COMMISSION WORKSHOP MEETING
CITY OF ST. PETE BEACH

155 Corey Avenue

Tuesday, August 02, 2011

5:00 PM

Call to Order
Pledge of Allegiance
Invocation
Roll Call

1. **Items for Discussion**
   a. **Non-Programmed Capital Improvement Plan**

2. **Adjournment**

APPEALS

If a person decides to appeal any decision made at this hearing, they will need a record of the proceeding and, for such purpose, may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. (F.S. 286.0105) The City does not furnish verbatim transcripts; interested parties should make the necessary arrangements for verbatim transcripts.

Agenda Material is available for review at City Hall on the Friday preceding the meeting. In accordance with the Americans with Disabilities Act and F.S. 286.26, persons with disabilities needing special accommodation to participate in this proceeding should contact Public Services at (727) 363-9243 no later than four (4) days prior to the proceeding for assistance.

St. Pete Beach City Commission
Agenda Report

Issue Considered: Non-Programmed Capital Improvement Plan

Date: August 2, 2011

Prepared By: Mike Bonfield, City Manager MB

Summary of Issue: The City currently has a number of moderate to large scale capital improvements that have undergone various levels of planning, but do not currently have a designated funding source. While some projects have the potential for outside funding assistance, the majority of them will require significant city funding. It is important for staff to understand the City Commission's priorities for these projects so they can be incorporated into our funded Capital Improvements Plan.

Requested Motion: N/A

Attachments: Non-Programmed Capital Improvement projects

City of St. Pete Beach
MEMORANDUM
Fire Rescue Department

TO: Mike Bonfield, City Manager

RE: Structural Analysis of Fire Stations

FROM: Daniel H. Graves, Fire Chief DHG

DATE: July 12, 2011

Attached are the two structural investigation reports for phase one of the analysis of Stations 22 and 23. The reports indicate that the stations could be structurally hardened to meet the current code at an estimated cost of $365,688 for station 23 and $341,589 for Station 22. Therefore both buildings are salvageable from a structural perspective if it is the city's desire to bring the structural components up to the current code (143 mile per hour wind load standard).

The aforementioned cost estimates are only for possible structural hardening of the existing envelope and do not include the cost of renovating the living areas, architectural renovations to the shell and required site work. Additionally, because both stations are located in a FEMA Flood Insurance Rate Map AE Zone, the fifty (50%) percent rule most likely will be triggered causing additional costs for flood improvement mitigation.

Station 23 (7301 Gulf Blvd):

Station 23 and the administrative offices were constructed in 1984 and most likely designed to the 100 mile per hour wind load building code in effect at the time. The original architectural building plans were evaluated by the structural engineer to determine the intended design to the actual construction. The structural integrity and livability of this building is minimally in question. The study by the structural engineer has determined that this building could be hardened to meet the current code for approximately $370,000. This cost does not include the required renovations to bring the facility up to a modern fire station standard.

Because this structure is somewhat elevated above the flood plane, it would be reasonable to renovate the existing structure. The process would require the services of a qualified architect who has experience in renovating and/or constructing fire stations. My recommendation for this station (in addition to the structural hardening costs) would be to completely gut the building's interior, replacing all systems (except underground plumbing) which would provide a long term fix to the infrastructure.

The first step in the process would be to perform building programming which allocates the space for required functions followed by preliminary cost estimates which would guide the city's decision on the feasibility of the project.

It is my past experience in managing similar projects that the approximate cost of totally renovating this structure to bring the facility up to a modern fire station standard would cost about 1.5 to 2 million dollars.

Station 22 (1950 Pass-A-Grille Way):

Station 22 was constructed in 1974 and most likely designed to the 100 mile per hour wind load building code in effect at the time. The original architectural building plans were evaluated by the structural engineer to determine the intended design to the actual construction. The structural integrity and livability of this building is clearly in question. The study by the structural engineer has determined that this building could be hardened to meet the current code for approximately $350,000. This cost does not include the required renovations to bring the facility up to a modern fire station standard.

Because the living area of this structure is not elevated above the flood plane, it most likely would not be reasonable to renovate the facility as the cost would be far in excess of the FEMA 50% rule. My recommendation for this facility would be to replace the structure with a smaller two bay two story building capable of providing service to the community for many decades.

