Gulf Boulevard to 75th Avenue. Easement will cover from Right of Way to existing power poles as shown on BPR Plan sheets (P1-P14) dated 8/1/2015. (11 Locations)
2. If easements do not exist GFY will write legal descriptions as directed.
3. GFY will not be responsible for home owner approval of proposed easements or filing of the proposed easements.
4. Deliverables will include AutoCAD Civil 3D, an electronically signed and sealed survey.

- Fee for this task includes title search for each block.

- ❖ All deliverables with the exception of Task C will be combined with previous GFY survey project 13Y18701SU as one AutoCAD Civil 3D product.

Subsurface Utility Designation, Location and Survey (VVH - verified vertical and horizontal)

- GFY to provide Subsurface Utility Designation, Location & Survey services on the existing underground utilities in project locations hand drawn as shown on Utility Adjustment sheets U-01 thru U-10 not attached, received from Michael Baker Corp. on 08/14/2015.
- Request permits if needed for the purpose of marking, measuring, and recording the location of underground utilities within the project limits.
 - Provide traffic control within the work areas while designating and locating the subsurface utilities. Traffic control is to be maintained in accordance with applicable standards. Provide safety devices, signs and/or other safety equipment.
 - Utilizing conventional electronic designating equipment and including Ground Penetrating Radar (GPR), designate and mark the horizontal location of found underground utilities of each project location.
 - Provide test holes (VVH – verified vertical and horizontal) on each found utility line where a possible conflict is determined by the EOR within each project location.
 - Estimate of Test Holes by location. **Maximum of 38 Test Holes.**
 - For each test hole, neatly cut and remove existing pavement (not to exceed 225 square inches per cut) or other surface material. Excavate the material through the cut down to the utility in a way that prevents damage to wrappings, coatings or other protective coverings of the utilities (i.e. vacuum/pressure excavations, hand digging, etc.). Backfill and compact with select material around the utility. Provide a restoration of the surface pavement, within the limits of the cut, at the time of the backfill.
 - Survey collect found utility information, and provide 3 copies of a Surveyor's Report reflecting VVH test hole information together with a 2-dimensional electronic file, in plan view only, depicting the designation and VVH test hole information.

George F. Young, Inc.
Agreement for Professional Services with General Conditions
Exhibit A
Project Understanding and Basic Scope of Services

Utilization of the above equipment and methods is the industry recognized procedure for finding and locating underground utilities and features. Although effective and reliable, there is the possibility that all utilities may not be detected due to environmental conditions, soil conditions, water table, excessive depth, and/or feature makeup.

Datum

Use existing control as provided by client datum purported to be:

- a) Vertical Control for project limits (NGVD1929)
- b) Horizontal Control for project limits NAD83 (2011).

George F. Young, Inc.
Agreement for Professional Services with General Conditions
Exhibit B
Assumptions

The Basic Scope of Services as identified in Exhibit “A” and Compensation Schedule as identified in Exhibit” D” are based on the following Assumptions:

1. The Project will be designed, permitted and constructed in one (1) phase unless specified otherwise.
2. There are no adversarial conditions with approving or permitting authorities or surround neighbors or Neighborhood Associations.
3. The project will not require any Land Use Plan Amendments, Rezoning, Special Exceptions, Variances, Right of Way/Easement creations or vacations, Platting/Replatting, or Conditional Uses, other than those specifically included in the Basic Scope of Services identified in Exhibit “A”, to obtain project approval.
4. No permits will be required from the Army Corps of Engineers (ACOE), Water Management District (WMD), Florida Department of Transportation (FDOT), Florida Department of Environmental Protection (FDEP), Environmental Protection Agency (EPA), or the local governing authority except as specifically included in the Basic Scope of Services identified in Exhibit A, to obtain project approval.
5. The project will not require any biological or ecological studies or wetlands determinations, other than those specifically included in the Basic Scope of Services identified in Exhibit “A”, to obtain project approval.
6. The project will not require any traffic or parking studies, other than those specifically included in the Basic Scope of Services identified in Exhibit “A”, to obtain project approval.
7. No off-site work is required.

George F. Young, Inc.
Agreement for Professional Services with General Conditions
Exhibit C
Client Responsibilities

CLIENT'S RESPONSIBILITIES

In addition to other responsibilities of Client as set forth in this Agreement, Client shall provide the following items at its expense, if desired by Client or required to obtain development approval, either through an Additional Services Authorization (ASA) with George F. Young, Inc. (GFY); by Client's additional consultant(s), or directly by Client as applicable.

