

**City Commission Meeting**  
**November 3, 2025**  
**6:00 p.m.**

**ELECTED OFFICIALS PRESENT:**

Adrian Petrilă, Mayor  
Karen Marriott, Vice Mayor, Commissioner, District 1  
Lisa Robinson, Commissioner, District 2  
Betty Rzewnicki, Commissioner, District 3  
Jon Maldonado, Commissioner, District 4

**STAFF PRESENT:**

|                                  |                                        |
|----------------------------------|----------------------------------------|
| Frances Robustelli, City Manager | Adam Poirrier, Assistant City Manager  |
| Ralf Brookes, City Attorney      | Brandon Berry, Senior Planner          |
| Renee Rose, City Clerk           | Camden Mills, Public Services Director |
| Luke Curtis, Building Official   | Gil Martinez, Senior Planner           |

Mayor Petrilă called the meeting to order at 6:00 p.m., followed by the Pledge of Allegiance.

**1. APPROVAL OF THE AGENDA**

City Manager Robustelli requested to add a Consent item 4c to authorize the City manager to execute a services agreement with Sheila Dalton for Financial Services Consultant. The supporting documentation was provided to the Commission and added to the meeting record. Commissioner Maldonado requested to add a discussion item regarding Standards of Conduct and Civility. Vice Mayor Marriott requested to add discussion on economic development. Mayor Petrilă requested to add discussion on infrastructure and revenue.

**Motion:**        **Vice Mayor Marriott moved, Commissioner Robinson seconded, and the motion carried 5-0 to approve the November 3, 2025 City Commission Agenda, as amended.**

**2. PRESENTATIONS**

**b. TC-2 Town Center Corey Circle Community Forum: Follow-up and request for direction**

Senior Planner Brandon Berry presented a follow-up to the October 9 community forum regarding redevelopment options for the Town Center 2 – Coquina West area, which drew 40–50 participants, including property owners, residents, and business representatives. The discussion focused on short- and medium-term redevelopment challenges and opportunities in the district rather than long-term concepts such as historic district or community redevelopment area designations. Mr. Berry noted that while the east side of TC2 has seen large-scale redevelopment through projects like Corey Landings, the west side has not experienced similar redevelopment. The area currently features a mix of uses, residential, lodging, and small commercial, with many non-conforming standalone properties. Community feedback at the forum indicated general support for encouraging redevelopment, particularly for flood-compliant, aesthetically improved buildings. There was interest in allowing standalone multifamily development without requiring mixed use or full block consolidation, and in lowering height limits to three to four stories for smaller projects. Participants supported retaining commercial opportunities, potentially with a small-scale village feel, while expressing concerns about rooftop and high-intensity uses near residential areas. Many supported raising ground-floor commercial space above the floodplain but not to full residential height.

Mr. Berry outlined five potential concepts for commission discussion:

1. Extend the Town Center Core (TC1) west to Sunset Way, allowing smaller-scale mixed use and two- to four-story development.
2. Partial rezoning of certain parcels back to residential, reverting to pre-2003 standards.
3. Modify TC2 Coquina West standards to permit standalone residential and lodging uses while maintaining current commercial options.
4. Establish an Overlay District providing tailored standards and flexibility, though requiring a longer and more complex approval process.

5. Ease nonconformity restrictions citywide or within the district to allow improvements and redevelopment of existing residential uses.

He said staff seeks feedback, not formal action, on how the city should proceed in refining these concepts and engaging with Forward Pinellas for coordination. Next steps would include refining options based on Commission input, hosting additional community meetings if needed, and returning with a preferred approach for future code and comprehensive plan amendments.