Construction costs for this project are projected to be about $3,000,000 if the current property is sufficient in size to construct a smaller two bay station which complies with FEMA and Southwest Florida Water Management District permitting and regulations.
Design/permitting - $250,000
Construction - $2,750,000

CITY OF ST. PETE BEACH
NON-PROGRAMMED CAPITAL IMPROVEMENT PROJECT

Department: Fire Rescue Department

Title: Fire Station 23 and Administrative Offices Hardening and Renovations

Description:

Station 23 and the administrative offices were constructed in 1984 and most likely designed to the 100 mile per hour wind load building code in effect at the time. The original architectural building plans were evaluated by the structural engineer to determine the intended design to the actual construction. The structural integrity and livability of this building is minimally in question. The study by the structural engineer has determined that this building could be hardened to meet the current code for approximately $370,000. This cost does not include the required renovations to bring the facility up to a modern fire station standard. Because this structure is somewhat elevated above the flood plane, it would be reasonable to renovate the existing structure. The process would require the services of a qualified architect who has experience in renovating and/or constructing fire stations. My recommendation for this station (in addition to the structural hardening costs) would be to completely gut the building's interior, replacing all systems (except underground plumbing) which would provide a long term fix to the infrastructure. The first step in the process would be to perform building programming which allocates the space for required functions followed by preliminary cost estimates which would guide the city's decision on the feasibility of the project.

Cost:

It is my past experience in managing similar projects that the approximate cost of totally renovating this structure to bring the facility up to a modern fire station standard would cost about 1.5 to 2 million dollars.

Funding:

Grants - Very little grant funding for such projects is currently available and the grant criteria during the last Federal grant process was so restrictive that this project would not score high in the process.
Loan – a bond issue is the most likely method of funding.
Penny Money – This project would qualify for Penny funds if available.

Time constraints:

Permitting is estimated to take 18 months. Grant rules may require permitting to be complete prior to award.

Director: Daniel H. Graves, Fire Chief **Date:** 7/14/2011

CITY OF ST. PETE BEACH
NON-PROGRAMMED CAPITAL IMPROVEMENT PROJECT

Department: Fire Department

Title: Fire Station 22 Replacement

Description:

Station 22 was constructed in 1974 and most likely designed to the 100 mile per hour wind load building code in effect at the time. The original architectural building plans were evaluated by the structural engineer to determine the intended design to the actual construction. The structural integrity and livability of this building is clearly in question. The study by the structural engineer has determined that this building could be hardened to meet the current code for approximately $350,000. This cost does not include the required renovations to bring the facility up to a modern fire station standard. Because the living area of this structure is not elevated above the flood plane, it most likely would not be reasonable to renovate the facility as the cost would be far in excess of the FEMA 50% rule. My recommendation for this facility would be to replace the structure with a smaller two bay two story building capable of providing service to the community for many decades.

Cost:

Construction costs for this project are projected to be about $3,000,000 if the current property is sufficient in size to construct a smaller two bay station which complies with FEMA and Southwest Florida Water Management District permitting and regulations.
Design/permitting - $250,000, Construction - $2,750,000

Funding:

Grants-Very little grant funding for such projects is currently available and the grant criteria during the last Federal Grant process was so restrictive that this project would not score high in the process.
Loan-a bond issue is the most likely method of funding.
Penny Money-This project would qualify for Penny Funds if available.

Time constraints:

Permitting is estimated to take 18 months. Grant rules may require permitting to be complete prior to award.

Director: Daniel H. Graves **Date:** 7/14/2011

CITY OF ST. PETE BEACH

NON-PROGRAMMED CAPITAL IMPROVEMENT PROJECT

Department: City Manager

Title: Municipal Marina

Description: Preliminary design work has been completed on a four pier layout providing 46 permanent wet slips and 24 transient wet slips. It is recommended we consider permitting four docks but show the southernmost as "future expansion". This keeps the waterfront adjacent to the green space open and accessible to the general public while future needs are assessed. The management of the slips could be incorporated into the Community Center operations without adding significant new costs. Addition of items such as fuel dock, ship store would require additional capital and operational funding that could be considered in the future. Based on current market rates and likely occupancy rates (75%), the permanent slips could be anticipated to gross approximately $200K annually, while the transient dock is anticipated to gross approximately $100K annually. There are certainly other residual benefits to the surrounding area, particularly from the transient slips, including increased usage of the Community Center and additional foot traffic to the Corey business area.

Cost:
Permitting - $95,000
Boardwalk (4,000 sq/ft) - $168,000
Dock Materials & Installation - $381,000
Utilities - $91,350
Fire Protection - $184,200
Pumpout - $30,000
Contingency (10%) - $95,000

TOTAL - $1,044,550

Funding: Grants - grant funding opportunities are available for transient dock construction which is estimated to be approximately $293,000. The balance of the project can be funded through some short term borrowing that could be paid off through new revenue created by the new slips. It is estimated the loan would be paid of in 4-5 years.