1. All criteria and full information as to Client's requirements for the Project, including design objectives and constraints, space, capacity and performance requirements, flexibility, and expandability, and any budgetary limitations; and furnish copies of all design and construction standards which Client will require to be included in the drawings and specifications; and furnish copies of Client's standard forms, conditions, and related documents for Consultant to include in the Bidding Documents, when applicable.
2. Any Consultant services not provided by GFY including, but not limited to, archeological services, electrical engineering, environmental engineering, geotechnical engineering, mechanical engineering, structural engineering, traffic planning, and traffic engineering; as may be required for permitting, development approval, and completion of the Project.
3. Signatures and/or authorizations by owners and/or others as required for permit applications and/or platting.
4. Direct payment of all application, permitting, recording, advertisement, impact, and bidding fees.
5. Safe access to and make all provisions for Consultant to enter upon private property as required for Consultant to perform services under the Agreement.
6. A title policy including copies of the property deed(s) as required for permitting and/or platting, if requested.
7. Provide a copy of the contract for purchase of the subject property, if not owned by the Client.
8. Client will provide written notification of the necessity of having an earthwork balance **prior to the execution of this agreement**.
9. Client will notify Consultant in writing of any critical schedule requirements **prior to execution of this agreement**.
10. Client will provide architectural, structural, mechanical, electrical, and plumbing drawings including locations and access details of all ADA accessible entrances or special provisions necessary for the Project.
11. Client will provide locations of all utility and roof drain connections to each building with design flows, capacities or demands.
12. Client will provide fixture counts, estimates of potable water demand and required pressures, required fire flows and pressures and roof drain sizes at connections to the site utilities.
13. Client will provide any legal services with regard to issues pertaining to the project, as Client requires or as necessary for development approval.
14. Client will provide all Condominium, Homeowners Association, or Merchants Association documents if required by regulatory agencies for permitting and/or local government for Record Platting and/or Condominium Platting.
15. Client will provide any services not specifically included in the Exhibit A, Basic Scope of Services including, but not limited to, retaining walls, site lighting, railings, fencing/gates, and traffic signalization controls, either desired by Client to enhance the Project or to obtain development approval.
16. If Client provides any surveying, the drawings must be provided in AutoCAD version 2012 in a format acceptable to Consultant for design of the Project.
17. All work required to modify plans and/or permit applications when a previously accepted design decision is reversed and or modified during the Final Design Phase or the Construction Document Phase.

In addition it is the **Client's responsibility** to give prompt notice to the Consultant whenever the Client observes or otherwise becomes aware of a Hazardous Environmental Condition or any other activity that affects the scope or time of services.

George F. Young, Inc.
Agreement for Professional Services with General Conditions
Exhibit D
Fee Schedule

Client shall pay Consultant for Basic Services as detailed in Exhibit A as described below.

A: LUMP SUM

A Lump Sum amount based upon the following assumed distribution of compensation:

TASK A- A LUMP SUM AMOUNT of \$12,122.00 (Twelve Thousand One Hundred Twenty Two Dollars and Zero Cents)

TASK B- A LUMP SUM AMOUNT of \$3,300.00 (Three Thousand Three Hundred Dollars and Zero Cents)

TASK C- A LUMP SUM AMOUNT of \$1,080.00 (One Thousand Eighty Dollars and Zero Cents)

TASK D- A LUMP SUM AMOUNT of \$4,495.00 (Four Thousand Four Hundred Ninety Five Dollars)

TASK SUE LOCATION- SUM AMOUNT of \$19,000.00 (Nineteen Thousand Dollars and Zero Cents)

TOTAL OF ALL FOUR TASKS \$39,997.00 (Thirty Nine Thousand Nine Hundred Ninety Seven Dollars and Zero Cents)

Consultant may alter the distribution of compensation between the individual phases noted herein to be consistent with services actually rendered, but shall not exceed the total Lump Sum amount for the Basic Services and Optional Services unless approved by the Client. The portion of the Lump Sum amount billed for Consultant's services will be based upon Consultant's estimate of the proportion of the total services actually completed during the billing period to the total Lump Sum amount.

