COUNCIL MEETING

CITY OF ST. PETERSBURG

Municipal Building
175-5th Street North
Second Floor Council Chamber

November 5, 2026
1:30 PM

Welcome to the City of St. Petersburg City Council meeting. The public may address City Council in person.

The public must attend the meeting in person to speak during public hearings or quasi-judicial hearings. If you are a person with a disability who needs an accommodation in order to participate in this meeting or have any questions, please contact the City Clerk's Office at 893-7448. If you are deaf/hard of hearing and require the services of an interpreter, please call our TDD number, 892-5259, or the Florida Relay Service at 711, as soon as possible. The City requests at least 72 hours advance notice, prior to the scheduled meeting, for accommodations.

To assist the City Council in conducting the City's business, we ask that you observe the following:

1. If you are speaking under the Public Hearings, Appeals or Open Forum sections of the agenda, please observe the time limits indicated on the agenda.

2. Placards and posters are not permitted in the Chamber. Applause is not permitted except in connection with Awards and Presentations.

3. Please do not address Council from your seat. If asked by Council to speak to an issue, please do so from the podium.

4. Please do not pass notes to Council during the meeting.

5. Please be courteous to other members of the audience by keeping side conversations to a minimum.

6. The Fire Code prohibits anyone from standing in the aisles or in the back of the room.

7. If other seating is available, please do not occupy the seats reserved for individuals who are deaf/hard of hearing.

The public can also attend the meeting in the following ways:

- Watch live on Channel 15 WOW!/Channel 641 Spectrum/Channel 20 Frontier FiOS
- Watch live online at www.stpete.org/TV
- Listen and participate by dialing one of the following phone numbers
  - +1 312 626 6799 or
  - +1 646 876 9923 or
  - +1 253 215 8782 or
  - +1 301 715 8592 or
  - +1 346 248 7799 or

- +1 669 900 6833 and entering webinar ID: 922 3406 8794#

- Watch, listen, and participate on your computer, mobile phone, or other device by visiting the following link https://zoom.us/s/92234068794

The public can participate in the meeting by providing public comment for agenda items other than public hearings and quasi-judicial hearings in the following ways:

- If attending the Zoom meeting by computer or other device, use the "raise hand" button in the Zoom app.
- If attending the Zoom meeting by phone only, enter *9 on the phone to use the "raise hand" feature.

The "raise hand" feature in the Zoom meeting indicates your desire to speak but does not allow you to speak immediately. You must use the "raise hand" feature at the time the agenda item is addressed. All "raised hands" will be lowered after each agenda item. When it is your turn to speak, your microphone will be unmuted. At the conclusion of your comments or when you reach the three-minute limit, you will be muted. Please be advised that at all times the chair has the authority and discretion to re-order agenda items, and in the event the meeting is disrupted by violations of the rules of decorum, to accept public comment by alternate means, including by email only.

Regardless of the method of participation used, normal rules for participation apply, including the three-minute limit on comments, the requirement that any presentation materials must be submitted to the City Clerk in advance of the meeting, and the rules of decorum. Public comments must be submitted before the public comment period has closed.

A. Meeting Called to Order and Roll Call.

Invocation and Pledge to the Flag of the United States of America.

A moment of silence will be observed to remember fallen Firefighters and Police Officers of the City of St. Petersburg that lost their lives in the line of duty during this month:

Officer Gene A. Bessette- November 10, 1961

B. Approval of Agenda with Additions and Deletions.

C. Consent Agenda (see attached)

Open Forum

The City Council receives public comment during Open Forum and on agenda items with limited exceptions consistent with Florida law. All issues discussed under Open Forum must be limited to issues related to the City of St. Petersburg government. If you wish to address City Council on subjects other than ***public hearing or quasi-judicial items listed on the agenda,*** *please sign up with the Clerk. Only City residents, owners of property in the City, owners of businesses in the City or their employees may speak during Open Forum.*

*If you wish to address City Council through the Zoom meeting, you must use the "raise hand" feature button in the Zoom app or enter *9 on your phone at the time the agenda item is addressed. When it is your turn to speak, you will be unmuted and asked to state your name and address. At the conclusion of your comments or when you reach the three-minute time limit, you will be muted. All "raised hands" will be lowered after each agenda item.*

Regardless of the method of participation used, normal rules apply, including the three-minute time limit on comments, the requirement that any presentation materials must be submitted in advance of the meeting and the rules of decorum. If live public comment is disrupted by violations of the rules of decorum, the chair is authorized to accept public comment by alternate means, including by email only.

Correspondence

NOTE: A member of the public may request that an item be placed on a future Agenda while addressing the City Council during a regular meeting and/or by submitting the request in writing to the Chair as an "Item of Correspondence." The Chair will determine if the item should be placed on the Agenda or referred to Administration for evaluation. Correspondence items are limited to a 3-minute presentation by the requester; however, the Chair may increase that time to up to 15 minutes depending on the subject and nature of the presentation.

1. Samuel Kriseman- St. Petersburg College Student to Present Crosswalk Feasibility Study for Completion of Capstone Project

D. Awards and Presentations

1. Distinguished Citizen Award: Lance Lubin

2. Distinguished Citizen Award: Dominick Griesi

E. New Ordinances - (First Reading of Title and Setting of Public Hearing)

1. Setting November 19, 2026 as the public hearing date for the following proposed Ordinance: Ordinance 653-H, An ordinance enacting year-end appropriation adjustments for Fiscal Year 2026 for the Operating Budget and Capital Improvement Program Budget and Adjustments to the Fiscal Year 2027 Budget; and providing an effective date.

2. Setting December 3, 2026 as the public hearing date for the following proposed Ordinance: Ordinance 655-H, amending the St. Petersburg City Code Section 16.20.080 (CCT), Section 16.20.090 (CCS), and Section 16.20.150 (RC) increasing the maximum

densities and intensities outside the Coastal High Hazard Area (CHHA); adding a footnote referencing multimodal corridor subcategories regulated in the Countywide Rules; increasing the maximum building heights; updating activity center cross-references from the Central Avenue Activity Center to the SunRunner BRT Activity Center; providing for severability; and providing an effective date. (City File LDR 2026-04)

F. Reports

1. Art Everywhere

2. EverForward Presentation

3. Approving the agreement with Williams Park Partnership, Inc. (Contractor) for Downtown Enhanced Services with an initial term ending December 31, 2029; Authorizing payment to Contractor for start-up and mobilization for a total amount not to exceed $78,000; Authorizing payment to Contractor for the Downtown Enhanced Services for a total amount not to exceed $650,000 annually (not to exceed $1,950,000 for the initial three-year service term); Authorizing the City Attorney's Office to make non-substantive changes to the Agreement; Authorizing the Mayor or his designee to execute the Agreement; and providing an effective date.

4. Approving the Intergovernmental Agreement with FDOT concerning 3rd and 4th Streets

5. A resolution accepting the Trails Crossing Master Plan and supporting Administration moving forward with the Trails Crossing Master Plan's recommendations for implementation; and providing an effective date.

6. Appointment of Brian W. Grodotzke and Dustin W. Henderson to the Board of Trustees of the Police Pension Fund

G. New Business

1. Respectfully requesting City Council's consideration of a resolution to initiate a local historic landmark application for the Greenwood Cemetery located at the corner of Dr. Martin Luther King, Jr. Street South and 11th Avenue South in the Historic Roser Park Neighborhood. (Council Member Driscoll)

2. Respectfully requesting that the City Attorneys Office draft an ordinance amending City Code Section 2-512 to formally name the auditorium within the Enoch Davis Center, located at 1111 18th Avenue South, Reverend Watson L. Haynes II Auditorium. (Council Member Figgs-Sanders)

H. Council Committee Reports

I. Legal

1. A Resolution approving settlement of the lawsuit of Jessica Ortiz Vargas v. City of St. Petersburg, Circuit Court for Pinellas County, Florida, Case No. 22-001268-CI, and providing an effective date.

2. A resolution approving the appointment and retention of Jones Walker LLP as Special Legal Counsel to the City to perform legal services related to benefits and pension matters for an initial not to exceed amount of $35,000; authorizing payment for such services; and providing an effective date.

J. Public Hearings and Quasi-Judicial Proceedings - 5:01 P.M.

Public Hearings

*NOTE: The following Public Hearing items have been submitted for **consideration** by the City Council. If you wish to speak on any of the Public Hearing items, please obtain one of the YELLOW cards from the containers on the wall outside of Council Chamber, fill it out as directed, and present it to the Clerk. You will be given 3 minutes ONLY to state your position on any item but may address more than one item.*

1. Ordinance 654-H, An ordinance of the City of St. Petersburg, Florida creating a vessel exclusion zone within the lagoon at Coquina Key Park; amending the City Code to add a new Section 7-104 Coquina Key Park Lagoon; limiting the Lagoon to vessels under oars or under sail only; providing boundaries; providing penalties; providing for severability; and providing an effective date.

Quasi-Judicial Proceedings

Swearing in of witnesses. Representatives of City Administration, the applicant/appellant, opponents, and members of the public who wish to speak at the public hearing must declare that he or she will testify truthfully by taking an oath or affirmation in the following form:

> *"Do you swear or affirm that the evidence you are about to give will be the truth, the whole truth, and nothing but the truth?"*

The oath or affirmation will be administered prior to the presentation of testimony and will be administered in mass to those who wish to speak. Persons who submit cards to speak after the administration of the oath, who have not been previously sworn, will be sworn prior to speaking. ***For detailed procedures to be followed for Quasi-Judicial Proceedings, please see yellow sheet attached to this agenda.***

2. Consider an APPEAL of a Community Planning and Preservation Commission (CPPC) decision to DENY a private-initiated application requesting amendments to Future Land Use and Zoning maps for a 0.26-acre MOL portion of a parcel located at 4201 4th Street North. [Quasi-judicial]

   (a) Ordinance 768-L, amending the Future Land Use Map of the Comprehensive Plan for the City of St. Petersburg, Florida by changing the Future Land Use Map designation for a 0.26-acre MOL portion of a parcel located at 4201 4th Street North, from Planned Redevelopment Residential (PR-R) to Planned Redevelopment - Mixed-Use (PR-MU); providing for repeal of conflicting ordinances and provisions thereof; and providing an effective date.

   (b) Ordinance 803-Z, amending the Official Zoning Map of the City of St. Petersburg, Florida by changing the zoning for a 0.26-acre MOL portion of a parcel located at 4201 4th Street North, from Neighborhood Traditional -1 (NT-1) to Corridor Commercial Suburban 1 (CCS-1); providing for repeal of conflicting ordinances and provisions thereof; and providing an effective date. [Quasi-judicial] (FLUM-85)

K. Open Forum

L. Adjournment

CONSENT AGENDA

COUNCIL MEETING CITY OF ST. PETERSBURG

Consent Agenda A
November 5, 2026

Note: The Consent Agenda contains matters considered routine and likely to be approved by a single motion. Consent Agenda A contains items costing $500,000 or more, while Consent Agenda B contains items costing less than $500,000. A Council Member may request that specific items be removed ("pulled") from the Consent Agenda for separate discussion and action.

(Procurement)

(City Development)

(Community Enrichment)

(Public Works)

1. A Resolution approving the Fifth Amendment to the Architect/Engineering Agreement dated October 5, 2023, as amended, between the City of St. Petersburg, Florida and Sweet Sparkman Architects, Inc. (A/E) for A/E to provide additional design phase services related to the City of St. Petersburg Fire Training Complex as part of the Public Safety Training Facilities Project in an amount not to exceed $118,010; providing that the total contract amount shall not exceed $1,304,229.50; authorizing the Mayor or his designee to execute the Fifth Amendment; and providing an effective date. (ECID Project No. 22209-018; Oracle No. 19157)

2. A Resolution authorizing the Mayor or his designee to execute the updated Local Agency Program Agreement ("Agreement") between the State of Florida Department of Transportation ("FDOT") and the City of St. Petersburg, Florida ("City") for participation by FDOT in the construction and construction engineering inspection (CEI) activities for the 28th Street N from 1st Avenue N to 13th Avenue N Project ("Project") in the amount of $1,090,239; and providing an effective date. (ECID Project No. 23067-100; Oracle No. 19223) (FDOT financial project no. 449035 1 58 01)

3. A resolution approving a transfer in the amount of $649,000 from the unappropriated balance of the General Fund (0001) to the General Capital Improvement Fund (3001); approving a supplemental appropriation in the amount of $649,000 from the increase in the unappropriated balance of the General Capital Improvement Fund (3001), resulting from the above transfer, to the St. Petersburg Garden Club Rehabilitation Project (21774); and providing an effective date.

4. A Resolution authorizing the Mayor or his designee to execute Task Order No. 25-01-AG/W(A) to the architect/engineering agreement dated October 24, 2025 between the City of St. Petersburg, Florida and Ardurra Group, Inc. ("A/E") for A/E to provide project management and coordination services, design services, permitting services, bidding and award services and Hazard Mitigation Grant Program assistance related to the Lift Station

Nos. 35 and 65 Rehabilitation and Hardening Project in an amount not to exceed $698,850.49 (ECID Project No. 26157-130; Oracle Nos. 21612 and 21613); and providing an effective date.

(Appointments)

(Miscellaneous)

CONSENT AGENDA

COUNCIL MEETING CITY OF ST. PETERSBURG

Consent Agenda B
November 5, 2026

Note: The Consent Agenda contains matters considered routine and likely to be approved by a single motion. Consent Agenda A contains items costing $500,000 or more, while Consent Agenda B contains items costing less than $500,000. A Council Member may request that specific items be removed ("pulled") from the Consent Agenda for separate discussion and action.

(Procurement)

1. Accepting a bid and approving award of agreements with W.B. Mason, Co., Inc., Mac Papers & Packaging, LLC, and Inversion Global Servicios LLC for Office Paper Products for the Procurement and Supply Management Department, in the amount of $420,000.

2. Approving an allocation increase for Medicare Insurance with Humana Insurance Company, for the Human Resources Department, in the amount of $220,000.

3. Accepting a proposal and approving award of a purchase with Baker Tilly Advisory Group, LP, for management evaluation consulting services, for the Billing and Collections Department, for a contract amount of $125,000.

4. Approving an allocation increase for wearable products with Safety Products Inc, for the Procurement and Supply Management Department, in the amount of $35,000.

5. Approving an allocation increase for childhood homelessness program services with Directions for Mental Health, Inc. DBA Directions for Living, for the Housing and Community Development Department in the amount of $40,000.

6. Approving the purchase of AVEVA software licensing and associated support services for a three-year term from InSource Software Solutions, Inc. for the Water Resources Department, at a total cost of $360,000.

7. Approving an allocation increase for glove products with Safety Products Inc, for the Procurement and Supply Management Department, in the amount of $100,000

8. Approving an agreement with Stryker Sales, LLC for the purchase and maintenance of six Stryker 6507 Power-PRO 2 stretchers for the Fire Department, in the amount of $270,506.

9. Approving award of an agreement with PVS Technologies, Inc. for ferric chloride supply services for the Water Resources Department, in the amount of $450,000.

(City Development)

10. A resolution authorizing the Mayor, or his designee, to (i) sell the portion of surplus property of the City's Public Utility System situated east of the intersection of North Mobley Road and Gunn Highway near the Northeast corner of the COSME Well Field generally located at approximately 16016 Gunn Highway, Odessa, Florida, in Hillsborough County, to North Dale Development, Ltd., a Florida Limited Partnership, for

$195,000 and (ii) execute all other documents necessary to effectuate this transaction; and providing an effective date.

11. A resolution authorizing the Mayor, or his designee, to execute a License Agreement for a period of three (3) years with Salvador Dali Museum, Inc., a Florida not-for-profit corporation, for the non-exclusive right to use up to fifty (50) numbered vehicular parking spaces in the overflow parking area at Albert Whitted Airport for an initial monthly fee of $1,730.30, subject to certain terms and conditions; authorizing the execution of all documents necessary to effectuate same; and providing an effective date. (Requires affirmative vote of at least six (6) members of City Council.)

(Community Enrichment)

(Public Works)

12. A resolution rescinding an unencumbered appropriation in the Recreation and Culture Capital Improvement Fund (3029) in the amount of $22,486 from the Recreation Center Improvements FY25 Project (20457); approving a supplemental appropriation in the amount of $22,486 from the increase in the unappropriated balance of the Recreation and Culture Capital Improvement Fund (3029), resulting from the above rescission, to the Recreation Center Improvements FY24 Project (19787) to provide additional funding for the design and preconstruction phase services for the Walter Fuller Recreation Center; and providing an effective date. (ECID Project No. 25131-130)

13. A Resolution authorizing the Mayor or his designee to execute Field Order No. 26-FLC-FLT-001 (CSA) to the Construction Services Agreement dated March 26, 2026 between the City of St. Petersburg, Florida and Flores Construction Co. ("Contractor") for Contractor to provide construction services that include concrete and asphalt pavement removal, asphalt paving, signing and pavement markings, highway beacons and associated work related to the Azalea Way South and 6th Street South Intersection Modifications Project in an amount not to exceed $139,735 (ECID Project No. 26095-130; Oracle No. 21249); and providing an effective date.

(Appointments)

14. A resolution of the City Council of St. Petersburg, Florida confirming the appointment of Joseph Patner as Assistant City Attorney.

15. ~~Appointment of Brian W. Grodotzke and Dustin W. Henderson to the Board of Trustees of the Police Pension Fund~~ (Pulled to Reports as F-6)

16. A resolution confirming the Mayor's appointments of Cat Lallier, Jacqueline Gayle-Kelly, and Wendy Pardew as members of the St. Petersburg Public Arts Commission, each to serve a four-year term beginning on November 5, 2026, and ending on November 5, 2030; and providing an effective date.

(Miscellaneous)

17. A resolution approving the State-Funded Award and Grant Agreement between the City of St. Petersburg, Florida (City) and the Department of Financial Services (Department) for the City to receive funding in an amount not to exceed $32,328 as an award through the Departments Firefighter Cancer Decontamination Grant Program (the Agreement); approving a supplemental appropriation in the amount of $32,328 from the increase in the unappropriated balance of the General Fund (0001), resulting from these grant revenues,

to the Fire Rescue Department, Fire Suppression Division (150-1497), Fire Cancer Decon Grant Project (22115); authorizing the Mayor or his designee to execute the Agreement and all other documents necessary to receive this funding; and providing an effective date.

18. A resolution authorizing the Mayor or his designee to (I) accept a grant from the U.S. Department of Justice (DOJ), Office of Community Oriented Policing Services (COPS) in the maximum reimbursable amount of $480,000 to purchase technology and equipment that assist in responding to and preventing crime and expand the implementation of community policing and (II) to execute all documents necessary to effectuate this transaction; approving a supplemental appropriation in the amount of $480,000 from the increase in the unappropriated balance of the General Fund (0001), resulting from these grant revenues, to the Police Department, Fiscal Support Division (140-1389), FY26 COPS Technology and Equipment Program Project (22108); and providing an effective date.

19. Legislative Affairs and Intergovernmental Relations Committee Meeting Minutes (August 20, 2026)

20. Health, Energy, Resilience, and Sustainability Committee Meeting Minutes (September 17, 2026)

MEETING AGENDA

CITY OF ST. PETERSBURG

Note: An abbreviated listing of upcoming MEETING AGENDA Council meetings.

Youth & Family Services Committee
Thursday, November 12, 2026, 8:30 a.m., Conference Room 100

Health, Energy, Resilience & Sustainability Committee
Thursday, November 12, 2026, 9:55 a.m., Conference Room 100

Legislative Affairs & Intergovernmental Relations Committee
Thursday, November 12, 2026, 11:20 a.m., Conference Room 100

Committee of the Whole
Thursday, November 12, 2026, 1:30 p.m., Conference Room 100

City Council Meeting
Thursday, November 19, 2026, 1:30 p.m., City Council Chamber

CITY OF ST. PETERSBURG

Board and Commission Vacancies

PROCEDURES TO BE FOLLOWED FOR QUASI-JUDICIAL PROCEEDINGS:

1. Anyone wishing to speak must fill out a yellow card and present the card to the Clerk. All speakers must be sworn prior to presenting testimony. No cards may be submitted after the close of Public Comment. Each party and speaker is limited to the time limits set forth herein and may not give their time to another speaker or party. Each party and speaker wishing to present handouts, photographs, presentation slides or any other materials (collectively, "Materials") during a quasi-judicial proceeding must submit such Materials to the City Clerk no later than 24 hours in advance of the applicable public hearing. **Materials submitted after the deadline will not be accepted and may not be used.**

2. At any time during the proceeding, City Council members may ask questions of any speaker or party. The time consumed by Council Member questions and answers to such questions shall not count against the time frames allowed herein. Burden of proof: in all appeals, the Appellant bears the burden of proof; in rezoning and land use cases, the Property Owner or Applicant bears the burden of proof except in cases initiated by the City, in which event the City Administration bears the burden of proof; for all other applications, the Applicant bears the burden of proof. Waiver of Objection: at any time during the proceeding Council Members may leave the Council Chamber for short periods of time provided they continue to hear testimony by audio. If any party has an objection to a Council Member leaving the Chamber during the hearing, such objection must be made at the start of the hearing. If an objection is not made as required herein it shall be deemed to have been waived.

3. Reading of the Title of the Ordinance(s), if applicable.

4. Initial Presentation. Each party shall be allowed ten (10) minutes for their initial presentation. The order of initial presentations shall be:

a. Presentation by City Administration.

b. Presentation by the Appellant followed by the Applicant, if different. If Appellant and Applicant are different entities, then each is allowed the allotted time for each part of these procedures.

c. Presentation by Opponent. If anyone wishes to utilize the initial presentation time provided for an Opponent, said person shall register as an Opponent with the City Clerk at least one week prior to the scheduled public hearing or within 48 hours after the City staff report for the public hearing has been published (whichever is later). If more than one person registers to utilize the initial presentation time provided for an Opponent, the registered persons shall attempt to agree on a single representative to participate as the Opponent in the proceeding. If the persons cannot agree on a single representative, then each person (or person's representative) shall share equally the time allotted to the Opponent for each part of these procedures. If there is an Appellant who is not the Applicant or Property Owner, then no Opponent is allowed. If a Property Owner who is not the Appellant or the Applicant opposes the Application and utilizes any part of the time available to the Property Owner to make an initial presentation, the Opponent shall not be permitted to make an initial presentation (but shall be provided an opportunity for cross-examination and rebuttal/closing).

d. If the Property Owner is neither the Appellant nor the Applicant, they shall be allowed the allotted time for each part of these procedures and shall have the opportunity to speak last in each part of these procedures so that they have the opportunity to address what all the interested parties have presented.

5. Public Comment. Upon conclusion of the initial presentations, members of the public may speak for not more than three (3) minutes each. Speakers shall limit their testimony to information relevant to the ordinance or application and criteria for review.

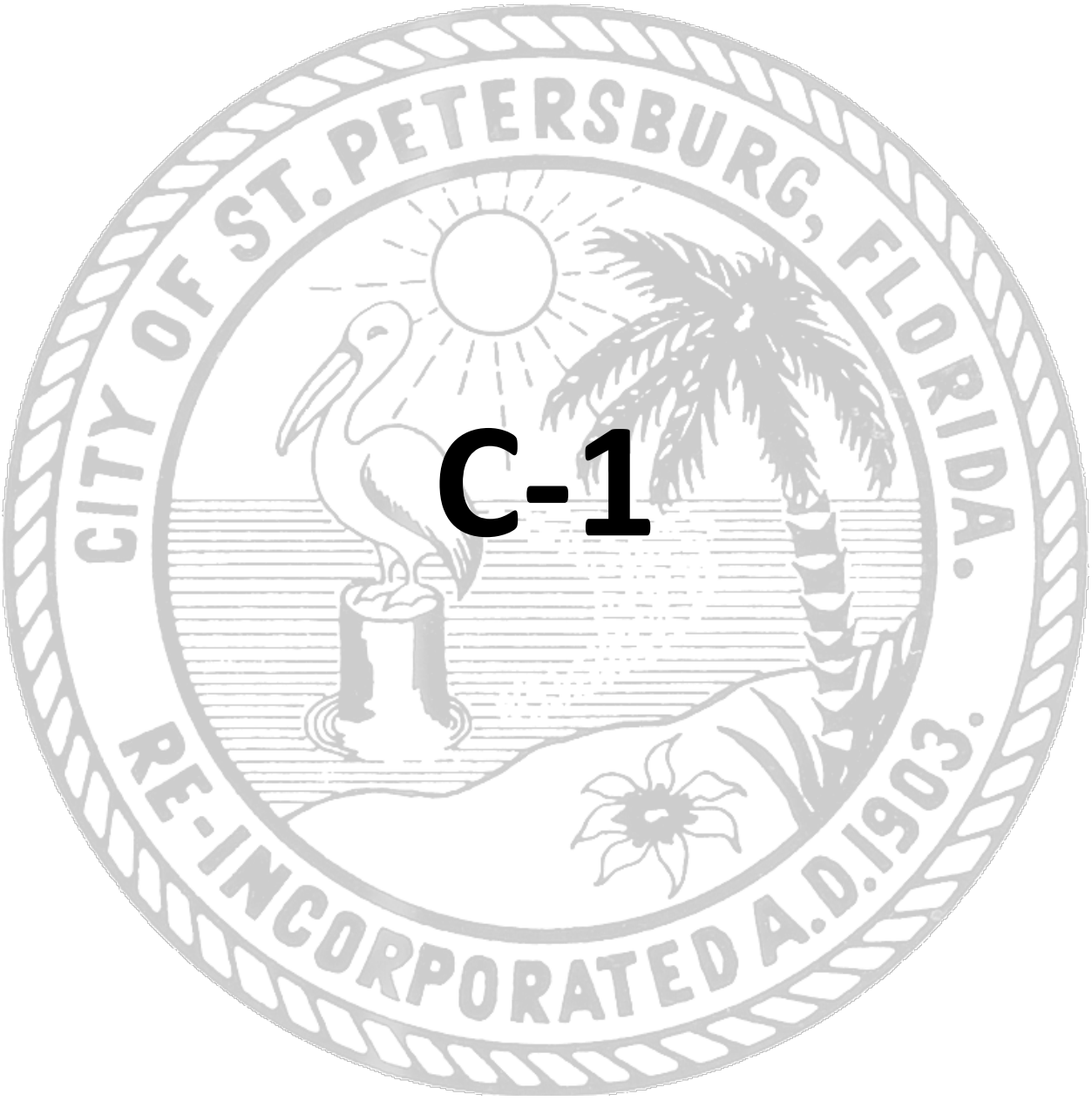
6. Cross Examination. Each party shall be allowed a total of five (5) minutes for cross examination, which includes the time consumed by both questions and answers. Each party who opposes the application may only cross examine any witness who previously testified in support of the application. Each party who supports the application may only cross examine any witness who previously testified in opposition to the application. The questioning party is not permitted to make any statements, only to ask questions that are directly related to the testimony or evidence presented. All questions shall be addressed to the Chair and then (at the discretion of the Chair) asked either by the Chair or by the party conducting the cross examination of the appropriate witness. One (1) representative of each party shall conduct the cross examination. If anyone wishes to utilize the time provided for cross examination and rebuttal as an Opponent, and no one has previously registered with the City Clerk as an Opponent, said individual shall notify the City Clerk prior to the beginning of initial presentations for the applicable public hearing. If no one gives such notice, there shall be no cross examination or rebuttal by Opponent(s). The order of cross examination shall be:

a. Cross examination by City Administration.
b. Cross examination by Opponents, if applicable.
c. Cross examination by Appellant followed by Applicant, followed by Property Owner, if different.

7. Rebuttal/Closing. Each party shall have five (5) minutes to provide a closing argument and/or rebuttal. The order of rebuttal/closing shall be:

a. Rebuttal/Closing by City Administration.
b. Rebuttal/Closing by Opponent, if applicable.
c. Rebuttal/Closing by Applicant followed by the Appellant, if different, followed by Property Owner, if different.

The following page(s) contain the backup material for Agenda Item: Samuel Kriseman- St. Petersburg College Student to Present Crosswalk Feasibility Study for Completion of Capstone Project
Please scroll down to view the backup material.



C-1

CITY COUNCIL AGENDA
ITEM OF CORRESPONDENCE

DATE: October 30, 2026

TO: The Honorable Members of City Council

SUBJECT: St. Petersburg College Student to Present Crosswalk Feasibility Study for Completion of Capstone Project

CORRESPONDENT: Samuel Kriseman

SCHEDULE FOR COUNCIL ON: November 5, 2026

Lisset Hanewicz
Council Chair, District 4

FEASIBILITY STUDY

Proposed Pedestrian Crosswalk

60th Street North & 1st Avenue North
St. Petersburg, Florida 33710

Samuel Kriseman | November 5th 2026

PROJECT OVERVIEW

Location & Description

Proposed crosswalk on the east side of 60th Street North, crossing 1st Avenue North in the 33710 ZIP code area of St. Petersburg. The crossing would run parallel to 60th St N and improve pedestrian connectivity between residential areas.

KEY OBJECTIVES

- Improve pedestrian safety at this location
- Enhance neighborhood walkability
- Support Complete Streets principles
- Address community-identified needs
- Provide ADA-compliant crossing

TYPICAL FEATURES

- High-visibility crosswalk markings
- Pedestrian crossing signs (W11-2)
- Solar-powered Rectangular Rapid Flashing Beacons (RRFBs)
- Push-button activation
- Possible curb ramps / minor ADA work

NEED & RATIONALE

Why This Location Matters

Pedestrian Safety

Florida ranks among the highest in the nation for pedestrian fatalities. Marked, enhanced crossings reduce conflict risk.

Neighborhood Connectivity

Residents need safer ways to cross 1st Ave N to reach destinations, transit, or other parts of the neighborhood.

City Policy Alignment

Supports St. Petersburg’s Complete Streets Implementation Plan and ongoing pedestrian safety investments.

Community Demand

Neighborhood survey (n=23) shows universal recognition that a crosswalk would improve safety, even though most residents remain neutral on installation.

COMMUNITY FEEDBACK

Neighborhood Survey Results (n = 23)

All respondents expressed neutral or “neither for nor against” views on installing the crosswalk. However, nearly every response explicitly noted that a marked crosswalk would improve pedestrian safety at this location.

POSITION ON INSTALLATION

100%

Neutral / Neither for nor against

No strong opposition or strong advocacy

SAFETY IMPACT RECOGNITION

~100%

Said a crosswalk would improve safety

Consistent theme across all 23 responses

CURRENT CROSSING EXPERIENCE

Many

Noted traffic makes crossing difficult

“Tricky,” “hard,” or “not super safe”

ESTIMATED COST

Cost Range for a Standard Enhanced Crosswalk

Based on City of St. Petersburg Complete Streets unit costs, FDOT bid data, and national/regional RRFB installations (2020–2026 data). Final cost depends on site conditions, design, and exact scope.

High-visibility markings & signs	**$2,000 – $5,000**
Solar RRFB system (2–4 beacons + posts)	**$8,000 – $20,000**
Labor, installation & traffic control	**$5,000 – $15,000**
Minor ADA curb ramps / site work	**$5,000 – $15,000**
Design, engineering & contingency (15–25%)	**$5,000 – $12,000**

TOTAL ESTIMATED RANGE: $25,000 – $65,000

FEASIBILITY & NEXT STEPS

1

Site Assessment

Confirm sight lines, traffic volumes, existing sidewalks, and utility conflicts at the proposed location.

2

Engineering Review

Determine if warrants for an enhanced crossing are met and select appropriate treatment (RRFB vs. other).

3

Community Engagement

Promoting walkable businesses in the areas surrounding Bear Creek Park. .

4

Funding Path

Pursue via Complete Streets program, Multimodal Impact Fees, Safe Streets grants, or neighborhood partnerships.

5

Design & Construction

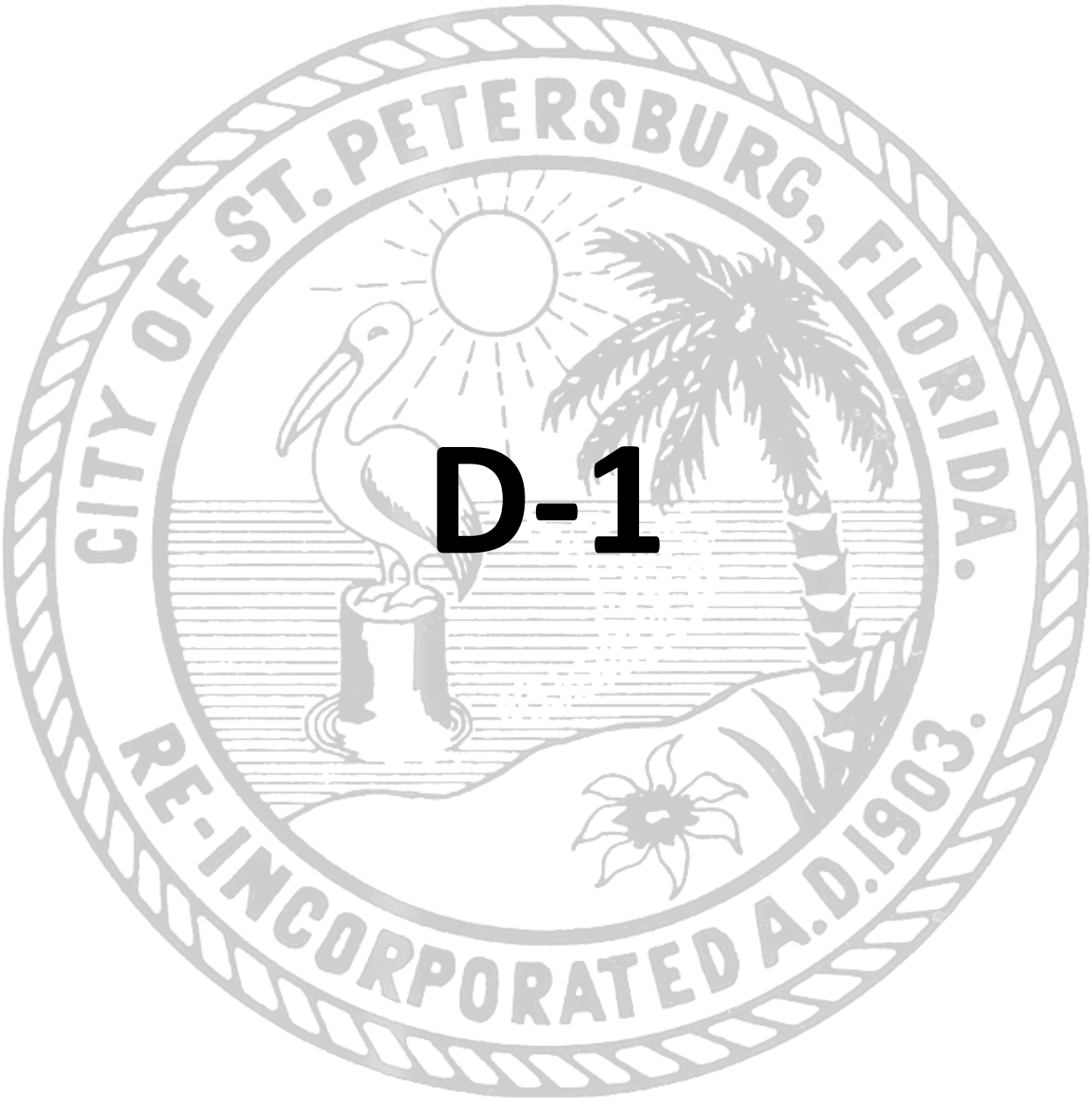
City or contracted design, bidding, and installation.

SUMMARY & RECOMMENDATION

The proposed crosswalk appears feasible and consistent with St. Petersburg's pedestrian safety goals.

- Estimated cost of $25k–$65k is within range of similar city projects
- Aligns with Complete Streets and ongoing safety investments
- Neighborhood survey (n=23): 100% neutral on installation, but nearly unanimous that it would improve safety
- Recommend formal request to City Transportation / Public Works

The following page(s) contain the backup material for Agenda Item: Distinguished Citizen Award: Lance Lubin
Please scroll down to view the backup material.



D-1

CITY COUNCIL AGENDA
PRESENTATION ITEM

DATE: **October 23, 2026**

TO: The Honorable Members of City Council

SUBJECT: Distinguished Citizen Award: Lance Lubin

PRESENTER: Council Member Copley Gerdes

SCHEDULE FOR COUNCIL ON: November 5, 2026

Copley Gerdes
Council Member, District 1

The following page(s) contain the backup material for Agenda Item: Distinguished Citizen Award: Dominick Griesi
Please scroll down to view the backup material.