Time constraints: Permitting is estimated to take 18 months. Grant application for transient dock can be submitted in August 2011 with a decision made by July 2012.

Director: Mike Bonfield

Date: 5/19/11

CITY OF ST. PETE BEACH

NON-PROGRAMMED CAPITAL IMPROVEMENT PROJECT

Department:	Public Services
Title:	Blind Pass Road Reconstruction
Description:	This project is the complete reconstruction of Blind Pass Road from 75th Avenue to Gulf Boulevard. The street section is approximately one-half mile in length and connects two State owned roads: Gulf Boulevard and Blind Pass Road north of 75th Avenue. The current roadway is 36 feet wide curb-to-curb, with two drive lines and various turn lanes. Limited sidewalks exist and there is no provision for legal bike paths. The proposed project will narrow the traffic lanes to provide adequate vehicular access, while installing new sidewalks and bike lanes to greatly enhance the intermodal transportation options available. In addition, it is anticipated that enhanced decorative lighting and landscaping will be installed to improve aesthetics and market the area, as well as various drainage improvements. The undergrounding of utilities could also be included in the scope of the project.
Cost:	\$1.9M for construction – this number is based on rough quantity and unit costs from the FDOT Long Range Estimation System for construction. An updated estimate will be available when FDOT completes engineering this fall. \$2.0 - \$3.0M for undergrounding the overhead utilities– The City will need to pay for binding cost estimates from the utilities (\$15 - \$20K). Construction estimate is based on other undergrounding discussions we have had with utilities. Additional work may be needed for potable water, reclaimed water and sanitary sewer which would be paid directly from those enterprise funds. \$175,750 for engineering - The City received an earmark for the design engineering. FDOT is performing the work since the City is not LAP certified yet.
Funding:	Construction – Most likely a voted debt service bond will be required. This street section is in the CRA and a portion could be funded by accumulating or borrowing against CRA monies. A portion of the road and right-of way restoration work could be funded by the various utility funds. Engineering – 2009 Omnibus Appropriations Bill; paid directly to FDOT on our behalf.
Time constraints:	This street section generally rates from 39-52 on our pavement assessment scale. We have confirmed the street has failed and needs to be reconstructed. It will continue to deteriorate rapidly from this point on. It should be a shovel ready project by the end of 2011. We should coordinate or even combine this project with the One-Way Traffic Couplet, Corey Ave improvements and Gulf Blvd enhancements since they overlap and interconnect.

Director: Steven J. Hallock

Date: 6/22/11

CITY OF ST. PETE BEACH

NON-PROGRAMMED CAPITAL IMPROVEMENT PROJECT

Department:	Public Services
Title:	Corey Avenue Streetscape
Description:	Provide landscape concrete curbed islands on Corey Ave. from Sunset Way to Boca Ciega Dr. Also include new asphalt pavement, crosswalks, and sidewalks.
Cost:	Total Cost – Corey Ave. from Sunset Way to Gulf Blvd.: $228,380 Curb pricing - $28,000 Landscaping - $30,000 Irrigation - $15,000 Asphalt - $100,000 Sidewalks - $55,380 Total Cost – Corey Ave. from Gulf Blvd. to Boca Ciega Dr.: $209,180 Curb pricing - $25,000 Landscaping - $25,000 Irrigation - $12,000 Asphalt - $110,000 Sidewalks - $27,180 Repair Brick Pavers - $10,000 If new medjool palms are desired, add $7500 per tree with soil. If new streetlights are desired, add $2000 per light. If electrical outlets are desired at the pole locations, add $1000 per outlet. If rectangular rapid flashing beacons are required at any crosswalk locations, add $7000 per unit. If new brick pavers are desired at any crosswalks, add $25/SQFT.
Funding:	General Fund or Penny for Pinellas could be used, but most likely a voted debt service bond will be required. In addition, this street section is in the CRA and could be funded by accumulating or borrowing against CRA monies.
Time constraints:	We should coordinate or even combine this project with the One-Way Traffic Couplet, Blind Pass Road Reconstruction and Gulf Blvd enhancements since they overlap and interconnect.
Director:	Steven J. Hallock
Date:	6/22/11