B: HOURLY

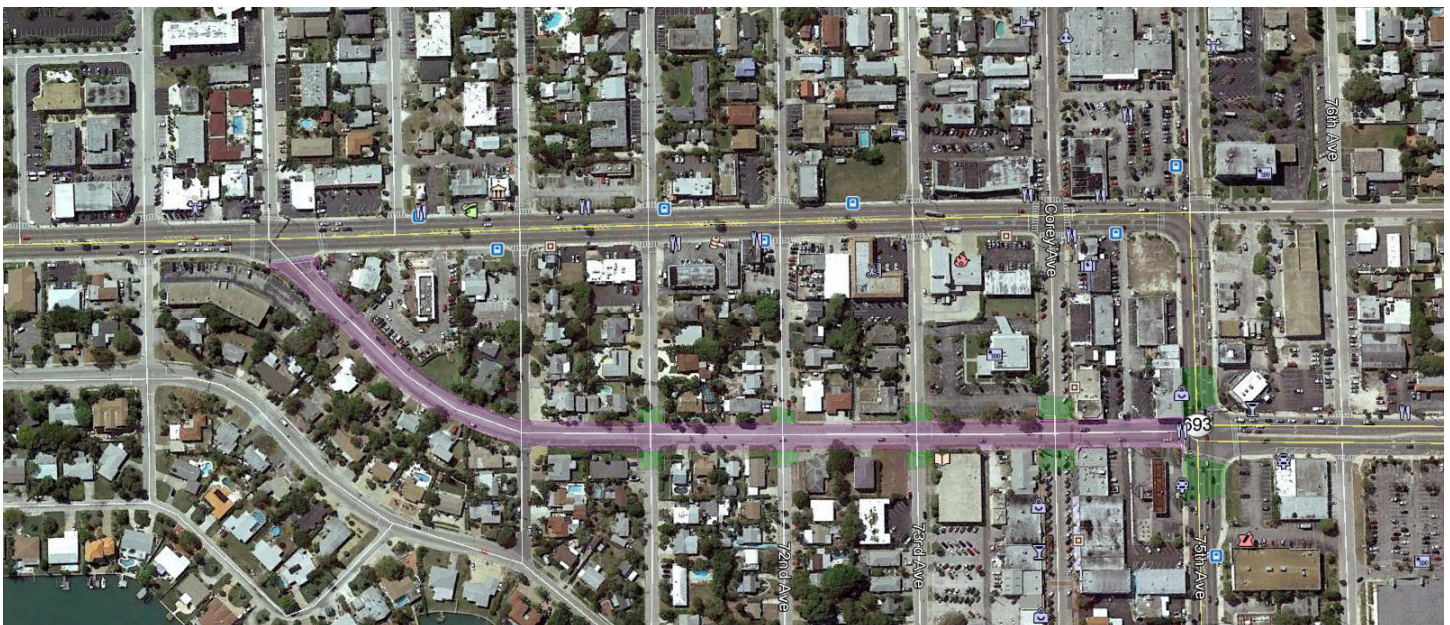
On an hourly (time and materials) basis at our prevailing standard hourly rates. (See Exhibit F current rate schedule attached.)

REIMBURSABLE EXPENSES

Reimbursable expenses for prints, plots, reproductions and mileage at a rate of 3% of the total fee.

Client is responsible for direct payment of all application, permit, impact, recording, and bidding fees unless prior arrangements are made in writing.

Exhibit E



George F. Young, Inc.

Agreement for Professional Services with General Conditions

Exhibit F

Standard Rate Schedule

****Rates listed below are PER HOUR, unless otherwise noted****

Professional Staff

Civil Engineering	Rate	Surveying & Mapping	Rate	Planning	Rate
Principal Engineer	\$155.00	Principal Surveyor	\$145.00	Principal Planner	\$145.00
Engineer III	\$140.00	Surveyor III	\$130.00	Planner III	\$130.00
Engineer II	\$120.00	Surveyor II	\$110.00	Planner II	\$110.00
Engineer I	\$100.00	Surveyor I	\$95.00	Planner I	\$95.00

Architecture	Rate	Landscape Architecture	Rate	Ecology	Rate
Principal Architect	\$145.00	Principal LA	\$145.00	Principal Ecologist	140.00
Architect III	\$130.00	LA III	\$105.00	Senior Ecologist	\$110.00
Architect II	\$110.00	LA II	\$100.00	Ecologist	\$90.00
Architect I	\$95.00	LA I	\$85.00	Environmental Scientist	\$90.00
				Permit Coordinator	\$85.00