D-2

CITY COUNCIL AGENDA
PRESENTATION ITEM

DATE: **October 23, 2026**

TO: The Honorable Members of City Council

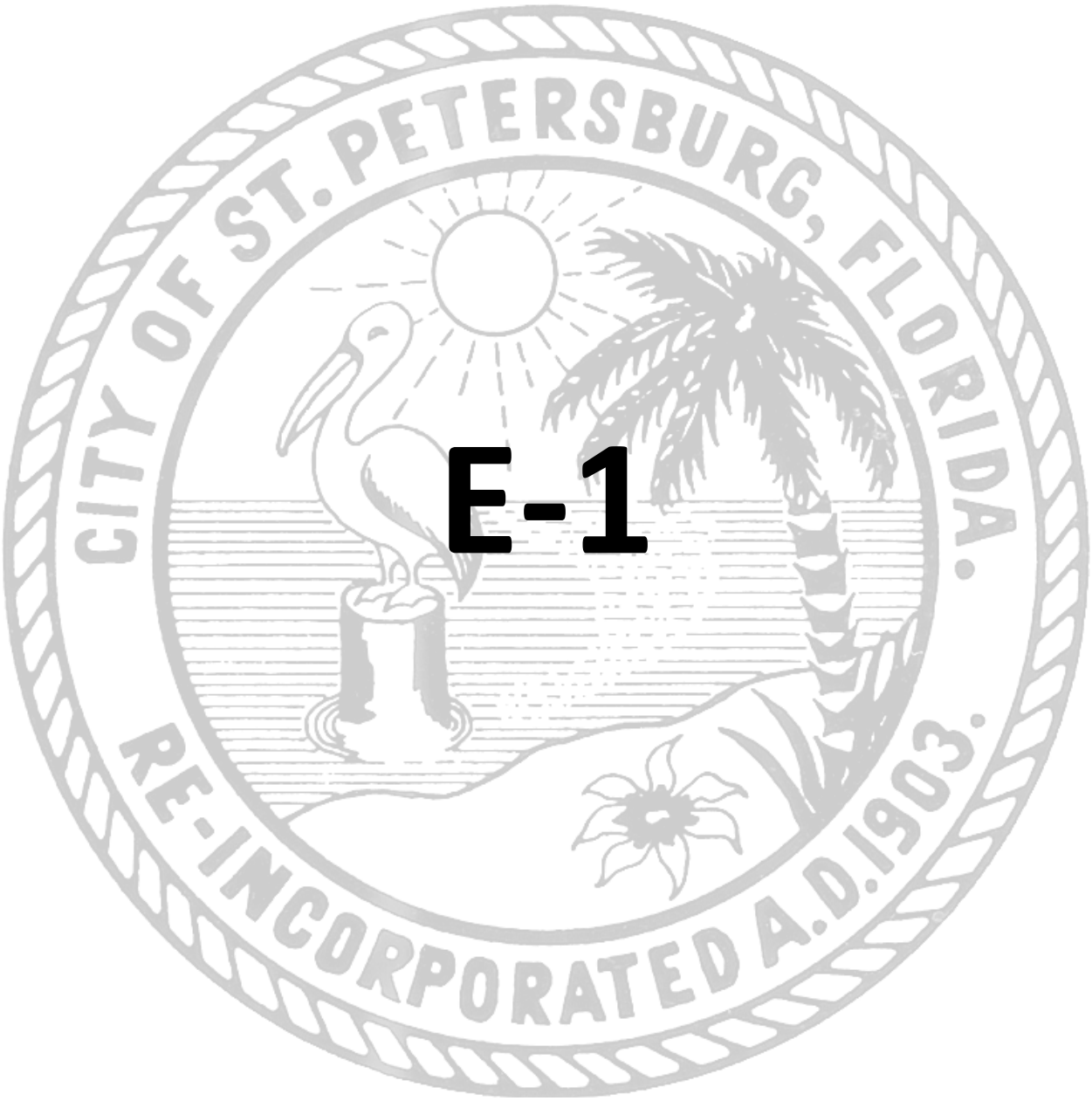
SUBJECT: Distinguished Citizen Award: Dominick Griesi

PRESENTER: Council Member Copley Gerdes

SCHEDULE FOR COUNCIL ON: November 5, 2026

Copley Gerdes
Council Member, District 1

The following page(s) contain the backup material for Agenda Item: Setting November 19, 2026 as the public hearing date for the following proposed Ordinance: Ordinance 653-H, An ordinance enacting year-end appropriation adjustments for Fiscal Year 2026 for the Operating Budget and Capital Improvement Program Budget and Adjustments to the Fiscal Year 2027 Budget; and providing an effective date.
Please scroll down to view the backup material.



E-1

ST. PETERSBURG CITY COUNCIL
First Reading of Ordinance
Meeting of November 5, 2026

TO: The Honorable Lisset Hanewicz, Chair, and City Council Members

SUBJECT: An Ordinance Enacting Year-End Appropriation Adjustments for FY26 for the Operating Budget and Capital Improvement Program Budget and Adjustments to the FY27 Budget.

EXPLANATION / COST FUNDING ASSESSMENT INFORMATION:

This agenda item transitions budgets from the year just closed to the new budget year. For FY26, it adjusts budgets that exceeded annual appropriations and commits and assigns funds in the General Fund for specific purposes. It also provides adjustments (supplemental appropriations) to the FY27 budget. Council is asked to approve the attached Ordinance as required by the City Charter on first reading and schedule the second reading/public hearing for Thursday, November 19th at 5:01pm.

The agenda item is divided into three major parts. Each part may involve several types of transactions including appropriation transfers, increases in budget authority which generally have no effect on fund balance, or supplemental appropriations, *which reduce the fund balance of the specified fund unless there are revenues to support the expense overage*. The three parts give a detailed description of the provisions within the Ordinance and reasons for each budget modification.

Back-up for the Ordinance is covered in Parts I, II, and III

Part I describes transactions which will clean up and finalize the **FY26 budget** (Ordinance Sections 1-3). The final accounting transactions for **FY26** are being posted, requiring some adjustments to the **FY26** appropriations for both operations and capital projects. Additional budget authority is necessary to authorize expenditures in excess of budgeted amounts, in some cases increased revenues are available to cover these expenditures. State law requires that any budgetary adjustments to the prior year budget be made within 60 days of the close of the fiscal year.

Part II recommends commitments and assignments of funds remaining in the General Fund at the close of **FY26** for a variety of purposes in **FY27** and the future. Commitments and assignments are not legal obligations to expend funds set aside in the various categories and require appropriation by City Council in order to do so. These appear in Section 4 of the Ordinance.

Part III provides for supplemental appropriations, transfers, and rescissions, *which reduce the fund balance of the specified fund unless there are revenues to support the expenditures*, to the **FY27** Budget, including re-appropriation of unexpended **FY26** monies and transfers, Ordinance Sections 5-9.

General Fund Preliminary Results for FY26

Based on the financials through October 13, 2026, we estimate net revenue of $431.683 million and expenditures of $437.429 million. After excluding the $6.100 million in year-end adjustments, we estimate adding approximately $353K in General Fund balance. These amounts include original and new BP Project Funding estimates. The table below illustrates the beginning fund balance of $81.919 million and the estimated FY26 ending fund balance of $82.272 million.

			Revenues		Expenditures			Fund Balance			
		Beginning Fund Balance	Amended Budget	Revenue Estimate	Amended Budget	Expense Estimate	Budget Annual Change	Variance	Year End Adjustment	Year End Estimate	Target Fund Balance
General Fund and Reserves											
	General Fund Operating	80,576	423,476	431,683	438,849	437,091	(15,373)	(5,408)	5,921	81,089	60,249
	General Fund BP	1,342	0	0	1,521	338	(1,521)	(338)	179	1,183	0
	Total General Fund	81,919	423,476	431,683	440,370	437,429	(16,894)	(5,746)	6,100	82,272	60,249

The FY27 adjustments included in the attached Ordinance will **reduce** the General Fund balance by $7.146 million. After City Council adoption of the attached Ordinance on November 19, 2026, we estimate the net effect is that an estimated $6.793M of General Fund balance will be **used** by the end of FY27. Any additional budget actions taken during the year would change this estimate.

ATTACHMENTS: Ordinance

APPROVALS:

Administrative: Thomas Greene

Budget: E Makofske

PRELIMINARY YEAR-END APPROPRIATION ADJUSTMENTS
FY26 OPERATING BUDGET &
CAPITAL IMPROVEMENT PROGRAM BUDGET

This report presents recommendations for budget adjustments in various funds. Expenditure and revenue estimates are based on financial data through October 13, 2026. Budget adjustments are only required for entities that exceed previous appropriations for the entity as a whole. While some appropriations are made at the departmental level, such as the Fire Rescue Department, others are made at the administration level. For example, an appropriation would be required for the Community Enrichment Administration only if the expenditures exceeded the total appropriation for all departments within the administration. The Budget Ordinance is the guiding document for these requirements.

Supplemental appropriations are supported either by revenue or by resources of the fund balance of the fund specified. Supplemental appropriations increase the total amount authorized in the fund.

PART I: FY26 APPROPRIATION ADJUSTMENTS

Ordinance Section 1

GENERAL FUND – Supplemental Appropriations and Transfers -- These adjustments cover expenditures which exceeded budget in FY26. In some cases, the expenditures are offset by additional revenue. The adjustments in the first two lines are for budget authority only to align the budget with actual expenditures. The transfers to other funds total $6.583 million and of this $344,151.80 are new expenditures. These expenditures have already been calculated in the total expenditures of $437.429 million.

Fire Rescue	3,412,000	A supplemental appropriation is needed to cover overtime overages related to vacancies and greater than budgeted expenses in vehicle replacement, vehicle repair and maintenance, uniforms and protective gear, and employee health services such as pre-employment physicals, medical examinations, and mental health services.
Finance – Transfer to Disaster Short Term Financing 2024	6,238,868	A supplemental appropriation is needed to record FY 2026 actual debt service payments made on the Series 2024 note and uses of revenues from FEMA recovery and insurance proceeds.
Finance – Transfer to General Capital Improvement Fund	264,151.80	A supplemental appropriation is needed to transfer the remaining balance of the Scooter Share Program revenue generated by Right-of-Way Use Fees funds ($182,936.20) in the General Fund to the General Capital Improvement Fund (3001) for the Complete Streets Program Project and the remaining balance of Developer Contributions for Sidewalks funds ($81,215.60) resulting from revenue generated by Sidewalk-in-Lieu Fees to the General Capital Improvement Fund (3001) to be used for sidewalk design/construction.
Manhattan Casino Subsidy	80,000	A supplemental appropriation is needed to increase the subsidy transfer to the Manhattan Casino Operating Fund.

ENTERPRISE & SPECIAL REVENUE OPERATING FUNDS – Supplemental Appropriations
These adjustments cover expenses which exceeded the FY26 budget. These adjustments are for budget authority only to align the budget with actual expenses. These expenditures have already been calculated in the total expenses of the respective fund. In some cases, revenue also exceeded the budget. *The net impact of these revenue and expense variances will be covered from the fund balance in each individual fund.*

Emergency Medical Services	1,060,000	A supplemental appropriation is needed to cover the cost of ambulances ordered in previous fiscal years (prepaid) but placed in service in FY26 ($924,198) and the purchase of utility vehicles ($135,802).
Neighborhood Stabilization Program	762.09	A supplemental appropriation is needed to transfer unspent program income in the Neighborhood Stabilization Program Fund (1114) to the CDBG Fund (1111) due to the final close out of the fund.
Mahaffey Theater Operating	654,000	A supplemental appropriation is needed to cover greater than budgeted expenses in other specialized services and electric. There are sufficient resources in the fund to cover the additional expenses.
Local Law Enforcement State Trust	37,000	A supplemental appropriation is needed to cover greater than budgeted expenses related to paying off a lien on a seized vehicle. There are sufficient resources in the fund to cover the additional expenses.
Police Grant	1,000	A supplemental appropriation is needed to cover greater than budgeted expenses in commodities - fire and police. There are sufficient resources in the fund to cover the additional expenses.
Disaster Short Term Financing 2024	18,060,392	A supplemental appropriation is needed to record FY26 actual debt service payments made on the Series 2024 note and uses of revenues from FEMA recovery and insurance proceeds.
Disaster Short Term Financing 2025	1,848,702.75	A supplemental appropriation is needed to cover the cost of issuance ($1,474.91), interest ($1,789,604.10), and unused fee expenditures ($57,623.74) on the Non Ad Valorem Revenue Note, Series 2025.
Water Resources Debt	967,967.12	A supplemental appropriation is needed to transfer interest earnings on the debt service reserve in the Water Resources Debt Fund (4002) to the Water Resources Fund (4001).
Water Cost Stabilization	5,243,000	Interest earnings in this fund were higher than the budgeted amount and were transferred to the Water Resources Fund. A supplemental appropriation is needed to cover this transfer of additional interest earnings received in the fund and unbudgeted bank fees.
Stormwater Utility Operating	871,000	A supplemental appropriation is needed to cover greater than budgeted expenses in engineering, overtime, equipment, and transfers to the Equipment Replacement Fund. There are sufficient resources in the fund to cover the additional expenses.
Stormwater Debt Service	70,297.10	A supplemental appropriation is needed to transfer interest earnings on the debt service reserve in the Stormwater Debt Service Fund (4012) to the Stormwater Utility Operating Fund (4011).
Airport Operating	62,000	A supplemental appropriation is needed to cover greater than budgeted expenses in engineering and consulting. There are sufficient resources in the fund to cover the additional expenses.
Jamestown Operating	1,000	A supplemental appropriation is needed to cover greater than budgeted expenses in facility repairs and renovations. There are sufficient resources in the fund to cover the additional expenses.

INTERNAL SERVICE FUNDS – Increased Authorizations

These additional allocations cover expenditures which exceeded budget. In some cases, revenue also exceeded the budget. *The net impact of these revenue and expenditure variances will be covered from the fund balance of each individual fund.*

Fleet Management	799,000	A supplemental appropriation is needed to cover greater than budgeted expenses in repair and maintenance materials equipment and fuel. There are sufficient resources in the fund to cover the additional expenses.
Commercial Insurance	9,307,841	A supplemental appropriation is needed to transfer insurance proceeds received during FY26 to the Disaster Short Term Financing 2024 Fund (2040) to repay the note.

Ordinance Section 2

CAPITAL IMPROVEMENT FUNDS – Supplemental Appropriations, Transfers, and Rescissions

These appropriations cover CIP project expenditures which exceeded budget. In some cases, revenue also exceeded the budget. *The net impact of these revenue and expenditure variances will be covered from the fund balance of each individual fund.*

Housing Capital Improvements – Transfer to Parking Revenue Fund	55,134.50	Transfer	A supplemental appropriation is needed to transfer unspent funds from the Housing Capital Improvement Fund (3000) to the Parking Revenue Fund (1021) resulting from the closeout of the St. Pete College Acquisition Project.
General Capital Improvement – Transfer to General Fund	2,079.17	Transfer	A supplemental appropriation is needed to transfer funds from the General Capital Improvement Fund (3001) to the General Fund (0001) to repay the General Fund for project related professional services.
General Capital Improvement – Transfer to Assessments Revenue Fund	177,000	Transfer	A supplemental appropriation is needed to transfer unspent funds from the General Capital Improvement Fund (3001) to the Assessments Revenue Fund (1108) resulting from the closeout of the Magnolia Heights SA Project.
General Capital Improvement – Transfer to South St. Petersburg Redevelopment District Fund	400,853.59	Transfer	A supplemental appropriation is needed to transfer unspent funds from the General Capital Improvement Fund (3001) to the South St. Petersburg Redevelopment District (1104) resulting from the closeout of the Business Workforce Development Project (15381), Housing and Neighborhood Project (15382), and Education Job Readiness Project (16067) ($391,086.36) and interest earnings as of 30-SEP-2025 on TIF 1104 funds appropriated in the General Capital Improvement Fund ($9.767.23).

General Capital Improvement – Transfer to Downtown Redevelopment District Fund	928.47	Transfer	A supplemental appropriation is needed to transfer Interest Earnings as of 30-SEP-2025 on TIF 1105 funds appropriated in the General Capital Improvement Fund (3001) to the Downtown Redevelopment District (1105).
General Capital Improvement – Transfer to Intown West Tax Increment District Fund	2,073.30	Transfer	A supplemental appropriation is needed to transfer Interest Earnings as of 30-SEP-2025 on TIF 1107 funds appropriated in the General Capital Improvement Fund (3001) to the Intown West Tax Increment District (1107).
General Capital Improvement – Transfer to JP Morgan Chase Revenue Notes Fund	21,404.26	Transfer	A supplemental appropriation is needed to transfer Interest Earnings as of 30-SEP-2025 on the Series 2020 Note funds appropriated in the General Capital Improvement Fund (3001) to the JP Morgan Chase Revenue Notes Fund (2010).
General Capital Improvement – Transfer to Disaster Short Term Financing 2024 Fund	411,751.17	Transfer	A supplemental appropriation is needed to transfer unspent funds from the General Capital Improvement Fund (3001) to the Disaster Short Term Financing Fund (2040) resulting from the closeouts of the Lake Vista Recreation Center - Milton Project (20951) and P&R Administration Building - Milton Project (21019) ($162,319.94) and to transfer interest earnings from the General Capital Improvement Fund to the Disaster Short Term Financing 2024 Fund (2040) ($249,431.23).
General Capital Improvement – Transfer to Disaster Short Term Financing 2025 Fund	251,136	Transfer	A supplemental appropriation is needed to transfer interest earnings from the General Capital Improvement Fund (3001) to the Disaster Short Term Financing 2025 Fund (2041).
General Capital Improvement – Transfer to Technology and Infrastructure Fund	371,961.80	Transfer	A supplemental appropriation is needed to transfer unspent funds from the General Capital Improvement Fund (3001) to the Technology and Infrastructure Fund (5019) resulting from the closeout of the ASM CMMS Upgrade FY17 Project (15782).
General Capital Improvement – Transfer to Commercial Insurance Fund	1,000	Transfer	A supplemental appropriation is needed to transfer unspent funds from the General Capital Improvement Fund (3001) to the Commercial Insurance Fund (5127) resulting from the closeout of the Parks & Recreation Pool Slides - Milton Project (21093).

Tax Increment Financing Capital Improvement – Transfer to General Fund	6,676.28	Transfer	A supplemental appropriation is needed to transfer funds from the Tax Increment Financing Capital Improvement Fund (3005) to the General Fund (0001) to repay the General Fund for project related professional services.
Tax Increment Financing Capital Improvement – Transfer to South St. Petersburg Redevelopment District Fund	362,488.05	Transfer	A supplemental appropriation is needed to transfer unspent funds from the Tax Increment Financing Capital Improvement Fund (3005) to the South St. Petersburg Redevelopment District Fund (1104) resulting from the closeout of the Enoch Davis Fam Site Prep Project (17102) ($437.05) and interest earnings as of 30-SEP-2025 on TIF 1104 funds appropriated in the Tax Increment Financing Improvement Fund (3005) ($362,051).
Tax Increment Financing Capital Improvement – Downtown Redevelopment District Fund	17,717	Transfer	A supplemental appropriation is needed to transfer Interest Earnings as of 30-SEP-2025 on TIF 1105 funds appropriated in the Tax Increment Financing Capital Improvement Fund (3005) to the Downtown Redevelopment District (1105) Fund.
Tax Increment Financing Capital Improvement – Transfer to Bayboro Harbor Tax Increment District Fund	1,035	Transfer	A supplemental appropriation is needed to transfer Interest Earnings as of 30-SEP-2025 on TIF 1106 funds appropriated in the Tax Increment Financing Capital Improvement Fund (3005) to the Bayboro Harbor Tax Increment District (1106) Fund.
Tax Increment Financing Capital Improvement – Transfer to Intown West Tax Increment District Fund	201,814	Transfer	A supplemental appropriation is needed to transfer Interest Earnings as of 30-SEP-2025 on TIF 1107 funds appropriated in the Tax Increment Financing Capital Improvement Fund (3005) to the Intown West Tax Increment District Fund (1107) Fund.
City Facilities Capital Improvement	(21,503)	Infrastructure TBD FY26	A rescission of an unencumbered appropriation from the Infrastructure TBD FY26 Project (21270) is needed for the Parks and Recreation Fencing Repairs - Milton Project (21021) for Huggins Field Fencing.
City Facilities Capital Improvement	21,503	Fencing Repairs - Milton	A supplemental appropriation is needed for the Parks and Recreation Fencing Repairs - Milton Project (21021) for Huggins Field Fencing.

Downtown Parking Capital Improvement – Transfer to Parking Revenue Fund	747,712.71	Transfer	A supplemental appropriation is needed to transfer unspent funds from the Downtown Parking Capital Improvement Fund (3073) to the Parking Revenue Fund (1021) resulting from the closeouts of the I-375 Surface Parking Project, New Meter Technology FY23 Project, New Meters Downtown FY23 Project, and Al Lang Resurfacing/Restriping Project.
Water Resources Capital Projects – Transfer to Water Resources Debt Fund	662,256.25	Transfer	A supplemental appropriation is needed to transfer the FY25 Water Closet Fees (Impact Fees) ($186,120.25), FY24 interest earning on the Series 2018 debt ($402,391), and FY26 interest earnings on the Series 2019A debt ($73,745) from the Water Resources Capital Projects Fund (4003) to the Water Resources Debt Fund (4002).
Water Resources Capital Projects	5,000	DIS New Main Extensions FY25	A supplemental appropriation is needed due to increased customer funding for potable water new services. There was a proportionate increase in revenue that covered the increased costs.
Water Resources Capital Projects	109,500	DIS Taps Meter Backflows FY25	A supplemental appropriation is needed due to increased customer funding for potable water service taps, meters and backflows. There was a proportionate increase in revenue that covered the increased costs.
Water Resources Capital Projects	175,000	DIS New Main Extensions FY26	A supplemental appropriation is needed due to increased customer funding for potable water new services. There was a proportionate increase in revenue that covered the increased costs.
Water Resources Capital Projects	35,000	REC Taps & Backflows FY26	A supplemental appropriation is needed due to increased customer funding for reclaimed water service taps, meters and backflows. There was a proportionate increase in revenue that covered the increased costs.
Water Resources Capital Projects	150,000	SAN New Service Connections FY26	A supplemental appropriation is needed due to increased customer funding for wastewater new connections. There was a proportionate increase in revenue that covered the increased costs.

Sanitation Capital Projects – Transfer to Sanitation Debt Service Fund	478,572.86	Transfer	A supplemental appropriation is needed to transfer a portion of the interest earnings on the Series 2022 debt ($204,411) and unspent funds resulting from the closeouts of the New Sanitation Facility Project (17971), Yard Camera System Project (20508), Fleet Lift Sanitation Shop (21297), and Yard Fencing Project (21298) ($274,161.86) from the Sanitation Capital Projects Fund (4024) to the Sanitation Debt Service Fund (4022).

Ordinance Section 3

Ordinance 619-H will be amended by incorporating into said ordinance all appropriations and adjustments to the operating and capital improvement budgets pertaining to the fiscal year ending September 30, 2026, made by previous resolution, and all supplemental appropriations and adjustments contained in the attached Ordinance, which pertain to the Fiscal Year ending September 30, 2026. Ordinance Number 619-H, once amended by the attached Ordinance, will be the final budget for the Fiscal Year ending September 30, 2026.

PART II: COMMITMENTS AND ASSIGNMENTS OF FUND BALANCES FOR FY26 YEAR END

Ordinance Section 4

Each year City Council has committed a portion of the General Fund balance for specific purposes. Administration recommends the commitment and assignments of the following amounts totaling $10,539,918 within the General Fund balance as of September 30, 2026. These commitments include amounts requested for re-appropriation during FY27.

OPERATING RE-APPROPRIATIONS **$6,522,765**
This commitment provides for funds to be rolled over for contracts, grants, or purchase orders issued in FY26 for which the corresponding purchases could not be completed due to timing or other issues.

LAND SALE PROCEEDS **$65,866**
This commitment was established to provide a funding source for acquiring property. Proceeds from the sale of city properties valued at less than $20,000 are deposited in the General Fund and are to be used for acquiring property according to Resolution 2002-126 adopted by City Council on February 21, 2002.

QUALIFIED TARGET INDUSTRY (QTI) TAX REFUND PROGRAM **$13,000**
This commitment was established to provide the City's share for the QTI program during FY 2023, which provides funds to local businesses for the purpose of stimulating economic growth and employment.

LOCAL AGENCY PROGRAM (LAP) **$1,163,381**
This commitment was established to provide the City's share over the next 75 years for maintenance of city roads, bridges, and trails as a result of grant agreements with the Florida Department of Transportation (FDOT).

COURTESY DOCKS AND SLIPS **$150,000**
This commitment was established to provide the City's share of commitments for costs associated with the ordinary and routine maintenance of the Transient Visitor Dock and Slips until March 31, 2041, as a result of a grant agreement with the Florida Fish and Wildlife Conservation Commission (FFWCC).

SEAGRASS MITIGATION BANK **$2,624,906**
This commitment was established to provide the City's measure of financial assurances to the United States Army Corps of Engineers that the Seagrass Mitigation Bank will be constructed and

implemented in accordance with the terms and plans set forth in the federal permit pursuant to the Mitigation Banking Instrument for the North Shore Park Seagrass Mitigation Bank.

PART III: FY27 CHANGES TO GENERAL FUND, ENTERPRISE FUNDS, SPECIAL REVENUE FUNDS, INTERNAL SERVICE FUNDS, CIP FUND BUDGETS & TRANSFERS FOR ART IN PUBLIC PLACES

Ordinance Section 5

RE-APPROPRIATION OF FY26 ENCUMBRANCES

These encumbrances are funded with FY26 revenue or fund balance from each respective fund. All of these amounts were previously appropriated in FY26 and have legal commitments for expenditure that will occur in FY27. These expenditures will have no additional impact on the respective fund balance and include the unspent portion of existing contracts. Actual encumbrances may be more or less after all FY26 financial transactions are posted. The amounts listed below for the General Fund are accounted for in the FY26 expenditure estimate of $437.045M.

General Fund	
Police	$860,417
Fire Rescue	33,875
City Development Administration	383,630
Community Enrichment Administration	772,954
General Government Administration	1,924,520
Housing and Neighborhood Services Administration	176,505
Public Works Administration	2,370,864
Total General Fund	$6,522,765
All Other Funds	
Emergency Medical Services	4,767
American Rescue Plan Act	553,688
Local Housing Assistance	11,305
Parking Revenue	77,168
Opioid Settlement Proceeds	148,233
South St. Petersburg Redevelopment	2,022,003
Community Development Block Grant (CDBG)	803,074
Emergency Solutions Grant	599,391
HOME Program	26,063
HOME - ARPA	145,601
CDBG-DR	56,139,404
Building Permit Special Revenue	1,002,685
Mahaffey Theater Operating	55,360
Pier Operating	345,683
Coliseum Operating	28,919
Sunken Gardens Operating	5,278
Tropicana Field	5,796
Local Law Enforcement State Trust	32,670
Federal Justice Forfeiture	63,799
Police Grant	5
Federal Operating Grant	227,535
Water Resources	3,823,112
Water Resources Debt	2,500
Water Equipment Replacement	963,648
Stormwater Utility Operating	205,548
Stormwater Equipment Replacement	417,140
Sanitation Operating	3,148,749
Sanitation Equipment Replacement	908,857

Airport Operating	73,181
Marina Operating	88,312
Golf Course Operating	21,347
Jamestown Complex	4,031
Manhattan Casino	6,376
Port Operating	12,745
Fleet Management	134,207
Equipment Replacement	5,138,084
Municipal Office Buildings	65,909
Technology Services	1,051,832
Technology and Infrastructure	992,785
Supply Management	6,594
Commercial Insurance	200
Billing and Collections	1,358,835

Ordinance Section 6

GENERAL FUND IMPACT

The total gross impact to the General Fund by the adjustments in Section 6 is an increase in expenditure of $9.892 million which includes all remaining BP related expenditures in the amount of $1.183M. Additionally, $3.718 million of these expenditures are supported by grant revenue and a revenue decrease of $973K. The estimated net impact to the General Fund is a reduction of $7.146 million in fund balance.

When combined with the increase in fund balance estimated at the end of FY26 ($353K), after all the actions are taken in the attached Ordinance, an estimated $6.793 million of General Fund balance will be used. Again, any additional budget actions taken during the year would change this estimate.

General Fund Balance					
FY26 Beginning	FY26 Entries	Estimated FY26 Ending	FY27 Entries	Estimated FY27 Ending	Difference
$81,918,638	$353,497	$82,272,135	($7,146,389)	$75,125,746	($6,792,892)

SUPPLEMENTAL APPROPRIATIONS, TRANSFERS, AND RESCISSIONS
All supplemental appropriations are funded with fund balance from each respective fund or from additional revenues. Some of these amounts were previously appropriated in FY26 and have legal commitments for expenditures that will occur in FY27.

GENERAL FUND – FY27 Supplemental Appropriation

Budget	473,000	A supplemental appropriation is needed to increase the FY27 General Fund subsidy to the Mahaffey Theater Operating Fund due to the City taking over management of the theater for a portion of the fiscal year.
City Clerk	69,391	A supplemental appropriation is needed to roll over funds for 2026 City of St. Petersburg elections costs.
City Council	125,000	A supplemental appropriation is needed to roll over funds for the management evaluation of the Billing and Collections Department approved in FY26.
Finance	57,000	A supplemental appropriation is needed to roll over funds to continue the Cost Allocation Plan Study in FY27.

Legal	257,190	A supplemental appropriation is needed to roll over funds for litigation expenses, outside counsel, and retirement payouts.
Mayor's Office	549,626	A supplemental appropriation is needed to roll over funds for Youth Development Programs ($309,626), the Boy's and Girl's Club – Prosperity Pathways Program ($180,000), and consultant – lobbying contracts ($60,000).
Total General Government Administration	**1,531,207.00**	**Total on Ordinance**
Building	2,873,114.98	A supplemental appropriation is needed to roll over grant funds for the FEMA Flood Grant Program.
City Development	174,076	A supplemental appropriation is needed to roll over funds for sports consulting ($40,000), Placer AI license ($50,683), arts tourism ($27,128), and community cultural events support ($56,265).
Economic and Workforce Development	1,365,398	A supplemental appropriation is needed to roll over funds for the Community Impact Grants ($300,000), the MLK Day Parade and Band ($152,103), Microfund Program/Storefront Conservation/Commercial Revitalization ($250,000), Business Corridor Support Program ($52,500), Grow Smarter Eco Dev and Workforce Initiative/Teak Job Creation Incentive ($100,000), Corporate Relocation & Expansion Grants ($335,000), Citywide Workforce Development Programming ($139,000), Mayor's Future Ready Academy ($17,313), and the Foundation for a Healthy St. Petersburg Rapid Roof Replacement Program ($19,482).
Enterprise Facilities	36,880	A supplemental appropriation is needed to roll over funds for repairs at the Woodson African American Museum of Florida ($24,436) and to correct an interfund reimbursement for the Enterprise Facilities Department ($12,444).
Planning	75,000	A supplemental appropriation is needed to roll over grant funds for the Department of Interior Deuces Neighborhood Survey Grant.
Total City Development Administration	**4,524,468.98**	**Total on Ordinance**
Housing and Community Development	337,086	A supplemental appropriation is needed to roll over funds for the Continuum of Care Initiatives ($27,069), the Childhood Homelessness Project ($236,372), grant management software ($23,645), and consulting for loan management support ($50,000).
Neighborhood Relations	114,800	A supplemental appropriation is needed to roll over funds for the Neighborhood Partnership Grant Program ($101,800) and Mayors Mini-Grant Program ($13,000).
Codes Compliance	442,783	A supplemental appropriation is needed to roll over funds for legal, other specialized services, printing and binding, training, training fees, other office supplies, equipment, small tools, uniforms, memberships, and land.

Total Housing and Neighborhood Services Administration	**894,669**	**Total on Ordinance**
Public Works	1,991,982.11	A supplemental appropriation is needed to roll over funds for ISAP Implementation ($253,088.72), the USDA GreenCycle Composing Grant ($13,155.30), Tree Funds ($95,562.34), Shade Tree Canopy Construction Projects ($140,000), Stay Cool St. Pete ($100,000), the MEU feasibility study ($50,000), GIS mapping and maintenance support for the Office of Sustainability and Resilience ($35,000), and Asset Management Office consulting funds ($115,000). A supplemental appropriation is also needed to roll over funds for the new BP projects: Seagrass Mitigation Bank ($45,041.25), Tree Canopy Analysis and Mapping ($28,850), Expanded Food Forest Pilot ($150,000), EV Infrastructure ($377,691), and Local Non-Profit/CBO Support ($45,467.08) and the original BP project, Energy Analysis Retrofits Program ($543,126.42).
Stormwater, Pavement and Traffic Operations	59,600	A supplemental appropriation is needed for derelict boat removal expenditures including pulling the boats out of the water, breaking them down, transporting them to the incinerator, and paying the tipping fees at the dump site ($21,600), and to move the derelict boat removal budget from the Police Department to the Stormwater, Pavement and Traffic Operations Department ($38,000).
Total Public Works Administration	**2,051,582.11**	**Total on Ordinance**
Police	(345,192.40)	Rescissions are needed to update the budget for outside security and traffic police services at Tropicana Field to match the new payroll methodology ($814,395) and to move the derelict boat removal expenditure budget from the Police Department to the Stormwater, Pavement and Traffic Operations Department ($38,000). These rescissions are partially offset by supplemental appropriations needed to roll over funds for the CALL Program ($163,000) and grant funds for the BJA FY23 Crime Gun Intelligence Center Initiative Grant ($63,121.50), the TJX LE Grant ($4,831.10), and the Police Safer Outcomes Grant ($276,250).
Total Police	**(345,192.40)**	**Total on Ordinance**
Parks and Recreation	339,341.37	A supplemental appropriation is needed to roll over funds for the Healthy Neighborhood Store Program ($122,500) and grant funds for the Early Learning Coalition grant ($129,608.96) and Healthy St. Pete grants provided by the Foundation for a Healthy St Pete ($85,184.26) and AARP ($2,048.15).

Library	895,681	A supplemental appropriation is needed to roll over funds for the Digital Inclusion Project ($79,274), remote holds pickup lockers ($59,758), repair and renovation projects at the Childs Park and South Community libraries ($22,300), library collections ($459,349) and reference materials ($275,000).
Total Community Enrichment Administration	**1,235,022.37**	**Total on Ordinance**

OTHER OPERATING FUNDS – FY27 Supplemental Appropriations, Transfers, and Rescissions

Affordable Housing	550,091	A supplemental appropriation is needed to roll over funds for the Employee Housing Rental Assistance Program ($275,532) and the Residential Rehabilitation Rebates Program ($274,559).
American Rescue Plan Act	779,504.27	A supplemental appropriation is needed to roll over unspent ARPA funding for Impact Monitoring ($12,340.84), Coordinated Social Services ($534,636.28), Multi-family Affordable Housing Developments ($225,000), and Housing Administration ($7,527.15).
Local Housing Assistance	4,742,947.82	A supplemental appropriation is needed to roll over unspent SHIP grant funds ($3,982,295.23) and appropriate ($760,652.59) in fund balance.
Parking Revenue	298,400	A supplemental appropriation is needed to roll over funds for parking study consulting services ($200,000) and a temporary floating dock for the ferry ($98,400).
Opioid Settlement Proceeds	157,788.45	A supplemental appropriation is needed to roll over the remaining funds for the Opioid Support Grants.
South St. Petersburg Redevelopment	36,334,102.94	A supplemental appropriation is needed to roll over funds for various South St. Petersburg CRA programs: Housing and Neighborhood Revitalization ($18,009,282.58), Workforce, Education and Job Readiness ($1,277,184.11), Business and Commercial Development ($14,058,352.78), and Operations, Evaluation and Marketing ($2,989,283.47).
Community Development Block Grant (CDBG)	2,783,426.77	A supplemental appropriation is needed to roll over unspent CDBG grant funds ($2,746,050.09) and appropriate ($37,376.68) in fund balance.
Emergency Solutions Grant	2,427,162.36	A supplemental appropriation is needed to roll over unspent Emergency Solutions Grant funds and Rapid Unsheltered Survivor Housing.
HOME Program	4,531,453.39	A supplemental appropriation is needed to roll over unspent HOME grant funds ($4,070,705.33) and appropriate ($460,748.06) in fund balance.
HOME-ARPA	2,413,824.55	A supplemental appropriation is needed to roll over HOME-ARPA grant funds.
CDBG-DR	98,248,348.45	A supplemental appropriation is needed to roll over $98,248,348.45 in unspent CDBG-DR funding for housing, public infrastructure, public service and planning programs, and grant administration costs, consistent with the City's approved CDBG-DR Action Plan.

Building Permit Special Revenue	201,732	A supplemental appropriation is needed to roll over funding for the Tyler System Upgrade/NaviLine Replacement Project.
Mahaffey Theater Operating	1,653,000	A supplemental appropriation is needed to fund additional FY27 expenses at the Mahaffey Theater due to the City taking over management for a portion of the fiscal year.
Pier Operating	100,000	A supplemental appropriation is needed to roll over funding for the Pier Playground Repairs.
Sunken Gardens Operating	65,000	A supplemental appropriation is needed for small equipment ($30,000) and chemical and agricultural expenses ($35,000).
Federal Justice Forfeiture	20,000	A supplemental appropriation is needed to roll over funds for Law Enforcement Recruitment.
Federal Treasury Forfeiture	27,972	A supplemental appropriation is needed to roll over funds for training and education.
Federal Operating Grant	1,466,608.51	A supplemental appropriation is needed to roll over unspent grant funds.
Art in Public Places	263,000	A supplemental appropriation is needed to roll over funds for the Courageous 12 Monument.
Disaster Short Term Financing 2025	2,740,938	A supplemental appropriation is needed to roll over line of credit funding for various storm related projects. Funds will be transferred when draw downs are made on the line of credit in FY27.
Water Resources	1,007,268.37	A supplemental appropriation is needed to roll over funding for gaps between what equipment and vehicles due for replacement in FY27 have paid in for replacement versus actual replacement costs ($993,000) and the remaining grant funds for the Sensible Sprinkling Program ($14,268.37).
Sanitation Operating	1,391,094	For the Codes Department, a supplemental appropriation is needed to roll over funds for engineering, facility repairs, other office supplies, legal, advertising, demolition, securing structures, training, postage, small tools, uniforms, and memberships ($934,094). For the Sanitation Department, a supplemental appropriation is needed to roll over funds to reconfigure ground swells around the parking lots at the Sanitation facility ($150,000), replace brush site sheds at 2500 26th Ave S ($50,000), the CNG Refueling Assessment Project ($157,000), and unforeseen building maintenance ($100,000).
Municipal Office Buildings	(300,000)	A rescission is needed to reduce the transfer to the General Capital Improvement Fund from the Municipal Office Buildings Fund for the MOB Repairs and Improvements Project (21824) due to a reduction in MSC rental revenue.
Technology Services	1,642,442	A supplemental appropriation is needed to roll over funds for server refreshes ($688,000), equipment maintenance costs ($475,000), Microsoft and Adobe licenses ($110,000), anticipated maintenance cost increases ($100,000), delayed software and equipment purchases ($263,442), and laptops ($6,000).

Technology and Infrastructure	578,370	A supplemental appropriation is needed to roll over funds for deferred software costs ($50,000) and delayed laptop and server equipment purchases ($299,082). A supplemental appropriation is needed to transfer additional funding for the CRAC Unit Replacement Project ($229,288) to the General Capital Improvement Fund (3001).
Billing and Collections	43,522	A supplemental appropriation is needed to roll over funds for training ($9,000) and ESRI technical services for utility accounts custom routing solution migration ($34,522).