Discussion included whether standalone residential properties in the TC2 West area could be grandfathered in under existing conditions. Staff clarified that current standalone residential uses may continue as long as they are not substantially improved or redeveloped; any redevelopment or rebuilding to the same density would require a code amendment. The discussion expanded to address concerns raised by multi-unit residential property owners concerned they could not rebuild existing units if more heavily damaged by a future storm. There was support for adding multifamily residential as a permitted option within the district to allow such rebuilding and to use multifamily as a buffer between commercial and single-family areas. Mr. Berry explained that buffering requirements are typically triggered when a commercial property redevelops or changes to a more intense use, and that existing lots may not have adequate space to meet current setback and landscaping standards if substantially redeveloped. Commissioners also discussed whether condominiums could be distinguished from apartments to encourage ownership models rather than transient rentals, but staff clarified that Florida law treats this as an ownership structure, not a zoning category. Discussion highlighted the need to preserve workforce housing and avoid eliminating existing apartments that provide affordable living options for local workers. There was interest in exploring a floating zone to provide flexibility while maintaining small changes consistent with existing district intent. Discussion also highlighted the need to account for potential impacts under Senate Bill 180 and the Bert Harris Act before advancing any proposals. Feedback reflected support for a blend of Concepts 1, 2, and 5, favoring lower building heights, retention of residential uses, and redevelopment aligned with a historic “main street” character. There was support to continue to refine these options, explore smaller-scale mixed-use (three to four stories), and maintain pathways for standalone residential redevelopment consistent with community input.

#### **a. Parking Study Results**

Adam Poirrier, Assistant City Manager, provided an overview and introduced Julie Dixon with Dixon Resources Unlimited. Mr. Poirrier said this presentation illustrates the results of the study. Due to a timing issue, this presentation was moved to 2b, and the 2b was moved to 2a. Ms. Dixon introduced her colleague, Blake Thomas. Ms. Dixon provided an overview of the citywide parking study, which included comprehensive curb and lot data collection, stakeholder engagement, and recommendations for improved parking management. Data was gathered using license plate recognition and drone imagery between March and June to establish a baseline for occupancy and turnover across all major districts, including Corey Avenue, Pass-a-Grille, and the County Beach parking lot. She noted that when occupancy consistently exceeds 85 percent, it signals the need for policy or operational adjustments. Public engagement for the study included business and community meetings, an online survey with 658 responses, and direct communications with residents and business owners. Feedback reflected strong interest in improving signage clarity, particularly following storm damage, and managing parking demand more efficiently during peak seasons. Businesses along Corey Avenue supported maintaining current on-street parking conditions without introducing paid parking at this time but supported better signage and monitoring. Residents indicated support for a fee-based residential permit program if clear benefits, such as improved access or dedicated parking areas, were included. Ms. Dixon said the data shows paid parking spaces achieve faster turnover, which benefits nearby businesses, while free parking areas tend to experience longer stays. She also highlighted specific problem areas, including heavy beach spillover parking on 8th through 10th Avenues in Pass-a-Grille and circulation challenges in the County Beach lot. She recommended clearer regulatory signage, improved wayfinding, and possible use of digital signs at key entry points to better direct visitors to available parking areas. Recommendations presented to the Commission included pursuing shared-parking agreements with private

property owners to expand available supply without new construction, modernizing technology with fixed-mount and handheld license plate readers, and exploring a dedicated “parking ambassador” role to improve compliance and visitor education in high-demand zones. She also suggested adjusting citation fees to align with neighboring cities and indexing fines annually to inflation to maintain their deterrent effect. She further advised moving to a fully virtual, license-plate-based parking permit system that would allow residents, employees, and visitors to self-manage their permits online. Employee permits could be offered on a quarterly or monthly basis to increase affordability. Demand-based pricing models were discussed to balance turnover and availability during holidays, weekends, and peak tourism months, with an estimated potential revenue increase of \$300,000 to \$800,000 annually depending on the rate structure and enforcement consistency. Policy considerations included consolidating parking program operations and budgets under a unified framework, piloting time limits and designated employee parking on Corey Avenue to increase customer turnover and updating the municipal code to address daylighting at intersections, define oversized vehicles, and authorize optional outsourcing for seasonal parking enforcement.