Technical Staff	Rate	Technical Staff	Rate	Administrative Staff	Rate
Designer III	\$100.00	Technician III	\$80.00	Staff Assistant	\$55.00
Designer II	\$85.00	Technician II	\$70.00		
Designer I	\$75.00	Technician I	\$60.00		

Survey Crews	Rate	Legal Assistance	
5 Person Crew	\$173.00	Preparation for Sworn Testimony	Rate
4 Person Crew	\$153.00	Professional Planner, Engineer, Architect, Surveyor, or Ecologist	\$200.00
3 Person Crew	\$133.00	Sworn Testimony	
2 Person Crew	\$113.00	Professional Planner, Engineer, Architect, Surveyor, or Ecologist	\$250.00

Rates include transportation within a fifty (50) mile radius of office and basic equipment. Rates do NOT include specialty equipment including boats. See equipment rates below.

Specialty Survey Equipment

24 Foot Survey Boat	\$ 500.00	Per Day	ATV (4-wheel drive)	\$ 150.00	Per Day
14 Foot or 17 Foot Survey Boat	\$ 125.00	Per Day	Odom Echotrac CV100	\$ 50.00	Per Day
			Echo Sounder		
Air Boat	\$ 250.00	Per Day	Trimble DGPS with Hypack	\$ 125.00	Per Day
Robotic Total Station	\$17.00	Per Hour			

Subsurface Utility Designation and Location

Location Vac. Truck and Crew	\$1,850.00	Per Day	Utility Project Manager	\$ 130.00
2 Person Designation Truck and Crew	\$1,425.00	Per Day	Sr. Utility Coordinator	\$ 110.00
3 Person Designation Truck and Crew	\$1,675.00	Per Day	Utility Coordinator	\$ 90.00
Ground Penetrating Radar with Operator	\$1,475.00	Per Day	Lead Locator	\$ 70.00
Mobilization/Demobilization	\$ 300.00	Per Day	Locator Tech	\$ 50.00
Maintenance of Traffic (MOT)	\$ 400.00	Average Charge Per Setup		

Actual MOT Fee to be negotiated for each project based upon field conditions

Per Diem (in Florida)

Standard per diem rate of \$35.00/person per day plus lodging at cost

Reimbursable Expenses

Reimbursable expenses for prints, plots, reproductions and mileage at a rate of 3% of the total fee.

Subconsultant fees at cost plus 10%

Client is responsible for direct payment of all filing, permit, impact, and recording fees unless prior arrangements are made.

St. Pete Beach City Commission Agenda Report

Issue Considered: Authorize the City Manager to enter into a Purchasing Agreement with Forristall Enterprises, Inc. in the amount of \$86,850.00 for the Demolition of the Police Department Building.

Date: November 17, 2015

Prepared By: John Kretzer, Interim Public Services Director

Summary of Issue: After an evaluation of the building and potential alternative uses for it, it was determined that the architectural layout of the structure, which previously served as the jail and headquarters for the now defunct St. Pete Beach Police Department, was too specific to its previous usage and is therefore not feasible for reuse. The only components of the building which could be reutilized would be the slab on grade and foundations. This reutilization would be contingent upon an analysis of the potential loads (e.g. weight of the building, etc.) imposed by a new structure and confirmation that the slab and foundations have the capacity to support these loads. Based on this determination and potential reutilization, the City solicited base bids from qualified contractors for the demolition of the building above the slab as well as a separate bid alternate to remove the slab and the top two feet of the foundations. In order to keep all options available for reuse, the City has elected not to award the alternate, leaving the slab and foundations in place.

Upon review of the five bids submitted, which are summarized in the attached bid summary, it has been determined that PAW Materials, Inc. was the lowest bidder. However, since the submittal package presented by PAW was substantially incomplete, the City is recommending that the project be awarded to the next lowest bidder, Forristall Enterprises, Inc., which satisfied the submittal required presented in the City's Request for Bid.

Since the bids for this project came in greater than the dedicated budget of \$80,000, the City has elected to eliminate the Gulf Way Sandwall project. A portion of the funds made available by this elimination will be utilized to cover the additional \$6,850.

Funding: CIP – Demolition of Police Department Building
and Gulf Way Sandwall

Requested Motion: “I move to authorize the City Manager to enter into a
Purchasing Agreement with Forristall Enterprises,
Inc. in the amount of \$86,850.00 for the Demolition
of the Police Department Building.”