CAPITAL IMPROVEMENT FUNDS – FY27 Supplemental Appropriations, Transfers, and Rescissions

General Capital Improvement	229,288	CRAC Replacement	A supplemental appropriation is needed for the CRAC Unit Replacement Project (21580) to address the updated estimate and to provide sufficient contingency for unforeseen conditions and cost increases during construction. Funds are available due to a transfer from the Technology and Infrastructure Fund (5019).
General Capital Improvement	219,573.82	Complete Streets FY27	A supplemental appropriation is needed for the Complete Streets FY27 Project (21816). Funds are available from unused funds from the FY26 project closeouts of the Scooter Share Program Project (17922) in the General Capital Improvement Fund ($36,637.62) and revenue from the Scooter Share Program that was transferred from the General Fund ($182,936.20).
General Capital Improvement	81,215.60	Sidewalks – Neighborhood & ADA Ramps FY27	A supplemental appropriation is needed for the Sidewalks Neigh & ADA Ramp FY27 Project (21815). Funds are available from developer contributions for Sidewalk-in-Lieu Fees to be used for sidewalk design/construction that were transferred from the General Fund (0001).
General Capital Improvement	(300,000)	MOB Repairs and Improvements FY27	A rescission is needed for the MOB Repairs and Improvements FY27 Project (21824) due to a reduction in the transfer from the Municipal Office Buildings Fund due to a reduction in MSC rental revenue.
Citywide Infrastructure Capital Improvement	395,694.14	Sidewalk Expansion FY27	A supplemental appropriation is needed for the Sidewalk Expansion Project (21813). Funds are available from unused funds from the FY26 project closeouts of the Sidewalk Expansion FY17 Project (15636), Sidewalk Expansion FY18 Project (16196), Sidewalk Expansion FY19 Project (16704), and Sidewalk Expansion FY20 Project (17252) in the Citywide Infrastructure Capital Improvement Fund.
Citywide Infrastructure Capital Improvement	39,622.50	Sidewalks - Neighborhood & ADA Ramps FY27	A supplemental appropriation is needed for the Sidewalks - Neighborhood & ADA Ramps FY27 (21815). Funds are available from unused funds from the FY26 project closeout of the Sidewalks-Neighborhood and ADA Ramps FY17 Project (15639) in the Citywide Infrastructure Capital Improvement Fund.

Citywide Infrastructure Capital Improvement	208,503.80	Complete Streets FY27	A supplemental appropriation is needed for the Complete Streets Project FY27 (21816). Funds are available from unused funds from the FY26 project closeouts of the One-Way to Two-Way Conversions Project (13281) and the Transit Shelter Expansion FY22 Project (18626) in the Citywide Infrastructure Capital Improvement Fund.
Citywide Infrastructure Capital Improvements – Transfer to City Facilities Capital Improvement	85,248	Transfer	A supplemental appropriation is needed to transfer additional funding for the Jordan Park HVAC Project (19672) to the City Facilities Capital Improvement Fund (3031).
City Facilities Capital Improvement	85,248	Jordan Park HVAC Project	A supplemental appropriation is needed for the Jordan Park HVAC Project (19672) to provide sufficient contingency for unforeseen conditions and cost increases during construction. Funds are available from the transfer from the Citywide Infrastructure Capital Improvement Fund to the City Facilities Capital Improvement Fund.
Multimodal Impact Fees Capital Improvement	116,649.39	Sidewalk Expansion FY27	A supplemental appropriation is needed for the Sidewalk Expansion Project (21813). Funds are available from unused funds from the FY26 project closeouts of Sidewalk FY17 Project (15648), Sidewalk Expansion FY19 Project (16704), Sidewalk Expansion FY20 Project (17252), and Sidewalk Expansion FY21 Project (17996) in the Multimodal Impact Fees Capital Improvement Fund.

Ordinance Section 7

TRANSFERS TO THE ART IN PUBLIC PLACES FUND

For public works projects with construction costs between $100,000 and $2,500,000, two percent (2%) is set aside for the acquisition of works of art. For public works with construction costs between $2,500,001 and $10,000,000, one percent (1%) is set aside for the acquisition of works of art. For public works projects with construction costs exceeding $10,000,001, three-quarters of one percent (0.75%) is set aside for the acquisition of works of art. It is capped at $500,000 for any single project. Based on FY26 transactions, there are no transfers to the Art in Public Places Fund required.

Ordinance Section 8

General Capital Improvement	Name Change	Jungle Prada Pier Demolition - Milton Project	A name change is needed to change the Jungle Prada Pier Demolition - Milton Project (21189) to the Jungle Prada Pier Demolition - Helene Project.

ORDINANCE NO. 653-H

AN ORDINANCE ENACTING YEAR-END APPROPRIATION ADJUSTMENTS FOR FISCAL YEAR 2026 FOR THE OPERATING BUDGET AND CAPITAL IMPROVEMENT PROGRAM BUDGET AND ADJUSTMENTS TO THE FISCAL YEAR 2027 BUDGET; AND PROVIDING AN EFFECTIVE DATE.

THE CITY OF ST. PETERSBURG DOES ORDAIN:

Section 1: The following appropriation transfers and supplemental appropriations to the City of St. Petersburg operating budget for the Fiscal Year ending September 30, 2026, are approved from the fund balance of each respective operating fund listed below:

Supplemental Appropriations:	
General Fund – Fire Rescue	$3,412,000.00
General Fund – General Government	6,583,019.80
Emergency Medical Services	1,060,000.00
Neighborhood Stabilization Program	762.09
Mahaffey Theater Operating	654,000.00
Local Law Enforcement State Trust	37,000.00
Police Grant	1,000.00
Disaster Short Term Financing 2024	18,060,392.00
Disaster Short Term Financing 2025	1,848,702.75
Water Resources Debt	967,967.12
Water Cost Stabilization	5,243,000.00
Stormwater Utility Operating	871,000.00
Stormwater Debt Service	70,297.10
Airport Operating	62,000.00
Jamestown Operating	1,000.00
Fleet Management	799,000.00
Commercial Insurance	9,307,841.00

Section 2: The following appropriation transfers, recissions, and supplemental appropriations to the City of St. Petersburg capital improvement program (CIP) budget for the Fiscal Year ending September 30, 2026, are approved from the fund balance of each respective CIP fund listed below:

Housing Capital Improvements Fund	
Transfers	$55,134.50
General Capital Improvement Fund	
Transfers	$1,640,187.76
Tax Increment Financing Capital Improvement Fund	
Transfers	$589,730.33

City Facilities Capital Improvement Fund	
Infrastructure TBD FY26	($21,503.00)
Fencing Repairs – Milton	21,503.00
Downtown Parking Capital Improvement Fund	
Transfers	$747,712.71
Water Resources Capital Projects Fund	
Transfers	$662,256.25
DIS New Main Extensions FY25	5,000.00
DIS Taps, Meters, Backflows FY25	109,500.00
DIS New Main Extensions FY26	175,000.00
REC Taps & Backflows FY26	35,000.00
SAN New Service Connections FY26	150,000.00
Sanitation Capital Projects Fund	
Transfers	$478,572.86

Section 3: Ordinance 619-H is hereby amended by incorporating into said ordinance all appropriations and adjustments to the operating and capital improvement budgets pertaining to the Fiscal Year ending September 30, 2026, made by previous resolution, and all supplemental appropriations and adjustments contained in this Ordinance, which pertain to the Fiscal Year ending September 30, 2026. Ordinance Number 619-H, as amended as provided herein, shall constitute the final budget for the Fiscal Year ending September 30, 2026.

Section 4: The following amounts are established as Commitments and Assignments for future appropriation in the General Fund balance. Commitments can be changed by a resolution of City Council.

Operating Re-appropriations	$6,522,765
Land Sale Proceeds	65,866
Qualified Target Industry (QTI) Tax Refund Program	13,000
Local Agency Program (LAP)	1,163,381
Courtesy Docks and Slips	150,000
Seagrass Mitigation Bank	2,624,906

Section 5: The following amounts encumbered during Fiscal Year 2026 are re-appropriated in the Fiscal Year budget ending September 30, 2027 from the fund balance of each respective fund listed below:

General Operating Fund:	
Police	$860,417
Fire Rescue	33,875
City Development Administration	383,630
Community Enrichment Administration	772,954
General Government Administration	1,924,520
Housing and Neighborhood Services Administration	176,505
Public Works Administration	2,370,864
Emergency Medical Services	4,767

American Rescue Plan Act	553,688
Local Housing Assistance	11,305
Parking Revenue	77,168
Opioid Settlement Proceeds	148,233
South St. Petersburg Redevelopment	2,022,003
Community Development Block Grant (CDBG)	803,074
Emergency Solutions Grant	599,391
HOME Program	26,063
HOME - ARPA	145,601
CDBG-DR	56,139,404
Building Permit Special Revenue	1,002,685
Mahaffey Theater Operating	55,360
Pier Operating	345,683
Coliseum Operating	28,919
Sunken Gardens Operating	5,278
Tropicana Field	5,796
Local Law Enforcement State Trust	32,670
Federal Justice Forfeiture	63,799
Police Grant	5
Federal Operating Grant	227,535
Water Resources	3,823,112
Water Resources Debt	2,500
Water Equipment Replacement	963,648
Stormwater Utility Operating	205,548
Stormwater Equipment Replacement	417,140
Sanitation Operating	3,148,749
Sanitation Equipment Replacement	908,857
Airport Operating	73,181
Marina Operating	88,312
Golf Course Operating	21,347
Jamestown Complex	4,031
Manhattan Casino	6,376
Port Operating	12,745
Fleet Management	134,207
Equipment Replacement	5,138,084
Municipal Office Buildings	65,909
Technology Services	1,051,832
Technology and Infrastructure	992,785
Supply Management	6,594
Commercial Insurance	200
Billing and Collections	1,358,835

Section 6: The following transfers, recissions, and supplemental appropriations to the City of St. Petersburg budget for the Fiscal Year ending September 30, 2027, are approved from the fund balance of each respective fund listed below:

Transfers, Recissions and Supplemental Appropriations:	
General Fund	
General Government Administration	$1,531,207.00
City Development Administration	4,524,468.98
Housing and Neighborhood Services Administration	894,669.00
Public Works Administration	2,051,582.11
Police	(345,192.40)
Community Enrichment Administration	1,235,022.37
Affordable Housing	550,091.00
American Rescue Plan Act	779,504.27
Local Housing Assistance	4,742,947.82
Parking Revenue	298,400.00
Opioid Settlement Proceeds	157,788.45
South St. Petersburg Redevelopment	36,334,102.94
Community Development Block Grant (CDBG)	2,783,426.77
Emergency Solutions Grant	2,427,162.36
HOME Program	4,531,453.39
HOME-ARPA	2,413,824.55
CDBG-DR	98,248,348.45
Building Permit Special Revenue	201.732.00
Mahaffey Theater Operating	1,653,000.00
Pier Operating	100,000.00
Sunken Gardens Operating	65,000.00
Federal Justice Forfeiture	20,000.00
Federal Treasury Forfeiture	27,972.00
Federal Operating Grant	1,466,608.51
Art in Public Places	263,000.00
Disaster Short Term Financing 2025	2,740,938.00
Water Resources	1,007,268.37
Sanitation Operating	1,391,094.00
Municipal Office Buildings	($300,000.00)
Technology Services	1,642,442.00
Technology and Infrastructure	578,370.00
Billing and Collections	43,522.00
General Capital Improvement Fund	
CRAC Replacement	$229,288.00
Complete Streets FY27	219,573.82
MOB Repairs and Improvements FY27	(300,000.00)
Sidewalks – Neighborhood & ADA Ramps FY27	81,215.60
Citywide Infrastructure Capital Improvement Fund	
Complete Streets FY27	$208,503.80
Sidewalk Expansion FY27	395,694.14
Sidewalks - Neighborhood & ADA Ramps FY27	39,622.50
Transfers	85,248.00

City Facilities Capital Improvement Fund
Jordan Park HVAC Project $85,248.00

Multimodal Impact Fees Capital Improvement Fund
Sidewalk Expansion FY27 $116,649.39

Section 7: There are no transfers needed to the Art in Public Places Fund based on projects meeting the Chapter 5 of the St. Petersburg City Code percent for the arts criteria.

Section 8: The name of Oracle Project Number 21189 in the General Capital Improvement Fund will change from Jungle Prada Pier Demolition - Milton Project to Jungle Prada Pier Demolition - Helene Project.

Section 9: All appropriations contained in this Ordinance regarding the budget for Fiscal Year ending September 30, 2027, may be amended in accordance with the City Code or as provided for in Ordinance No. 647-H.

Section 10: This Ordinance is related to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget. Therefore, a business impact estimate was not required and was not prepared for this Ordinance.

Section 11: In the event this Ordinance is not vetoed by the Mayor in accordance with the City Charter, it shall become effective after the expiration of the fifth business day after adoption unless the Mayor notifies the City Council through written notice filed with the City Clerk that the Mayor will not veto the ordinance, in which case this Ordinance shall become effective immediately upon filing such written notice with the City Clerk. In the event this Ordinance is vetoed by the Mayor in accordance with the City Charter, it shall not become effective unless and until the City Council overrides the veto in accordance with the City Charter, in which case it shall become effective immediately upon a successful vote to override the veto.

LEGAL: DEPARTMENT:

00927563 First Reading Final

Fiscal Year 2026 Clean Up
Fiscal Year 2027 Amendments



The General Fund Summary

FY26/27 Cleanup Ordinance Summary

General Fund Balance					
FY26 Beginning	FY26 Entries	Estimated FY26 Ending	FY27 Entries	Estimated FY27 Ending	Difference
$81,918,638	$353,497	$82,272,135	($7,146,389)	$75,125,746	($6,792,892)

The General Fund
FY26 Year End

FY26 General Fund Overview

- During this fiscal year, in an effort to increase transparency in our reporting we separated the General Fund into two segments:
  - Operating (annual operating revenue and expense)
  - BP funds (one-time resources and investments)
- At Year End FY26, we estimate an increase in fund balance of $353,497.

FY26 General Fund Operating and BP Funds

FY26 Actual Plus Clean Up	General Fund Operating	BP Funds	Total General Fund
Beginning Fund Balance	**$80,576,278**	**$1,342,360**	**$81,918,638**
PLUS Revenue (Actual as of 10/13/26)	$431,682,633	$0	$431,682,633
(LESS) Expenditure (Actual as of 10/13/26)	($436,706,385)	($338,192)	($437,044,577)
(LESS) Expenditure (Additional Subsidies/Transfers)	($384,152)	$0	($384,152)
PLUS Prior Year Encumbrances (Estimated)	$5,920,997	$178,596	$6,099,593
Estimated Fund Balance	**$81,089,371**	**$1,182,764**	**$82,272,135**
Increase/Decrease in Fund Balance	**$513,093**	**($159,596)**	**$353,497**

FY26 General Fund Operating and BP Funds

- Revenue are based on actuals as of the soft close of the financials on October 13, 2026.
- Revenue
  - FY26 Amended Budget Amount $423.476 million
  - Year End Actuals $431.683 million
  - Projected Revenue Over Amended $8.207 million

General Fund Revenue Assumptions

- Net Revenue Increase ($8.2M Total)
  - Increases
    - Ad valorem Taxes – $0.3M
    - Franchise Taxes – $1.0M
    - Utility Taxes – $3.2M
    - Comm. Servs. Taxes – $0.6M
    - Charges for Services – $1.0M
    - State Shared Revenue – ($1.8M)
    - Investments – $1.5M
    - Grants – $2.2M
    - Fines and Forfeitures – $0.4M
    - Miscellaneous – ($0.2M)

FY26 General Fund and Group of Funds Target

	Est. Year End FY26
14.67% Core General Fund Target	$60.249 M
Estimated Balance of General Fund	$82.272 M
Amount over target	**$22.023 M**
20% General Fund Group Target	$82.418 M
Estimated Balance of Group	$131.302 M
Amount over target	**$48.884 M**

FY26 General Fund Supplemental Appropriations

The appropriation amounts listed below are required to cover expenditures that exceeded the FY26 budgeted amounts. The first two items are for budget authority only and thus **do not require the use of fund balance.** All items are included in the total expenditure estimate of $437.429 million. *(See page 3 of the back-up).*

FY26 General Fund Clean-Up	
Department	**Amount**
Fire Rescue	$3,412,000
Transfer to Short Term Financing 2024	$6,238,868
Transfer to General Capital Improvements Fund	$264,151.80
Manhattan Casino Subsidy	$80,000

FY26 Year End
Other Funds

FY26 Other Funds Supplemental Appropriations

The appropriation amounts listed below are required to cover expenses that exceeded the FY26 budgeted amounts. In some cases, revenue also exceeded the budget. The net impact of these changes will be covered by the fund balance of each fund. *(See Section 1, pages 3-4 of the back-up).*

Fiscal Year 2026			
Fund	**Amount**	**Fund**	**Amount**
Emergency Medical Services	$1,060,000	Water Resources Debt	$967,967.12
Neighborhood Stab. Program	$762.09	Water Cost Stabilization	$5,243,000
Mahaffey Theater Operating	$654,000	Stormwater Utility	$871,000
Local Law Enf. State Trust	$37,000	Stormwater Debt	$70,297.10
Police Grant	$1,000	Airport Operating	$62,000
Disaster Short Term 2024	$18,060,392	Jamestown Operating	$1,000
Disaster Short Term 2025	$1,848,702.75		

FY26 Internal Service Funds Increased Authority

The additional allocation amounts listed below are required to cover expenditures that exceeded the FY26 budgeted amounts. In some cases, revenue also exceeded the budget. The net impact of these changes will be covered by the fund balance of each fund. *(See Section 1, page 5 of the back-up).*

Fiscal Year 2026	
Fund	**Amount**
Fleet Management	$799,000
Commercial Insurance	$9,307,841

FY26 CIP Fund Supplemental Appropriations

The appropriation amounts listed below cover CIP project expenditures that exceeded budget. In some cases, additional revenue exceeded budget. *(See Section 2, pages 5-9 of the back-up).*

Fiscal Year 2025	
Fund	**Amount**
Housing Capital Improvement (Parking Revenue Fund Transfer)	$55,134.50
General Capital Improvement (General Fund Transfer)	$2,079.17
General Capital Improvement (TIF Project Close Outs and Interest Transfers)	$403,855.36
General Capital Improvement (JP Morgan Chase Rev Notes Fund)	$21,404.26
General Capital Improvement (Assessments Revenue Fund Transfer)	$177,000.00
General Capital Improvement (Disaster Short Term Financing 2024 Transfer)	$411,751.17
General Capital Improvement (Disaster Short Term Financing 2025 Transfer)	$251,136.00
General Capital Improvement (Technology and Infrastructure Fund Transfer)	$371,961.80
General Capital Improvement (Commercial Insurance Fund Transfer)	$1,000.00

FY26 CIP Fund Supplemental Cont.

The appropriation amounts listed below cover CIP project expenditures that exceeded budget. In some cases, additional revenue exceeded budget. *(See Section 2, pages 5-9 of the back-up).*

Fiscal Year 2026	
Fund	**Amount**
Tax Increment Financing CIP (Interest Earnings Transfers)	$582,617.00
Tax Increment Financing CIP (Project Close Out Transfers)	$437.05
Tax Increment Financing CIP (General Fund Transfer)	$6,676.28
City Facilities CIP (Infrastructure TBD FY26)	($21,503)
City Facilities CIP (Fencing Repairs – Milton)	$21,503
Downtown Parking CIP (Parking Revenue Fund Transfer)	$747,712.71

FY26 CIP Fund Supplemental Cont.

The appropriation amounts listed below cover CIP project expenditures that exceeded budget. In some cases, additional revenue exceeded budget. *(See Section 2, pages 5-9 of the back-up).*

Fiscal Year 2026	
Fund	**Amount**
Water Resources CIP (Debt Transfer)	$662,256.25
Water Resources CIP (DIS New Main Extensions FY25)	$5,000
Water Resources CIP (DIS Taps Meters Backflows FY25)	$109,500
Water Resources CIP (DIS New Main Extensions FY26)	$175,000
Water Resources CIP (REC Taps & Backflows FY26)	$35,000
Water Resources CIP (SAN New Service Connections FY26)	$150,000
Sanitation Capital Projects (Sanitation Debt Service Fund Transfer)	$478,572.86

FY26 Year End Commitments and Assignments

General Fund Balance

FY26 Year End Commitments & Assignments

The amounts below are recommendations for the Commitments and Assignments of the General Operating Fund, fund balance. *(See Section 4, pages 9-10 of the back-up).*

Commitments & Assignments	
Category	**Amount**
Operating Re-Appropriations (encumbrances)	$6,522,765
Land Sale Proceeds	$65,866
Qualified Target Industry (QTI) Tax Refund Program	$13,000
Local Agency Participation (LAP)	$1,163,381
Courtesy Docks and Slips (Grant)	$150,000
Seagrass Mitigation Bank	$2,624,906

FY26 Operating Re-appropriations of Encumbrances in FY27

- The full list is provided in Section 5, pages 10-11 of the back-up.
- A total of forty-three (43) funds report FY26 encumbrances that will roll over into FY27.
- These expenses were paid for with FY26 resources in each of the respective funds and have legal commitment for expenditure in FY27.
- The amount includes unspent portions of existing contracts.
- The General Fund has a total of $6.523 million in encumbrances to roll over
  - $177,904 in BP funds

FY27 General Fund Supplemental Appropriations

General Fund Impact FY27 Supplemental Appropriations

- There is a total of $9,891,757 in appropriations requested for FY27
- *Details of these appropriations are listed in Section 6 on pages 11-14 of the back-up materials.*
  - $1,182,764 in various BP funded initiatives
  - $2,745,367 supported by additional revenues (grant resources)
  - $7,146,389 in total that will act to reduce the General Fund Operating balance

FY27 General Fund Operating

FY27 Adopted Plus Clean Up	General Fund Operating	BP Funds	Total General Fund
Beginning Fund Balance (estimated)	**$81,089,371**	**$1,182,764**	**$82,272,135**
PLUS Revenue	$437,324,534	$0	$437,324,534
(LESS) Expenditure	($437,324,534)	$0	($437,324,534)
(LESS) FY26 Roll Over Appropriations to FY27	($8,288,296)	($1,182,764)	($9,471,060)
(LESS) FY27 Supplementals/Transfers	($1,273,091)	$0	($1,273,091)
PLUS FY27 Recissions	$852,395	$0	$852,395
(LESS) FY26 Encumbrances	($6,344,861)	($177,904)	($6,522,765)
PLUS FY26 Encumbrances	$6,344,861	$177,904	$6,522,765
LESS FY27 Revenue Changes	($973,052)	$0	($973,052)
PLUS Grant Resources	$3,718,419	$0	$3,718,419
Estimated Fund Balance	**$75,125,746**	**$0**	**$75,125,746**
Increase/Decrease in Fund Balance	**($5,963,625)**	**($1,182,764)**	**($7,146,389)**

Note: FY27 Supplemental Appropriations will reduce the General Fund by $7.146M if fully expended.

FY26/27 Cleanup Summary

General Fund Balance					
FY26 Beginning	FY26 Entries	Estimate FY26 Ending	FY27 Entries	Estimated FY27 Ending	Difference
$81,918,638	$353,497	$82,272,135	($7,146,389)	$75,125,746	($6,792,892)

FY27 General Fund Supplemental Appropriations

The estimated net impact to the General Fund is a reduction in fund balance of $7.446M after controlling for appropriations supported by grant revenue. *(See Section 6, pages 11 – 14 of the back-up).*

FY27 General Fund			
Department	**Amount**	**Department**	**Amount**
Budget	$473,000	Building	$2,873,114.98
City Clerk	$69,391	City Development	$174,076
City Council	$125,000	Economic & Workforce Dev	$1,365,398
Finance	$57,000	Enterprise Facilities	$36,880
Legal	$257,190	Planning & Dev Services	$75,000
Mayor's Office	$549,626	**City Development Total**	**$4,524,468.98**
General Government Total	**$1,531,207**	Housing and Community Dev.	$337,086
Parks and Recreation	$339,341.37	Neighborhood Relations	$114,800
Library	$895,681	Codes Compliance	$442,783
Comm. Enrichment Admin Total	**$1,235,022.37**	**Housing & Neigh Services Total**	**$894,669**
Public Works Administration	$1,991,982.11	Police	($345,192.40)
Stormwater, Pavement & Traffic	$59,600	**Public Safety Total**	**($345,192.40)**
Public Works Admin Total	**$2,051,582.11**	**TOTAL**	**$9,891,757.06**

FY27 Supplemental Appropriations

Other Funds

FY27 Supplemental Appropriations Other Funds

Fund (Grant Funding)	Amount
American Rescue Plan Act	$779,504.27
Local Housing Assistance	$4,742,947.82
Opioid Settlement	$157,788.45
CDBG	$2,783,426.77
ESG	$2,427,162.36
HOME	$4,531,453.39
HOME-ARPA	$2,413,824.55
CDBG-DR	$98,248,348.45
Federal Justice	$20,000.00
Federal Treasury	$27,972.00
Federal Operating Grant	$1,466,608.51
Water Resources	$14,268.37

Fund	Amount
Affordable Housing	$550,091.00
Parking Revenue	$298,400.00
South St. Pete Redevelopment District	$36,334,102.94
Building Permit Special Revenue	$201,732.00
Mahaffey Theater Operating	$1,653,000.00
Pier Operating	$100,000.00
Sunken Gardens Operating	$65,000.00
Art in Public Places	$263,000.00
Disaster Short Term Financing 2025	$2,740,938.00
Water Resources	$993,000.00
Sanitation Operating	$1,391,094.00
Municipal Office Buildings	($300,000.00)
Technology Services	$1,642,442.00
Technology and Infrastructure	$578,370.00
Billing and Collections	$43,522.00

FY27 CIP Fund Supplemental Appropriations

The appropriation amount listed below for CIP projects is needed. *(See Section 6, pages 15-16 of the back-up).*

Fiscal Year 2027	
Fund	Amount
General Capital Improvement (CRAC Replacement)	$229,288.00
General Capital Improvement (Complete Streets)	$219,573.82
General Capital Improvement (Sidewalks – Neighborhood & ADA Ramps FY27)	$81,215.60
General Capital Improvement (MOB Repairs and Improvements)	($300,000.00)
Citywide Infrastructure Capital Improvements (Sidewalk Expansion FY27)	$395,694.14
Citywide Infrastructure Capital Imps (Sidewalks - Neighborhood & ADA Ramps FY27)	$39,622.50
Citywide Infrastructure Capital Improvements (Complete Streets)	$208,503.80
Citywide Infrastructure Capital Improvements (Transfer – City Facilities)	$85,248.00
City Facilities Capital Improvement (Jordan Park HVAC)	$85,248.00
Multimodal Impact Fees Capital Improvement (Sidewalk Expansion FY27)	$116,649.39

FY27 Transfers to The Art in Public Places Fund

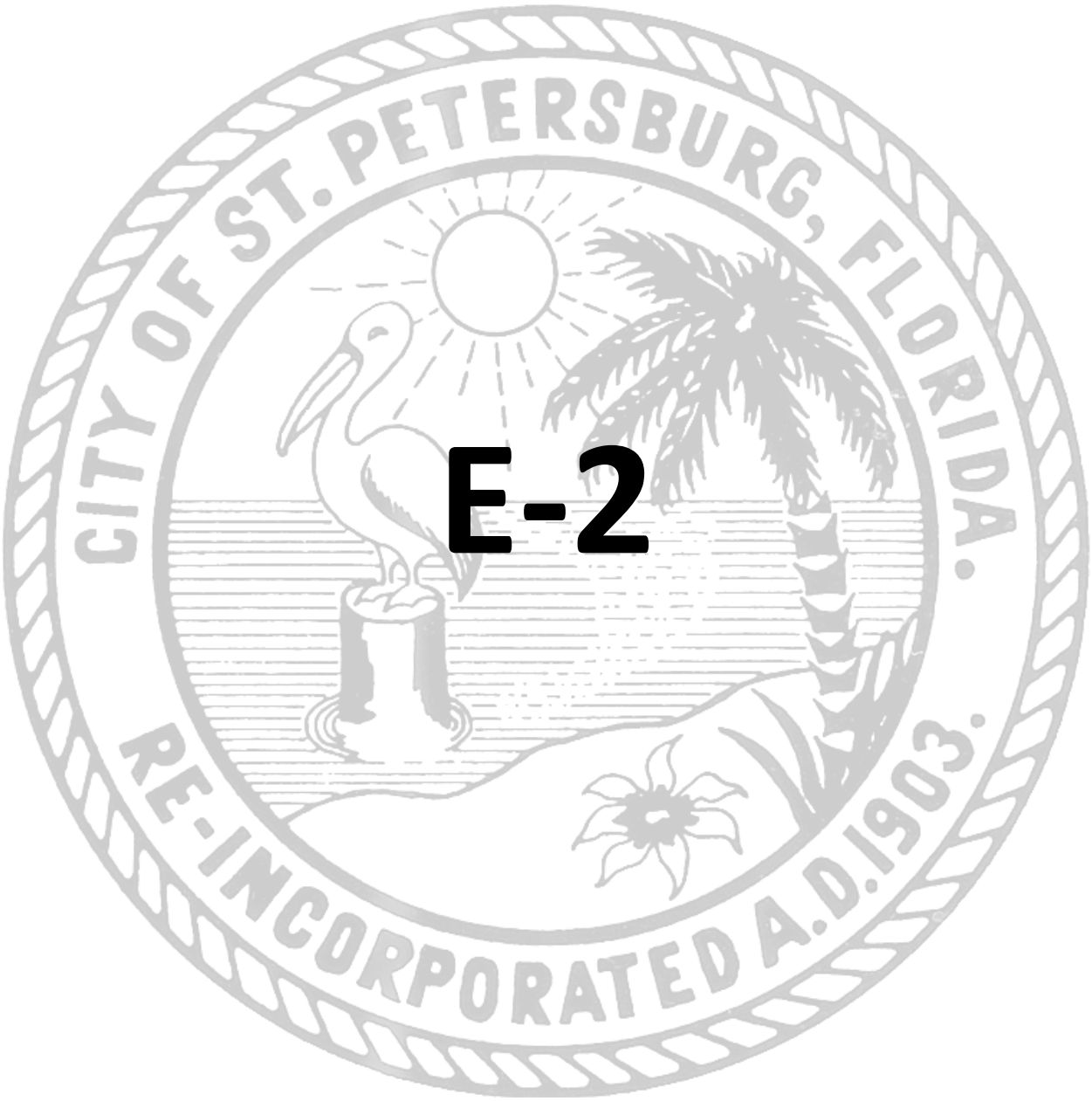
- Based on FY26 transactions, there are no transfers to the Art in Public Places Fund required.

FY27 CIP Fund Project Name Changes

The appropriation amount listed below for CIP projects is needed. *(See Section 6, page 17 of the back-up)*

Fiscal Year 2027		
Fund	Prior Name	New Name
General Capital Improvement	Jungle Prada Pier Demolition - Milton Project	Jungle Prada Pier Demolition - Helene Project

The following page(s) contain the backup material for Agenda Item: Setting December 3, 2026 as the public hearing date for the following proposed Ordinance: Ordinance 655-H, amending the St. Petersburg City Code Section 16.20.080 (CCT), Section 16.20.090 (CCS), and Section 16.20.150 (RC) increasing the maximum densities and intensities outside the Coastal High Hazard Area (CHHA); adding a footnote referencing multimodal corridor subcategories regulated in the Countywide Rules; increasing the maximum building heights; updating activity center cross-references from the Central Avenue Activity Center to the SunRunner BRT Activity Center; providing for severability; and providing an effective date. (City File LDR 2026-04)
Please scroll down to view the backup material.



E-2

ST. PETERSBURG CITY COUNCIL

Meeting of November 5, 2026

TO: The Honorable Lisset Hanewicz, Chair, and Members of City Council

SUBJECT: **City File LDR 2026-04, Commercial, Mixed-Use Corridors:** Proposed text amendment to the Land Development Regulations for the purpose of increasing the regulated maximum density, intensity, and building height within commercial, mixed-use corridors (CCT, CCS, and RC), as noted:

Ordinance 655-H, amending the St. Petersburg City Code Section 16.20.080 (CCT), Section 16.20.090 (CCS), and Section 16.20.150 (RC) increasing the maximum densities and intensities outside the Coastal High Hazard Area (CHHA); adding a footnote referencing multimodal corridor subcategories regulated in the Countywide Rules; increasing the maximum building heights; updating activity center cross-references from the Central Avenue Activity Center to the SunRunner BRT Activity Center; providing for severability; and providing an effective date. (City File LDR 2026-04)

RECOMMENDATION:

Administration: City staff recommends APPROVAL.

The proposed increases presented within this application were first memorialized on September 5, 2024, when City Council adopted text amendments to the City's Comprehensive Plan, LGCP 2023-01. The approval included amendments to three (3) Future Land Use Map categories, described further in the attached DRC staff report.

If approved, this application will incorporate into the City's Land Development Regulations, the maximum densities and intensities previously adopted into the City's Comprehensive Plan. The density and intensity changes apply within the commercial, mixed-use categories of CCT (Corridor Commercial Traditional), CCS (Corridor Commercial Suburban), and RC (Retail Center). These density and intensity changes are recommended outside of, and not within, the Coastal High Hazard Area (CHHA). Related amendments to the maximum building heights are also recommended.

September 2, 2026: Development Review Commission (DRC)

Staff Report Attached, Video

- DRC agenda item starts with a staff presentation 00:29:25
- Commission discussion expanded 00:46:00
- Public comments 01:05:15

On August 5, 2026, the DRC hosted a workshop to discuss the proposed text amendments to the Land Development Regulations. Commissioners received an overview from City Staff and talked briefly about the proposal.

On September 2, 2026, the DRC conducted a public hearing regarding the proposed text amendments and voted 7-to-0 making a finding of consistency with the City's Comprehensive Plan.

During the public hearing, the DRC received a detailed presentation from City Staff, discussed several key recommendations, and heard two (2) public comments:

- *Recommended increases to density / intensity per the Comprehensive Plan*
  Commissioners offered comments of support for the proposed increases.

- *Recommended maximum building height*
  To accommodate proposed increases in the recommended maximum densities and intensities, the proposed text amendments also include recommended increases to the maximum building height.
  Within the CCS zoning categories, maximum building heights are recommended to increase from 36- and 48-feet to 60-feet. Within the CCT zoning categories, maximum building heights are recommended to increase from 42- and 48-feet to 60-feet. Within the RC zoning categories, maximum building heights are recommended to increase from 48-feet to 60-feet.
  Starting at 00:46:00, Commissioners discussed the proposed maximum building height with several noting this is a reasonable proposal for a 5-story building. One Commissioner noted that development will be more successful at 86-feet and 7-stories; however, since development must be considered in context with adjacent residential neighborhoods, City Staff continues to recommend 60-feet.

- *Relationship to Live Local Act*
  Starting at 00:59:40, The Commission Chair described the success of the Live Local Act but also noted some of its unintended consequences. The Chair then outlined how this proposal might attract new investments to the commercial, mixed-use corridors and relieve pressure to redevelop limited industrial and institutional lands using the Live Local alternative.

- *Remove minimum parking requirements*

  During public comments, it was noted by one (1) speaker that the minimum number of parking spaces required should be reduced/eliminated. City staff does not recommend a reduction at this time but suggests that additional reductions may be considered as part of future text amendments supporting the Spark Bus Rapid Transit (BRT) system along 34th Street South.

Recommended City Council Action:

1. CONDUCT the first reading; and
2. SET the second reading and adoption public hearing for December 3, 2026.

Attachments:

1. Ordinance
2. DRC Staff Report and Minutes
3. Business Impact Estimate (is recorded on file and published online)

ORDINANCE NO. 655-H

AN ORDINANCE AMENDING THE ST. PETERSBURG CITY CODE SECTION 16.20.080 (CCT), SECTION 16.20.090 (CCS), AND SECTION 16.20.150 (RC) INCREASING THE MAXIMUM DENSITIES AND INTENSITIES OUTSIDE THE COASTAL HIGH HAZARD AREA (CHHA); ADDING A FOOTNOTE REFERENCING MULTIMODAL CORRIDOR SUBCATEGORIES REGULATED IN THE COUNTYWIDE RULES; INCREASING THE MAXIMUM BUILDING HEIGHTS; UPDATING ACTIVITY CENTER CROSS-REFERENCES FROM THE CENTRAL AVENUE ACTIVITY CENTER TO THE SUNRUNNER BRT ACTIVITY CENTER; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

THE CITY OF ST. PETERSBURG, FLORIDA DOES ORDAIN:

SECTION ONE. The *Development Potential* table in Section 16.20.080.5 within Section 16.20.080 Corridor Commercial Traditional (CCT), City Code Chapter 16, is hereby amended to differentiate between properties located within, and outside of, the Coastal High Hazard Area (CHHA), increase the maximum densities and intensities for those properties located outside of the CHHA, and include a related footnote cross-referencing Multimodal Corridor Subcategories regulated in the Countywide Rules, and shall read as follows:

		CCT-1	**CCT-2**
Minimum lot area (square ft.)		4,500	4,500
Maximum residential density (units per acre)	Residential density <u>within the CHHA</u>	24	40
	<u>Residential density outside the CHHA</u>	<u>45</u>	<u>45</u>
	<u>MMC: Primary Corridor</u>	<u>55</u>	<u>55</u>
	<u>MMC: Secondary Corridor</u>	<u>50</u>	<u>50</u>
	<u>MMC: Supporting Corridor</u>	<u>45</u>	<u>45</u>
	Residential density within <u>an</u> activity center <u>and the CHHA</u>	36	60
	<u>Residential density within an activity center and outside of the CHHA</u>	<u>55</u>	~~60~~ <u>FAR Only</u>
	Missing middle housing density bonus <u>within the CHHA</u>	6	N/A

	~~Missing middle housing density bonus within activity center~~	~~N/A~~	~~N/A~~
	Workforce housing density bonus	8	6
	Hotel density (rooms per acre)	45	45
	Hotel density (rooms per acre) within activity center	80	80
Maximum nonresidential intensity (floor area ratio)	Nonresidential intensity within the CHHA	1.0	1.5
	Nonresidential intensity outside the CHHA	2.0	2.0
	MMC: Primary Corridor	3.0	3.0
	MMC: Secondary Corridor	2.5	2.5
	MMC: Supporting Corridor	2.0	2.0
	Nonresidential intensity within an activity center and the CHHA	1.5	2.5
	Nonresidential intensity within an activity center and outside of the CHHA	3.0	3.0
	Workforce housing intensity bonus	0.2	0.2
Maximum impervious surface (site area ratio)		0.95	0.95

Workforce housing density and intensity bonus: All units associated with this bonus shall be utilized in the creation of workforce housing units as prescribed in the City's workforce housing program and shall meet all requirements of the program.

MMC references the Multimodal Corridor Subcategories regulated in the Countywide Rules

A missing middle housing density bonus is allowed for multi-family use at a maximum density of 30 dwelling units/acre following all dimensional and design requirements in Section 16.20.015 Neighborhood Traditional Mixed Residential-1 (NTM-1) and NTM parking requirements. The missing middle bonus is not allowed in addition to the workforce housing density bonus.

Refer to technical standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area and impervious surface.

For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently section 16.50.200).