CITY OF ST. PETE BEACH

NON-PROGRAMMED CAPITAL IMPROVEMENT PROJECT

Department:	Public Services
Title:	Egan Park Addition Improvements
Description:	Following the completion of the land purchase and demolition of the residential structure, we recommend planning and completing improvements to the park. Improvements could include a new boat ramp and parking facilities. Other improvements could include renovating the existing boat ramp to create a kayak launch facility, new picnic facilities, kayak/canoe storage and a new playground. Numerous stormwater improvements are also recommended to help protect the Boca Ciega Bay waters.
Cost:	Design & Permitting - \$50,000 Construction - \$545,000
Funding:	May be grant opportunities (Waterfront Access, FRDAP and LWCF), but most likely some General Fund or Penny for Pinellas money will need to be used. We could also ask the Pinellas-Anclote Basin to help fund drainage improvements for the project although recent legislative changes may eliminate this potential funding source altogether.
Time constraints:	Grant applications should continue to be submitted when funding is announced. We did receive a \$200K LWCF grant toward the property purchase. It is recommended we couple this project with the Egan Park Ball Field Lighting replacement when it comes to grant applications.
Director:	Steven J. Hallock
Date:	6/22/11

CITY OF ST. PETE BEACH

NON-PROGRAMMED CAPITAL IMPROVEMENT PROJECT

Department:	Public Services
Title:	Egan Park Ball Field Lighting
Description:	The ball field lights and fixtures at Egan Park are nearing the end of their lifespan and will need to be replaced in the next 2-3 years. We also continue to receive resident concerns over the foul ball netting. We could try to incorporate some redesign of the netting to try and address this issue as well.
Cost:	$193,200
Funding:	May be grant opportunities (FRDAP and LWCF), but most likely some General Fund or Penny for Pinellas money will need to be used.
Time constraints:	Grant applications should continue to be submitted when funding is announced; we should couple this project with the Egan Park Addition Improvements when it comes to grant applications.
Director:	Steven J. Hallock
Date:	6/22/11

CITY OF ST. PETE BEACH

NON-PROGRAMMED CAPITAL IMPROVEMENT PROJECT

Department:	Public Services
Title:	Hurley Park - Ball fields and Playground
Description:	Renovate Hurley Park baseball field, replace bleachers, lights, fencing, playground, sod; create storage; reconfigure restrooms; and rehabilitate dugouts. Basically this will be a complete renovation of this aging park.
Cost:	Design - $25,000 Construction - $250,000
Funding:	May be grant opportunities (FRDAP and LWCF), but most likely someGeneral Fund or Penny for Pinellas money will need to be used.
Time constraints:	Grant applications should be submitted when funding is announced.
Director:	Steven J. Hallock
Date:	6/22/11

CITY OF ST. PETE BEACH

NON-PROGRAMMED CAPITAL IMPROVEMENT PROJECT

Department: Public Services

Title: One-Way Traffic Couplet

Description: This project proposes to construct a one-way traffic couplet utilizing 75th Ave, Gulf Blvd, 73rd Ave and Blind Pass Road. The intent of the project is to find new ways to promote quality economic development, enhance alternative transportation modes and pedestrian safety, improve traffic flow and function and beautify the downtown area. An initial review of existing traffic patterns indicates a one-way couplet concept may contribute to meeting these goals, but additional analysis is critical to making a final determination. As a result we are wrapping up a traffic study and should have preliminary results this summer.

Cost: $2.0 - $3.5M preliminary cost estimate developed by our consulting engineers. This number includes soft costs of engineering design and inspection; and hard costs of construction including items such as mast-arms, milling/resurfacing, geometry changes, lighting, streetscaping, directional signage, signs & markings, ROW purchases, and MOT.

Funding: Most likely a voted debt service bond will be required. However, this street section is in the CRA and could be funded by accumulating or borrowing against CRA monies. Another option may be the funding committed by Pinellas County for Gulf Blvd enhancements. The City's share is tentatively set at just under $3.0M for FY 13 – FY 16. Finally, we should request FDOT pick up part of the project cost since it benefits them as well when it comes to traffic flow.

Time constraints: First, we need to determine if the one-way traffic couplet will even work. Second, we need to have dialog with the public explaining the project and what we hope to achieve. Third, we need to seek FDOT approval and resolve ROW issues. Finally, funding for design and construction will then need to be identified and budgeted.

We should coordinate or even combine this project with the Blind Pass Road Reconstruction, Corey Ave improvements and Gulf Blvd enhancements since they overlap and interconnect.