Attachments: Bid Tabulation and Purchase Agreement

**Reviewed by
City Manager:** WS



Bid Results - PD DEMO

11/02/15

	Streets	JVS CONTRACTING	PAW MATERIALS	KIMMINS CONTR.	FORRISTALL	SAMSULA WASTE
Base Bid		\$ 186,900.00	\$ 82,090.00	\$ 111,000.00	\$ 86,850.00	\$ 135,721.00
Alternate		\$ 50,100.00	\$ 13,990.00	\$ 49,500.00	\$ 12,700.00	\$ 38,743.00

Bid Package Review

Items Required to Be Submitted with Bid	JVS CONTRACTING	PAW MATERIALS	KIMMINS CONTR.	FORRISTALL	SAMSULA WASTE
Bidder's Contract Proposal Form	Yes	Yes	Yes	Yes	Yes
3 References (within past 5 years)	Yes	No	Yes	Yes	Yes
Firm's History & Personnel Experience	Yes	No	Yes	Yes	Yes
Claims/Disputes	Yes	No	Yes	Yes	Yes
Bonding Capacity	Yes	No	Yes	Yes	Yes
Certificate of Insurance	Yes	Yes	Yes	Yes	Yes
Bid Bond	Yes	No	Yes	Yes	Yes
Contractor Proof of License	Yes	No	Yes	Yes	No
Contractor's Education and Training	No	No	No	Yes	Yes
Addendum Acknowledgment	Yes	No	No	No	Yes

CITY OF ST. PETE BEACH, FLORIDA
PURCHASING AGREEMENT

Forristall Enterprises, Inc.
Demolition of Police Department Building

THIS AGREEMENT is hereby executed this 17th day of November, 2015, between the CITY OF ST. PETE BEACH, FLORIDA (hereinafter "CITY") and Underground Infrastructure Technologies (hereinafter "VENDOR"), as follows:

WHEREAS, City is desirous of purchasing from Vendor the goods or services described in this agreement; and

WHEREAS, Vendor is in the business of providing the goods or services described herein, and has submitted an appropriate proposal to the City to provide the same; and

WHEREAS, this agreement has been properly approved by the appropriate authority of the City and the Vendor.

NOW, THEREFORE, upon the mutual covenants contained herein, and other good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties hereto hereby agree to the following:

1. City hereby agrees to purchase, and Vendor hereby agrees to sell or provide, the goods or services described in the proposal attached hereto and incorporated herein.
2. Vendor shall deliver the goods, or provide the services, described herein no later than February 28th, 2016.
3. Time is of the essence in the performance of this contract. City shall be entitled to liquidated damages in the amount of \$500 per day, for each day subsequent to the date set forth in paragraph 2 hereof that Vendor has failed to properly and completely deliver all of the goods or provide all of the services herein specified. Vendor specifically acknowledges that the foregoing sum is reasonable and does not constitute a penalty.
4. Upon Vendor's satisfactory delivery of the goods, or full performance of the services, or in accordance with the payment schedule provided in the attached proposal, City shall pay Vendor the sum of \$86,850, as full consideration for the goods or services provided hereunder.
5. Vendor fully warrants the title to any goods provided hereunder, and agrees to defend the same against all claims whatsoever. At the time of delivery, Vendor shall furnish to the City a bill of sale absolute, with full warranties, or other evidence of title transfer satisfactory to the City, for the goods specified herein.
6. Vendor expressly warrants that all goods delivered hereunder are of merchantable quality and fit for the purpose for which the City has purchased the same. Vendor further warrants that any defects in the goods shall be properly repaired by Vendor for a period of 18 months from final delivery, including all parts and labor associated with said repairs.
7. City reserves the right to reject any defective goods, notwithstanding City's payment of the purchase price provided herein.

8. Vendor fully warrants that all services provided hereunder have been provided in a good and workmanlike manner. Vendor guarantees said services for a period of 18 months from the date of final performance. Vendor shall provide all labor and materials necessary to repair any defective workmanship reported to Vendor within said guarantee period.