SECTION TWO. The *Building Height* and *Building Setbacks* table in Section 16.20.080.6 *Building Envelope: Maximum Height and Minimum Setbacks* within Section 16.20.080 Corridor Commercial Traditional (CCT), City Code Chapter 16, is hereby amended to increase the maximum building heights up to 60-feet and 86-feet, as shown, and update outdated notes cross-referencing the new SunRunner BRT Activity Center, and shall read as follows:

Building Height		**CCT-1**	**CCT-2**
Primary building		~~42~~ 60 ft.	60 ft.
Primary building within activity center	Small and Medium lot (< ~~one~~ two acres in size)	~~48~~ 60 ft.	~~72~~ 86 ft.*
	~~Medium lot (between one and two acres in size)~~	~~60 ft.~~	~~72 ft.*~~

	Large lot (> two acres in size)	~~84~~ 86 ft.	~~72~~ 86 ft.*
Refer to technical standards regarding measurement of building height and height encroachments. * The allowable height encroachment identified in section 16.20.060 and referred to as "Building in a mixed-use or non-residential zoning district (with 50 percent or more of the first floor of the principal structure devoted to parking spaces)" shall be prohibited within the ~~Central Avenue Corridor~~ SunRunner BRT Activity Center.			

Building Setbacks		**CCT-1**	**CCT-2**	
		Building height in setback up to 42 ft.	**Building height in setback up to 42 ft.***	**Building height in setback 42 ft.* to ~~72~~ 86 ft.**
Front yard		0 ft. from the property line or 10 ft. from the curb, whichever is greater	0 ft. from the property line or 10 ft. from the curb, whichever is greater	10 ft. from the property line or 20 ft. from the curb, whichever is greater
Interior side yard		0 ft.	0 ft.	15 ft.
Street side yard		0 ft. from the property line or 5 ft. from the curb, whichever is greater	0 ft. from the property line or 5 ft. from the curb, whichever is greater	10 ft. from the property line or 20 ft. from the curb, whichever is greater
Rear yard	With alley	0 ft.	0 ft.	0 ft.
	No alley	10 ft.	10 ft.	10 ft.
For measurements from the curb, if there is no curb, the measurement shall be from the edge of the street pavement. Additional criteria may affect setback requirements including design standards and building or fire codes. Refer to technical standards for yard types and setback encroachments. * Where a single development project includes at least 135 feet of linear frontage along the primary street, building setbacks will be assessed above 48 feet in lieu of the standard 42 feet.				

SECTION THREE: Section 16.20.080.7 *Building Design* within Section 16.20.080 Corridor Commercial Traditional (CCT), City Code Chapter 16, is hereby amended by updating now outdated references to the Central Avenue Corridor Activity Center with the new SunRunner BRT Activity Center in the following paragraphs:

…

Use regulations. For properties located within the ~~Central Avenue Corridor~~ SunRunner BRT Activity Center, non-vehicular, pedestrian-oriented uses shall be incorporated into no less than 60 percent of the linear building frontage along Central and 1st Avenues North and South.

…

Streetscape improvements. For properties located within the ~~Central Avenue Corridor~~ SunRunner BRT Activity Center, the abutting public sidewalk shall be generally improved consistent with the "Promenade: Level Two" streetscape treatment plan identified in the Plaza Parkway Design Guidelines, except as may be prohibited by the relevant permitting authority.

SECTION FOUR: The table in Section 16.20.090.5 *Development Potential* within Section 16.20.090 Corridor Commercial Suburban (CCS), City Code Chapter 16, is hereby amended to differentiate between properties located within, and outside of, the Coastal High

Hazard Area (CHHA), increase the maximum densities and intensities for those properties located outside of the CHHA, and include a related footnote cross-referencing Multimodal Corridor Subcategories regulated in the Countywide Rules, and shall read as follows:

		CCS-1	**CCS-2**
Minimum lot width	Small lot (less than 1.0 acre)	100 ft.	100 ft.
	Medium lot (between 1.0 - 2.0 acres)	200 ft.	200 ft.
	Large lot (greater than 2.0 acres)	300 ft.	300 ft.
Minimum lot area (square ft.)		4,500	4,500
Maximum residential density (units per acre)	Residential density <u>within the CHHA</u>	15	40
	<u>Residential density outside the CHHA</u>	<u>45</u>	<u>45</u>
	<u>MMC: Primary Corridor</u>	<u>55</u>	<u>55</u>
	<u>MMC: Secondary Corridor</u>	<u>50</u>	<u>50</u>
	<u>MMC: Supporting Corridor</u>	<u>45</u>	<u>45</u>
	Residential density within <u>an</u> activity center <u>and the CHHA</u>	60	60
	<u>Residential density within an activity center and outside of the CHHA</u>	<u>60</u>	<u>60</u>
	Missing middle housing density bonus <u>within the CHHA</u>	15	N/A
	~~Missing middle housing density bonus within activity center~~	~~N/A~~	~~N/A~~
	Workforce housing density bonus	8	10
	Workforce housing density bonus within activity center	10	15
	Hotel density (rooms per acre)	45	55
	TDR density bonus	9	0
Maximum nonresidential intensity (floor area ratio)	Nonresidential intensity <u>within the CHHA</u>	0.55	0.75
	<u>Nonresidential intensity outside the CHHA</u>	<u>2.0</u>	<u>2.0</u>
	<u>MMC: Primary Corridor</u>	<u>3.0</u>	<u>3.0</u>
	<u>MMC: Secondary Corridor</u>	<u>2.5</u>	<u>2.5</u>
	<u>MMC: Supporting Corridor</u>	<u>2.0</u>	<u>2.0</u>
	Nonresidential intensity within <u>an</u> activity center <u>and the CHHA</u>	2.5	1.12

	Nonresidential intensity within an activity center and outside of the CHHA	3.0	3.0
	Workforce housing intensity bonus	0.2	0.2
	Workforce housing intensity bonus within an activity center	0.2	0.5
	TDR intensity bonus	0.2	0
Maximum impervious surface (site area ratio)		0.85	0.9

Workforce housing density and intensity bonus: All units associated with this bonus shall be utilized in the creation of Workforce Housing units as prescribed in the City's workforce housing program and shall meet all requirements of the program.

MMC references the Multimodal Corridor Subcategories regulated in the Countywide Rules.

A missing middle housing density bonus is allowed for multi-family use at a maximum density of 30 dwelling units/acre following all dimensional and design requirements in Section 16.20.015 Neighborhood Traditional Mixed Residential-1 (NTM-1) and NTM parking requirements. The missing middle bonus is not allowed in addition to the workforce housing density bonus.

Hotel density: Additional hotel density may be allowed pursuant to the ~~eg~~ CG (~~e~~Commercial ~~g~~General) Comprehensive Plan future land use category and ~~s~~Section ~~4.2.7.6~~ 5.2.2 of the ~~e~~Countywide ~~plan r~~Rules.

In order to preserve existing commercial floor area on redevelopment sites within CCS-1 equal to or greater than 5 acres, the residential component shall not exceed 40 percent of the total FAR. Where the residential component exceeds 40 percent of the total FAR, special exception approval is required.

Refer to technical standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area, and impervious surface.

For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently section 16.50.200).

A 100% intensity bonus is allowed for manufacturing, office, and laboratories and research and development uses on parcels designated as Target Employment Center (TEC) Overlay on the future land use map.

SECTION FIVE. The *Building Height* table in Section 16.20.090.6 *Building Envelope: Maximum Height and Minimum Setbacks* within Section 16.20.090 Corridor Commercial Traditional (CCT), City Code Chapter 16, is hereby amended to increase the maximum building heights up to 60-feet and 86-feet, as shown, and update outdated notes cross-referencing the new SunRunner BRT Activity Center, and shall read as follows:

Building Height	**CCS-1 and CCS-2**		
	Small lot (less than 1.0 acre)	**Medium lot (between 1.0—2.0 acres)**	**Large lot (greater than 2.0 acres)**
All buildings	~~36~~ 60 ft.	~~36~~ 60 ft.	~~48~~ 60 ft.
Within activity center	~~48~~ 60 ft.	60 ft.	~~84~~ 86 ft.
Within ~~Central Avenue Corridor~~ SunRunner BRT Activity Center	~~72~~ 86 ft.*	~~72~~ 86 ft *	~~72~~ 86 ft.*
Refer to technical standards regarding measurement of building height and height encroachments. * The allowable height encroachment identified in section 16.20.060 and referred to as "Building in a mixed-use or nonresidential zoning district (with 50 percent or more of the first floor of the principal structure devoted to parking spaces)" shall be prohibited within the ~~Central Avenue Corridor~~ SunRunner BRT Activity Center.			

SECTION SIX. Section 16.20.090.7 *Building Design* within Section 16.20.090 Corridor Commercial Suburban (CCS), City Code Chapter 16, is hereby amended by updating now outdated references to the Central Avenue Corridor Activity Center with the new SunRunner BRT Activity Center as shown below:

> ~~*Central Avenue Corridor*~~ *SunRunner BRT Activity Center.* For properties located within the ~~*Central Avenue Corridor*~~ *SunRunner BRT* Activity Center, any proposed site, building and streetscape design shall conform to the design criteria in Subsection 16.20.060.7, St. Petersburg City Code.

SECTION SEVEN. The table in Section 16.20.150.5 Development Potential within Section 16.20.150 Retail Center (RC), City Code Chapter 16, is hereby amended to differentiate between properties located within, and outside of, the Coastal High Hazard Area (CHHA), increase the maximum densities and intensities for those properties located outside of the CHHA, and include a related footnote cross-referencing Multimodal Corridor Subcategories regulated in the Countywide Rules, and shall read as follows:

		RC-1	**RC-2**	**RC-3**
Minimum site area		NA	NA	15 acres
Minimum lot area (sq. ft.)		10,000	20,000	20,000
Minimum lot width	Small lot (less than 1.0 acre)	100	100	100
	Medium lot (between 1.0—2.0 acres)	200	200	200
	Large lot (greater than 2.0 acres)	300	300	300
Maximum residential density (units per acre)	Residential density within the CHHA	30	55	NA
	Residential density outside the CHHA	45	55	NA
	MMC: Primary Corridor	55	55	NA
	MMC: Secondary Corridor	50	55	NA
	MMC: Supporting Corridor	45	55	NA
	Residential density within an activity center and the CHHA	45	82	~~See note~~ FAR Only
	Residential density within an activity center and outside the CHHA	55	82	FAR Only
	Workforce housing density bonus	10	15	NA
	Workforce housing density bonus within an activity center	15	15	See note
	Hotel density (rooms per acre)	55	55	See note
Maximum nonresidential intensity (floor area ratio)	Nonresidential intensity within the CHHA	0.75	1.0	NA
	Nonresidential intensity outside the CHHA	2.0	2.0	3.0
	MMC: Primary Corridor	3.0	3.0	3.0
	MMC: Secondary Corridor	2.5	2.5	3.0
	MMC: Supporting Corridor	2.0	2.0	3.0

	Nonresidential intensity within an activity center and the CHHA	1.12	1.5	3.0
	Nonresidential intensity within an activity center and outside the CHHA	3.0	3.0	3.0
	Workforce housing intensity bonus	0.25	0.25	NA
	Workforce housing intensity bonus within activity center	0.50	0.50	See FAR Bonus Subsection
	Other intensity bonus	NA	NA	See FAR Bonus Subsection
Maximum impervious surface (site area ratio)		0.75	0.80	0.90
Workforce housing density and intensity bonus: All units associated with this bonus shall be utilized in the creation of workforce housing units as prescribed in the City's workforce housing program and shall meet all requirements of the program.				
Workforce housing density and intensity bonus: All units Structured parking, located in the center of the site or concealed from view from the public right-of-way with liner buildings, is exempt from FAR calculations.				
Workforce housing density and intensity bonus: All units Refer to technical standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area and impervious surface.				
For RC-3 district: Residential and hotel density is only limited by floor area ratio.				
For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently section 16.50.200).				
A 100% intensity bonus is allowed for manufacturing, office, and laboratories and research and development uses on parcels designated as Target Employment Center (TEC) Overlay on the future land use map.				
MMC references the Multimodal Corridor Subcategories regulated in the Countywide Rules.				

SECTION EIGHT. The *Building Height* table in Section 16.20.150.6 *Building Envelope: Maximum Height and Minimum Setbacks* within Section 16.20.150 Retail Center (RC), City Code Chapter 16, is hereby amended to increase maximum building heights up to 60-feet and 86-feet, as shown, and shall read as follows:

Building height	**RC-1, RC-2 and RC-3**		
	Small lot (less than 1.0 acre)	**Medium lot (between 1.0 - 2.0 acres)**	**Large lot (greater than 2.0 acres)**
All buildings	~~48~~ 60 ft.	~~48~~ 60 ft.	~~48~~ 60 ft.
Within RC-1 and RC-2 Activity Center	~~72~~ 86 ft.	~~72~~ 86 ft	~~72~~ 86 ft.
Within RC-3 Activity Center	See note	See note	See note
Notes:			
• For RC-3 district: Height is unlimited as long as there is available square footage based on the FAR. Buildings shall not exceed FAA height limitations unless approval is obtained from the FAA.			
• Refer to technical standards article regarding measurement of building height.			

SECTION NINE. *Coding.* As used in this ordinance, language appearing in struck-through type is language to be deleted from the City Code, and underlined language is language to be added to the City Code, in the section, subsection, or other location where indicated. Language in the City Code not appearing in this ordinance continues in full force and effect

unless the context clearly indicates otherwise. Sections of this ordinance that amend the City Code to add new sections or subsections are generally not underlined.

SECTION TEN. *Severability*. The provisions of this ordinance shall be deemed severable. If any provision of this ordinance is determined to be unconstitutional or otherwise invalid, such determination shall not affect the validity of any other provisions of this ordinance.

SECTION ELEVEN. *Compliance With § 166.041(4), Florida Statutes*. Pursuant to City Council Resolution 2023-507, a business impact estimate was prepared for this ordinance and posted on the City's website no later than the date the notice of the proposed ordinance was published.

SECTION TWELVE. *Effective Date*. In the event this Ordinance is not vetoed by the Mayor in accordance with the City Charter, it shall become effective upon the expiration of the fifth business day after adoption or upon the date of a finding of consistency with county-wide plan rules by Forward Pinellas, whichever is later. In the event this Ordinance is vetoed by the Mayor in accordance with the City Charter, it shall not become effective unless and until the City Council overrides the veto in accordance with the City Charter, in which case it shall become effective as set forth above.

City Attorney's Office:

Planning Department:



DEVELOPMENT REVIEW COMMISSION

Prepared by the Planning Department,
Zoning Division and Planning and Historic Preservation Division

For Public Hearing on Wednesday, September 2, 2026
at 10:00 a.m. in the City Council Chambers, City Hall,
175 Fifth Street North, St. Petersburg, Florida.

City File: LDR 2026-04 Commercial, Mixed-Use Corridors
(Not in the Coastal High Hazard Area)

This is a City-initiated application requesting that the Development Review Commission ("DRC"), in its capacity as the Land Development Regulation Commission ("LDRC"), make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** the following text amendments to the City Code, Chapter 16, Land Development Regulations ("LDRs").

APPLICANT INFORMATION

APPLICANT: City of St. Petersburg
175 5th Street North
St. Petersburg, Florida 33701

CONTACT: Derek S. Kilborn, Director
Planning Department
One 4th Street North
St. Petersburg, Florida 33701
Derek.Kilborn@stpete.org
(727) 893-7868

INTRODUCTION

This application for text amendment to the City of St. Petersburg's Land Development Regulations (LDRs) is the remaining piece of several overlapping initiatives to expand housing opportunities and synchronize land use and transportation policies within the City of St. Petersburg.

Specifically, this text amendment application is addressing the City's commercial, mixed-use corridors outside the delineated Coastal High Hazard Area (CHHA) by increasing the allowed density and intensity

in the Future Land Use categories of CRD (Community Redevelopment District), PR-MU (Planned Redevelopment – Mixed Use), and PR-C (Planned Redevelopment – Commercial). These Future Land Use categories correspond to the commercial corridor zoning districts of CCS (Corridor Commercial Suburban), CCT (Corridor Commercial Traditional), and RC (Retail Center).

BACKGROUND

2017–2022: Accessory Dwelling Units (ADUs) / Neighborhood-Scale "Missing Middle" Multi-Family

In 2017, the City of St. Petersburg hosted an education series and community-wide discussion on housing affordability. In the five (5) years that followed, numerous housing initiatives were prioritized with a focus on incremental development by expanding the use of Accessory Dwelling Units (ADUs), sometimes referred to as "invisible" density, and creating new opportunities for neighborhood-scale, multi-family developments collectively known as "Missing Middle" housing and individually known as duplexes, triplexes, fourplexes, apartment houses, courtyard apartments, and cottage courts. Text and map amendments were processed in 2019, 2022, and 2023, to significantly expand the use of ADUs, create the NTM-1 (Neighborhood Traditional Mixed Residential) zoning category, and reduce minimum parking requirements for multi-family developments within proximity to transit routes.

2022–2026: Transit and Corridor Aligned Expansion of Larger-Scale Multi-Family

In addition to ADU and neighborhood-scale, multi-family development reform, the City of St. Petersburg began working on a second, parallel set of housing initiatives to expand multi-family opportunities along the SunRunner Bus Rapid Transit (BRT) system, within targeted employment and industrial centers, and increase densities and intensities within commercial mixed-use corridors outside the CHHA.

ADOPTED - SunRunner Rising Development Study

The SunRunner Rising Development Study (Study) was initiated in 2020 and accepted by City Council in 2022. The Study provided recommendations for multiple station areas to support the SunRunner BRT investment and assist the City in developing related land use strategies.

ADOPTED – SunRunner Target Employment Center, Local (TEC, Local) Overlay

The SunRunner Rising Development Study (Study) would later be adopted by reference as the SunRunner Rising Special Area Plan and combined with 2023's Target Employment and Industrial Lands Study (TEILS) to support creating the SunRunner Target Employment Center, Local (TEC, Local) Overlay at 22nd Street South in the Warehouse Arts District and Deuces Live. The TEC, Local Overlay was adopted by City Council on September 12, 2024. The Overlay is an innovative strategy for prioritizing industrial, employment, and art-related uses while introducing other transit-supportive uses.

ADOPTED - SunRunner BRT Overlay

On May 14, 2026, the City Council adopted LDR 2026-01, Ordinance 633-H, thereby creating a new Transit Oriented Development Overlay and related SunRunner BRT (Bus Rapid Transit) Overlay. The new overlay is a major accomplishment and implements many of the original objectives of the SunRunner Rising Development Study.

IN PROCESS - Increasing Densities / Intensities within Commercial, Mixed-Use Corridors

Adoption of the SunRunner BRT Overlay leaves only one (1) initiative outstanding in the original list of proposed code amendments. The one (1) outstanding initiative is the subject of this

application and includes a recommendation to increase densities and intensities within commercial, mixed-use corridors located outside the Coastal High Hazard Areas (CHHA).

The proposed increases presented within this application were first memorialized on September 5, 2024, when City Council adopted text amendments to the City's Comprehensive Plan, LGCP 2023-01. The approval included amendments to the following Future Land Use categories as shown:

PR-C (Planned Redevelopment Commercial). Allowing the full range of commercial and mixed uses including retail, office, service and high density residential uses not to exceed a floor area ratio of 1.25 and a net residential density of 55 dwelling units per acre; however, when located outside of the Coastal High Hazard Area, a floor area ratio up to 2.5 to 4.0 and a net residential density of up to 60 dwelling units per acre may be allowed subject to the maximum allowance of the Multimodal Corridor Subcategory..

PR-MU (Planned Redevelopment-Mixed Use). Allowing mixed use retail, office, service and medium density residential uses not to exceed a floor area ratio of 1.25 and a net residential density of 24 dwelling units per acre;. However, when located outside of the Coastal High Hazard Area, a floor area ratio of up to 2.5 to 4.0 and a net residential density of 45 to 60 dwelling units per acre may be allowed subject to the maximum allowance of the Multimodal Corridor Subcategory…

CRD (Community Redevelopment District).
~~Range of maximum~~ Residential densities: ~~40 to 60~~ a maximum of 150 units per acre
~~Range of maximum~~ Nonresidential intensities: ~~1.5 to 2.5~~ a maximum of 5.0 F.A.R

This application, if approved, will incorporate into the City's Land Development Regulations the maximum densities and intensities, previously adopted into the City's Comprehensive Plan.

2021–2025: Live Local Act

The third category of related amendments included enabling legislation from the State of Florida starting with passage of House Bill 1339 in 2021, followed by passage of the Live Local Act and its successors. Implementation of programs and related codes are managed through the Housing and Community Development Department and regulated through City Code Chapter 17.5 outside the traditional zoning and future land use framework.

REQUEST

As stated above, this is the last initiative outstanding in the original list of proposed City Code amendments. The LDR text amendments proposed in this application incorporate the maximum densities and intensities, previously adopted into the City's Comprehensive Plan in late 2024.

Proposed text amendments include adjustments to the development potential tables in the CCT (Corridor Commercial Traditional), CCS (Corridor Commercial Suburban), and RC (Retail Center) zoning categories. Proposed text amendments also include building height amendments to account for the increased densities and intensities. Finally, the proposed amendments are separated between properties located within, and located outside of, the Coastal High Hazard Area (CHHA). No changes are proposed for properties located within the CHHA meaning recommended density and intensity increases are only proposed for properties located outside of the CHHA. In addition to supporting housing affordability initiatives, this effort also reinforces resiliency efforts to locate new housing units outside of the City's vulnerability zones.

Strikethrough and underline edits are included in Attachment A of this report and divided by zoning category. A special note regarding building heights: As part of the City's Comprehensive Plan update in 2024, the Central Avenue Corridor Activity Center and Central Plaza Activity Center were combined and renamed the SunRunner BRT Activity Center as shown in Comprehensive Plan Policy LU2.1; however, cross-references in the building height tables in the CCT and CCS zoning categories were not updated. This application will update the cross references accordingly.

The City's Development Review Commission (DRC) has participated in four (4) workshop discussions on the subject – January 10, 2024; March 6, 2024; June 5, 2024, and August 5, 2026.

CONSISTENCY AND COMPATIBILITY WITH THE COMPREHENSIVE PLAN

Pursuant to Section 16.80.020.1 of the City Code of Ordinances, the DRC, acting as the LDRC, is responsible for reviewing and making a recommendation to the City Council on all proposed amendments to the LDRs. The following objectives and policies from the City's Comprehensive Plan are applicable to the attached proposal:

Chapter Three, Future Land Use Element

LU2: The Future Land Use Element shall facilitate a compact urban development pattern that provides opportunities to more efficiently use and develop infrastructure, land and other resources and services by concentrating more intensive growth in activity centers and other appropriate areas.

LU2.1: The Future Land Use Element shall facilitate a compact urban development pattern that provides opportunities to more efficiently use and develop infrastructure, land and other resources and services by concentrating more intensive growth in activity centers and other appropriate areas:

1. Gateway
2. Intown
3. Tyrone
4. SunRunner BRT
5. Skyway Marina District
6. Innovation District

LU2.5: The Land Use Plan shall make the maximum use of available public facilities and minimize the need for new facilities by directing new development to infill and redevelopment locations where excess capacity is available.

LU3; Policy LU3.1; E. Special Designations; 5. Community Redevelopment District (CRD):

> The Grand Central District. In accordance with the SunRunner Rising Development Study and the Grand Central Master Plan, the City's vision for this area is an urban village development pattern occurring within a pedestrian and transit supportive environment that includes a compatible mix of residential, office and commercial uses. There are significant historical features that are recommended for enhancement and protection, through design guidelines, reconstruction of the traditional streetscape and preservation of historic structures. The highest densities and intensities are intended for the Central Avenue corridor and around the SunRunner Urban stations transitioning to lower densities and intensities adjacent to single family residential neighborhoods. Increasing the amount of residential uses in this area is a key to successful Plan implementation.

Residential densities: a maximum of 150 units per acre
Nonresidential intensities: a maximum of 5.0 F.A.R.

LU3.4: The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.

LU3.5: The tax base will be maintained and improved by encouraging the appropriate use of properties based on their locational characteristics and the goals, objectives and policies within this Comprehensive Plan.

LU3.6: Land use planning decisions shall weigh heavily the established character of predominately developed areas where changes of use or intensity of development are contemplated.

LU3.8: The City shall protect existing and future residential uses from incompatible uses, noise, traffic and other intrusions that detract from the long-term desirability of an area through appropriate land development regulations.

LU3.11: More dense residential uses (more than 7.5 units per acre) may be located along (1) passenger rail lines and designated major streets or (2) in close proximity to activity centers where compatible.

LU3.15: The Land Use Plan shall provide housing opportunity for a variety of households of various age, sex, race and income by providing a diversity of zoning categories with a range of densities and lot requirements.

LU8: The City will continue to revise and amend the land development regulations, as necessary, to ensure compliance with the requirements of Section 163.3202, Florida Statutes. The City will amend its land development regulations consistent with the requirements of Section 163.3202, Florida Statutes so that future growth and development will continue to be managed through the preparation, adoption, implementation and enforcement of land development regulations that are consistent with the Comprehensive Plan.H1.3 - Review ordinances, codes, regulations and the permitting process for the purpose of eliminating excessive and overlapping requirements and resolving conflicting requirements and amending or adding other requirements in order to increase private sector participation in meeting housing needs, while continuing to insure the health, welfare and safety of the residents.

LU8.1: Pursuant to the requirements of Section 163.3202 F.S. the land development regulations (Chapter 16, City Code of Ordinances) will be amended, as necessary, to ensure consistency with the goals, objectives and policies of the Comprehensive Plan.

LU19: To provide a transportation system that is integrated with the Future Land Use Plan, the City shall implement the goals, objectives and policies of the Transportation Element. In addition, the SunRunner Rising Development Study was accepted by City Council on April 4, 2022, and is adopted by reference as the SunRunner Rising Special Area Plan associated with the Transit Oriented Development (TOD) near and around SunRunner station areas and along the Central Avenue corridor necessary to support the continued success of this valuable community resource. The Study was a joint effort between the City of St. Petersburg, Pinellas Suncoast Transit Authority (PSTA), and Forward Pinellas intended to assist the cities of St. Petersburg, South Pasadena, and St. Pete Beach by providing community-supported land use strategies, equitable economic development plans and programs, and a county-wide framework for TOD in Pinellas County.

LU19.2: Land use patterns that impair the efficient functioning of transportation facilities shall be avoided through: 3. Locating higher intensity uses where transportation facilities can provide efficient access.

LU20.2: The Future Land Use Element of the St. Petersburg Comprehensive Plan shall be consistent with the Countywide Future Land Use Plan, including the categories rules, policies, and procedures thereof.

LU21: The City shall, on an ongoing basis, review and consider for adoption, amendments to existing or new innovative land development regulations that can provide additional incentives for the achievement of Comprehensive Plan Objectives.

LU21.1: The City shall continue to utilize its innovative development regulations and staff shall continue to examine new innovative techniques by working with the private sector, neighborhood groups, special interest groups and by monitoring regulatory innovations to identify potential solutions to development issues that provide incentives for the achievement of the goals, objectives and policies of the Comprehensive Plan.

LU23.1: The City's development review policies and procedures shall continue to integrate land use and transportation planning so that land development patterns support mobility choices and reduced trip lengths.

LU23.2: The City's development review policies and procedures shall acknowledge the GHG emission reduction impacts of higher density development and the negative impacts of sprawling, low-density development.

LU23.3: The City's LDRs shall continue to support greater development intensity within the Corridor and Center zoning districts, particularly where located along fixed transit lines and around transit stops and stations.

Chapter Six, Transportation Element

T1.5: The City shall work with Pinellas County, neighboring jurisdictions, the Florida Department of Transportation (FDOT), the Pinellas Suncoast Transit Authority (PSTA) and other transportation agencies that recommend transportation improvements in the City of St. Petersburg to ensure that the improvements further the City's Comprehensive Plan.

T1.6: The City shall support high-density mixed-use developments and redevelopments in and adjacent to Activity Centers, redevelopment areas and locations that are supported by mass transit to reduce the number and length of automobile trips and encourage transit usage, bicycling and walking.

T1.7: The City shall work with the Pinellas County MPO to prioritize roadway and transit projects that serve Activity Centers as identified in the City's Future Land Use Element.

T1.8: The City shall work with the Pinellas County MPO and PSTA to provide enhanced transit service to Activity Centers through a reduction in transit headways, implementation of passenger amenities and expansion of existing service.

T3.7: The City shall actively support PSTA in efforts to seek federal, state and local funding and private contributions toward the development of the Central Avenue Bus Rapid Transit (BRT) project that will connect downtown St. Petersburg to St. Pete Beach and provide enhanced east-west mobility. The City will also work with PSTA, property owners and developers in the development of stations along the BRT route and will encourage development projects along the route that adhere to the principles of transit oriented development.

T11.4: The City shall coordinate affordable housing development with public transit service availability.

T23.3: The downtown and other activity centers shall remain mixed-use areas with well-traveled and redeveloping commercial corridors that encourage mass transit use.

T23.5: The City shall continue to pursue development of the Bus Rapid Transit (BRT) project with PSTA, which links the downtown with primary employment and activity centers.

Chapter Seven, Housing Element

H1.3: Review ordinances, codes, regulations and the permitting process for the purpose of eliminating excessive and overlapping requirements and resolving conflicting requirements and amending or adding other requirements in order to increase private sector participation in meeting housing needs, while continuing to insure the health, welfare and safety of the residents.

H13.5: The City's LDRs shall continue to support mixed-income housing in or near employment centers and recognize the positive fiscal impacts in transit-accessible, high density locations.

H13.6: The City shall encourage higher density development in its Planned Redevelopment future land use map categories through implementation of the LDRs. This type of development will help reduce GHGs and minimize carbon footprints.

H13.7: The City shall provide housing density bonuses for workforce housing as outlined in the LDRs.

PUBLIC PARTICIPATION

Official Website:

Link: stpete.org/sunrunnerTOD

This application is the most recent initiative in a series of text and map amendments that began in 2022 following publication of the SunRunner Rising Development Study.

Email Registry

An email registry was previously created for map and text amendments regarding the SunRunner BRT Overlay. The same email registry is being used for this application to provide information updates and supplement the official website with direct communication. In addition to public agencies, including the Pinellas Suncoast Transit Authority and Forward Pinellas (countywide planning agency), the email registry includes interested stakeholder organizations, individuals, and the following associations:

Development Review Commission Workshops

In addition to the information included in this report, the City's Development Review Commission (DRC) has participated in at last three (3) workshop discussions on the request – January 10, 2024; March 6, 2024; June 5, 2024, and August 5, 2026.

PUBLIC HEARING PROCESS

The proposed amendment requires one (1) public hearing, conducted by the Development Review Commission in its capacity as the Land Development Regulation Commission and one (1) City Council

public hearing. The City Council shall consider the recommendation of the DRC and vote to approve, approve with modification or deny the proposed amendments.

RECOMMENDATION

The Planning Department finds that the proposed request is consistent with the Comprehensive Plan and recommends **APPROVAL**.

REPORT PREPARED BY:



Derek S. Kilborn, Director
Planning Department

Exhibits and Attachments

Exhibit: Housing Affordability Impact Statement
Attachment A: Proposed Amendments
Attachment B: Supplemental Information

City of St. Petersburg
Housing Affordability Impact Statement

Each year, the City of St. Petersburg receives approximately $2 million in State Housing Initiative Partnership (SHIP) funds for its affordable housing programs. To receive these funds, the City is required to maintain an ongoing process for review of local policies, ordinances, resolutions, and plan provisions that *increase the cost of housing construction, or of housing redevelopment,* and to establish a tracking system to estimate the cumulative cost per housing unit from these actions for the period July 1– June 30 annually. This form should be attached to all policies, ordinances, resolutions, and plan provisions which increase housing costs, and a copy of the completed form should be provided to the City's Housing and Community Development Department.

I. **Initiating Department:** Planning Department

II. **Policy, Procedure, Regulation, or Comprehensive Plan Amendment Under Consideration for adoption by Ordinance or Resolution:**

See attached amendment to Chapter 16, City Code of Ordinances (City File LDR 2026-04).

III. **Impact Analysis:**

A. Will the proposed policy, procedure, regulation, or plan amendment, (being adopted by ordinance or resolution) increase the cost of housing development? (i.e. more landscaping, larger lot sizes, increase fees, require more infrastructure costs up front, etc.)

No X (No further explanation required.)
Yes __ Explanation:

B. Will the proposed policy, procedure, regulation, plan amendment, etc. increase the time needed for housing development approvals?

No X (No further explanation required)
Yes __ Explanation:

IV: Certification

It is important that new local laws which could counteract or negate local, state and federal reforms and incentives created for the housing construction industry receive due consideration. If the adoption of the proposed regulation is imperative to protect the public health, safety and welfare, and therefore its public purpose outweighs the need to continue the community's ability to provide affordable housing, please explain below:

The proposed regulation, policy, procedure, or comprehensive plan amendment will **not** result in an increase to the cost of housing development or redevelopment in the City of St. Petersburg and no further action is required.

Derek S. Kilborn, Director
Planning Department

Copies to: City Clerk
Director, Housing and Community Development

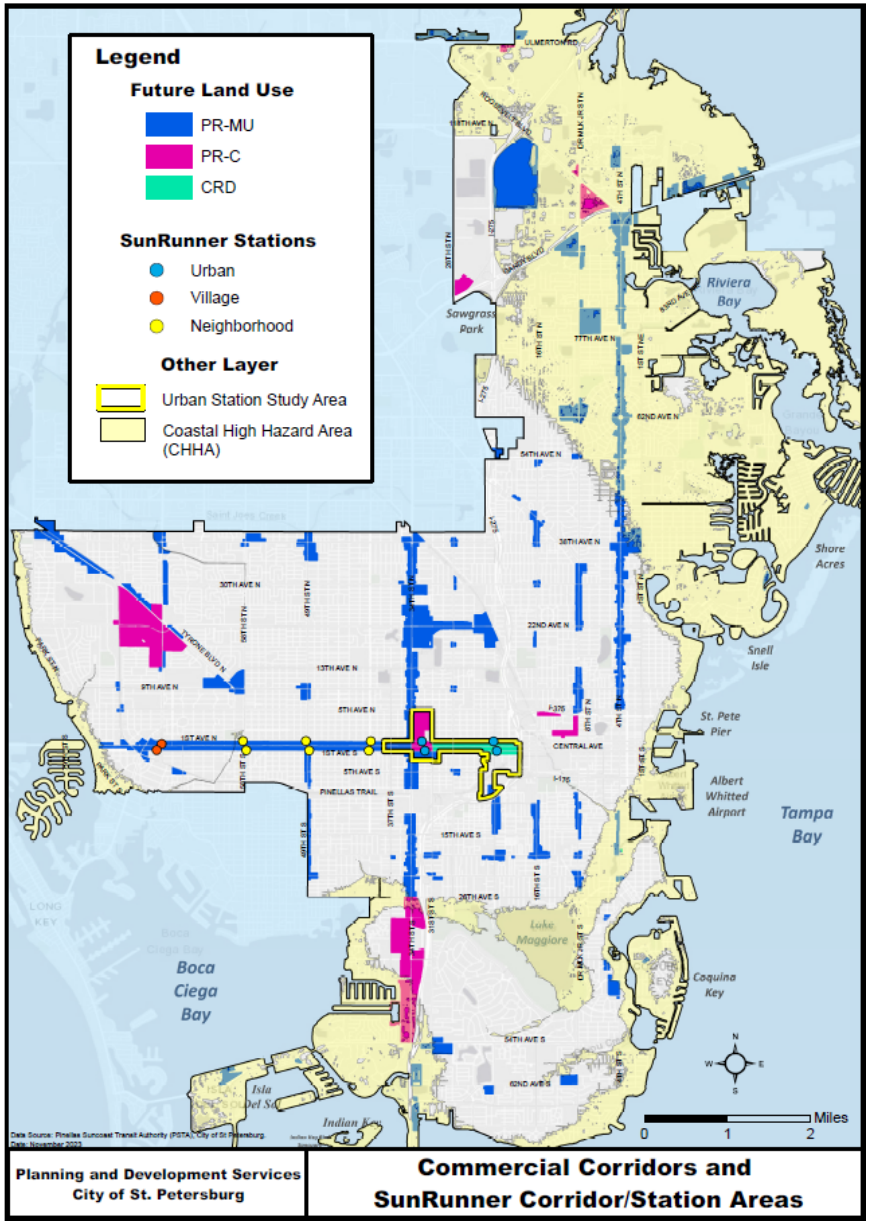
ATTACHMENT A

[REPLACED WITH ORDINANCE 655-H]



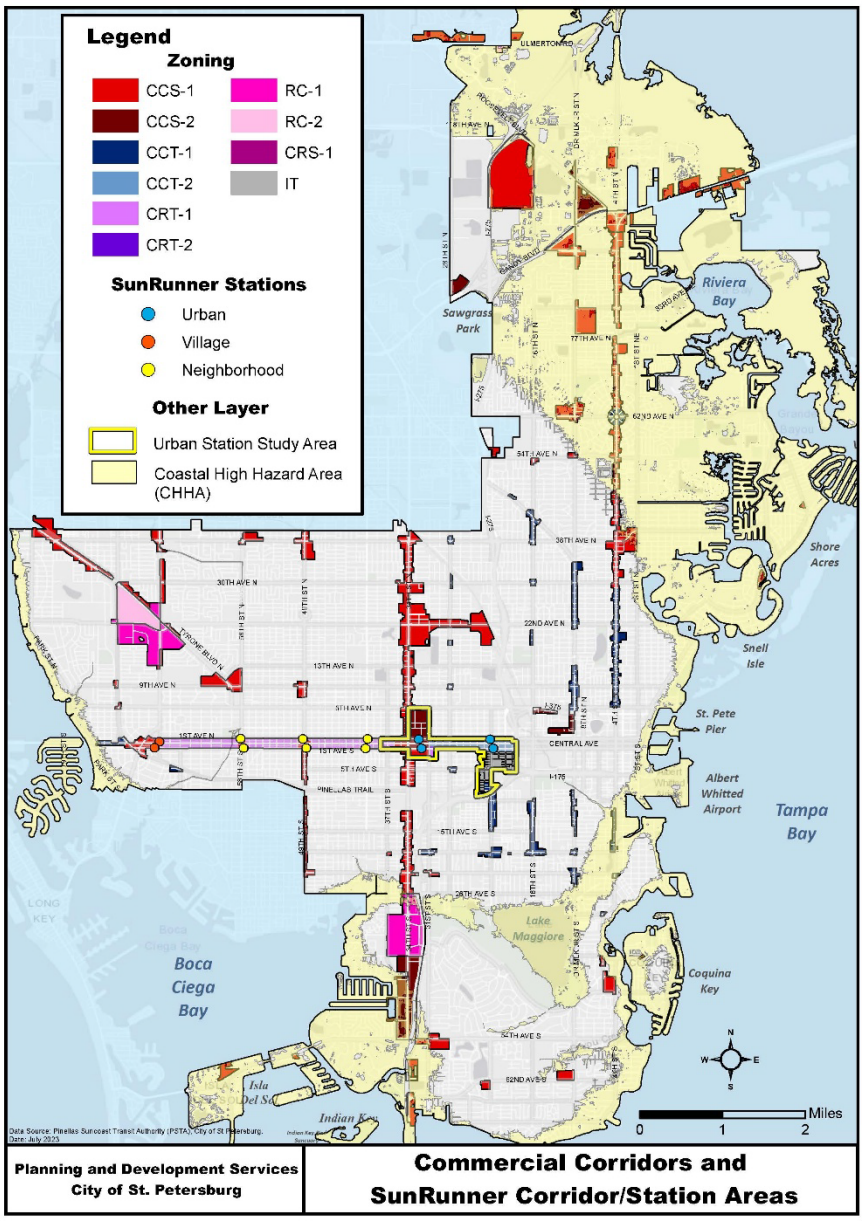
ATTACHMENT B

Supplemental Information



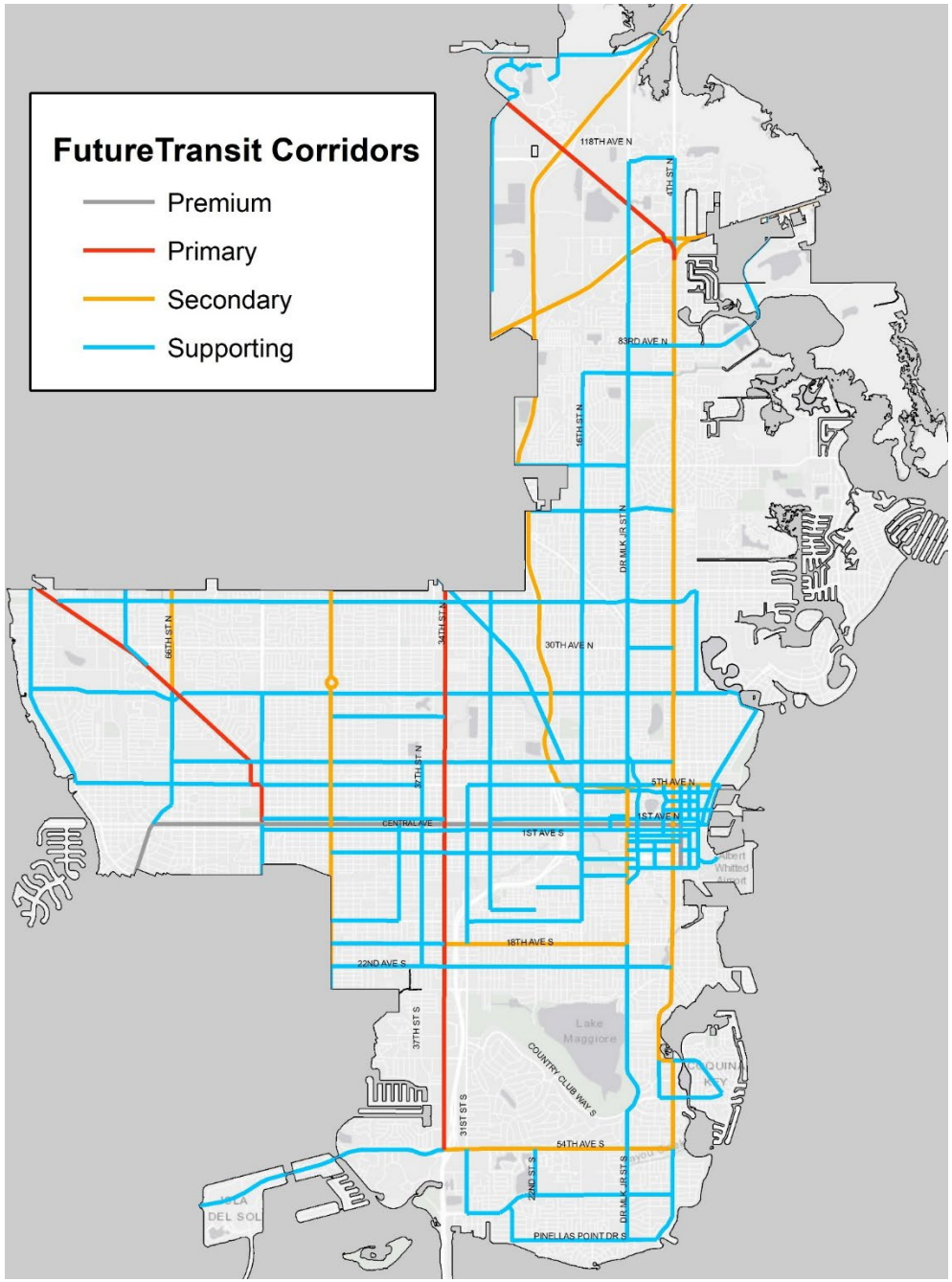
Planning and Development Services
City of St. Petersburg

Commercial Corridors and SunRunner Corridor/Station Areas



Planning and Development Services
City of St. Petersburg

Commercial Corridors and SunRunner Corridor/Station Areas



Countywide Rules:
MMC: Multimodal Corridor Subcategories

Table 2-5
Standards Applicable to Multimodal Corridor Subcategories

Multimodal Corridor Subcategory	Maximum Density/Intensity Standard[1]			Traffic Generation Rate (Average Daily Trips Per Acre)
	Residential Density (Units Per Acre)[2]	Temporary Lodging Density (Units Per Acre)[2]	Nonresidential or Mixed-Use Intensity (Floor Area Ratio)[3]	
Premium Transit Corridor	60	100	4.0	600
Primary Corridor	55	90	3.5	533
Secondary Corridor	50	85	3.0	467
Supporting Corridor	45	75	2.5	400

Notes:

[1] Maximum density/intensity may be calculated on an average areawide basis pursuant to Section 5.2.1.3.