Commission discussion on the parking study focused on questions about the data and methodology used in the consultant’s presentation. There was concern that some areas included in the occupancy analysis, such as the north side of the island and Vina Del Mar, were largely residential, not near the beach or transit routes, and unlikely to draw beachgoers. Including these lower-demand areas may have lowered the overall occupancy averages presented in the study. Ms. Dixon said that while the aggregated citywide data does include residential streets, the detailed data set, contained in Appendix A of the report, allows occupancy to be analyzed block by block and by time of day. This level of detail is important for identifying spillover parking from commercial or beach areas into residential neighborhoods and for monitoring changing parking patterns over time. The consultant emphasized that monitoring both residential and commercial blocks provides valuable insight into how visitors use the city’s parking network and helps inform future policy decisions. Additional discussion centered on the presentation’s “rainbow map” showing average length of stay citywide. It was noted that the visualization was confusing because it combined residential, commercial, paid, and unpaid parking areas, some with restrictions and others with none, making it difficult to draw conclusions about turnover and demand. Commissioners also raised questions about whether specific local issues, such as safety concerns on 46th Avenue or “no parking” streets were reflected in the data. The consultant confirmed that no-parking streets were excluded from the inventory since they contain no designated parking spaces. Commissioners also discussed the comparative parking rate analysis and questioned the accuracy of claims that St. Pete Beach’s rates were “slightly higher” than nearby cities, noting that some neighboring beach communities charge more. The consultant clarified that St. Pete Beach’s rates fall near the regional average and that the city has room to adjust rates modestly if desired. Questions were also raised regarding the proposed “parking ambassador” program. Commissioners asked whether the role would be filled by volunteers and what level of authority or training would be required. The consultant explained that while some cities have volunteer programs, parking enforcement duties are best performed by trained city employees or contracted agents to ensure consistent enforcement and safety. Commissioners expressed concern for volunteer safety, noting that public interactions around parking enforcement can become confrontational. Discussion concluded with shared-parking agreements and the city’s current prohibition on selling or renting private parking spaces. The consultant explained that other municipalities have successfully used shared-parking partnerships and cited examples where private lots are incorporated into a city’s public parking system through defined standards and branding, allowing the city to expand parking access without constructing new lots. Mayor Petrilá requested to hold public comment on this presentation. There were no objections.

#### PUBLIC COMMENT

Amy Auerbach, 46th Ave, requested to speak for 10 minutes on behalf of members of the Lido Beach Civic Association who were in attendance. Additionally, she shared a presentation that was made a part of the meeting record. Ms. Auerbach focused on the Plaza Beach Hotel property, noting the site includes three separate parcels and questioned how that affected the study’s findings. She challenged the need for more parking, citing the study’s 37% average occupancy rate compared to the 85% industry benchmark. She opposed establishing a parking lot

at the Plaza Beach property, arguing it conflicts with the Activity Center District's intent and citing a history of code violations, including unpermitted parking use, fence installation, and tree removal. She also expressed concerns about flooding, traffic congestion, poor property maintenance, and the site's proximity to a children's park, requesting the Commission consider these issues before pursuing any agreement involving the location.

Ronald Vigneault, Gulf Way, spoke in favor of exploring a free-market approach to address parking shortages in St. Pete Beach by allowing homeowners to offer parking on their private property for a fee, but only after the city's public parking facilities are full. He said this would not reduce city parking revenue but would provide an overflow option during peak times.

Lauren Mones, Gulf Way, spoke about the severe parking shortages during peak season, describing the area as "parking purgatory" where visitors circle for long periods, become frustrated, and ultimately leave, taking potential tourism revenue with them. While city and metered spaces fill quickly, many private driveways sit empty and unused. She asked the city to allow residents to rent their driveways for a fee once public parking is full, rather than add additional construction or more technology.

John Kurzman, Bahia Honda Way, suggested exploring purpose-based parking on Corey Avenue, allowing customers of nearby businesses to validate or discount their parking time to discourage beach parking. He recommended designating short-term, resident-only spaces near the 46th Avenue playground to improve access for families and revisiting a prior idea to add a small island and additional resident parking north of Upham Beach. He also asked the city to provide a clearer map showing where permit holders can park and stressed the need to preserve established public beach access routes under state law.

City Manager Robustelli said the parking study report will guide the next steps, with specific recommendations returning through the public process as they may require ordinance amendments, fee adjustments, or other policy actions. The goal at this stage was to confirm general consensus on which items should move forward for further analysis. Commission discussion highlighted the need for additional public and business input, particularly regarding potential changes on Corey Avenue and 8th Avenue. Commissioners supported exploring shared parking agreements, improved resident and golf cart parking options, and data-driven or occupancy-based rate structures to better manage demand. There was also consensus on reviewing fine amounts, noting that current rates are among the lowest in Pinellas County and may incentivize noncompliance. Ms. Robustelli discussed ongoing challenges with enforcement coverage given the city's length and staffing levels, suggesting that technology, such as license plate recognition, or outsourcing evening shifts could improve compliance without significantly increasing costs. It was agreed that enforcement improvements and turnover are key to addressing quality-of-life issues in neighborhoods where beach parking creates conflicts. Discussion also included balancing rate increases with business impacts and off-peak incentives, ensuring pricing adjustments do not discourage local visitors. There was acknowledgement about opportunities for seasonal rate flexibility, potential partnerships for shared lots, and the importance of continued community engagement before implementing site-specific recommendations. The study provides a strong foundation to begin refining these strategies and staff will return with phased proposals for Commission review.