9. To the extent that this agreement requires Vendor to provide any services of any kind, Vendor and all of Vendor's subcontractors shall maintain public liability insurance in a combined single limit for bodily injury and property damage in the amount of not less than \$1,000,000.00, satisfactory to the City Manager of City, naming the City as additional insured and providing coverage up through and including the final performance of any services provided hereunder. Vendor and all of Vendor's subcontractors shall maintain in full force and effect a policy of worker's compensation insurance for all of Vendor's employees in accordance with applicable state and federal law. Said insurance coverage shall include employer's liability with a single limit of \$100,000.00 per accident or occurrence. Vendor shall present City with a certificate for all of the foregoing insurance, at the time of executing this agreement and at such other times requested by the City. The Vendor waives all rights against the City, the City's consultants, separate contractors, if any, and any of its subcontractors, agents and employees, for damages caused loss to the extent covered by insurance described herein and obtained pursuant to this Section or other property insurance applicable to the services and product provided under this Contract. The City shall require of the Vendor, Vendor's consultants, separate contractors, if any, and the subcontractors, sub-subcontractors, agents and employees of any of them, by appropriate agreements, written where legally required for validity, similar waivers each in favor of other parties enumerated herein. The policies shall provide such waiver of subrogation by endorsement other otherwise. A waiver of subrogation shall be effective as to a person or entity even though that person or entity would otherwise have a duty of indemnification, contractual or otherwise, did not pay the insurance premium directly or indirectly, and whether or not the person or entity had an insurable interest in the property damaged.

10. In consideration of the payment of ten dollars as part of the above purchase price, Vendor shall indemnify, defend and hold the City harmless for itself, its employees, agents and assigns, from and against any and all losses, claims, damages, suits, actions, or demands, including attorneys fees and costs of litigation through all appellate proceedings, arising from the performance or non-performance of this agreement, whether caused in part by the City or not.

11. This Agreement shall be binding upon the parties, their successors, assigns, and legal representatives. Vendor shall not assign or otherwise transfer any of the rights or duties under this Agreement, without the express written consent of the City.

12. This document embodies the entire agreement of the parties. There are no promises, terms, conditions, or representations binding on either party hereto, other than those contained herein; and this document shall supersede all previous communications, representations, and/or agreements between the parties hereto, whether written or oral. This Agreement may be modified only in writing executed by all parties. This agreement shall be construed according to the laws of Florida, and venue for any action arising herefrom shall be in Pinellas County, Florida.

13. The prevailing party in any action to enforce or interpret this agreement shall be entitled to reasonable attorneys fees incurred through all appellate proceedings.

14. Vendor hereby acknowledges that the person executing this agreement on behalf of Vendor has the full authority to do so and to bind Vendor to the terms hereof.

15. Any notices provided hereunder shall be sent to the parties at the following addresses and shall be considered properly delivered when placed in the U.S. mail, postage prepaid, certified return receipt requested:

As to Vendor:

Forristall Enterprises, Inc.
3404 17th Street E
Palmetto, FL 34221

As to City:

City Manager
City of St. Pete Beach, Florida
155 Corey Avenue
St. Pete Beach, Florida 33706

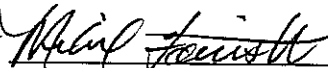
16. To the extent that any terms in the attached proposal conflict with the terms of this agreement, the terms of this agreement shall control and supersede such conflicting terms in the attached proposal, to the extent of such conflict.

17. The following sections, paragraphs or provisions of the attached proposal are hereby deleted from this agreement and shall be of no force or effect:

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed on the day and year first above written.

Forristall Enterprises, Inc.
Vendor

CITY OF ST. PETE BEACH, FLORIDA

BY 

BY _____
CITY MANAGER

Michael Forristall - Director of Operations
NAME, TITLE (typed or printed)

APPROVED AS TO FORM:

ATTEST:

ANDREW DICKMAN
CITY ATTORNEY

CITY CLERK

The contractor must comply with the Florida public records laws and must:

- (a) Keep and maintain public records that ordinarily and necessarily would be required by the city in order to perform the service.
- (b) Provide the public with access to public records on the same terms and conditions that the city would provide the records and at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.
- (c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.
- (d) Meet all requirements for retaining public records and transfer, at no cost, to the city all public records in possession of the contractor upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the city in a format that is compatible with the information technology systems of the city .

This is a new legal requirement.

119.0701 Contracts; public records.—

(1) For purposes of this section, the term:

(a) "Contractor" means an individual, partnership, corporation, or business entity that enters into a contract for services with a public agency and is acting on behalf of the public agency as provided under s. 119.011(2).

(b) "Public agency" means a state, county, district, authority, or municipal officer, or department, division, board, bureau, commission, or other separate unit of government created or established by law.