[2] For residential or temporary lodging units, either the applicable UPA or the nonresidential FAR standard may be used. In the alternative, upon adoption of provisions for compliance with Section 5.2.2., the density and intensity standards set forth in Table 5-1 may be used.

[3] For mixed-use projects, either an all-inclusive FAR standard or a proportionate share of residential density and nonresidential intensity may be used. In the alternative, the mixed-use bonus provisions of Section 4.2.4.6 may be used.

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CITY OF ST. PETERSBURG
PLANNING DEPARTMENT
ZONING DIVISION
DEVELOPMENT REVIEW COMMISSION

ACTION TAKEN – MINUTES

Council Chambers, City Hall
175 – 5th Street North
St. Petersburg, Florida 33701

September 2, 2026
Wednesday
1:00 p.m.

Commission Members:
Kevin Reali, Chair – P
Tim Clemmons – A
William Conroy – P
Charles Flynt, Vice Chair – P
Michael Kiernan – P
Samuel Blatt – A
Istvan Peteranecz - P

Alternates:
1. David Hugglestone, - P
2. Sarah Jane Vatelot - P
3. Lacey Lingelbach, - P

A = Absent
P = Present

City Staff Present:
Derek Kilborn, Planning Director
Corey Malyszka, Zoning Official
Heather Judd, Assistant City Attorney
Cheryl Bergailo, Planner II
Jordan Elmore, Planner II
Michael Larimore, Planner II
Kayla Eger, Administrative Secretary
Katherine Connell, Administrative Assistant

A. OPENING REMARKS OF CHAIR

B. PLEDGE OF ALLEGIANCE

C. SWEARING IN OF WITNESSES

D. ROLL CALL

E. APPROVAL OF MINUTES FROM THE – August 5, 2026, DRC meeting. – Vote deferred to October 7, 2026, hearing for amendments.

F. PUBLIC COMMENTS

G. DEFERRED CASES

1. Case No. 26-51000003 – 1963 Burlington Ave. N. – Deferred to October 7, 2026.
2. Case No. 26-31000006 – 446 4th St. S. – Deferred to October 7, 2026.

H. PUBLIC HEARING AGENDA

LEGISLATIVE

1. LDR 2026-03
2. LDR 2026-04
3. Case No. 26-33000001 – 3430 Fairfield Ave. S.
4. Case No. 26-33000003 – 4451 8th Ave. S.

QUASI-JUDICIAL

5. Case No. 26-32000004 – 170 47th Ave. NE. – Deferred from August 5, 2026.
6. Case No. 26-54000018 – 3317 18th St. N. - Deferred from August 5, 2026.
7. Case No. 26-54000026 – 2900 Alberca Way S.

I. ELECTION OF OFFICERS – Chair & Vice-Chair

J. ADJOURNMENT

AGENDA ITEM H-1 LDR 2026-03

REQUEST:	**LDR 2026-03 SunRunner BRT, Urban Stations (22nd Street and 32nd Street)**
ITEM:	LDR text amendment increasing the Floor Area Ratio (FAR) from 3.0 to 5.0 between the two (2) Urban Stations located at 22nd Street and 32nd Street and a separate focus area generally located between 35th Street and 37th Street. The text amendment achieves this City Council objective by increasing the Urban Station development radius from ¼-mile to ½-mile.
WEB LINK:	www.stpete.org/sunrunnertod
CONTACT PERSON:	Derek Kilborn, Planning Director; (727) 893-7868.
PRESENTATIONS:	Derek Kilborn– Gave a presentation based on the staff report.
PUBLIC HEARING:	Max McCann – Spoke in favor of the amendments. James Denshardt – Spoke in favor of the amendments.
MOTION:	A finding of consistency with the comp. plan and recommend approval to City council of LDR text amendments for LDR 2026-03.
VOTE:	Yes – Kiernan, Reali, Flynt, Conroy, Peteranecz, Hugglestone, & Vatelot. No – None.
ACTION TAKEN ON LDR 2026-03:	A finding of consistency with the comp. plan and recommend approval to City council of LDR text amendments for LDR 2026-03. **APPROVED 7-0**

AGENDA ITEM H-2 LDR 2026-04

REQUEST:	**LDR 2026-04 Commercial, Mixed-Use Corridors**
ITEM:	LDR text amendment addressing the City's commercial, mixed-use corridors outside the delineated Coastal High Hazard Area (CHHA) by increasing the allowed density and intensity in the commercial corridor zoning districts of CCS (Corridor Commercial Suburban), CCT (Corridor Commercial Traditional), and RC (Retail Center) and related building heights. This text amendment incorporates Comprehensive Plan updates previously adopted by City Council in late 2024.
WEB LINK:	www.stpete.org/sunrunnertod
CONTACT PERSON:	Derek Kilborn, Planning Director; (727) 893-7868.
PRESENTATIONS:	Derek Kilborn– Gave a presentation based on the staff report.
PUBLIC HEARING:	Max McCann – Spoke in favor of the amendments.

Bill Hillman – Spoke in favor of the amendments.

MOTION: A finding of consistency with the comp. plan and recommend approval to City council of LDR text amendments for LDR 2026-04.

VOTE: Yes – Kiernan, Reali, Flynt, Conroy, Peteranecz, Hugglestone, & Vatelot.
No – None.

ACTION TAKEN ON LDR 2026-04: A finding of consistency with the comp. plan and recommend approval to City council of LDR text amendments for LDR 2026-04.

APPROVED 7-0

AGENDA ITEM H-3 **CASE NO. 26-33000001**

REQUEST: Approval to vacate the 7th Avenue South right-of-way between 34th and 35th Streets South, in the Atwood Replat subdivision.

OWNER: 3430 Fairfield Avenue South, LLC
4501 E. Columbus Dr.
Tampa, FL 33065

AGENT: Nick Sanders, Stearns Weaver Miller Weissler Alhadeff & Sitterson, P.A.
401 E. Jackson St., Suite 2100
Tampa, FL 33602

ADDRESS: 3430 Fairfield Avenue South

PARCEL ID NO.: 22-31-16-01728-000-0010

LEGAL DESCRIPTION: On File

ZONING: Industrial Traditional (IT)

CONFLICTS: Reali.

CONTACT PERSON: Cheryl Bergailo; 727-892-5958.

PRESENTATIONS: Cheryl Bergailo – Gave a presentation based on the staff report.
Nick Sanders – Gave a presentation as the agent.

PUBLIC HEARING: None.

MOTION: A recommendation of approval to City Council to vacate the 7th Avenue South right-of-way between 34th and 35th Streets South, in the Atwood Replat subdivision.

VOTE: Yes – Kiernan, Flynt, Conroy, Peteranecz, Hugglestone, Vatelot, & Lingelbach.
No – None.

ACTION TAKEN ON 26-33000001: A recommendation of approval to City Council to vacate the 7th Avenue South right-of-way between 34th and 35th Streets South, in the Atwood Replat subdivision.

APPROVED 7-0

AGENDA ITEM H-4	**CASE NO. 26-33000003**
REQUEST:	Approval to vacate the 7th Avenue South right-of-way abutting Lots 1, 2 and 3 in Block A of the General R & T Replat subdivision.
OWNER:	Maschmeyer Companies, Inc. 1142 Watertower Rd Lake Park, FL 33403
AGENT:	Anne Pollack, Trenam Law 200 Central Ave, Suite 1600 St. Petersburg, FL 33701
ADDRESS:	4451 8th Avenue South
PARCEL ID NO.:	27-31-16-30537-001-0010
LEGAL DESCRIPTION:	On File
ZONING:	Industrial Traditional (IT)
CONFLICTS:	None.
CONTACT PERSON:	Cheryl Bergailo; 727-892-5958.
PRESENTATIONS:	Cheryl Bergailo – Gave a presentation based on the staff report. Anne Pollack – Gave a presentation as the agent.
PUBLIC HEARING:	None.
MOTION:	A recommendation of approval to City Council to vacate the 7th Avenue South right-of-way between 34th and 35th Streets South, in the Atwood Replat subdivision.
VOTE:	Yes – Kiernan, Reali, Flynt, Conroy, Peteranecz, Hugglestone, & Vatelot. No – None.
ACTION TAKEN ON 26-33000003:	A recommendation of approval to City Council to vacate the 7th Avenue South right-of-way abutting Lots 1, 2 and 3 in Block A of the General R & T Replat subdivision. **APPROVED 7-0**

AGENDA ITEM H-5	**CASE NO. 26-32000004**
REQUEST:	Approval of a modification to a previously approved Special Exception and related site plan to convert one existing tennis court into four pickleball courts.
OWNER:	St. Pete Racquet Club 170 47th Ave. NE. St. Petersburg, FL 33703
AGENT:	Aligned Engineering and Design 2756 Bayside Dr. S. St. Petersburg, FL 33705
ADDRESS:	170 47th Avenue Northeast
PARCEL ID NO.:	06-31-17-19298-000-0030
LEGAL DESCRIPTION:	On File
ZONING:	Neighborhood Suburban Single-Family (NSE)
CONFLICTS:	None.

CONTACT PERSON:	Corey Malyszka; 727-892-5453.
PRESENTATIONS:	Corey Malyszka – Gave a presentation based on the staff report. Matt Walker – Gave a presentation as the agent. With Peter Keber.
PUBLIC HEARING:	Jesse Mitsch – Spoke against the request. Phil Dickhaus – Spoke in favor of the request.
MOTION #1:	**-** Amend condition #1 to read "A noise mitigation and monitoring plan shall be completed and provided to the Zoning Official to demonstrate how the operation of the pickleball courts will comply with the noise ordinance and shall include noise mitigation methods, hours of operation and monitoring requirements. The plan shall measure the sound levels at the north, south, east and west property lines ***and at multiple locations in the right-of-way across the canal on 45th Ave. NE.*** while the existing pickleball courts are and are not being used." **-** Amend condition #2 to read "A second noise mitigation and monitoring plan shall be completed at the north, south, east and west property lines, ***and at multiple locations in the right-of-way across the canal on 45th Ave. NE.*** after the recommended noise mitigation techniques are installed. Any and all additional mitigation methods suggested by the second noise mitigation and monitoring plan shall be installed or otherwise implemented. **-** Remove special condition #3.
VOTE:	Yes – Kiernan, Reali, Flynt, Conroy, Peteranecz, Hugglestone, & Vatelot. No – None.
MOTION #2:	Approval of a modification to a previously approved Special Exception and related site plan to convert one existing tennis court into four pickleball courts, subject to the special conditions of approval as amended.
VOTE:	Yes – Kiernan, Reali, Flynt, Conroy, Peteranecz, Hugglestone, & Vatelot. No – None.
ACTION TAKEN ON 26-32000004:	Approval of a modification to a previously approved Special Exception and related site plan to convert one existing tennis court into four pickleball courts, subject to the special conditions of approval as amended. **APPROVED 7-0**

AGENDA ITEM H-6	**CASE NO. 26-54000018**
REQUEST:	Approval of variances to minimum lot width and lot area to create two buildable lots.
OWNER:	Kaitlin Anderson & Christopher Mulone 3317 18th Street North St. Petersburg, FL 33713
AGENT:	Wayne Drash 5901 Mangrove St. N. St. Petersburg, FL 33703
ADDRESS:	3317 18th Street North
PARCEL ID NO.:	12-31-16-06174-000-0170
LEGAL DESCRIPTION:	On File
ZONING:	Neighborhood Traditional Single-Family (NT-1)
CONFLICTS:	None.

CONTACT PERSON:	Michael Larimore; 727-892-5226.
PRESENTATIONS:	Michael Larimore – Gave a presentation based on the staff report. Wayne Drash – Gave a presentation as the agent.
PUBLIC HEARING:	Katie Horal – Spoke in favor of the request.
MOTION:	Approval of variances to minimum lot width and lot area to create two buildable lots.
VOTE:	Yes – Kiernan, Reali, Flynt, Conroy, Peteranecz, Hugglestone, & Vatelot. No – None.
ACTION TAKEN ON 26-54000018:	Approval of variances to minimum lot width and lot area to create two buildable lots.

APPROVED 7-0

AGENDA ITEM H-7	**CASE NO. 26-54000026**
REQUEST:	Approval of variances to 1)setbacks and location to construct a pool, pool equipment and covered patio, 2) fence height in the front yard, and 3) corner lot impervious surface ratio.
OWNER:	RJ Myers 2900 Alberca Way S. St. Petersburg, FL 33712
AGENT:	Brian Aungst Jr. 201 N. Franklin Street, Suite 2000 Tampa, FL 33602
ADDRESS:	2900 Alberca Way South
PARCEL ID NO.:	02-32-16-49662-001-0340
LEGAL DESCRIPTION:	On File
ZONING:	Neighborhood Suburban, Single-Family (NS-2)
CONFLICTS:	None.
CONTACT PERSON:	Jordan Elmore; 727-892-5978.
PRESENTATIONS:	Jordan Elmore – Gave a presentation based on the staff report. Brian Aungst Jr – Gave a presentation as the agent.
PUBLIC HEARING:	None.
MOTION:	Approval to continue the request to the November 4, 2026, DRC hearing to allow for additional information for approval of variances to 1)setbacks and location to construct a pool, pool equipment and covered patio, 2) fence height in the front yard, and 3) corner lot impervious surface ratio.
VOTE:	Yes – Kiernan, Reali, Flynt, Conroy, Peteranecz, Hugglestone, & Vatelot. No – None.
ACTION TAKEN ON 26-54000026:	Approval to continue the request to the November 4, 2026, DRC hearing to allow for additional information for approval of variances to 1)setbacks and location to construct a pool, pool equipment and covered patio, 2) fence height in the front yard, and 3) corner lot impervious surface ratio.

APPROVED 7-0

AGENDA ITEM I ELECTION OF OFFICERS

CHAIRMAN: Commissioner Kiernan nominated **William Conroy** as Charman of the Development Review Commission. This motion was seconded by commissioner Flynt.

VOTE: Yes – Kiernan, Reali, Conroy, Flynt, Peteranecz, Vatelot & Hugglestone.
No – None.

APPROVED 7-0

VICE-CHAIRMAN: Commissioner Reali nominated **Charles Flynt** as Vice-Charman of the Development Review Commission for a second term. This motion was seconded by commissioner Conroy.

VOTE: Yes – Kiernan, Reali, Conroy, Flynt, Peteranecz, Vatelot & Hugglestone.
No – None.

APPROVED 7-0

AGENDA ITEM J ADJOURNMENT @ 4:39 p.m.



CITY OF ST. PETERSBURG PLANNING DEPARTMENT

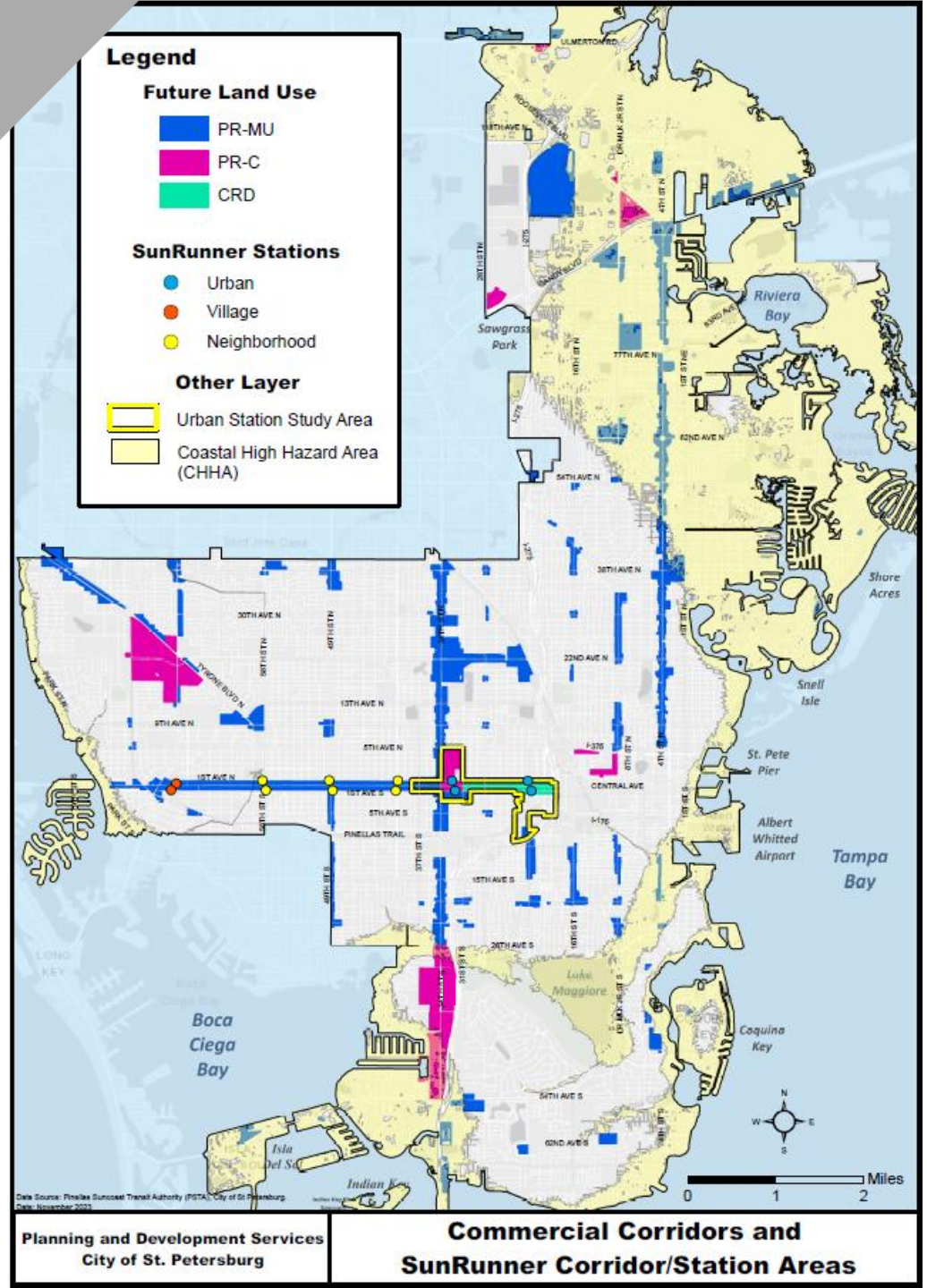
City Council First Reading
November 5, 2026

LDR 2026-04: COMMERCIAL CORRIDORS

COMMERCIAL CORRIDORS

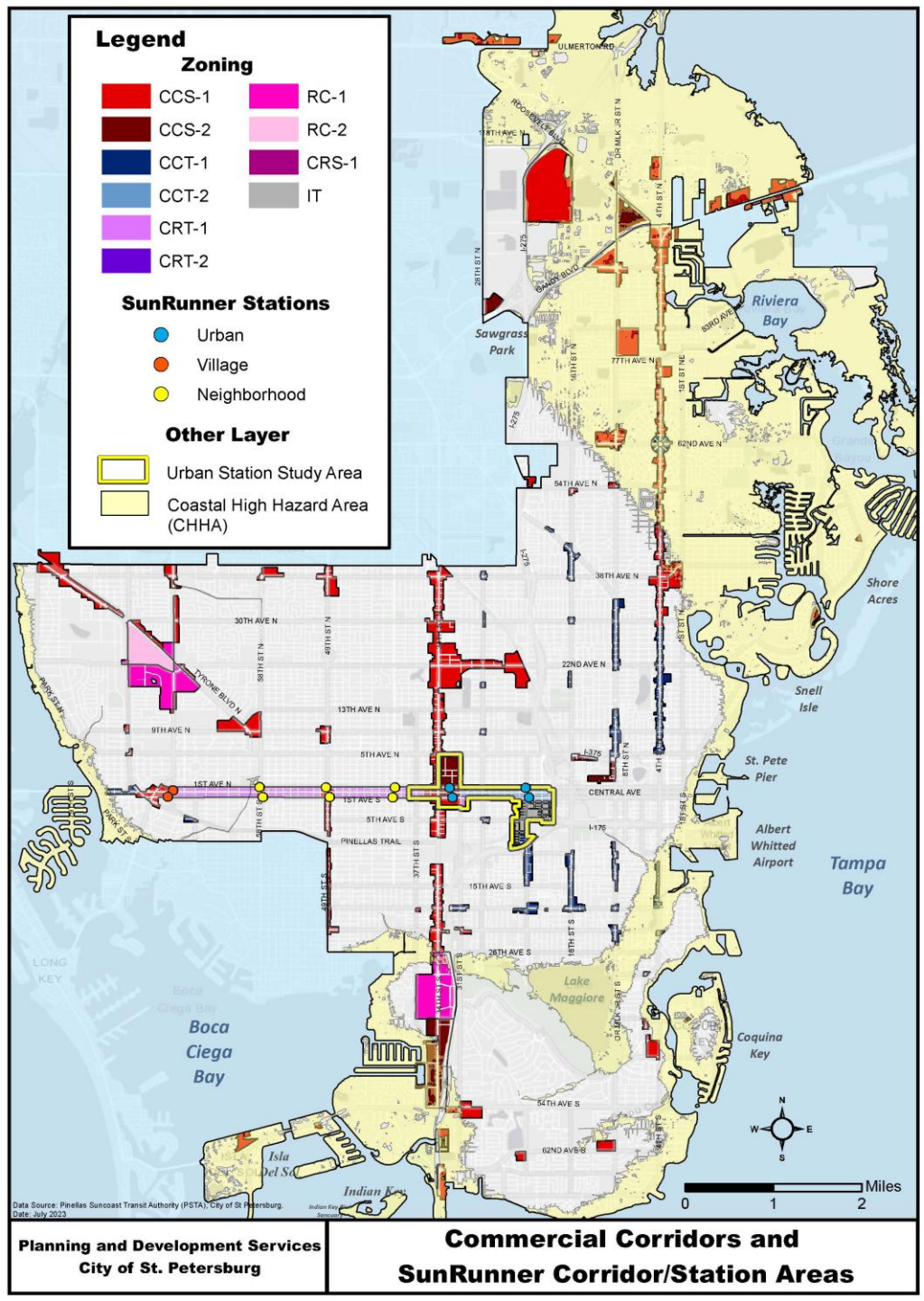
SUBJECT AREAS:

Not in the Coastal High Hazard Area (CHHA)
CCT (Corridor Commercial Traditional)
CCS (Corridor Commercial Suburban)
RC (Retail Center)



Planning and Development Services
City of St. Petersburg

Commercial Corridors and SunRunner Corridor/Station Areas



Planning and Development Services
City of St. Petersburg

Commercial Corridors and SunRunner Corridor/Station Areas

COMMERCIAL CORRIDORS

TIMELINE OF PLANNING INITIATIVES

PLANNING INITIATIVES

2017–2022: ADU'S AND NEIGHBORHOOD SCALE MULTI-FAMILY

ADOPTED - Accessory Dwelling Units (ADUs)

ADOPTED - Neighborhood-Scale Multi-Family (NTM-1)

2022–2026: TRANSIT AND CORRIDOR ALIGNED EXPANSION

ADOPTED - SunRunner Rising Development Study

ADOPTED - SunRunner Target Employment Center, Local Overlay

ADOPTED - SunRunner BRT Overlay

IN PROCESS - Increasing Densities / Intensities Commercial Corridors

2021–2025: LIVE LOCAL ACT (HB 1339 – LIVE LOCAL 4.0)

ADOPTED – Multiple Updates

COMMERCIAL CORRIDORS
BACKGROUND & PROPOSAL

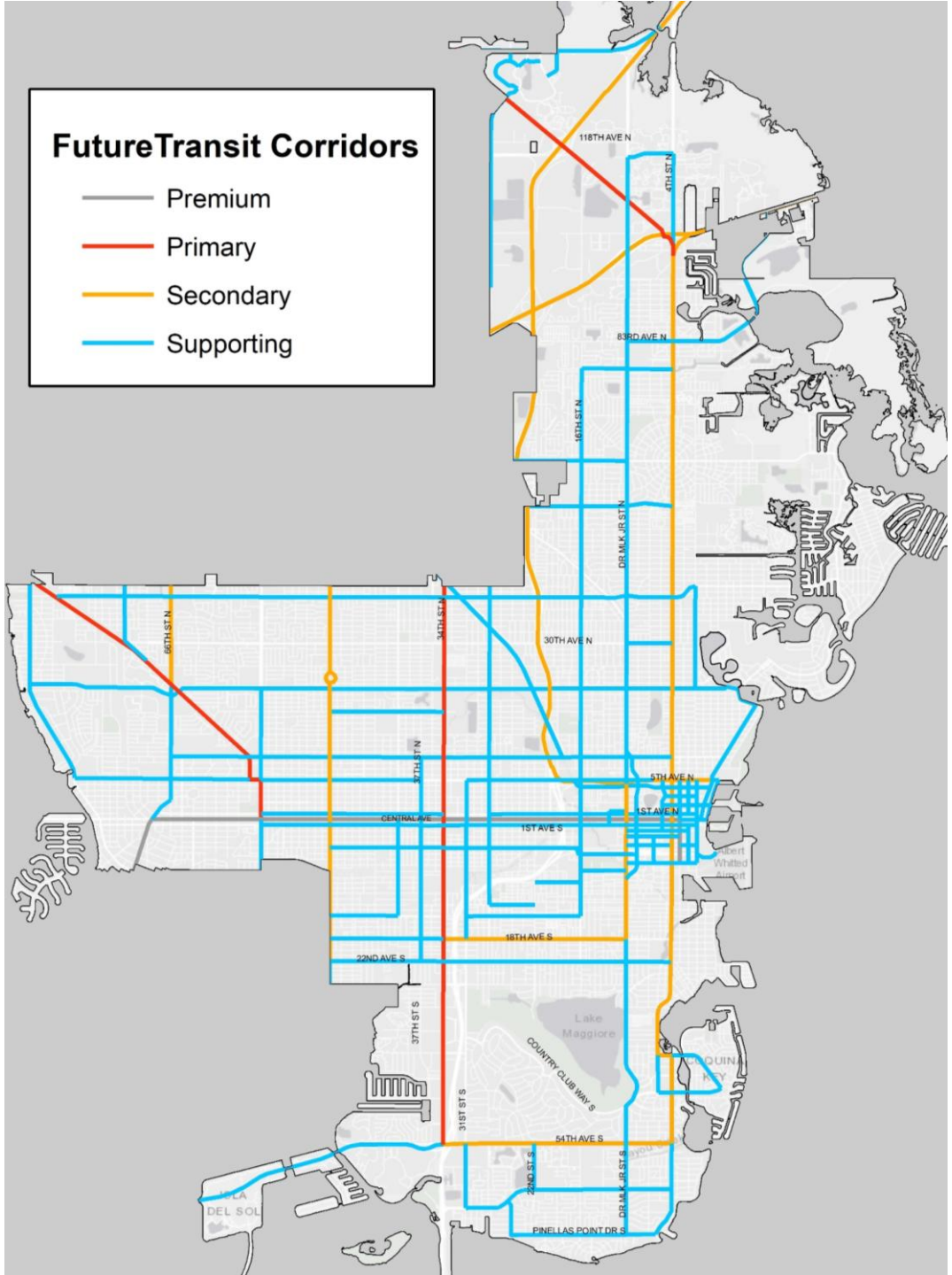


Table 2-5
Standards Applicable to Multimodal Corridor Subcategories

Multimodal Corridor Subcategory	Maximum Density/Intensity Standard[1]			Traffic Generation Rate (Average Daily Trips Per Acre)
	Residential Density (Units Per Acre)[2]	Temporary Lodging Density (Units Per Acre)[2]	Nonresidential or Mixed-Use Intensity (Floor Area Ratio)[3]	
Premium Transit Corridor	60	100	4.0	600
Primary Corridor	55	90	3.5	533
Secondary Corridor	50	85	3.0	467
Supporting Corridor	45	75	2.5	400

Notes:

[1] Maximum density/intensity may be calculated on an average areawide basis pursuant to Section 5.2.1.3.

[2] For residential or temporary lodging units, either the applicable UPA or the nonresidential FAR standard may be used. In the alternative, upon adoption of provisions for compliance with Section 5.2.2., the density and intensity standards set forth in Table 5-1 may be used.

[3] For mixed-use projects, either an all-inclusive FAR standard or a proportionate share of residential density and nonresidential intensity may be used. In the alternative, the mixed-use bonus provisions of Section 4.2.4.6 may be used.

COUNTYWIDE RULES

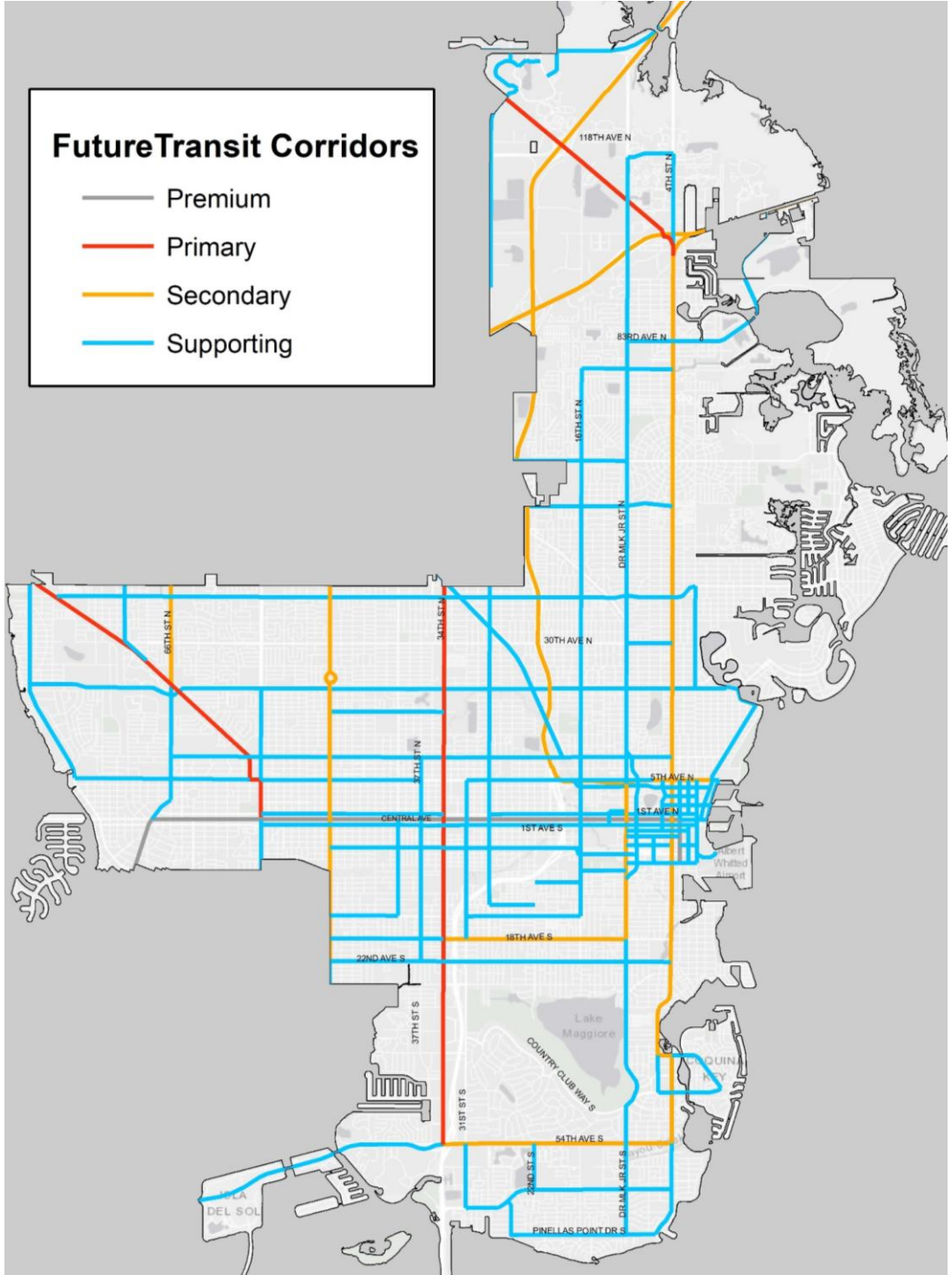


Table 2-5
Standards Applicable to Multimodal Corridor Subcategories

Multimodal Corridor Subcategory	Maximum Density/Intensity Standard[1]			
	Residential Density (Units Per Acre)[2]	Temporary Lodging Density (Units Per Acre)[2]	Nonresidential or Mixed-Use Intensity (Floor Area Ratio)[3]	Traffic Generation Rate (Average Daily Trips Per Acre)
Premium Transit Corridor	60	100	4.0	600
Primary Corridor	55	90	3.5	533
Secondary Corridor	50	85	3.0	467
Supporting Corridor	45	75	2.5	400

Notes:

[1] Maximum density/intensity may be calculated on an average areawide basis pursuant to Section 5.2.1.3.

[2] For residential or temporary lodging units, either the applicable UPA or the nonresidential FAR standard may be used. In the alternative, upon adoption of provisions for compliance with Section 5.2.2., the density and intensity standards set forth in Table 5-1 may be used.

[3] For mixed-use projects, either an all-inclusive FAR standard or a proportionate share of residential density and nonresidential intensity may be used. In the alternative, the mixed-use bonus provisions of Section 4.2.4.6 may be used.