### 3. PUBLIC COMMENT

Bill Thompson, 76<sup>th</sup> Ave, spoke about zoning in TC-2. He supports allowing residential use on both sides of 76<sup>th</sup> St, noting that the current zoning line dividing residential and commercial areas down the middle was a past mistake. He recommended adding "or multifamily residential" to the existing zoning to allow property owners to rebuild what currently exists. He also suggested slightly lowering the 1.7-acre assemblage requirement in the TC-2 district to better accommodate smaller parcels while still encouraging cohesive redevelopment.

John Kurzman, Bahia Honda Way, raised concern about expanding residential uses along Corey Avenue, referencing a realtor.com sound map showing high noise levels in the area extending to Blind Pass. His map was made part of the meeting record. Expanding commercial uses better aligns with the area's activity. He also shared information from a recent Pinellas County seminar on reclaimed water and mentioned ongoing concerns about "ghost chairs" and beach access issues. He noted that many beach properties do not pay taxes on the sandy beach portions and that property deeds often reserve public access rights. He requested the city remain aware of these

legal and practical factors when addressing customary use and beach access matters.

Bill Loughery, Pass-a-Grille Way, and member of the Historic Preservation Board, supported demolishing the Shuffleboard Clubhouse as proposed but suggested exploring the possibility of relocating a 100-year-old home from 24th Avenue, once owned by Pass-a-Grille's first mayor, to the site as a historic replacement. He noted the homeowners plan to demolish the structure, but they are willing to donate it. The estimated moving cost is comparable to the clubhouse demolition cost. He asked staff to evaluate feasibility before the house is lost.

#### 4. CONSENT

- a. Authorize the City Manager to execute the Contracted Instructional Agreement with Angie Beaver not to exceed \$35,000 for FY2026.
- b. Authorize the City Manger to execute the Services Agreement with Cotton Commercial USA, Inc. for Disaster Recovery/Assistance after Natural or Man-made Disasters.
- c. Authorize the City Manager to execute a Services Agreement with Sheila Dalton for Financial Services Consultant for Emergency Assistance to not exceed \$50,000. (added)

**Motion:** Commissioner Robinson moved, Vice Mayor Marriott seconded, and the motion carried 5-0 to approve the November 3, 2025 City Commission Consent Agenda, as amended.

#### 5. ACTION ITEMS

##### **a. Authorize Collaboration with the Tampa Bay Regional Planning Council and National Wildlife Federation – Tampa Bay Coastal Master Plan**

Senior Planner Gil Martinez introduced a request for authorization for city staff to partner with the Tampa Bay Regional Planning Council and the National Wildlife Federation in developing the Tampa Bay Coastal Master Plan, a four-year, grant-funded regional resiliency initiative. Representatives Mandy Moore and Katie Mastenbrook of the National Wildlife Federation provided an overview of the project, explaining that the plan will serve as a science-driven, community-informed roadmap for flood risk reduction, habitat protection, and long-term resilience planning across seven counties in the Tampa Bay region. Ms. Moore outlined that the project will be conducted in four phases: stakeholder engagement, risk assessment, project development, and final plan adoption, noting that it builds upon existing vulnerability and flood studies rather than duplicating them. The plan will address tidal, storm surge, and rainfall flooding through both structural and nature-based solutions such as living shorelines and green infrastructure. She said the \$2 million effort, funded primarily by the National Fish and Wildlife Foundation, includes broad collaboration among local governments, universities, and regional partners. St. Pete Beach is invited to participate formally as a collaborator, which would involve data sharing, outreach participation, and inclusion in regional planning workshops. A workshop in Pinellas Park on November 13 was announced as part of the ongoing public engagement process.

#### PUBLIC COMMENT

No members of the public came forward.

**Motion:** Vice Mayor Marriott moved, Commissioner Maldonado seconded, and the motion carried 5-0 to authorize Collaboration with the Tampa Bay Regional Planning Council and National Wildlife Federation – Tampa Bay Coastal Master Plan and to designate the City Manager or designee as the liaison for participation and coordination activities.