(2) In addition to other contract requirements provided by law, each public agency contract for services must include a provision that requires the contractor to comply with public records laws, specifically to:

- (a) Keep and maintain public records that ordinarily and necessarily would be required by the public agency in order to perform the service.
 - (b) Provide the public with access to public records on the same terms and conditions that the public agency would provide the records and at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.
 - (c) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.
 - (d) Meet all requirements for retaining public records and transfer, at no cost, to the public agency all public records in possession of the contractor upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the public agency in a format that is compatible with the information technology systems of the public agency.
- (3) If a contractor does not comply with a public records request, the public agency shall enforce the contract provisions in accordance with the contract.

3/12/14

St. Pete Beach City Commission Agenda Report

Issue Considered: Selection of option for Library Project

Date: November 17, 2015

Prepared By: Wayne Saunders, City Manager *WS*

Summary of Issue: The Commission has discussed and considered several options for the future of the Library. At the workshop held on Wednesday, November 4th, 2015, the Commission narrowed the options to include construction of a new facility on the previous police building site adjacent to the Community Center, purchase the east end of the block where the Library is currently located and construct a new facility in that location or revert to the original option of remodeling and adding on to the existing facility.

Staff was requested to place these options on the agenda as an Action Item so a vote can be taken that would enable the City to move forward with the planning process for the selected option. Preliminary estimated costs for several options were previously provided and a copy is included in the agenda packet.

Funding: \$2,000,000 was identified in the recent bond issue for potential use for a Library facility.
\$200,000 grant
\$55,069 donations
Additional required funding sources are yet to be determined

Requested Motion: “I move to approve that the City move forward with a plan to:
(select one)

- construct a new Library facility to be located on the previous police facility site
- construct a new Library facility on the east end of block where Library is currently located which includes requirement to purchase property
- remodel existing facility and construct addition

and authorize the City Manager to move forward with the selection process for an Architectural Firm to assist in the process.”

Attachment: Library Options Estimated Costs.

LIBRARY OPTIONS

OPTION		ESTIMATED COSTS					TOTAL EST. COST
		RENOVATE	NEW CONST.	SITE DEV.	SOFT COSTS	F.F.&E.	LAND
Option 1.							
	Original Plan, renovation of existing 8,800 sq. ft., add 3,300 new construction, improve parking including purchase of additional land (east end of block)	\$440,000	\$990,000	\$200,000	\$163,200	\$150,000	\$780,000
							\$2,723,200
Option 2.							
	Re-purpose City Hall for Library, includes renovating existing City Hall for Library and construction of new City Hall, (does not include costs to demo old Library and restoration of site)	\$1,640,640	\$4,500,000	\$200,000	\$634,000	\$500,000	-0-
							\$7,474,640
Option 3.							
	Construct new 12,000 sq. ft. Library on old Police Station site	-0-	\$3,600,000	\$200,000	\$380,000	\$240,000	-0-
							\$4,420,000
Option 4.							
	Purchase east end of block at existing location, construct new 12,000 sq. ft. facility, improve parking	-0-	\$ 3,600,000	\$230,000	\$383,000	\$240,000	\$780,000
							\$5,233,000

NOTE:

Estimated costs shown above should be considered as very preliminary and used mainly for comparing the total estimated cost for the four options.

**St. Pete Beach City Commission
Agenda Report**

Issue Considered: City Manager Compensation

Date: November 17, 2015

Prepared By: Wayne Saunders, City Manager *WS*

Summary of Issue: I have completed my first year as your City Manager. It has been an extremely busy year and while I am proud of our accomplishments we still have a lot to do in the coming year and have some exciting projects on the horizon. I look forward to working with the Commission, our staff and our community as we address these new challenges and opportunities.
Our employment agreement provides for the Commission to consider an annual salary adjustment. I respectfully request and would appreciate the Commission's consideration of a salary adjustment that would be effective on my anniversary date of November 3rd, 2015.

Funding: Budgeted Salaries and Benefits

Requested Motion: "I move that the City Manager's annual salary be adjusted from \$135,000 to _____, effective on his one year anniversary date of November 3rd, 2015.

Attachment: N/A

**St. Pete Beach City Commission
Agenda Report**

ISSUE CONSIDERED: Ordinance 2015-28 providing for an increase in budgeted monies and a reallocation between departments in the general fund for fiscal year ending September 30, 2015 and providing for funding.