COUNTYWIDE RULES

ORDINANCE 577-H

LGCP 2023-01; Adopted September 5, 2024

Comprehensive Plan Text Amendment

- **Amended the Future Land Use element to increase density and Intensity along the commercial, mixed-use corridors – FLU categories: PR-MU and PR-C**

PLANNED REDEVELOPMENT – MIXED USE (MU) - Allowing mixed use retail, office, service and medium density residential uses not to exceed a floor area ratio of 1.25 and a net residential density of 24 dwelling units per acre;. However, when located outside of the Coastal High Hazard Area, **a floor area ratio of up to 2.5 to 4.0 and a net residential density of 45 to 60 dwelling units per acre may be allowed subject to the maximum allowance of the multimodal corridor subcategory**, and only when…

CITY'S COMPREHENSIVE PLAN

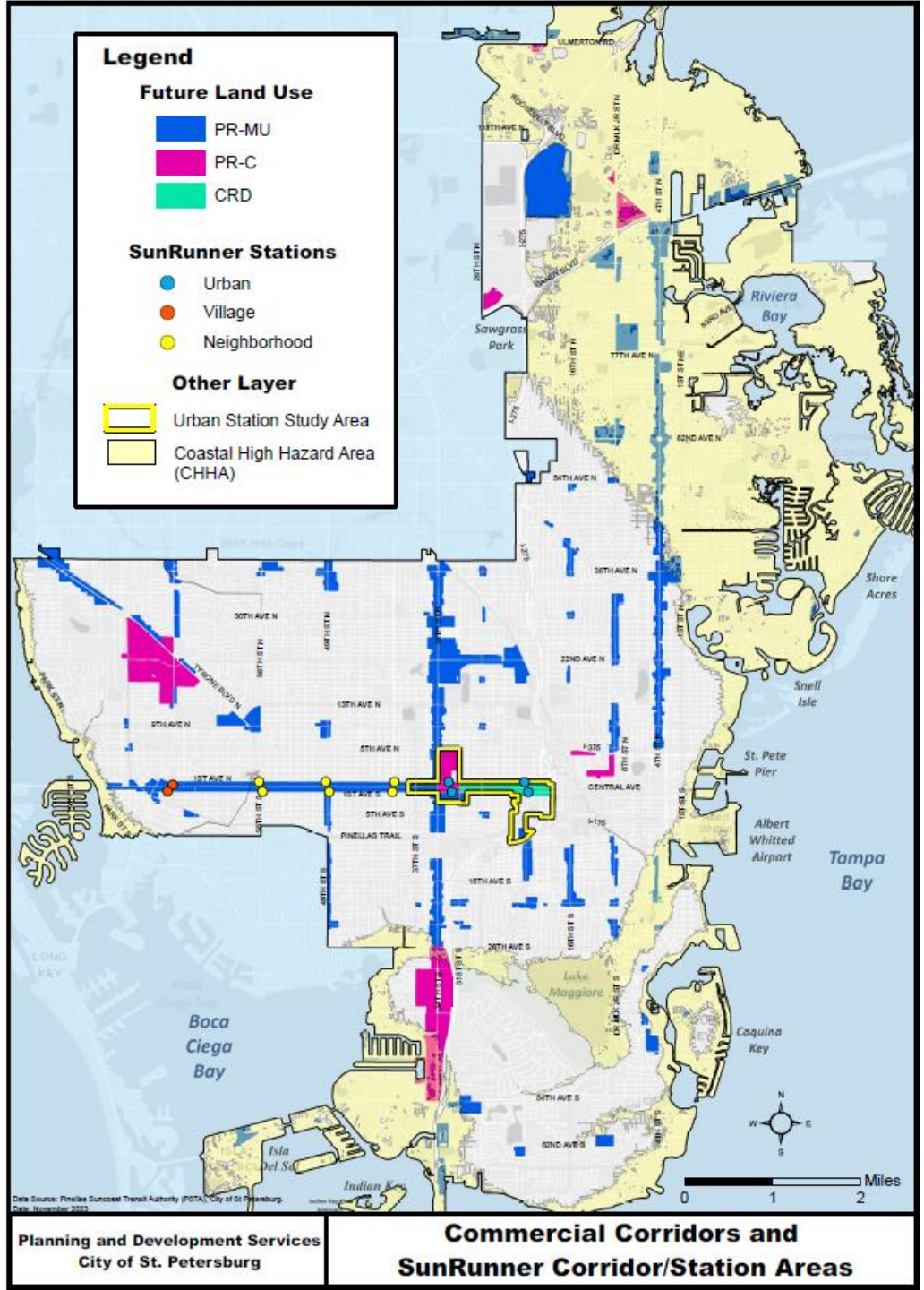
ORDINANCE 577-H

LGCP 2023-01; Adopted September 5, 2024

Comprehensive Plan Text Amendment

- **Amended the Future Land Use element to increase density and Intensity along the commercial, mixed-use corridors – FLU categories: PR-MU and PR-C**

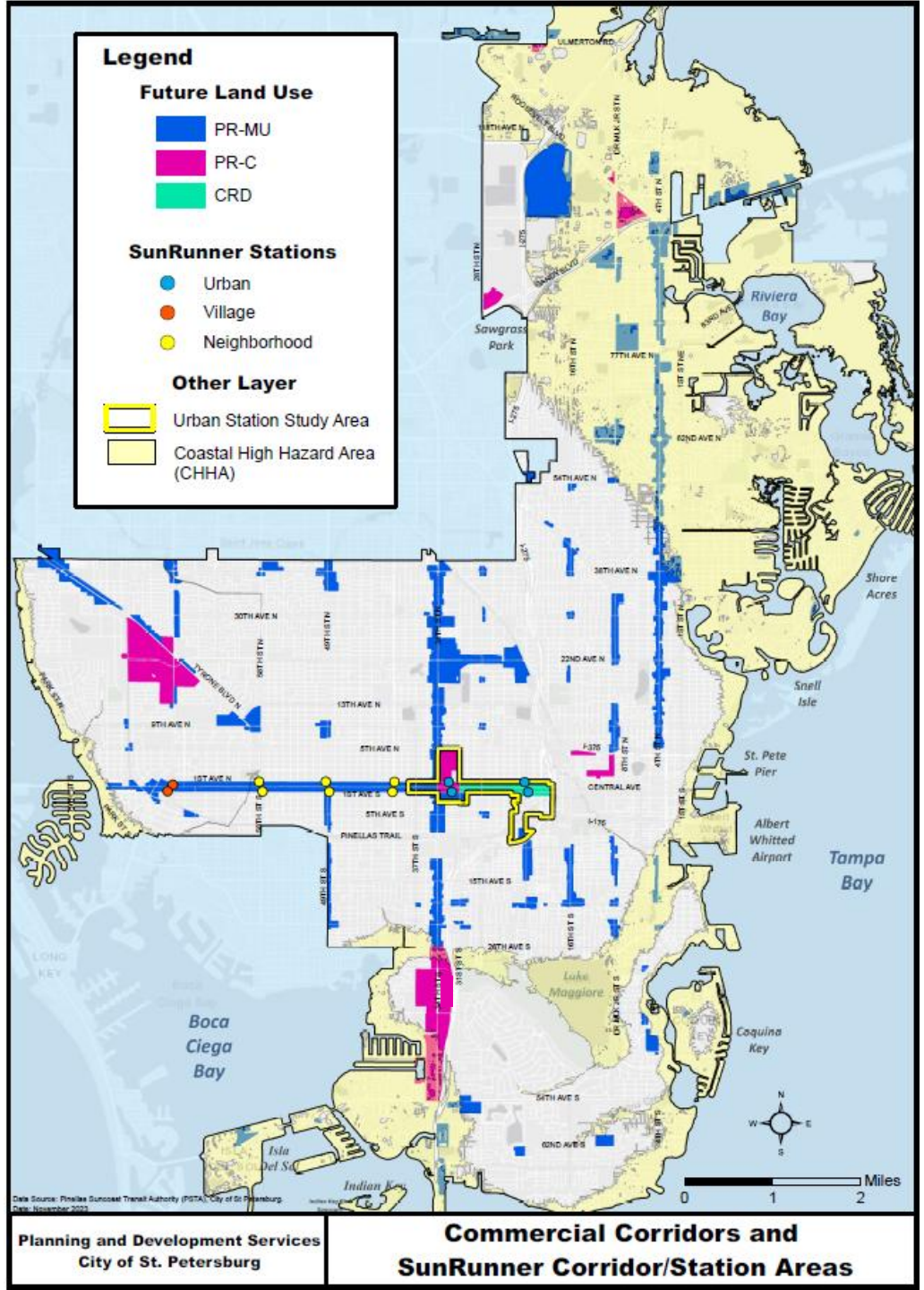
PLANNED REDEVELOPMENT – COMMERCIAL (C) - Allowing the full range of commercial and mixed uses including retail, office, service and high density residential uses not to exceed a floor area ratio of 1.25 and a net residential density of 55 dwelling units per acre; **however, when located outside of the Coastal High Hazard Area, a floor area ratio up to 2.5 to 4.0 and a net residential density of up to 60 dwelling units per acre may be allowed subject to the maximum allowance of the multimodal corridor subcategory**…



PROPOSED DENSITY CHANGES

Future Land Use	Existing Density	Proposed Density*
PR-C	55	60
PR-MU	24	45
Primary Corridor	30	55
Secondary Corridor	30	50
Supporting Corridor	30	45

*when outside of the CHHA



PROPOSED INTENSITY CHANGES

Future Land Use	Existing Intensity	Proposed Intensity*
PR-C	1.25	4.0
PR-MU	1.25	2.0
Primary Corridor	1.25	3.0
Secondary Corridor	1.25	2.5
Supporting Corridor	1.25	2.0

*when outside of the CHHA

CCT CORRIDOR COMMERCIAL TRADITIONAL

		CCT-1	CCT-2
Minimum lot area (square ft.)		4,500	4,500
Maximum residential density (units per acre)	Residential density within the CHHA	24	40
	Residential density outside the CHHA	45	45
	MMC: Primary Corridor	55	55
	MMC: Secondary Corridor	50	50
	MMC: Supporting Corridor	45	45
	Residential density within an activity center and the CHHA	36	60
	Residential density within an activity center and outside of the CHHA	55	~~60~~ FAR Only
	Missing middle housing density bonus within the CHHA	6	N/A
	~~Missing middle housing density bonus within activity center~~	~~N/A~~	~~N/A~~
	Workforce housing density bonus	8	6
	Hotel density (rooms per acre)	45	45
	Hotel density (rooms per acre) within activity center	80	80

CCT CORRIDOR COMMERCIAL TRADITIONAL

Maximum nonresidential intensity (floor area ratio)	Nonresidential intensity within the CHHA	1.0	1.5
	Nonresidential intensity outside the CHHA	2.0	2.0
	MMC: Primary Corridor	3.0	3.0
	MMC: Secondary Corridor	2.5	2.5
	MMC: Supporting Corridor	2.0	2.0
	Nonresidential intensity within an activity center and the CHHA	1.5	2.5
	Nonresidential intensity within an activity center and outside of the CHHA	3.0	3.0
	Workforce housing intensity bonus	0.2	0.2
Maximum impervious surface (site area ratio)		0.95	0.95

Workforce housing density and intensity bonus: All units associated with this bonus shall be utilized in the creation of workforce housing units as prescribed in the City's workforce housing program and shall meet all requirements of the program.

MMC references the Multimodal Corridor Subcategories regulated in the Countywide Rules

A missing middle housing density bonus is allowed for multi-family use at a maximum density of 30 dwelling units/acre following all dimensional and design requirements in Section 16.20.015 Neighborhood Traditional Mixed Residential-1 (NTM-1) and NTM parking requirements. The missing middle bonus is not allowed in addition to the workforce housing density bonus.

CCS CORRIDOR COMMERCIAL SUBURBAN

		CCS-1	CCS-2
Minimum lot width	Small lot (less than 1.0 acre)	100 ft.	100 ft.
	Medium lot (between 1.0 - 2.0 acres)	200 ft.	200 ft.
	Large lot (greater than 2.0 acres)	300 ft.	300 ft.
Minimum lot area (square ft.)		4,500	4,500
Maximum residential density (units per acre)	Residential density within the CHHA	15	40
	Residential density outside the CHHA	45	45
	MMC: Primary Corridor	55	55
	MMC: Secondary Corridor	50	50
	MMC: Supporting Corridor	45	45
	Residential density within an activity center and the CHHA	60	60
	Residential density within an activity center and outside of the CHHA	60	60
	Missing middle housing density bonus within the CHHA	15	N/A
	~~Missing middle housing density bonus within activity center~~	~~N/A~~	~~N/A~~
	Workforce housing density bonus	8	10
	Workforce housing density bonus within activity center	10	15
	Hotel density (rooms per acre)	45	55
	TDR density bonus	9	0

CCS CORRIDOR COMMERCIAL SUBURBAN

Maximum nonresidential intensity (floor area ratio)	Nonresidential intensity within the CHHA	0.55	0.75
	Nonresidential intensity outside the CHHA	2.0	2.0
	MMC: Primary Corridor	3.0	3.0
	MMC: Secondary Corridor	2.5	2.5
	MMC: Supporting Corridor	2.0	2.0
	Nonresidential intensity within an activity center and the CHHA	2.5	1.12
	Nonresidential intensity within an activity center and outside of the CHHA	3.0	3.0
	Workforce housing intensity bonus	0.2	0.2

RC
RETAIL CENTER

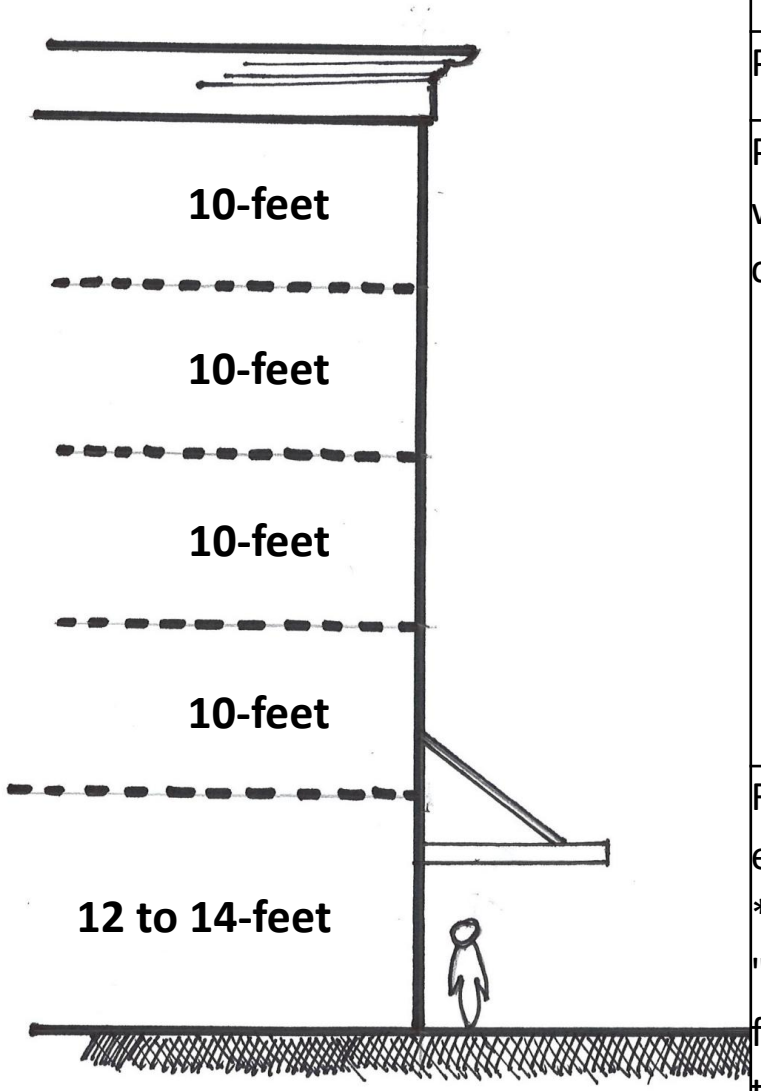
		RC-1	RC-2	RC-3
Minimum site area		NA	NA	15 acres
Minimum lot area (sq. ft.)		10,000	20,000	20,000
Minimum lot width	Small lot (less than 1.0 acre)	100	100	100
	Medium lot (between 1.0—2.0 acres)	200	200	200
	Large lot (greater than 2.0 acres)	300	300	300
Maximum residential density (units per acre)	Residential density within the CHHA	30	55	NA
	Residential density outside the CHHA	45	55	NA
	MMC: Primary Corridor	55	55	NA
	MMC: Secondary Corridor	50	55	NA
	MMC: Supporting Corridor	45	55	NA
	Residential density within an activity center and the CHHA	45	82	~~See note~~ FAR Only
	Residential density within an activity center and outside the CHHA	55	82	FAR Only
	Workforce housing density bonus	10	15	NA
	Workforce housing density bonus within an activity center	15	15	See note
	Hotel density (rooms per acre)	55	55	See note

RC
RETAIL CENTER

Maximum nonresidential intensity (floor area ratio)	Nonresidential intensity within the CHHA	0.75	1.0	NA
	Nonresidential intensity outside the CHHA	2.0	2.0	3.0
	MMC: Primary Corridor	3.0	3.0	3.0
	MMC: Secondary Corridor	2.5	2.5	3.0
	MMC: Supporting Corridor	2.0	2.0	3.0
	Nonresidential intensity within an activity center and the CHHA	1.12	1.5	3.0
	Nonresidential intensity within an activity center and outside the CHHA	3.0	3.0	3.0
	Workforce housing intensity bonus	0.25	0.25	NA
	Workforce housing intensity bonus within activity center	0.50	0.50	See FAR Bonus Subsection
	Other intensity bonus	NA	NA	See FAR Bonus Subsection
Maximum impervious surface (site area ratio)		0.75	0.80	0.90
Workforce housing density and intensity bonus: All units associated with this bonus shall be utilized in the creation of workforce housing units as prescribed in the City's workforce housing program and shall meet all requirements of the program.				
Workforce housing density and intensity bonus: All units Structured parking, located in the center of the site or concealed from view from the public right-of-way with liner buildings, is exempt from FAR calculations.				
Workforce housing density and intensity bonus: All units Refer to technical standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area and impervious surface.				
For RC-3 district: Residential and hotel density is only limited by floor area ratio.				

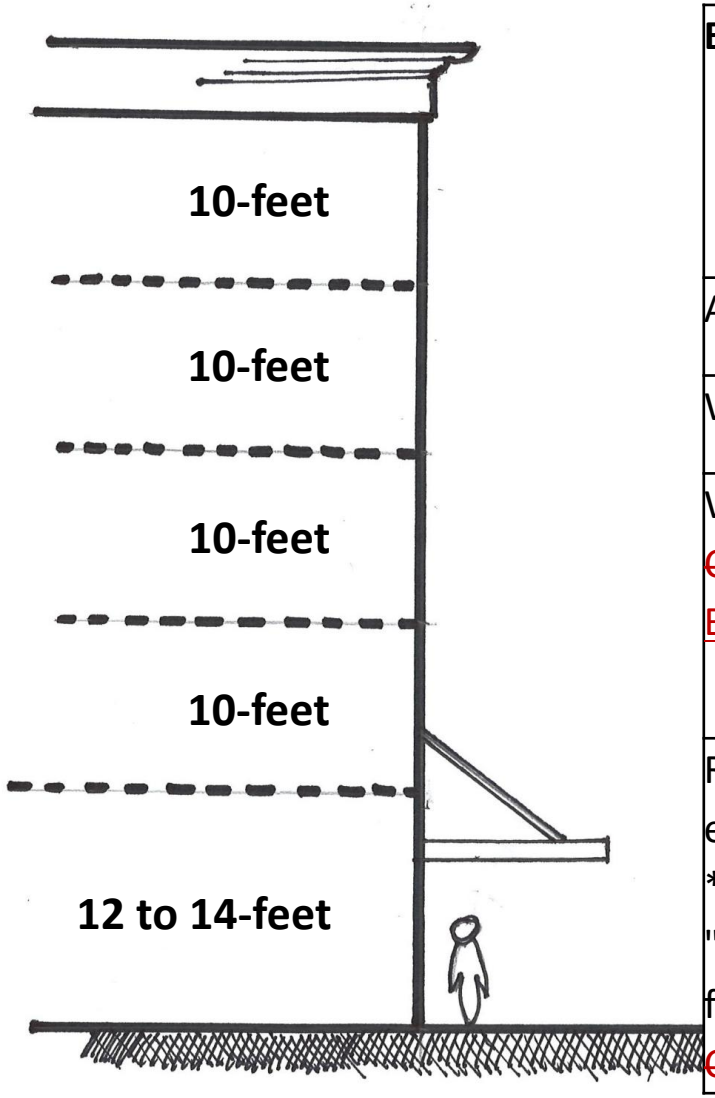
COMMERCIAL CORRIDORS

BUILDING HEIGHT DISCUSSION



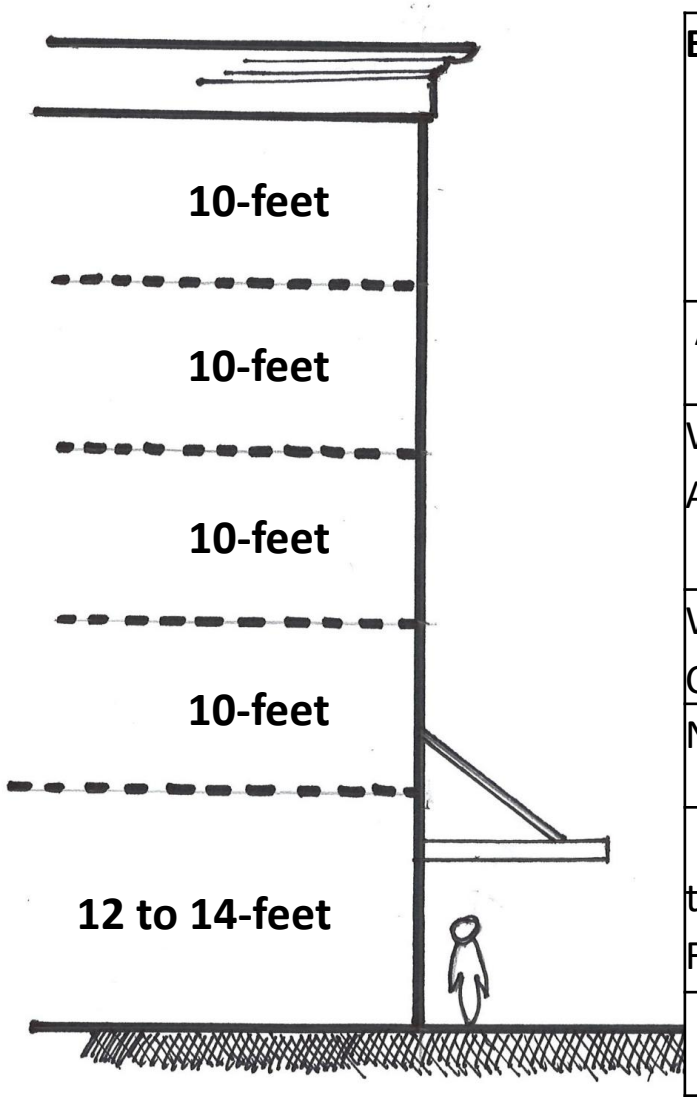
Building Height		**CCT-1**	**CCT-2**
Primary building		~~42~~ 60 ft.	60 ft.
Primary building within activity center	Small and Medium lot (< ~~one~~ two acres in size)	~~48~~ 60 ft.	~~72~~ 86 ft.*
	~~Medium lot (between one and two acres in size)~~	~~60 ft.~~	~~72 ft.*~~
	Large lot (> two acres in size)	~~84~~ 86 ft.	~~72~~ 86 ft.*
Refer to technical standards regarding measurement of building height and height encroachments. * The allowable height encroachment identified in section 16.20.060 and referred to as "Building in a mixed-use or non-residential zoning district (with 50 percent or more of the first floor of the principal structure devoted to parking spaces)" shall be prohibited within the ~~Central Avenue Corridor~~ SunRunner BRT Activity Center.			

CITY'S LAND DEVELOPMENT REGULATIONS



Building Height	CCS-1 and CCS-2		
	Small lot (less than 1.0 acre)	Medium lot (between 1.0—2.0 acres)	Large lot (greater than 2.0 acres)
All buildings	~~36~~ 60 ft.	~~36~~ 60 ft.	~~48~~ 60 ft.
Within activity center	~~48~~ 60 ft.	60 ft.	~~84~~ 86 ft.
Within ~~Central Avenue Corridor~~ SunRunner BRT Activity Center	~~72~~ 86 ft.*	~~72~~ 86 ft *	~~72~~ 86 ft.*
Refer to technical standards regarding measurement of building height and height encroachments. * The allowable height encroachment identified in section 16.20.060 and referred to as "Building in a mixed-use or nonresidential zoning district (with 50 percent or more of the first floor of the principal structure devoted to parking spaces)" shall be prohibited within the ~~Central Avenue Corridor~~ SunRunner BRT Activity Center.			

CITY'S LAND DEVELOPMENT REGULATIONS



Building height	RC-1, RC-2 and RC-3		
	Small lot (less than 1.0 acre)	**Medium lot (between 1.0 - 2.0 acres)**	**Large lot (greater than 2.0 acres)**
All buildings	~~48~~ 60 ft.	~~48~~ 60 ft.	~~48~~ 60 ft.
Within RC-1 and RC-2 Activity Center	~~72~~ 86 ft.	~~72~~ 86 ft	~~72~~ 86 ft.
Within RC-3 Activity Center	See note	See note	See note
Notes:			
• For RC-3 district: Height is unlimited as long as there is available square footage based on the FAR. Buildings shall not exceed FAA height limitations unless approval is obtained from the FAA.			
• Refer to technical standards article regarding measurement of building height.			

CITY'S LAND DEVELOPMENT REGULATIONS

COMMERCIAL CORRIDORS

FINDING OF CONSISTENCY

FINDING OF CONSISTENCY

Chapter 3: Future Land Use Element - 20

Chapter 6: Transportation Element - 8

Chapter 7: Housing Element – 4

LU2: The Future Land Use Element shall facilitate a compact urban development pattern that provides opportunities to more efficiently use and develop infrastructure, land and other resources and services by concentrating more intensive growth in activity centers and other appropriate areas.

LU3.11: More dense residential uses (more than 7.5 units per acre) may be located along (1) passenger rail lines and designated major streets or (2) in close proximity to activity centers where compatible.

FINDING OF CONSISTENCY

LU23.1: The City's development review policies and procedures shall continue to integrate land use and transportation planning so that land development patterns support mobility choices and reduced trip lengths.

LU23.3: The City's LDRs shall continue to support greater development intensity within the Corridor and Center zoning districts, particularly where located along fixed transit lines and around transit stops and stations.

T1.6: The City shall support high-density mixed-use developments and redevelopments in and adjacent to Activity Centers, redevelopment areas and locations that are supported by mass transit to reduce the number and length of automobile trips and encourage transit usage, bicycling and walking.

FINDING OF CONSISTENCY

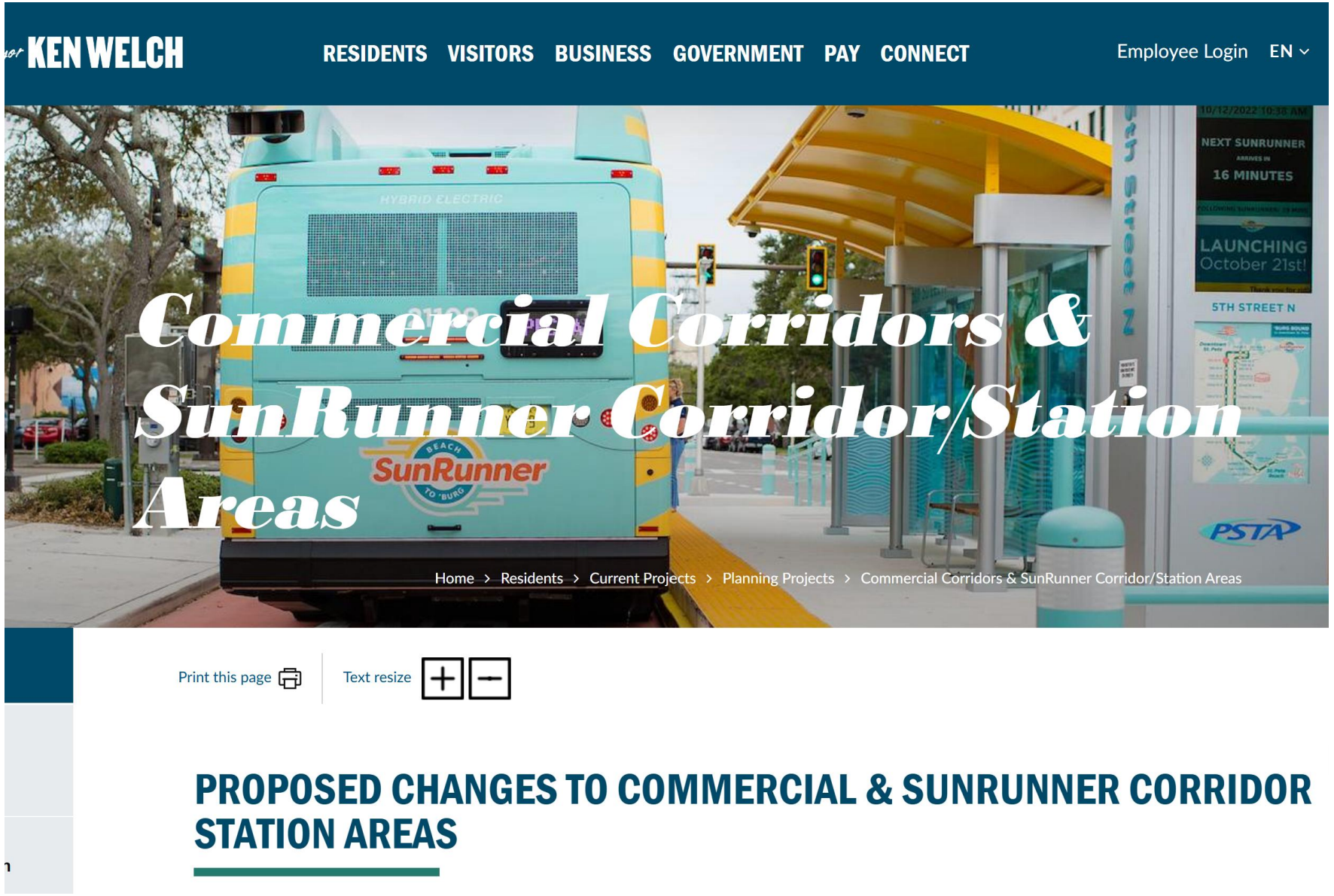
H13.5: The City's LDRs shall continue to support mixed-income housing in or near employment centers and recognize the positive fiscal impacts in transit-accessible, high density locations.

RECOMMENDATION

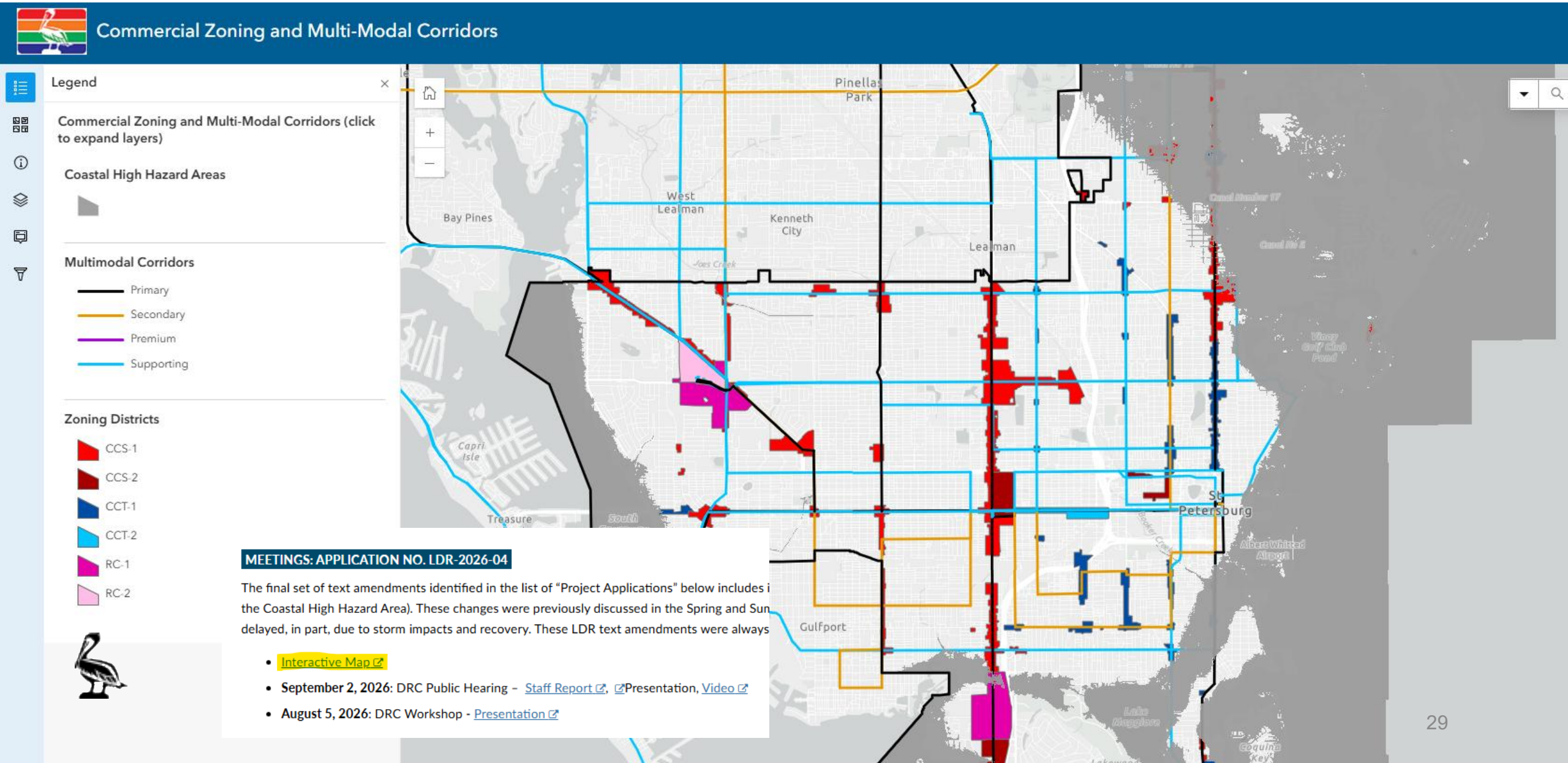
City Staff recommends:

- **CONDUCT** the first reading; and
- **SET** the second reading and adoption public hearing for December 3, 2026.

WEBSITE: STPETE.ORG/SUNRUNNERTOD



WEBSITE: STPETE.ORG/SUNRUNNERTOD



TIMELINE

January 10, 2024:	DRC Workshop
March 6, 2024:	DRC Workshop
June 5, 2024:	DRC Workshop
August 5, 2026:	DRC Workshop
September 2, 2026:	DRC Public Hearing
November 5, 2026:	**City Council 1st Reading**
December 3, 2026:	City Council Public Hearing



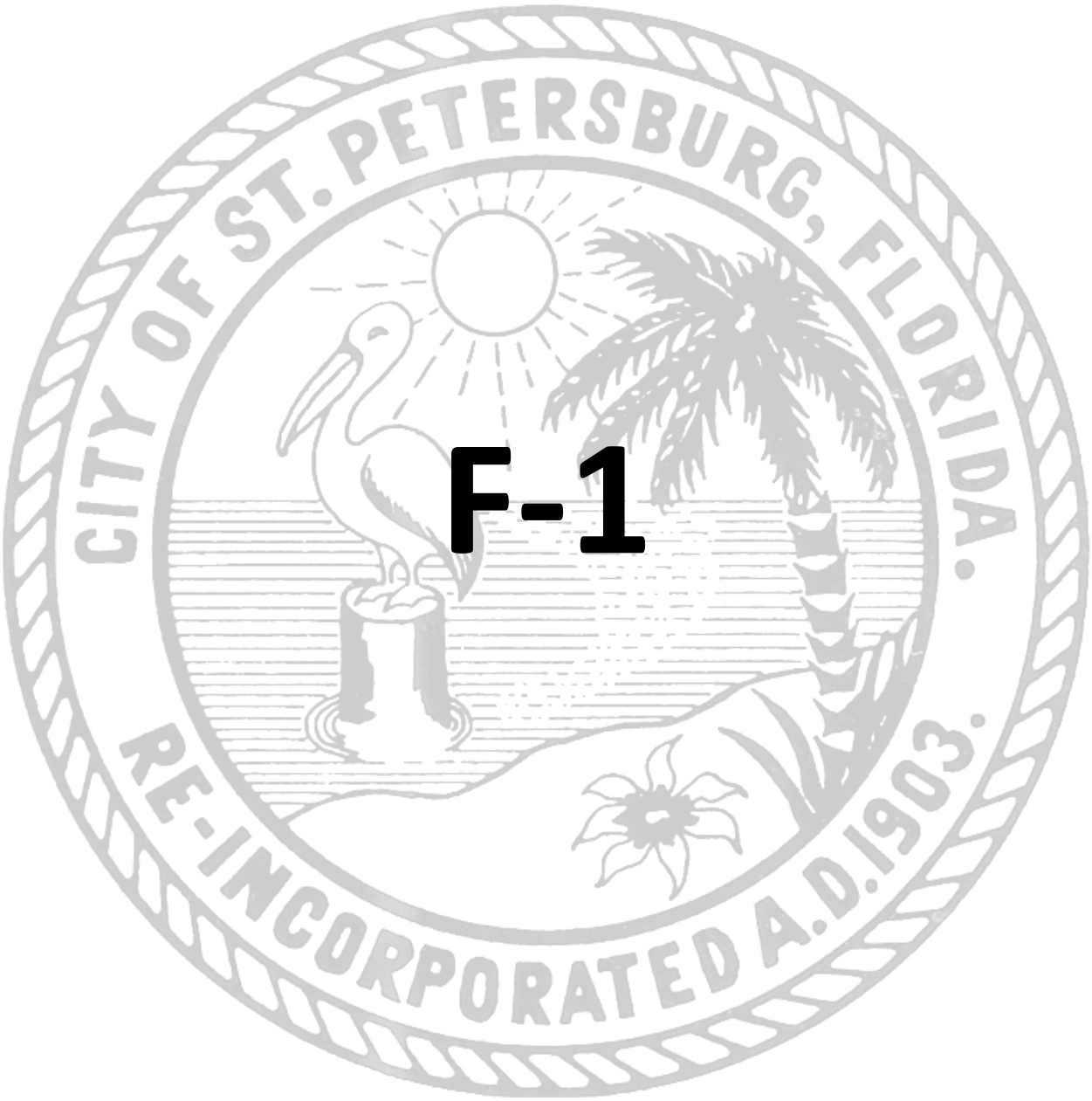
CITY OF ST. PETERSBURG PLANNING DEPARTMENT

City Council First Reading
November 5, 2026

COMMERCIAL CORRIDORS

[END]

The following page(s) contain the backup material for Agenda Item: Art Everywhere
Please scroll down to view the backup material.