##### **b. Resolution 2025-25: Authorizing the demolition of the Shuffleboard Building**

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH PAW MATERIALS, INC., D.B.A. PAW DEMOLITION TO DEMOLISH SHUFFLEBOARD BUILDING 101 9TH AVENUE.

Attorney Brookes read Resolution 2025-25 in title only.

Public Services Director Camden Mills presented an update on the Shuffleboard Building located on 9th Avenue, which is historically designated and was deemed 100% substantially damaged by both the City's Building Official

and FEMA following recent hurricanes. The item was last discussed in April, when the Commission directed staff to solicit competitive bids to assess whether rebuilding the structure was feasible. The City received an updated insurance actual cash value of approximately \$94,000 and a low bid of about \$192,000 for a full rebuild. The proposed rebuild would require significant structural demolition and compliance with FEMA and historic preservation standards. The Historic Preservation Board had previously approved demolition in January and FEMA's environmental and historic preservation review has also recommended demolition. He presented a resolution authorizing demolition, citing the building's condition as a public health and safety hazard. The low demolition bid was approximately \$8,000. He also noted plans to coordinate with the Shuffleboard Club and the community to determine future facility needs for the site, such as equipment storage or new amenities, through a public input process.

Discussion included support for exploring options to relocate the historic home Mr. Loughery commented on as a possible replacement. Commissioner Maldonado acknowledged the shuffleboard building's historic importance and community sentiment but agreed demolition was necessary given the cost and extent of damage. He encouraged staff to work with Mr. Loughery and the city to determine whether the donor property could be relocated to the site. There was support from the Commissioners, with a request that staff return with cost estimates for moving and repurposing a historic structure. City Manager Robustelli noted that staff would reach out to the property owner to assess feasibility, potential costs, and site preparation needs, and would return to the Commission with findings.

PUBLIC COMMENT

No members of the public came forward.

**Motion:** Commissioner Rzewnicki moved, Vice Mayor Marriott seconded, and the motion carried 5-0 to approve Resolution 2025-25.

**c. Resolution 2025-26: Designating an Administrative Authority to Oversee Plat and Replat Applications**

A RESOLUTION OF THE CITY OF ST. PETE BEACH DESIGNATING THE CITY MANAGER OR DESIGNEE AS THE ADMINISTRATIVE AUTHORITY RESPONSIBLE FOR RECEIVING, REVIEWING, AND PROCESSING PLAT OR REPLAT SUBMITTALS AS WELL AS APPROVING, APPROVING WITH CONDITIONS, OR DENYING PLAT OR REPLAT SUBMITTALS, AS REQUIRED BY LAWS OF FLORIDA 2025-164; PROVIDING FOR SEVERABILITY, SCRIVENER'S ERRORS, CONSTRUCTION AND AN EFFECTIVE DATE AND EXPIRATION DATE.

Attorney Brookes read Resolution 2025-26 in title only. He said this is required by state statute that became effective July 1, 2025. The statute requires cities to appoint an administrative authority to review, approve, or deny all plat and replat applications. The law also prohibits public hearings and mandates that the City issue a decision within seven days of receiving an application. To comply with this requirement, and because a corrected Sirata plat has now been submitted and is within the statutory 7-day time frame, the resolution designates the City Manager as the official responsible for conducting these administrative reviews with staff, ensuring compliance with both City Code and state law. He noted that this action is mandatory under the new statute.

Discussion centered on the continued erosion of home rule surrounding the new state law removing local authority and eliminating public hearings for plat and replat applications. There were broader concerns about past lot consolidations occurring without public oversight and questions on how the City can maintain control over zoning intentions under the new law. The need for safeguards was noted to ensure transparency and consistency, given future changes in staff or leadership. Attorney Brookes confirmed that while public hearings are now prohibited, the Commission may still receive notice of all plat and replat applications and may maintain a public-facing list on the City website. The Commissioners may also continue to contact the City Manager directly with concerns. He noted that existing City Code provisions still require zoning review for lot splits and combinations, including those processed through the Property Appraiser, to ensure minimum lot standards are met and no non-conformities

are created. The Commission reached consensus to direct the City Manager to notify commissioners whenever a plat or replat application is received; and create a public webpage listing such applications as they come in. Staff will implement these steps while ensuring the statutory seven-day decision deadline is met.