DATE: November 17, 2015

PREPARED BY: Elaine Edmunds, Administrative Services Director

SUMMARY OF ISSUE: First reading of Ordinance 2015-28 provides for an increase and reallocation of funds between departments for the general fund. The departments over budget are as follows:

1. City Clerk: The department exceeded the amount budgeted by approximately \$4,000. This is attributable to personnel costs for health insurance being over the total amount budgeted. The budget is based on the coverage selections of current employees at the time of budget preparation. These elections may change with the hire of new employees or a change in the coverage requirements of current employees that is elected on a calendar year basis. Should an employee change from single to family, the amount paid by the City increases due to the policy of the City to supplement a part of the dependent coverage premium.
2. Legal: Total legal costs exceeded the amount budgeted by approximately \$7,000. This is attributable to unanticipated settlement costs.
3. Recreation Department: The department exceeded the amount budgeted by approximately \$50,000. Personnel costs were higher than projected. The department had higher than anticipated utility costs of \$15,000. Professional/Contractual costs were \$13,000 higher than projected. These increased costs were partially offset by rental revenues being higher than projected (\$12,000), instructor fee revenues being higher than projected (\$12,500) and pool and miscellaneous sales at the facility exceeding the amount budgeted by \$5,500.

Monies are available in the following departments to partially cover the above overages:

1. City Commission – Donation expense and travel/training were less than budgeted by a total amount of \$14,000.
2. Public Services Department – Administration Division – Personnel costs were lower than budgeted due to a vacancy in the director position. Amount available to transfer \$21,000.

Revenue from the community center rentals was \$12,000 higher than the amount budgeted. Recreation instructor fees were \$12,500 over the amount budgeted and miscellaneous recreation

center/pool sales were higher by \$1,500. These overages are available to offset the remaining shortfall of the recreation department totaling \$26,000.

REQUESTED MOTION: "I move to approve on final reading, Ordinance 2015-28, (read title)...

ATTACHMENTS: Ordinance 2015-28

**REVIEWED BY
CITY MANAGER:** WS

ORDINANCE 2015-28

AN ORDINANCE OF THE CITY OF ST. PETE BEACH, FLORIDA PROVIDING FOR A SUPPLEMENTAL APPROPRIATION TO THE GENERAL FUND FOR FISCAL YEAR ENDING SEPTEMBER 30, 2015; PROVIDING FOR FUNDING; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, notice of this ordinance has been provided in accordance with applicable law; and

WHEREAS, estimated revenues and expenditures are provided in Ordinance 2014-09, Budget Ordinance; and

WHEREAS, the authority for appropriation amendments is provided in Article III, Section 3.13 (a) of the City Charter; and

WHEREAS, a reallocation of monies between departments is necessary to balance the departments; and

WHEREAS, additional monies are necessary to balance the City Clerk's budget due to higher than anticipated health insurance costs.

WHEREAS, additional monies are necessary to balance the City Attorney's budget due to unanticipated settlement costs; and

WHEREAS, additional monies are necessary to balance the Recreation Department due to an increase in personnel costs, higher than projected repairs and utility costs and an increase in professional/contractual costs.

NOW, THEREFORE, THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, PINELLAS COUNTY, FLORIDA, HEREBY ORDAINS:

Section One. For the General Fund, a decrease in the City Clerk's budget of \$4,000 to be funded by a decrease to the City Commission budget.

Section Two. For the General Fund, an increase in the City Attorney's budget of \$7,000 to be funded by a decrease in the City Commission's budget of \$7,000.

Section Three. For the General Fund, an increase in the Recreation Department budget of \$50,000 to be partially funded by an increase in rental income from the Community Center of \$12,000, an increase in miscellaneous pool and recreation center sales of \$1,500, an increase in instructor fee revenue of \$12,500 and the balance of \$24,000 to be funded by decrease in the Public Services budget (\$21,000) and the City Commission Budget (\$3,000).

Section Four. The above referenced changes represent an overall increase to the General Fund Budget of \$26,000 bringing total revenues for fiscal year 2015 to \$16,169,605 and total expenditures for fiscal year 2015 to \$16,365,030.

Section Five. This ordinance shall become effective upon final passage.

Maria Lowe, MAYOR

FIRST READING : _____
PUBLISHED : _____
SECOND READING : _____
PUBLIC HEARING : _____

I, Rebecca Haynes, City Clerk of the City of St. Pete Beach, Florida, do hereby certify that the foregoing Ordinance was duly adopted in accordance with the provisions of applicable law this _____ day of _____, 2015.

Rebecca Haynes, City Clerk