F-1

CITY COUNCIL AGENDA
REPORT ITEM

DATE: September 30, 2026

TO: The Honorable Members of City Council

SUBJECT: Art Everywhere

PRESENTER: Margaret Murray, CEO of Creative Pinellas

Helen French, Executive Director of St. Pete Arts Alliance

SCHEDULE FOR COUNCIL ON: November 5, 2026

Lisset Hanewicz
Council Chair, District 4

ART EVERYWHERE

Celebration of Culture & Creativity

ST. PETE-CLEARWATER
NOVEMBER–DECEMBER

ST. PETE CLEARWATER FLORIDA

Creative Pinellas

ST. PETERSBURG ARTS ALLIANCE

CLEARWATER ARTS ALLIANCE

- Art Everywhere 2026 is a collaborative effort of Visit St. Pete-Clearwater, Creative Pinellas, Clearwater Arts Alliance, and St. Petersburg Art Alliance to promote our amazing arts destination.

- Creative Pinellas received $3.6 Million in requests and granted $350,000; and are funding additional opening and closing experiences.

- Those who received funds to produce art experiences in & around St. Petersburg:

  - Cultured Books Literacy Fdn.
  - FloridaRAMA
  - Museum of Fine Arts of St. Petersburg
  - Penny Lane Beatles Museum
  - Print St. Pete
  - projectALCHEMY
  - Sami Mangione
  - Soft Water Gallery
  - Sunscreen Film Festival
  - Tampa Bay Arts Passport
  - The Dalí Museum
  - The Deuces Live, Inc.
  - The Florida Holocaust Museum
  - The James Museum of Western & Wildlife Art
  - Tombolo Books
  - Warehouse Arts District Association (WADA)
  - Morean Workshop Space
  - Tigertail Asian Film Festival

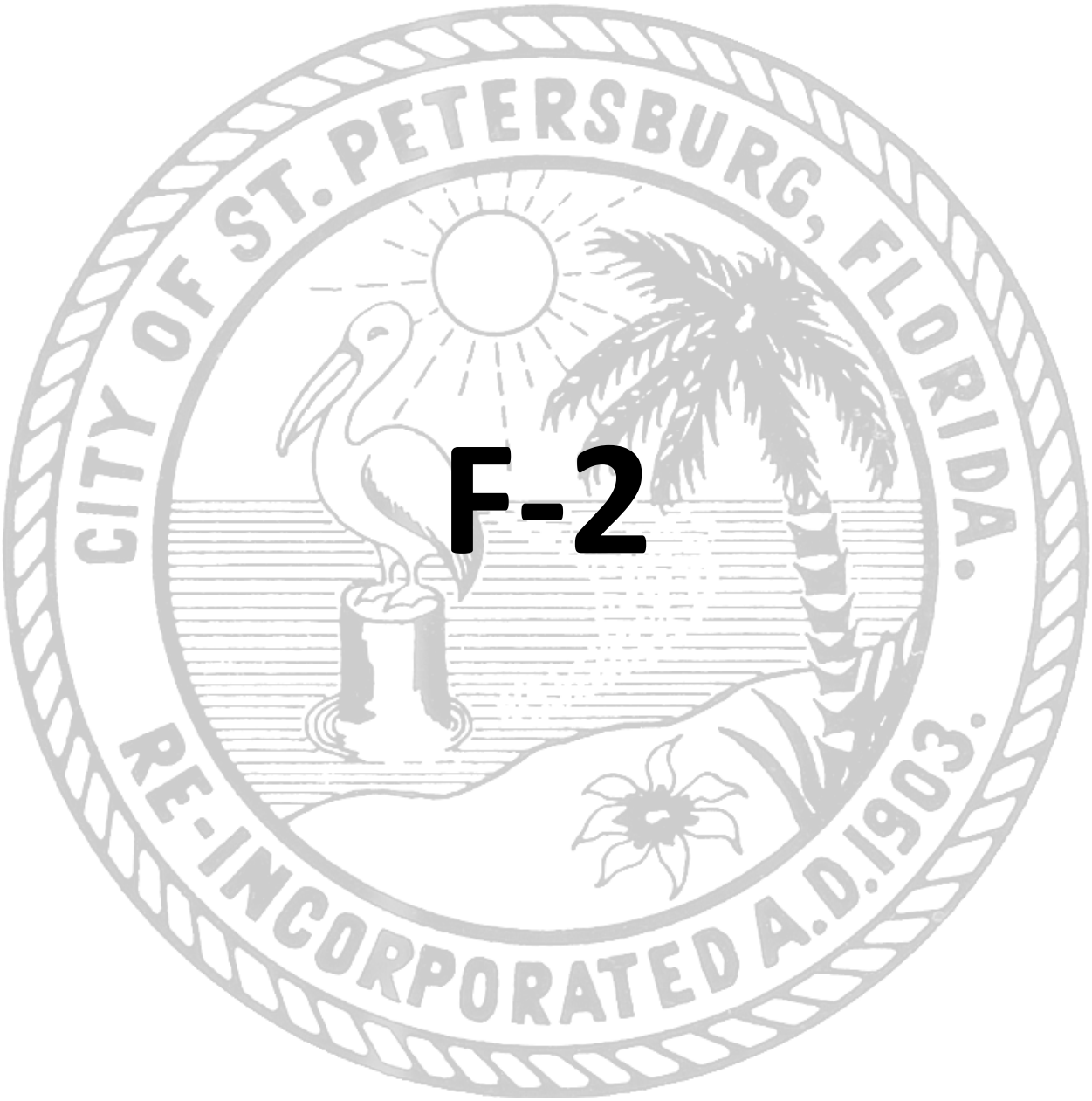
Web Presence

- The funded art experiences are promoted through https://www.visitstpeteclearwater.com/featured/art-everywhere

- Some experiences did not receive funding, but they are receiving the benefit of promotion, so additional St. Petersburg experiences are intended to appear as well.

- We believe the consistent promotion and support of art of all types is key to the health of residents, visitors, and infrastructure across Pinellas County. We hope you join us in this opportunity to celebrate the experiences in and around St. Petersburg.

The following page(s) contain the backup material for Agenda Item: EverForward Presentation
Please scroll down to view the backup material.



F-2

CITY COUNCIL AGENDA
REPORT ITEM

DATE: October 7, 2026

TO: The Honorable Members of City Council

SUBJECT: EverForward Presentation

PRESENTER: Tonya Ruble-Richter – EverForward CEO

SCHEDULE FOR COUNCIL ON: November 5, 2026

Copley Gerdes
Council Member, District 1

Because every child deserves a brighter future

Serving children in St. Petersburg since 1980.



Who We Are – EverForward 2.0

- Formerly Carlton Manor, Inc.
- 45 Year history serving children in crisis
- More than a new name, we are dedicated to creating a pathway to healing for children who are victims of abuse, neglect, and trauma
- Core service lanes include: residential group homes, community-based mental health services, & community advocates in the lanes of child abuse and effects of trauma in outcomes
- A new name, a deeper mission, and a powerful commitment to being a solution in our community and our child welfare system. Finding gaps and solutions. Currently working on adding Extended Foster Care services.

What We Do



Reminding them that no matter what they've been through, they can always move forward.

Our WHY

Florida Statistics in Child Welfare

- 22,842 Florida child maltreatment victims (2023)
- 7,558 children waiting for adoption
- 3rd in the nation for human trafficking
- 64% have been in care 24+ months with 3+ placements

National Numbers

** For those who age out of system at 18*

- 50% graduate high school
- 10% go to college, 3% earn a degree
- 1 in 3 women pregnant before 19
- 1 in 4 incarcerated within few years of aging out
- 3x the rate of suicidal behavior
- 45% unemployed by age 23
- 25 – 40% become involved with DCF as parents
- 2 – 4x higher rates of substance abuse disorder

IF WE KEEP DOING THE SAME THINGS, WE'RE GOING TO GET THE SAME RESULTS

Increased In Person Trauma-Informed Training for All Residential Staff

More Experienced Leadership Teams & Therapists

More Home, Less Facility: Personalized Bedrooms with Bedding & Decor

De-Escalation Skills Result in Fewer Disruptions, Fewer Baker Acts and Police Involvement

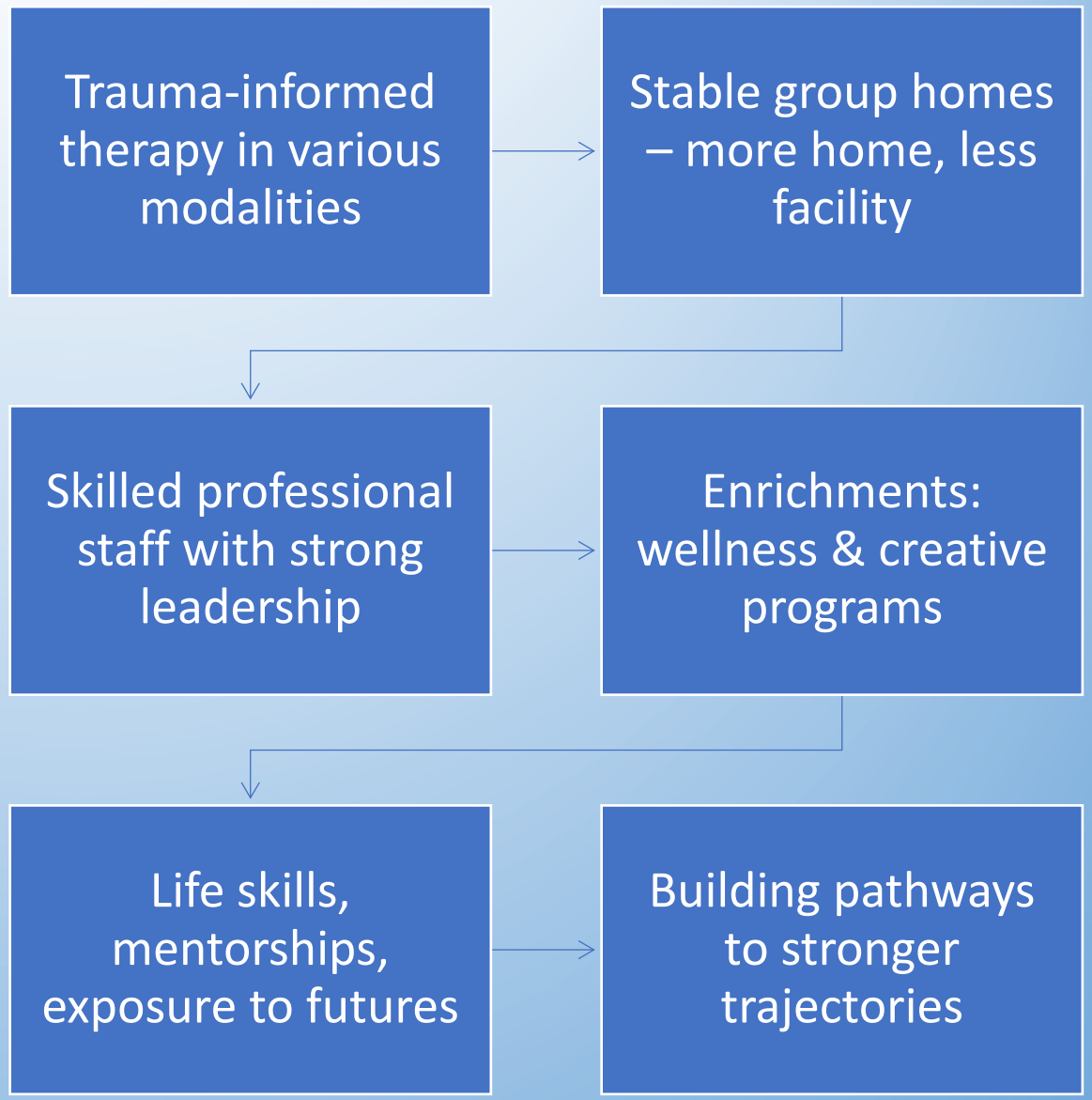
Structure & Stability: Points Systems, Reward Systems, Consistency, Encouragement

Community Collaborations with Multiple Enrichments, Outings, Experiences, and Supports

We are focused on showing up in a different way, a more impactful way.

Our goal in our group homes:
to stop checking boxes & start changing outcomes.

EverForward meets children where they are and builds supports around them.



Our Values



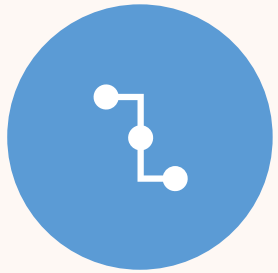
COMPASSION



EMPOWERMENT



INTEGRITY



CONNECTION

When we help them believe in themselves, and the world around them, the game changes.



One child's story…

our GOAL: increased awareness that leads to action

1

Support healing, stability, and opportunity for our community's most vulnerable youth

2

Help us transform the landscape for children that are abused, neglected, and victims of trauma

3

Open doors to other individuals, businesses, and funders that can accomplish our goals

4

Be our ambassadors to civic organizations, media, and funding connections

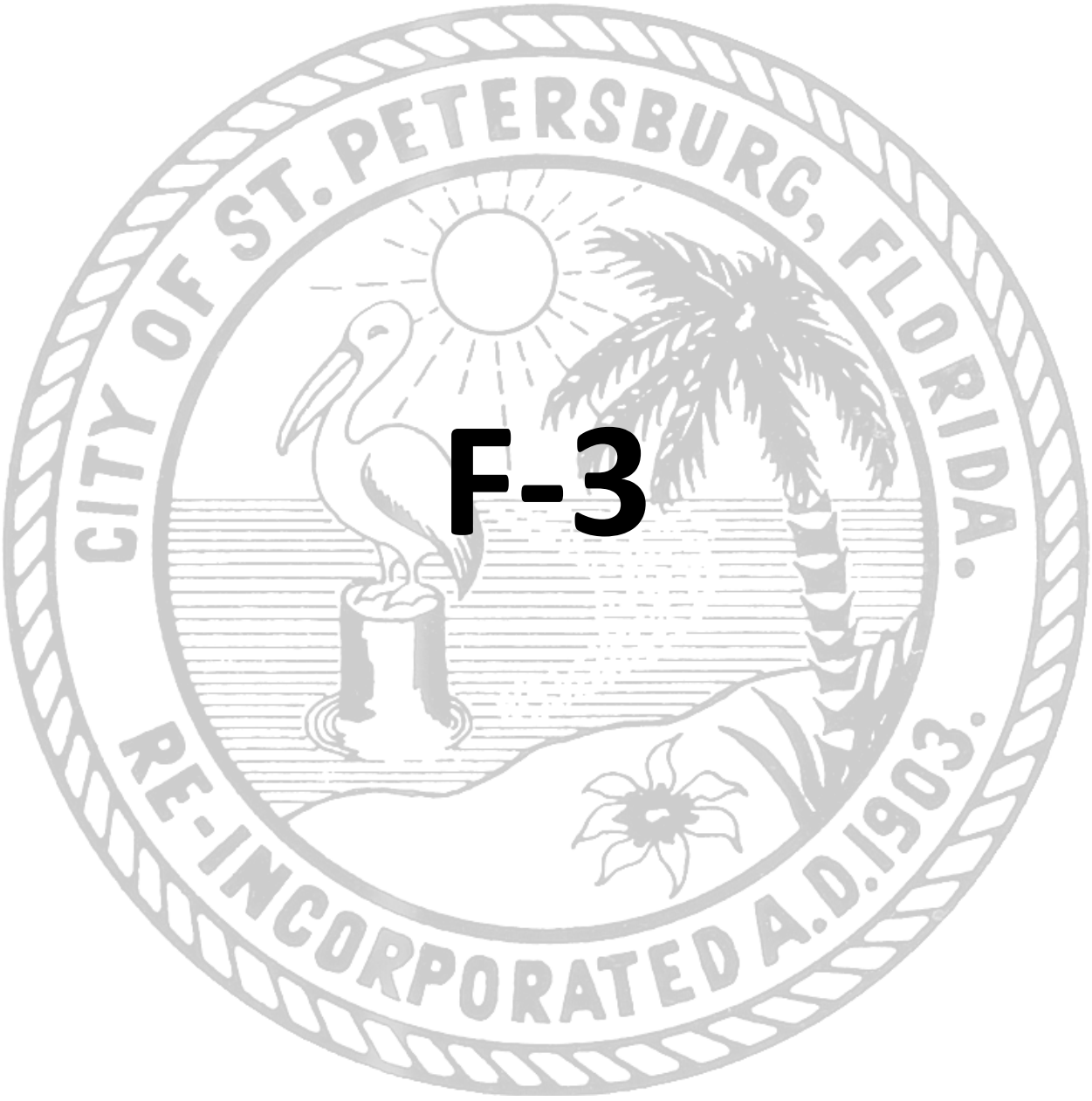
5

Donate, volunteer, and visit – experience our mission up close

Thank you for your support, care, & compassion.

Children are likely to live up to what you believe in them.
- Lady Bird Johnson

The following page(s) contain the backup material for Agenda Item: Approving the agreement with Williams Park Partnership, Inc. (Contractor) for Downtown Enhanced Services with an initial term ending December 31, 2029; Authorizing payment to Contractor for start-up and mobilization for a total amount not to exceed $78,000; Authorizing payment to Contractor for the Downtown Enhanced Services for a total amount not to exceed $650,000 annually (not to exceed $1,950,000 for the initial three-year service term); Authorizing the City Attorney's Office to make non-substantive changes to the Agreement; Authorizing the Mayor or his designee to execute the Agreement; and providing an effective date.
Please scroll down to view the backup material.



F-3

ST. PETERSBURG CITY COUNCIL
REPORT
Meeting of November 5, 2026

To: The Honorable Lissett Hanewicz, Chair, and Members of City Council

Subject: Approving the agreement with Williams Park Partnership, Inc. ("Contractor") for Downtown Enhanced Services with an initial term ending December 31, 2029; Authorizing payment to Contractor for start-up and mobilization for a total amount not to exceed $78,000; Authorizing payment to Contractor for the Downtown Enhanced Services for a total amount not to exceed $650,000 annually (not to exceed $1,950,000 for the initial three-year service term); Authorizing the City Attorney's Office to make non-substantive changes to the Agreement; Authorizing the Mayor or his designee to execute the Agreement; and providing an effective date.

Explanation: The Procurement and Supply Management Department issued RFP-26-102 on January 23, 2026. The proposals were due on March 26, 2026 and opened thereafter. The Procurement and Supply Management Department received three proposals for Downtown Enhanced Services.

The proposals were received from:

#	***Offerors***
1.	Byrne Ocean Conservation Inc
2.	InfinityCX LLC
3.	Williams Park Partnership, Inc

Byrne Ocean Conservation Inc was deemed non-responsive due to providing an incomplete proposal.

Evaluations of the proposals were conducted by the following staff:

Marshall Hampton, Stormwater, Pavement, and Traffic Operations Director
Antwann Jackson, Administrative Services Manager
Kylie Noonan, Special Projects Coordinator
Shawnese Reed, Social Services Specialist

The proposals were evaluated based on the following weighted criteria:

• Executive Summary, Experience, and Qualifications	10%
• Technical Approach and Integration Plan	25%
• Innovation and Technology Use	20%
• Community Engagement Plan and Compliance with City Ordinances	20%
• Budget and Cost Proposal	10%
• Business Enterprise Program Outreach and Utilization	15%

On April 6, 2026, the proposals were evaluated solely on the evaluation criteria established in the RFP. The offerors were scored, and the evaluation committee requested a best and final offer (BAFO) from the top ranked offeror, Williams Park Partnership, Inc ("Contractor").

On April 17, 2026, the evaluation committee discussed Contractor's BAFO and recommended award of the agreement to Contractor.

From the Agreement execution date until December 31, 2026, Contractor will provide start-up and mobilization services. Commencing on January 1, 2027, Contractor will provide (i) hospitality and safety services and (ii) cleaning and maintenance services in downtown St. Petersburg (see service zone in the Agreement) seven (7) days a week, fifty-two (52) weeks a year. Such services include routine pickup and proper disposal of trash and litter, assisting visitors with wayfinding to popular destinations and pressure washing of sidewalks.

The Procurement and Supply Management Department, in cooperation with the Stormwater, Pavement, and Traffic Operation Department, recommends for award:

Williams Park Partnership, Inc. (St. Petersburg, FL).....
(Start-up and Mobilization One time, not to exceed $78,000)
(Scheduled Services, Three-years, not to exceed $630,000 annually)
(Unscheduled Services, Three-years, not to exceed $20,000 annually)

Contractor has met the requirements of RFP-26-102 dated January 23, 2026. The agreement will commence when executed by the City and the initial service term will end on December 31, 2029. There is a two-year renewal option.

Cost/Funding/Assessment Information: Revenues will be received in FY27 for additional downtown paid parking locations and deposited in the Parking Revenue Fund (1021). Funding has been has been previously appropriated in the Parking Revenue Fund (1021), Stormwater, Pavement and Traffic Operations Department, Stormwater Quality Division (400-2343). Funding for future fiscal years will be included in the City's annual operating budget subject to approval by City Council.

Attachments: Technical Evaluation
Agreement
Resolution

000924806

Technical Evaluation
RFP-26-102: Downtown Enhanced Services Zone (DESZ)

Evaluated Vendors

1. InfinityCX LLC
2. Williams Park Partnership, Inc.

Evaluation Criteria

The proposals were evaluated and scored based on the following criteria:

Executive Summary, Experience, & Qualifications	10 possible points
Technical Approach and Integration Plan	25 possible points
Innovation and Technology Use	20 possible points
Community Engagement Plan and Compliance with City Ordinances	20 possible points
Budget & Cost Proposal	10 possible points
Business Enterprise Program Outreach and Utilization	15 possible points

Tabulation of Scores

The evaluation committee scored the offers based on a possible total of 100 points as follows:

Company	Score	Rank
Williams Park Partnership, Inc	83.75	1
InfinityCX LLC	54.38	2

Williams Park Partnership, Inc. met the requirements of RFP-26-102 and was determined to be the most advantageous to the City, taking into consideration the evaluation criteria set forth in the RFP.

ATTACHED IS THE CURRENT DRAFT OF THE AGREEMENT THAT WILL BE CONSIDERED AT THE NOVEMBER 5, 2026 CITY COUNCIL MEETING. THIS AGREEMENT IS UNDER FINAL REVIEW.

AGREEMENT

THIS AGREEMENT, ("Agreement") is made and entered into on the Williams Park Partnership, Inc. dba St. Petersburg Downtown Improvement District day of Click here to enter text., 2026 ("Effective Date"), by and between St. Petersburg Downtown Improvement District ("Contractor") and the City of St. Petersburg, Florida, ("City") (collectively, "Parties").

WITNESSETH:

NOW, THEREFORE, in consideration of the promises and covenants contained herein, and other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the Parties agree as follows:

1. **Contractor Duties**. Contractor shall perform the scope of services and provide the reports and deliverables set forth in Exhibit A of this Agreement ("Scope of Services") for the City in full and complete accordance with this Agreement. Where not clearly specified in Exhibit A, the format and level of detail for reports and deliverables shall be mutually agreed upon by the Parties.

2. **Agreement Components**.

   A. The agreement components are this Agreement, the appendices to this Agreement, and the attached CSP BPA FORM or CSP CPA FORM, as applicable ("BPA/CPA Form").

   B. In the event of an inconsistency or conflict between or among the documents referenced in this Agreement, the following order of precedence governs: (i) this Agreement, exclusive of its exhibits, (ii) the exhibits to this Agreement, and (iii) the BPA/CPA Form.

3. **Term**.

   A. As defined in this paragraph 3, this Agreement will have a Mobilization Term, an Initial Service Term, and, if extended by the City in accordance with paragraph 3.D., a Renewal Service Term.

   B. The "Mobilization Term" will commence on the Effective Date and end on December 31, 2026.

   C. The "Initial Service Term" will commence on January 1, 2027 and will continue for a period of three years from that date, unless earlier terminated as provided for herein.

   D. Following the Initial Service Term, the City may extend this Agreement under the same terms and conditions for an additional two-year period "Renewal Service

Term", provided such extension is mutually agreed upon by both Parties in writing and effectuated by an amendment to this Agreement.

E. References in this Agreement to "Term" includes the Mobilization Term, Initial Service Term and Renewal Service Term.

4. **Payment**.

A. The City shall pay Contractor for its performance of this Agreement only as explicitly set forth in this Agreement, which includes the document attached to this Agreement as Exhibit B ("Services Pricing Breakdown"). All payments or amounts set forth in this Agreement are in U.S. Dollars unless otherwise indicated.

B. During the Mobilization Term and provided Contractor performs its obligations contained in this Agreement, the City shall pay Contractor in accordance with the Services Pricing Breakdown, provided, however, that the total amount paid to Contractor pursuant to this Agreement, which shall be inclusive of any out-of-pocket expenses (including but not limited to transportation, mileage, and meals) must not exceed seventy-eight thousand dollars ($78,000.00) for the Mobilization Term (the "Mobilization Fee").

C. During the Initial Service Term, the City shall pay Contractor for services rendered in accordance with the Services Pricing Breakdown, provided, however, the City is not required to pay Contractor for services unless they conform to the requirements of this Agreement. Except for the Annual Unscheduled Service Fee Amount (as defined herein), the total amount paid to Contractor pursuant to this Agreement during the Initial Service Term, which is inclusive of any out-of-pocket expenses (including but not limited to transportation, mileage, and meals) must not exceed six hundred thirty thousand dollars ($630,000.00) annually ("Annual Service Fee Maximum Amount").

D. For unscheduled services during the Initial Service Term and provided Contractor receives prior approval from the City to perform any unscheduled services, the City shall pay Contractor for unscheduled services rendered in accordance with the Services Pricing Breakdown; provided however, total amount paid to Contractor pursuant to this Agreement during the Initial Service Term, which is inclusive of any out-of-pocket expenses (including but not limited to transportation, mileage, and meals) must not exceed twenty thousand dollars ($20,000) annually ("Annual Unscheduled Service Fee Maximum Amount").

E. During the Renewal Service Term, the City shall continue paying for services rendered in accordance with the Services Pricing Breakdown set forth in Exhibit B unless at least thirty (30) days prior to the expiration of the Initial Service Term, Contractor notifies the City of its intent to increase the rates and fees set forth in Exhibit B and the City and Contractor mutually agree in writing such increase in

the rates and fees and such changes to Exhibit B is effectuated by an amendment to this Agreement.

F. Contractor shall invoice the City for services in accordance with procedures established by the City, and the City shall pay each invoice in accordance with the Local Government Prompt Payment Act. The Mobilization Fee, Annual Service Fee Maximum Amount, Annual Unscheduled Service Fee Maximum Amount and Services Pricing Breakdown may be increased only in strict accordance with this Agreement.

5. **Indemnification.**

A. Contractor shall defend at its expense, pay on behalf of, hold harmless and indemnify the City, its officers, employees, agents, elected and appointed officials and volunteers (collectively, "Indemnified Parties") from and against any and all claims, demands, liens, liabilities, penalties, fines, fees, judgments, losses and damages (collectively, "Claims"), whether or not a lawsuit is filed, including, but not limited to Claims for damage to property or bodily or personal injuries, including death at any time resulting therefrom, sustained by any persons or entities; and costs, expenses and attorneys' and experts' fees at trial and on appeal, which Claims are alleged or claimed to have arisen out of or in connection with, in whole or in part, directly or indirectly:

(i) The performance of this Agreement (including any amendments thereto) by Contractor, its employees, agents, representatives or subcontractors; or

(ii) The failure of Contractor, its employees, agents, representatives or subcontractors to comply and conform with applicable Laws (as defined herein); or

(iii) Any negligent act or omission of Contractor, its employees, agents, representatives, or subcontractors, whether or not such negligence is claimed to be either solely that of Contractor, its employees, agents, representatives or subcontractors, or to be in conjunction with the claimed negligence of others, including that of any of the Indemnified Parties; or

(iv) Any reckless or intentional wrongful act or omission of Contractor, its employees, agents, representatives, or subcontractors; or

(v) Contractor's failure to maintain, preserve, retain, produce, or protect records in accordance with this Agreement and applicable Laws (including but not limited to Florida laws regarding public records); or

(vi) Any actual or alleged violation of any person's state or federal civil rights, constitutional rights or civil liberties by Contractor, its employees, agents, representatives or subcontractors; or

(vii) any security breach or other form of unauthorized access to a City system that results from use of the interface described in paragraph 39.

B. The provisions of this paragraph are independent of, and will not be limited by, any insurance required to be obtained by Contractor pursuant to this Agreement or otherwise obtained by Contractor, and the provisions of this paragraph survive the expiration or earlier termination of this Agreement with respect to any claims or liability arising in connection with any event occurring prior to such expiration or termination.

C. It is understood and agreed by Contractor if any of the Indemnified Parties is made a defendant in any Claim for which it is entitled to be defended pursuant to this Agreement, and Contractor fails or refuses to assume its obligation to defend any of the Indemnified Parties after notice by the City of its obligation hereunder to do so, the City may compromise or settle or defend any such Claim, and Contractor is bound and obligated to reimburse the City for the amount expended by the City in settling or compromising or defending any such Claim, including the amount of any judgment rendered with respect to such Claim, and Contractor is also bound an obligated to pay all attorneys' fees of the City associated with such Claim.

6. **Insurance.**

A. Contractor shall maintain the following minimum types and amounts of insurance throughout the Term at its own expense:

(i) Commercial general liability insurance in an amount of at least One Million Dollars ($1,000,000) per occurrence, Two Million Dollars ($2,000,000) aggregate in occurrences form. This policy must include coverage for bodily injury, property damage, personal and advertising injury, products and completed operations, and contractual liability under this Agreement. The policy must not include any policy exclusions that would prevent the Contractor from fulfilling the indemnification requirements of this Agreement (as determined by the City's Risk Management Department).

(ii) Commercial automobile liability insurance of $1,000,000 combined single limit covering all owned, hired and non-owned vehicles.

(iii) Workers' Compensation insurance as required by Florida law and Employers' Liability Insurance in an amount of at least $100,000 each accident, $100,000 per employee, and $500,000 for all diseases.

(iv) Pollution Liability insurance with a minimum limit of $1,000,000 per occurrence. Coverage shall apply to pollution losses arising from the Scope of Services performed to comply with this Agreement. Coverage shall apply to sudden and gradual pollution conditions including discharge, dispersal, release, or escape of smoke, vapors, soot, fumes, acids, alkalis, toxic

chemicals, liquids or gases, waste materials, or other irritants, contaminants, or pollutants into or upon land, the atmosphere, or any watercourse or body of water. Coverage shall also include the cost of cleanup and remediation. Coverage shall include bodily injury, property damage, loss of use of tangible property whether or not it has not been physically injured or destroyed, cleanup and remediation costs, penalties or fines, and defense costs including costs incurred in the investigation or adjustment of the claim. Coverage shall be provided both for the use of pollutants in the DESZ (as defined in the Scope of Services) including surrounding areas and during transit. Coverage may be provided by a standalone policy or by endorsements to other policies.

B. All of Contractor's insurance policies, except Workers' Compensation, must name the Indemnified Parties as additional insureds.

C. All policies must provide that the City will be provided notice at least thirty (30) days prior to any cancellation, reduction or material change in coverage.

D. Contractor shall provide the City with Certificates of Insurance on a standard ACORD form, or similar form acceptable to the City, reflecting all required coverage. At the City's request, Contractor must provide copies of current policies with all applicable endorsements.

E. All insurance required must be on a primary and noncontributory basis and must be provided by responsible insurers licensed in the State of Florida and rated at least A- in the then-current edition of AM Best's Rating Services, or similar rating agency acceptable to the City.

F. If the insurance carried by Contractor has broader coverage than required in this Agreement, then that broader coverage, including but not limited to additional insured requirements, is deemed to be the requirement in this Agreement. If Contractor's insurance limits are greater than the minimum limits set forth herein, then Contractor's insurance limits are deemed to be the required limits in this Agreement.

G. Contractor hereby waives all subrogation rights of its insurance carriers in favor of the Indemnified Parties. This provision is intended to waive fully, and for the benefit of the Indemnified Parties, any rights or claims which might give rise to a right of subrogation in favor of any insurance carrier.

H. The City reserves the right to change or alter the above insurance requirements as it deems necessary.

7. **Notices.** Unless and to the extent otherwise provided in this Agreement, all notices, demands, requests for approvals and other communications which are required to be given by either party to the other must be in writing and will be deemed given and delivered on

the date delivered in person, upon the expiration of five (5) days following the date mailed by registered or certified mail, postage prepaid, return receipt requested to the address provided below, or upon the date delivered by overnight courier (signature required) to the address provided below.

CITY:

City of St. Petersburg
Stormwater Pavement and Traffic Operations Department
P. O. Box 2842
St. Petersburg, FL 33731
Attention: Marshall T. Hampton
Email: Marshall.Hampton@stpete.org

With a copy to:

City of St. Petersburg
Procurement and Supply Management Department
P. O. Box 2842
St. Petersburg, FL 33731
Phone: 727-893-7220
Attention: Stephanie S. Scarbrough

CONTRACTOR:

Williams Park Partnership, Inc dba St. Peterburg Improvement District
244 2nd AVE N
St. Petersburg, Florida 33701
Attn: Shaun Drinkard
Email: shaun@stpetedid.org

8. **Severability.** Should any paragraph or portion of any paragraph of this Agreement be rendered void, invalid or unenforceable by any court of law for any reason, such determination will not render void, invalid or unenforceable any other paragraph or portion of this Agreement.

9. **Due Authority.** Each party to this Agreement that is not an individual represents and warrants to the other party that (i) it is a duly organized, qualified and existing entity authorized to do business under the laws of the State of Florida, and (ii) all appropriate authority exists so as to duly authorize the person executing this Agreement to so execute the same and fully bind the party on whose behalf he or she is executing.

10. **Assignment.** Contractor shall make no assignment of this Agreement without the prior written consent of the City. Any assignment of this Agreement contrary to this paragraph is void and confers no rights upon the assignee.

11. **Termination.**

A. This Agreement may be terminated at any time by the City for convenience upon ninety (90) days written notice to Contractor. In the event of termination pursuant to this paragraph 11.A, the City will pay Contractor costs for services rendered up the effective date of termination, provided such costs are owed to Contractor pursuant to this Agreement. The foregoing payment constitutes Contractor's sole compensation in the event of termination of this Agreement and the City will have no other liability to Contractor related to termination of this Agreement. Without limiting the generality of the foregoing, the City will have no liability to Contractor for lost profits or lost opportunity costs in the event of termination of this Agreement.

B. The City may terminate this Agreement upon written notice to Contractor in the event Contractor defaults on any of the terms and conditions of this Agreement and such failure continues for a period of thirty (30) days following notice from the City specifying the default; provided, however, that the City may immediately terminate this Agreement, without providing Contractor with notice of default or an opportunity to cure, if the City determines that Contractor has failed to comply with any of the terms and conditions of this Agreement related to safety, indemnification or insurance coverage.

C. The City may terminate this Agreement as provided in Florida Statute sections 287.135 and 448.095.

D. Termination of this Agreement acts as a termination of the BPA/CPA Form.

12. **Suspension of Services.**

A. The City may, at any time, by written order to Contractor, require Contractor to suspend, delay, or interrupt all or any part of the Scope of Services required by this Agreement. Any such order must be specifically identified as a suspension of services order ("Suspension of Services Order"). Upon receipt of a Suspension of Services Order, Contractor shall forthwith comply with its terms and immediately cease incurrence of further costs and fees allocable to the services covered by the Suspension of Services Order during the period of stoppage of services. This includes the involvement of any and all subcontract relationships.

B. If a Suspension of Services Order issued under this paragraph 12 is canceled, Contractor shall resume the Scope of Services within fifteen (15) days after a Suspension of Services Order is canceled. If an adjustment to the Scope of Services or any other term and condition of this Agreement is required due to a suspension of services pursuant to this paragraph, the Parties shall follow the Contract Adjustments (as defined herein) procedure as described in paragraph 31 of this Agreement. However, Contractor shall not make a claim for additional compensation or request an increase in Mobilization Fee, Annual Service Fee

Maximum Amount, Annual Unscheduled Service Fee Maximum Amount or Services Pricing Breakdown unless Contractor is required to provide additional services for the City beyond those services set forth in the Scope of Services.

C. If a Suspension of Services Order is not canceled and this Agreement is terminated by the City for convenience, the City shall pay Contractor costs and fees for services performed up to the effective date of termination, provided such costs and fees are owed to Contractor pursuant to this Agreement. The foregoing payment constitutes Contractor's sole compensation in the event of termination of this Agreement and the City will have no other liability to Contractor related to termination of this Agreement. Without limiting the generality of the foregoing, the City will have no liability to Contractor for lost profits or lost opportunity costs in the event of termination of this Agreement.

D. Additionally, the City reserves the right to immediately suspend this Agreement by giving verbal notice (followed by written notice within a reasonable time) if a state of emergency has been declared by the federal, state, or local government, and the Mayor (as defined in St. Petersburg City Code section 2-425) determines that such suspension or limitation is necessary to protect the public health, safety, or welfare. Further, should the City exercise this right, Contractor hereby releases any and all Claims for damages against the Indemnified Parties and further agrees to waive any and all rights which might arise by reason of the terms of this Agreement; Contractor has no recourse of any kind against any of the Indemnified Parties.

13. **Entire Agreement**. This Agreement constitutes the entire agreement between the Parties and supersedes all prior and contemporaneous agreements, whether oral or written, between them.

14. **Amendment**. This Agreement may be amended only in a writing executed by both Parties.

15. **Governing Law and Venue.** The laws of the State of Florida govern this Agreement. Venue for any action brought in state court must be in Pinellas County, St. Petersburg Division. Venue for any action brought in federal court must be in the Middle District of Florida, Tampa Division, unless a division is created in St. Petersburg or Pinellas County, in which case the action must be brought in that division. Each party waives any defense, whether asserted by motion or pleading, that the aforementioned courts are an improper or inconvenient venue. Moreover, the Parties consent to the personal jurisdiction of the aforementioned courts and irrevocably waive any objections to said jurisdiction.