Director: Steven J. Hallock

Date: 6/22/11

CITY OF ST. PETE BEACH

NON-PROGRAMMED CAPITAL IMPROVEMENT PROJECT

Department:	Public Services
Title:	PAG Way Street Reconstruction
Description:	This project is the complete reconstruction of Pass-A-Grille Way from Maritana to 19th Avenue. This portion of Pass-A-Grille Way is approximately one mile in length and is the primary road serving over 3,000 residents and hundreds of thousands of visitors to the southern portion of the City. The current roadway is approximately 24 feet wide, with two drive lines and no provision for legal bike paths. The proposed project will provide two traffic lanes, while installing new sidewalks and bike lanes to greatly enhance the intermodal transportation options available. In addition, it is anticipated that utilities will be undergrounded, enhanced decorative lighting installed, and landscaping planted to improve aesthetics and market the area, as well as various drainage improvements.
Cost:	$2.5 - $3.0M for construction – this number includes road reconstruction, curbing and sidewalks. It is based on actual quantity and unit costs from the FDOT Long Range Estimation System for construction. $4.0 - $6.0M for undergrounding the overhead utilities– The City will need to pay for binding cost estimates from the utilities ($15 - $20K). Construction estimate is based on other undergrounding discussions we have had with utilities. Additional work may be needed for potable water, reclaimed water and sanitary sewer which would be paid directly from those enterprise funds. $300K for engineering - We'd like to get a shovel ready project designed and in place like the Blind Pass Road project. We are working on getting the City LAP certified and our understanding is that this may open the door for construction money for shovel ready projects.
Funding:	Construction & Engineering – Most likely a voted debt service bond will be required. If we decide to go this route we may want to couple it with other street projects, e.g. Blind Pass Road reconstruction and/or one-way couplet installation. We could also commit $100K in Transportation Impact Fees, request $200K from the County and request $200K in funding from the Pinellas-Anclote Basin towards the drainage improvements for the project although recent legislative changes may eliminate this potential funding source altogether. A portion of the road and right-of way restoration work could be funded by the various utility funds.
Time constraints:	This street section generally rates from 65-75 on our pavement assessment scale. It is at the point where sections will begin to more rapidly deteriorate with age.
Director:	Steven J. Hallock

Date: 6/22/11

CITY OF ST. PETE BEACH

NON-PROGRAMMED CAPITAL IMPROVEMENT PROJECT

Department:	Public Services
Title:	Pool Solar Thermal Heating
Description:	Design and install solar thermal heating for the swimming pool. This suggestion was a part of the Energy Efficiency Program. However, this portion of the project could not be funded by the $250,000 EECBG grant. This still proves to be a worthy investment and a way to cut electrical expenses in the long term. We are still trying to determine how long it will take to recover capital cost and start seeing cost savings. Getting an exact number will not be possible since the pool is not on its own electric meter.
Cost:	Design - $15,000 Construction - $150,000
Funding:	It is expected that the Department of Energy will release grant funding to pay for items related to pool facilities in the future. We could also apply for FRDAP and LWCF grants if the State funds these programs in the future. If grants do not materialize, we may want to consider using General Fund dollars if we're thinking long term and ways to reduce future budgets.
Time constraints:	Grant applications should be submitted when funding is announced.
Director:	Steven J. Hallock
Date:	6/22/11

CITY OF ST. PETE BEACH

NON-PROGRAMMED CAPITAL IMPROVEMENT PROJECT

Department:	Public Services
Title:	Various Roof Replacements
Description:	City facilities have been tentatively identified as needing roof replacement (Library, Police Station, Vina and McKenny Shelters, Hurley and Upham Beach Facilities, Egan Park dugouts, Merry Pier and Warren Webster.) With the exception of Egan Park dugout roofs, these projects were grouped together in order to receive lower bids due to economy of scale. In FY 2011 $12,600 was budgeted to replace the Egan Park dugout roofs. However, with a large roofing project looming in FY 2012 ($163,633), staff recommended using this project funding to hire a certified roof inspector to evaluate all City facilities. The goal is to hone in on cost estimates, lock in project scopes and determine exactly when all roofs must be replaced. While inspecting the roofs we also are having the City Hall windows checked since there have been ongoing issues with moisture.
Cost:	Estimates to be provided by certified roof inspector. We have received two written quotes (one for $8,500 and the other for $12,500). Per the new Purchase Manual we are securing at least three written quotes before making a recommendation.
Funding:	General Fund or Penny for Pinellas money will need to be used; expenditures could be moved to operating budget if City Manager deems appropriate.
Time constraints:	Once we receive the report from the certified roof inspector we should budget and program accordingly. We should have the information this summer.
Director:	Steven J. Hallock
Date:	6/22/11