PUBLIC COMMENT

No members of the public came forward.

**Motion:** Commissioner Maldonado moved, Vice Mayor Marriott seconded, and the motion carried 5-0 to approve Resolution 2025-26.

**d. Acceptance of the Substantial Damage Administrative Procedures (SDAP) Plan**

Building Official Luke Curtis presented an overview of the City's Substantial Damage Administrative Procedures Plan. He explained that the plan outlines how staff prepare for, assess, and respond to building damage after a disaster, and that it is intended as a flexible, evolving framework rather than a fixed policy.

Mr. Curtis described four major phases:

- Pre-disaster planning, including staff training, communication protocols, and identifying resource needs;
- Immediate post-disaster coordination to locate potential substantial-damage hotspots and deploy staff;
- Damage assessments, beginning with windshield surveys followed by detailed substantial-damage evaluations using the new ForeRunner software, which also streamlines notifications to property owners;
- Reintegration and recovery, including processing appeals, issuing repair permits, guiding residents to available assistance, and documenting lessons learned.

He noted that a community meeting was held on September 24 to review the plan and gather feedback, which staff will incorporate where feasible. Because the state will soon release its own template for substantial-damage procedures, the City plans to compare and adjust its process once that guidance is available. He said the plan will be reviewed annually with the Commission to update and improve it over time.

PUBLIC COMMENT

No members of the public came forward.

**Motion:** Vice Mayor Marriott moved, Commissioner Robinson seconded, and the motion carried 5-0 to accept the SDAP Plan.

6. ITEMS FOR DISCUSSION

**a. Discussion regarding Standards of Conduct and Civility**

Commissioner Maldonado introduced a proposed Standards of Conduct and Civility framework, explaining that he has been discussing the concept with community members and would like to explore whether the Commission is interested in pursuing it further. He clarified that the goal is not to address illegal or unethical behavior, which is already governed by state law, but to establish expectations for respectful, civil conduct among commissioners, board members, and committee members while serving in their official capacities. He noted that recent issues in neighboring cities prompted similar policies in Treasure Island and Kenneth City, which he cited as examples. There was support for continued discussion, with the agreement that the topic is worth exploring, stating that even in a small community, public behavior by elected officials matters and could benefit from a renewed commitment to civility. It was requested that Commissioners have time to review the materials and read through the examples. The Commission agreed to take more time to review the documents and revisit the topic at a meeting in January.

**b. Discussion regarding Economic Development**

Commissioner Marriott initiated a discussion regarding whether the City should consider establishing a more formal economic development function within staff or the Community Development Department. She noted concerns from residents about neighborhood businesses that have not reopened post-hurricane and suggested the City could take a more proactive role in providing information to prospective business owners, tracking available

properties, and helping connect landowners and entrepreneurs. This would support the small, independent businesses valued by the community and could be explored during the next budget cycle. Discussion noted past informal efforts to attract businesses and highlighted the need to determine what staffing or resources would be required. It was noted that grant opportunities and collaboration with the Chamber and other partners could help supplement City efforts. The City Attorney and City Manager noted that economic development functions often include strategic planning, identifying opportunity sites, small-business support, and coordination with long-term initiatives such as the CRA. There is currently no formal economic development plan but it was noted that many related tasks, such as CRA work, are already occurring within existing roles. The City Manager offered to evaluate potential options and return during the budget process with an outline of what could be supported. Community Development Director Laura Canary added that, in the interim, she has begun working with Pinellas County Economic Development for benchmarking and baseline data, and has reconnected the City to the countywide Economic Development Practitioners group. She noted that initial data gathering has begun to help determine future direction and resource needs.

**c. Discussion regarding Infrastructure and Revenue**

Mayor Petrila presented a comprehensive discussion on the City's long-term infrastructure needs and potential funding strategies. He reminded the Commission that, following Hurricanes Helene and Milton, the City learned it faces approximately \$200 million in necessary infrastructure improvements across stormwater, sewer, utilities, and road systems, many of which require immediate attention. Rather than dwell on past shortcomings, he highlighted the need to focus on innovative, forward-looking solutions that do not increase the tax burden on residents. He outlined a seven-part revenue and resilience plan, intended to build a diversified, self-sustaining financial model:

- **Island Access Fee Concept:**  
Examining models used by similar barrier island communities, he suggested exploring a visitor toll or access fee, estimated at about \$1 per vehicle, which could generate roughly \$11 million annually based on FDOT traffic counts. Residents, business owners, and employees would have priority access and would not be charged. He noted preliminary conversations with FDOT and PSTA regarding feasibility and mobility impacts.
- **Parking Revenue Enhancements:**  
Building on the City's existing parking revenues (approximately \$5.6 million annually), he suggested opportunities to increase revenue through pricing adjustments, enhanced enforcement, and increased citation fines, potentially adding \$1.1–\$1.6 million per year without additional cost to residents.
- **University of Florida Partnership:**  
Ongoing collaboration with UF's FIBER program is helping the City identify additional funding tools, strengthen infrastructure planning, and design resilient long-term strategies.
- **Community Redevelopment Area (CRA):**  
Establishing a CRA could redirect incremental property tax revenue back to the City to support infrastructure, beautification, parking, and public spaces, generating potentially hundreds of thousands of dollars annually.
- **Commercial Parking Assessment:**  
In coordination with UF's law school, the City is researching model ordinances, including the possibility of a commercial parking assessment tied to the significant number of non-resident vehicle trips impacting City infrastructure.
- **State and Federal Grants:**  
He emphasized continued pursuit of competitive grants, noting recent successes such as the State's combined \$5 million contribution for the Pass-a-Grille Fire Station. Additional state, federal, and private grants could reduce pressure on local funding sources.
- **Tourist Development Tax (TDT) Revenue:**  
As the second-largest contributor to countywide TDT collections, St. Pete Beach is pursuing

opportunities to recapture a greater share of those funds for local capital projects, building on recent success securing TDT funding for beach renourishment.

The Mayor also noted that an upcoming fee study, including long-overdue impact fee updates, will help ensure City fees reflect actual costs and support long-term infrastructure needs. Highlighting these strategies will not only to address today's financial and infrastructure challenges but also to build a resilient foundation for the future without raising taxes on residents. He expressed his intent to bring this multi-faceted plan back to the Commission for further discussion.

Discussion highlighted that many elements of the plan, the ongoing parking fee study, CRA exploration, university partnerships, and pursuit of state and federal grants, are already underway. Clarification was requested on the proposed commercial parking assessment, which was explained as an annual assessment tied to roadway impacts that would require further economic analysis. Questions were also raised about the feasibility of implementing a toll, including past limitations due to the City not owning Gulf Boulevard. It was noted during discussion that FDOT may now be willing to transfer ownership of Gulf Boulevard after resurfacing it, which could allow the City to explore revenue options tied to roadway management. Concerns were expressed about potential impacts a toll could have on local businesses and the overall balance between residential and commercial needs. Commissioners also noted the importance of reviewing projected increases to the tax base from already-approved development. Some commissioners expressed support for exploring the toll concept further, citing examples from other nearby communities and the need for new revenue sources to fund long-term infrastructure improvements. There was consensus to continue evaluating the two new concepts presented: (1) the potential transfer of Gulf Boulevard from FDOT and related revenue options, and (2) a commercial parking assessment. The City Attorney will prepare an initial memo or presentation for January, and both topics will also be incorporated into the upcoming Commission priority session.

#### 8. CITY CLERK, CITY MANAGER, CITY ATTORNEY, AND CITY COMMISSION REPORTS

**Renee Rose, City Clerk** – The qualifying period for the March 10, 2026 election opened today at Noon and will close Friday, November 14 at Noon.

**Frances Robustelli, City Manager** – no report

**City Attorney Brookes** – no report

**Commissioner Maldonado** – He is having Cookies with the Commissioner at Vina Del Mar Park on November 8, from 9am-10am.

**Commissioner Rzewnicki** – She thanked the DCPOC board and Kathy Garchow for the 100 Year Anniversary Celebration at the Don Cesar hotel. There will be a Belle Vista Community meeting at 6pm on Thursday, November 5 and Lido meeting on November 20.

**Commissioner Robinson** – no report

**Vice Mayor Marriott** – no report

**Mayor Petrila** – no report

Mayor Petrila adjourned the meeting at 10:00pm.

MINUTES APPROVED: DECEMBER 2, 2025



RENEE ROSE  
CITY CLERK



ADRIAN PETRILA  
MAYOR