16. **Compliance with Laws**. Contractor shall comply at all times with all federal, state, and local statutes, rules, regulations and ordinances, the federal and state constitutions, and the orders and decrees of lawful authorities having jurisdiction over the matter at issue (collectively, "Laws"), including but not limited to Florida laws regarding public records. Contractor hereby makes all certifications required under Florida Statute section 287.135. Contractor shall also comply with all applicable City policies and procedures.

17. **Third Party Beneficiary**. Notwithstanding anything to the contrary contained in this Agreement, persons or entities not a party to this Agreement may not claim any benefit hereunder or as third party beneficiaries hereto.

18. **No Liens.** Contractor shall not suffer any liens to be filed against any City property by reason of any work, labor, services or materials performed at or furnished to City property, to Contractor, or to anyone using City property through or under Contractor. Nothing contained in this Agreement may be construed as a consent on the part of the City to subject City property or any part thereof to any lien or liability under any Laws.

19. **No Construction against Preparer of Agreement.** This Agreement has been prepared by the City and reviewed by Contractor and its professional advisors. The City, Contractor and Contractor's professional advisors believe that this Agreement expresses their agreement and that it should not be interpreted in favor of either the City or Contractor or against the City or Contractor merely because of their efforts in preparing it.

20. **Use of Name.** Subject to the requirements of Florida laws regarding public records, neither party may use the other party's name in conjunction with any endorsement, sponsorship, or advertisement without the written consent of the named party, except that Contractor may refer to the City in client list.

21. **Non-appropriation.** The obligations of the City as to any funding required pursuant to this Agreement are limited to an obligation in any given fiscal year (which runs from October 1 through September 30) to budget, appropriate and pay from legally available funds, after monies for essential City services have been budgeted and appropriated, sufficient monies for the funding that is required during that fiscal year. Notwithstanding the foregoing, the City is not prohibited from pledging any legally available non-ad valorem revenues for any obligations heretofore or hereafter incurred, which pledge will be prior and superior to any obligations of the City pursuant to this Agreement. If sufficient legally available funds are not appropriated for this Agreement for a future fiscal year, then (i) the City will provide written notice to Contractor as soon as reasonably practicable of such non-appropriation, and (ii) this Agreement will automatically terminate at the end of the final fiscal year for which funds were appropriated, unless this Agreement is earlier terminated as provided herein. Termination for non-appropriation pursuant to this paragraph will not relieve the City of any obligation to pay any amount due and payable in accordance with this Agreement prior to the effective date of such termination.

22. **City Consent and Action.**

    A. For purposes of this Agreement, any required written permission, consent, acceptance, approval, or agreement by the City means the approval of the Mayor or his authorized designee, unless otherwise set forth in this Agreement or unless otherwise required to be exercised by City Council pursuant to the City Charter or applicable Laws.

B. For purposes of this Agreement, any right of the City to take any action permitted, allowed, or required by this Agreement may be exercised by the Mayor or his authorized designee, unless otherwise set forth in this Agreement or unless otherwise required to be exercised by City Council pursuant to the City Charter or applicable Laws.

23. **Captions.** Captions are for convenience only and do not control or affect the meaning or construction of any of the provisions of this Agreement.

24. **Survival.** All obligations and rights of any party arising during or attributable to the period prior to expiration or earlier termination of this Agreement, including but not limited to those obligations and rights related to indemnification, survive such expiration or earlier termination.

25. **Force Majeure.** In the event that either party hereto is delayed or hindered in or prevented from the performance required hereunder by reason of acts of God, failure of power, public health emergencies, strikes, lockouts, labor troubles, riots, war, insurrection, or other reason of like nature not the fault of the party ("Permitted Delay"), such party will be excused for the period of time equivalent to the delay caused by such Permitted Delay. Notwithstanding the foregoing, any extension of time for a Permitted Delay will be conditioned upon the party seeking an extension of time delivering written notice of such Permitted Delay to the other party within ten (10) days of the event causing the Permitted Delay.

26. **No Waiver**. No provision of this Agreement will be deemed waived by either party unless expressly waived in writing signed by the waiving party. No waiver may be implied by delay or any other act or omission of either party. No waiver by either party of any provision of this Agreement will be deemed a waiver of such provision with respect to any subsequent matter relating to such provision, and the City's consent respecting any action by Contractor does not constitute a waiver of the requirement for obtaining the City's consent respecting any subsequent action.

27. **Permits and Licenses**. Contractor shall obtain any and all necessary permits, licenses, certifications and approvals which may be required by any government agency in connection with Contractor's performance of this Agreement. Upon request of the City, Contractor shall provide the City with written evidence of such permits, licenses, certifications and approvals.

28. **Successors and Assigns**. This Agreement inures to the benefit of and is enforceable by and against the Parties, their heirs, personal representatives, successors, and assigns, including successors by way of reorganization.

29. **Subcontract**. Contractor may hire or use subcontractors in connection with the performance of Contractor's obligations under this Agreement. Contractor is solely responsible for ensuring that any subcontractor retained by Contractor acts in a manner consistent with and in accordance with the terms and conditions of this Agreement. Contractor must require all subcontractors to defend and indemnify the

Indemnified Parties to the same extent as Contractor and obtain and maintain the same types and amount of insurance as Contractor is required to obtain and maintain, including naming the Indemnified Parties as additional insureds under such policies. Contractor's retention of a subcontractor does not relieve Contractor of any of its duties, obligations, or representations under this Agreement. Contractor shall promptly pay all subcontractors and suppliers.

30. **Relationship of Parties**. Nothing contained herein may be deemed or construed by the Parties, or by any third party, as creating the relationship of principal and agent or of partnership or of joint venture between the Parties, it being understood and agreed that nothing contained herein, nor any acts of the Parties, may be deemed to create any relationship between the Parties other than the relationship of independent contractors and principals of their own accounts.

31. **Contract Adjustments.**

A. Either party may propose additions, deletions or modifications to the Scope of Services ("Contract Adjustments") in whatever manner such party determines to be reasonably necessary for proper compliance with this Agreement. Proposals for Contract Adjustments must be submitted to the non-requesting party in the form agreed to by the Parties. Contract Adjustments must be effectuated through amendments to this Agreement made in accordance with this Agreement.

B. There may be no increase in the Mobilization Fee, Annual Service Fee Maximum Amount, Annual Unscheduled Service Fee Maximum Amount or Services Pricing Breakdown on account of any Contract Adjustment made necessary or appropriate as a result of the mismanagement, improper act, or other failure of Contractor or its employees, agents or subcontractors to properly perform their obligations and functions under this Agreement.

C. In the event Contractor proposes a Contract Adjustment and the City does not approve such Contract Adjustment, Contractor will continue to perform the original Scope of Services in accordance with the terms and conditions of this Agreement.

D. Notwithstanding anything to the contrary contained in this Agreement, there may be no increase in the Mobilization Fee, Annual Service Fee Maximum Amount, Annual Unscheduled Service Fee Maximum Amount or Services Pricing Breakdown except pursuant to an amendment to this Agreement made in accordance with this Agreement.

32. **Warranties.** In addition to any other warranties that may exist, Contractor warrants to the City that the services required to be performed by Contractor pursuant to this Agreement will be performed in a workmanlike manner consistent with industry standards reasonably applicable to the performance of such services.

33. **Non-Exclusive Agreement.** This Agreement imposes no obligation on the City to utilize Contractor for all of the work and services of this type, which may be needed during the Term. This is not an exclusive agreement. The City specifically reserves the right to concurrently contract with other companies for similar work and services if it deems such action to be in the City's best interest.

34. **Contractor Personnel.** The City reserves the right to require Contractor to replace any persons performing services pursuant to this Agreement, including but not limited to Contractor's employees and any affiliates' or subcontractors' employees, whom the City judges to be incompetent, careless, unsuitable or otherwise objectionable, or whose continued use is deemed contrary to the best interests of the City. Without limiting the generality of the foregoing, Contractor acknowledges and agrees that no person performing services pursuant to this Agreement are law enforcement officers, code enforcement officers, or agents authorized to enforce City ordinances, direct compliance, issue warnings or citations, order any person to leave public property, interfere with personal property, detain any person, or take any action that could be construed as enforcement activity. Contractor shall ensure that all persons or entities performing the Scope of Services pursuant to this Agreement understand and comply with these limitations. If the City becomes aware that any person or entity performing the Scope of Services pursuant to this Agreement has engaged in or is alleged to have engaged in any conduct inconsistent with these limitations, the City may require Contractor to immediately remove such individual or entity from performing the Scope of Services under this Agreement.

35. **Books and Public Records.**

A. Contractor must maintain financial records related to this Agreement in accordance with this Agreement and generally accepted accounting principles and must comply with Florida laws regarding public records, including but not limited to Chapter 119, Florida Statutes (collectively, "Florida Public Records Laws"). Without limiting the generality of the foregoing, Contractor must: (i) keep and maintain complete and accurate books and records related to this Agreement for the retention periods set forth in the most recent General Records Schedule GS1-SL for State and Local Government Agencies, or the retention period required pursuant to Florida Public Records Laws, whichever is longer, (ii) make all books and records related to this Agreement open to examination, audit and copying by the City (including but not limited to independent auditors retained by the City) within a reasonable time after a request not to exceed three (3) business days, (iii) at the City's request, provide all electronically stored public records to the City in a format approved by the City, (iv) ensure that any books and records or portions thereof that the City has designated in writing as confidential or proprietary and therefore exempt from disclosure under Florida Public Records Laws are not disclosed except as authorized by applicable Laws for the Term and following the expiration or earlier termination of this Agreement, and (v) comply with all other applicable requirements of Florida Public Records Laws. Contractor's obligations under this paragraph 35 survive the expiration or earlier termination of this Agreement.

B. **IF CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF FLORIDA PUBLIC RECORDS LAWS AS TO CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CITY CLERK'S OFFICE (THE CUSTODIAN OF PUBLIC RECORDS) AT (727) 893-7448, CITY.CLERK@STPETE.ORG, OR 175 FIFTH ST. N., ST. PETERSBURG FL 33701.**

36. **Performance and Payment Bond.** At least ten (10) business days prior to the Initial Service Term, Contractor shall furnish a performance and payment bond to the City (on the form provided by the City) executed by a surety company duly authorized to do business in the State of Florida, which must be renewed annually to cover a one-year period beginning on the Initial Service Term. The amount of the performance and payment bond shall be equal to six hundred fifty thousand dollars ($650,000) as security to the City for Contractor's faithful performance of this Agreement and as security for the payment to all persons performing labor and furnishing materials in connection with this Agreement. The surety shall be duly authorized to do business in the State of Florida and have a rating no lower than "A-, VIII" by A.M. Best rating agency or a similar rating agency approved by the City. The City, throughout the Term of this Agreement, reserves the right to increase or decrease the amount of the performance and payment bond upon three (3) calendar days' written notice to Contractor at no additional cost to the City.

37. **Exhibits.** Each exhibit to this Agreement, including all attachments to each exhibit, is an essential part hereof and is attached hereto.

38. **Execution of Agreement**. This Agreement may be executed in any number of counterparts, each of which is deemed to be an original, and such counterparts collectively constitute a single original Agreement. Additionally, each party is authorized to sign this Agreement electronically using any method authorized by applicable law or City policy, including any of the following: (i) a typed name on an electronic document; (ii) an image of a physical signature sent via email, fax, or other electronic transmission method; (iii) clicking a button to indicate agreement or acceptance in an electronic signature system; or (iv) a handwritten signature that is digitally captured on a touch device such as a tablet or smartphone.

39. **SeeClickFix Interface.** If Contractor uses a system to track work performed by Contractor and that system has an interface that enables Contractor to submit work directly into the City's SeeClickFix system, Contractor may use that interface subject to the following conditions: (i) use of that interface will be at the City's sole discretion and can be discontinued by the City at any time and for any reason; (ii) the City may require an ancillary agreement to specify the terms of that interface which must be consistent with this Agreement; (iii) use of that interface must be provided at no cost to the City; and (iv) Contractor will be responsible for the accuracy of information provided to the City through that interface and shall reimburse the City for any cost incurred by the City arising

from or connected to inaccurate information provided to the City through the interface.

40. **Termination Due to Change in Law.** If the City determines, in its sole discretion, that a change in applicable law, statute, ordinance, rule, regulation, order, judgment, decree, or other requirement imposed by a government, court, or other authority with jurisdiction over the matter renders performance of an obligation under this Agreement illegal, impossible, or subject to a criminal, civil, or other form of penalty (a "Change in Law"), the City may immediately terminate the Agreement by providing notice to the other party. Such termination will be effective on the date specified in such notice, and to the extent not prohibited by the Change in Law, the City remains obligated to pay the other party for any performance under the Agreement that was rendered prior to termination.

(REMAINDER OF PAGE INTENTIONALLY LEFT BANK)

IN WITNESS WHEREOF the Parties have caused this Agreement to be executed by their duly authorized representatives on the day and date first above written.

Williams Park Partnership, Inc.
dba St. Petersburg Downtown Improvement District**:**

By: _____

Print: _____

Title: _____

CITY OF ST. PETERSBURG, FLORIDA: **ATTEST**

(SEAL)

By: _____
Stephanie S. Scarbrough, Esq., Director
Procurement & Supply Management

_____
City Clerk (Designee)

Provisions of Contract Approved:

By: _____
Print: _____
Project Manager

Approved as to Form and Content:

_____
City Attorney (Designee) 00923811

(Acknowledgment of Contractor)

Under penalties of perjury, I declare that I am authorized by the Company to execute the foregoing Agreement.

By: _____

Print: _____

Exhibit A
Scope of Services

1. Start-up and Mobilization

   During the Mobilization Term, Contractor must recruit and retain the necessary personnel, establish procedures and systems, and purchase all equipment and software required to perform the services during the Initial Service Term.

2. Uniforms

   Contractor must obtain City written approval of any uniforms, including their style, colors, and logos, prior to Contractor's employees, agents, representatives or subcontractors wearing to perform this Scope of Services.

3. Equipment

   Contractor is responsible for all equipment and supplies needed to perform the Scope of Services.

4. Deployment during the Initial Service Term and Renewal Service Term:

   a. Contractor must circulate throughout the Downtown Enhanced Service Zone ("DESZ"), prioritizing different areas at different times of the day and on weekends based upon Contractor's assigned activities and community needs. A map of the DESZ is attached to this Exhibit A as Attachment 1 to Exhibit A.

   b. Contractor must not leave the DESZ while on duty and must not enter private property unless such property is open to the public or the property/business owner has invited Contractor onto the property.

   c. Unless otherwise directed or approved by the City in writing, Contractor must perform this Scope of Services seven (7) days a week, fifty-two (52) weeks a year in accordance with the mutually agreed upon deployment plan (as may be amended from time to time the "Deployment Plan"), which is attached to this Exhibit A as Attachment 2 to Exhibit A. The City and Contractor must review the Deployment Plan at least once a quarter and either party may propose modifications to the Deployment Plan. The Parties must mutually agree in writing to any modifications to the Deployment Plan. If the Parties mutually agree in writing to modifications to the Deployment Plan, the updated Deployment Plan will be effective upon the City's submission of a revised Deployment Plan in accordance with paragraph 7 (Notices) of the Agreement. The revised Deployment Plan will be deemed to replace the then existing Deployment Plan and Attachment 2 to Exhibit A will be deemed amended accordingly.

   d. The City may from time to time request additional resources and/or staffing to meet obligations and needs on the days of special events in the DESZ and atypical

pedestrian traffic downtown, including on major holidays and Contractor must provide such additional resources and/or staffing as requested by the City.

e. Contractor must provide cleaning and maintenance services in accordance with the schedule set forth in the Deployment Plan.

5. Contractor Responsibilities during the Initial Service Term and Renewal Service Term:

a. Hospitality and Safety Outreach Services:

The majority of the outreach services provided by Contractor must consist of hospitality and general community outreach services. These services, to be provided by Contractor, must include, but are not limited to:

i. Greeting and engaging with members of the public, including visitors, students, workers, residents, and businesses in various settings and weather conditions;

ii. Assisting visitors with wayfinding to popular destinations and venues within the DESZ;

iii. Responding to inquiries for general information from the public regarding downtown businesses (including governmental offices), libraries and educational facilities, as well as special events and programs;

iv. Providing a visible presence and enhancing hospitality at or around downtown events, as requested;

v. Reporting public maintenance issues to the City;

vi. provide general information regarding available services in the area and the locations of such services;

vii. Performing such other related duties to promote a hospitable and welcoming downtown as may be requested from time to time.

b. Cleaning and Maintenance Services:

Contractor is responsible for cleaning and maintenance services in the DESZ, which include but are not limited to:

i. Routine pickup and proper disposal of trash and litter throughout the DESZ, including sidewalks, parks, rights-of-way, and other public spaces;

ii. Emptying, servicing, and maintaining public trash receptacles and trash bins within the DESZ;

iii. Pressure washing of sidewalks, hardscapes, and other heavily trafficked areas, including the removal of stains and surface debris. All pressure washing activities must not cause wastewater or debris to enter the City's stormwater system;

iv. Routine maintenance, cleaning, and upkeep of wayfinding kiosks, including reporting damage or maintenance issues to the City;

v. Maintenance of landscaped medians and bulb-out areas, including litter removal, basic landscape upkeep, and tree trimming;

vi. Cleanup of designated park areas and surrounding public spaces following those special events listed in Attachment 3 to Exhibit A. Such cleanup must be completed no later than the next calendar day following the event. The City may make modifications to the special events listed in Attachment 3 at any time during the Term. Any updates to the special events listed in Attachment 3 will be effective upon the City's submission of a revised Attachment 3 to Contractor in accordance with paragraph 7 (Notices) of the Agreement. The revised Attachment 3 shall be deemed to replace the then existing Attachment 3 and Attachment 3 to Exhibit A will be deemed amended accordingly.

vii. Performing other related cleaning and maintenance duties as reasonably requested by the City to support a clean, safe, and welcoming downtown environment.

c. Communication and Cooperation with City

i. Contractor's CEO will serve as the organization's primary administrative contact and will coordinate with the City relate to this Agreement. Contractor's CEO (or designee) and the City's Stormwater Pavement and Traffic Operations Director (or designee) will meet monthly, either in person or virtually, to review service delivery and performance during the preceding month.

- Before or in connection with each monthly meeting, Contractor will provide the City with a report generated through the JIA operations platform (Contractor software). The meeting will provide an opportunity to:

    - Review completed activities and performance data;
    - Discuss service requests, trends, recurring conditions, and areas requiring additional attention;
    - Review response and resolution times;
    - Address complaints, operational concerns, and coordination with City departments;
    - Identify upcoming events or conditions that may affect deployment;
    - Confirm priorities and any mutually agreed operational adjustments for the following month; and
    - Track unresolved matters and assign follow-up responsibilities.

ii. The objective of the monthly review is to maintain consistent communication, support accountability, and allow Contractor and the City to respond to changing conditions within the DESZ.

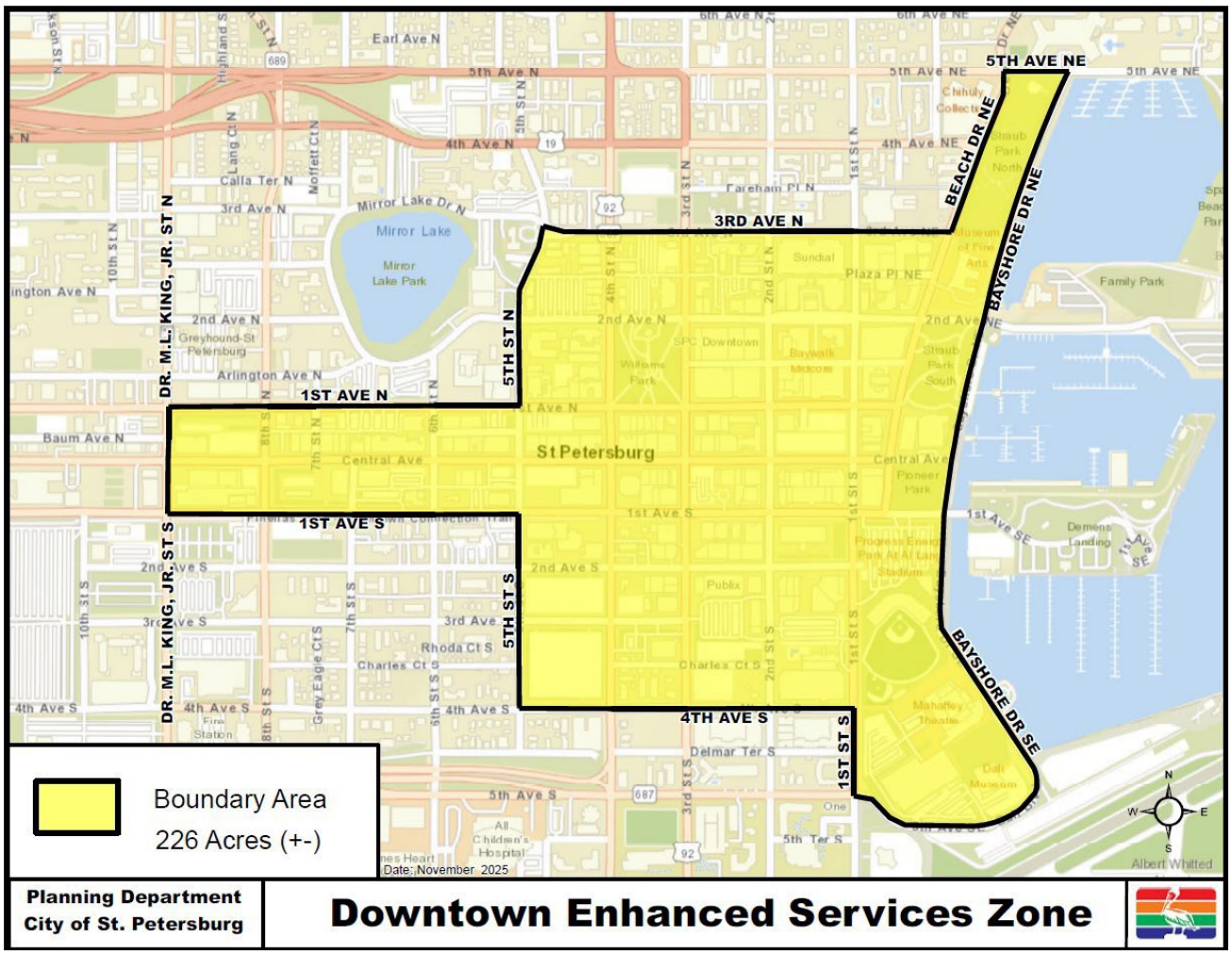
d. Reports and Deliverables

i. No later than the 10th day of the month, Contractor will submit the following monthly reports to the City related to services from the prior month. The reports will be generated from JIA operations platform (Contractor software). Contractor may add a brief executive narrative explaining notable trends, unusual conditions, coordination matters, or operational recommendations that may not be apparent from the numerical data alone.

- Staffing levels, deployment hours, and geographic coverage;
- Ambassador and hospitality contacts;
- Business and property visits;
- Litter collection and maintenance activities;
- Graffiti identification, reporting, and abatement;
- Pressure-washing and spot-cleaning activities;
- Weed removal and other right-of-way maintenance;
- Service requests received, assigned, completed, or referred;
- Outreach contacts and referrals to appropriate service providers;
- Public-safety observations and referrals to the appropriate City department or emergency service;
- Response and resolution times;
- Open, pending, and completed work orders;
- Geographic identification or mapping of reported and completed activities;
- Before-and-after photographs when applicable;
- Complaints received and their disposition;
- Recurring conditions, service trends, and areas requiring additional attention; and
- A summary of significant accomplishments, operational issues, and recommended follow-up actions.

Attachment 1 to Exhibit A
Boundary Map

The following map outlines the boundaries for the Downtown Enhanced Services Zone (DESZ).



** For the outer streets and intersections that are identified in the above Boundary Area (i.e., DR M.L. King, JR ST N, DR M.L King, JR ST S, 1st Ave N, 1st, Ave S, 5th ST S, 5th ST N, 3rd Ave N, 4th Ave S, Beach DR NE, Bayshore DR NE and Bayshore DR SE), Contractor must perform the Scope of Services on both sides of the streets.

Attachment 2 to Exhibit A
Deployment Plan

DESZ Deployment and Service Schedule for Daily Field Operations

The schedules below describe the sequence of work across the 6 a.m. to 6 p.m. service window. They do not indicate that every employee works every listed hour. Contractor's field supervisor hours are Monday through Friday from 7 a.m. to 3 p.m. Contractor's manager will assign zones and routes daily, coordinate breaks and handoffs, and adjust start times for conditions or events while maintaining the agreed weekly hours.

Typical Schedule of Services:

Frequency	Anticipated Service
Daily	• Litter and trash removal throughout the DESZ • Trash receptacle servicing • Hospitality and wayfinding services • Reporting of maintenance and service issues
Weekly	• Targeted pressure washing of high-traffic corridors • Detailed cleaning of parks, plazas, and transit areas
Monthly	• Deep cleaning rotations by zone • Preventative maintenance reviews
Special Events	• Post-event cleanup within public right-of-way completed no later than the next calendar day

Litter and Maintenance Staff: Work Week Schedule

Day	Early 6 a.m. – 2 p.m.	Mid 8 a.m. – 4 p.m.	Late 10 a.m. – 6 p.m.
Monday	M1 (Z1)	M2 (Z2)	M3 (Z3)
Tuesday	M1 (Z1)	M2 (Z2)	M4 (Z3)
Wednesday	M1 (Z1)	M3 (Z2)	M4 (Z3)
Thursday	M2 (Z1)	M3 (Z2)	M4 (Z3)
Friday	M1 (Z1)	M2 (Z2)	M3 (Z3)
Saturday	M2 (Zones 1-2 split)	-	M4 (Zone 3 + rover)
Sunday	M3 (Zones 1-2 split)	-	M4 (Zone 3 + rover)

Litter and Maintenance staff: Typical Daily Sequence

Time	Anticipated duties
6–7 a.m.	Report to the operations center; receive the shift briefing and overnight reports; check safety conditions, weather, and assigned work orders; gather carts, tools, supplies, and protective equipment. Begin the assigned zone route.
7–8 a.m.	Make the first visible cleaning pass through priority blocks and public spaces. Collect larger debris and overnight accumulations, address spills or other unexpected conditions within the team's scope, and report items or conditions requiring City assistance.
8–9 a.m.	Continue the early litter pass and service assigned public receptacles. Focus on storefront approaches, crossings, transit approaches, gathering points, and locations identified during the morning briefing. Document unusually large accumulations or repeat conditions.
9–10 a.m.	Complete the first route through assigned zone segments. Stage and begin planned work requiring more equipment or sustained attention, such as minor graffiti removal, weed abatement, spot cleaning, or scheduled detailed cleaning.
10–11 a.m.	Continue planned detailed work. Incoming staff receive a handoff, collect equipment, and take assigned routes or work orders so that routine litter circulation continues while detailed work is underway.
11 a.m.–Noon	Return to high pedestrian traffic blocks for litter and receptacle checks. Address reported conditions in priority order and record completed work and conditions requiring follow-up in Jia.
Noon–1 p.m.	Maintain visible circulation during the lunch period, especially near food businesses, public spaces, and other locations with increased foot traffic. Remove litter and service receptacles as needed.
1–2 p.m.	Complete the early shift's assigned route and work orders. Transfer open items, equipment information, and location-specific observations to the continuing staff before returning to the operations center.
2–3 p.m.	Continue zone circulation and scheduled minor maintenance. Revisit recurring litter locations and address items identified through staff observations, City referrals, and Jia work orders.
3–4 p.m.	Make a second conditions and receptacle pass through assigned high foot traffic segments. Complete smaller tasks that can be finished before the end of the shift and document items needing more time or specialized City service.
4–5 p.m.	Prioritize visible late-day cleaning at gathering points, transit and blocks with afternoon activity. Close completed work orders and prepare the next day's follow-up list.

5–6 p.m.	Perform the final assigned litter and receptacle checks; return equipment and supplies to the operations center; document time, location, activity, and unresolved conditions in Jia; and give the District Manager a shift closeout.

Contractor will generally undertake larger debris removal and equipment-intensive work earlier in the day, when it can be identified, assigned, and completed with adequate time for follow-up. Smaller cleaning tasks, repeat passes, and closeout work follow later. Urgent conditions may change that order.

Hospitality Ambassadors: Work Week Schedule

Day	Early 6 a.m. – 2 p.m.	Mid 8 a.m. – 4 p.m.	Late 10 a.m. – 6 p.m.
Monday	A1 (Z1)	A2 (Z2)	A3 (Z3)
Tuesday	A1 (Z1)	A2 (Z2)	A4 (Z3)
Wednesday	A1 (Z1)	A3 (Z2)	A4 (Z3)
Thursday	A2 (Z1)	A3 (Z2)	A4 (Z3)
Friday	A1 (Z1)	A2 (Z2)	A3 (Z3)
Saturday	A4 (Zones 1-2 split)	-	A2 (Zone 3 + rover)
Sunday	A3 (Zones 1-2 split)	-	A4 (Zone 3 + rover)

Hospitality Ambassadors: Typical Daily Sequence

Time	Anticipated duties
6–7 a.m.	Report to the operations center; receive the briefing, zone assignment, event and construction updates, and any overnight concerns; check communications equipment and reference materials. Begin the assigned walking route.
7–8 a.m.	Make an opening visibility and condition pass through assigned sidewalks, crossings, transit approaches, public spaces, and business frontages. Offer directions and assistance to people encountered; report conditions requiring cleaning, maintenance, or City response.
8–9 a.m.	Continue morning circulation as businesses open and commuters arrive. Check access and wayfinding conditions, identify blocked or damaged public amenities, and relay actionable observations to the clean team or District Manager.
9–10 a.m.	Visit assigned storefronts and public destinations, introduce the service where appropriate, gather recurring concerns, and update information about events, access, and visitor questions. Log requests requiring follow-up.
10–11 a.m.	Continue hospitality and wayfinding at priority pedestrian locations. Incoming ambassadors receive a handoff and take assigned routes so that business contact and public-facing circulation can occur at the same time.

11 a.m.–noon	Increase presence around lunch activity, gathering points, and transit approaches. Provide directions and information, observe public-space conditions, and coordinate with the clean team on emerging needs.
Noon–1 p.m.	Maintain a visible, approachable presence in high-foot-traffic areas. Answer questions about downtown destinations and report concerns through the established City and SPDID channels.
1–2 p.m.	Follow up on morning business and public-space observations. Transfer open requests, event information, and location-specific concerns to the continuing shift.
2–3 p.m.	Circulate through assigned zone segments and check the status of reported issues. Conduct additional storefront or destination contacts where the time is suitable for the business.
3–4 p.m.	Focus on afternoon visitor and pedestrian activity. Confirm that temporary construction, event, or access changes are accurately reflected in the information ambassadors provide.
4–5 p.m.	Return to high pedestrian use blocks and public gathering points. Provide wayfinding, observe conditions as evening activity begins, and send cleaning or maintenance requests that can still be addressed during the service day.
5–6 p.m.	Make the final assigned hospitality and condition pass; record contacts, requests, location, and outcomes in Jia; hand off unresolved matters to the District Manager; and return equipment to the operations center.

Proactive zone coverage and daily assignments

The purpose of these routes is a consistent, visible presence that identifies and addresses conditions before they generate complaints. The morning pass establishes the day's priorities; later passes check whether conditions have returned and keep staff visible to businesses, residents, workers, and visitors. A request or work order may change the route, but it will not be the sole basis for deployment.

Contractor's manager's daily assignment will identify each employee's shift, zone, route segments, planned detailed work, priority locations, and open work orders. Contractor's staff will circulate through Central Avenue, North Downtown, and South Downtown seven days per week under the zone frequencies in this schedule.

At least two weeks before the Initial Service Term, Contractor will mark initial route segments and high-use locations on a map that will be shared with the City. Specific pressure-washing locations will be selected from that map and field observations.

For landscaping, Contractor's field team will do minor weed abatement and will also be responsible for reporting landscape conditions observed along its routes. The route map and daily assignments will identify any specific planting areas or landscape tasks that Contractor is required to maintain.

Contractor will record employee time, location, activity, and completion in Jia and provide zone-level coverage and results in its monthly report. Contractor's manager may change route order for weather, events, construction, or observed demand while retaining the agreed hours and service frequencies.

Attachment 3 to Exhibit A
Special Event List

- Fit City (January)
- St. Petersburg Power and Sailboat Show (January)
- St. Pete Tacos and Tequila (January)
- Dr. Martin Luther King Jr. Celebrations (January)
- MarineQuest (February)
- Southeast Guide Dogs Walkathon (February)
- St. Petersburg Fines Arts Festival (February)
- St. Petersburg Science Festival (February)
- Seafood & Music Festival (February)
- Winter Pride (February)
- Localtopia (February)
- Festival of Speed (February)
- Firestone Grand Prix of St. Petersburg (March)
- Skyway Bridge 10K (March)
- Paddy's Fest St Pete (March)
- Reggae Rise Up (March)
- Mainsail Arts Festival (April)
- SoulFest (April)
- St. Anthony's Triathlon (April)
- St. Pete Motor Classic (April)
- Derby at the Pier (May)
- St. Pete Italian Fest (May)
- Tampa Bay BBQ Festival (May)
- Tampa Bay Blues Fest (April)
- Juneteenth Events (June)
- St. Petersburg Pride Parade (June)
- St. Petersburg Pride Festival (June)
- Fourth of July Celebration (July)
- P1 Powerboat Grand Prix (September)
- Arts Alive! Museum Day (September)
- Hispanic Heritage Celebration (September–October)
- Fall Festival (October)
- Florida Orchestra in the Park (October)
- Saturday Morning Market (open October–May)
- SHINE Mural Festival (October)
- St. Pete Run Fest (November)
- Beats by the Bay (November)
- Florida Orchestra (November)
- Shopapalooza (November)
- Santa Parade/Christmas Tree Lighting (November)
- Savor St. Pete (November)
- Snowfest (December)
- New Year's Eve at the Pier (December)

Exhibit B
SERVICES PRICING BREAKDOWN

Services Pricing Breakdown – Mobilization Term

Description	Calculation or backup	Not to Exceed Estimate
Contractor's Manager salary	2 months	$13,333
First class: 4 field staff	November 15–December 31; 1.5 months × 4 × $16.50/hour × 40 hours/week × 52 ÷ 12	$17,160
Second class: 4 field staff	December 1–31; 1 month × 4 × $16.50/hour × 40 hours/week × 52 ÷ 12	$11,440
Estimated payroll taxes and benefits	20% of $41,933 in pay; replace with SPDID's actual rate	$8,387
Recruitment, screening, and initial training expenses	Advertising job posting $750, nine screenings $900, and training materials or outside instruction $1500; excludes employee pay shown above	$3,150
Uniforms, identification, PPE, and safety supplies	Initial issue for nine employees (Uniforms - $4500, identification / PPE - $450)	$4,950
Litter carts, tools, radios, and mobile devices	Initial field equipment allowance (3 carts - $2250, tools - $500, radios - $800, ipads - $1200)	$4,750
Vehicle deposits, outfitting, and branding	Initial acquisition or lease deposits and graphics – (initial vehicle payments $2500, branding - $800	$3,200
Software setup and initial licensing	Configuration, user setup, and prelaunch licenses for JIA (2 months - $2,400)	$2,400
Initial operating supplies	Bags $1,500, cleaning materials - $400, and other consumables	$1,900
Operations facility and communications	Two months' rent at $1,700, a $1,700 deposit, and $600 for utilities and communications. Office computer and furniture - $1500	$7,200
Miscellaneous	As needed supplies	$130
Not to exceed Mobilization Fee		**$78,000**

Services Pricing Breakdown – Initial Service Term and Renewal Service Term

Line Item	Rate	Annual Cost
Litter / Maintenance Ambassadors (Est. 4 FTE)	$16.50 / hr / PP	$137,280.00
Hospitality Ambassadors (Est. 4 FTE)	$17.00 / hr / PP	$141,440.00
Team Lead / Field Supervisor (Est. 1 FTE)	$30.00 / hr	$62,400.00
Management Staffing	—	$37,000.00
Benefits (20% of wages)	—	$68,224.00
Clean & Safe Materials	—	$15,000.00
Maintenance Equipment	—	$4,000.00
General Liability / Workers' Comp Insurance	—	$25,000.00
Auto Insurance	—	$5,000.00
Auto / Equipment / Pressure Washer (5-yr financing)	—	$10,000.00
Auto & Equipment Maintenance	—	$5,000.00
Deployment Center Lease	—	$18,000.00
Technology (Operations & Reporting Platform)	—	$24,000.00
Pressure Washing Contract	$200 / face block	$50,000.00
Uniforms	—	$5,000.00
Team Training	—	$3,000.00
Utilities	—	$5,000.00
Gas & Fuel	—	$1,500.00
Deployment Center Build-Out (one-time)	—	$7,000.00
Solid Waste Disposal	—	$6,000.00
Miscellaneous	—	$156.00
Annual Service Fee Maximum Amount		**$630,000.00**

Services Pricing Breakdown for Unscheduled Services – Initial Service Term and Renewal Service Term

Unscheduled Service	Rate
Non-scheduled trash/litter pick-up, per staff member	$50.00 / hr
Annual Unscheduled Service Fee Maximum Amount	$20,000

00922920

RESOLUTION NO. 2026-____

A RESOLUTION APPROVING THE AGREEMENT WITH WILLIAMS PARK PARTNERSHIP, INC. ("CONTRACTOR") FOR DOWNTOWN ENHANCED SERVICES WITH AN INITIAL TERM ENDING DECEMBER 31, 2029; AUTHORIZING PAYMENT TO CONTRACTOR FOR START-UP AND MOBILIZATION FOR A TOTAL AMOUNT NOT TO EXCEED $78,000; AUTHORIZING PAYMENT TO CONTRACTOR FOR THE DOWNTOWN ENHANCED SERVICES FOR A TOTAL AMOUNT NOT TO EXCEED $650,000 ANNUALLY (NOT TO EXCEED $1,950,000 FOR THE INITIAL THREE-YEAR SERVICE TERM); AUTHORIZING THE CITY ATTORNEY'S OFFICE TO MAKE NON-SUBSTANTIVE CHANGES TO THE AGREEMENT; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE THE AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Procurement & Supply Management Department issued RFP 26-102 dated January 23, 2026 ("RFP") for a Downtown Enhanced Services; and

WHEREAS, the Procurement & Supply Management Department received three (3) proposals in response to the RFP; and

WHEREAS, the proposal submitted by Byrne Ocean Conservation Inc was incomplete and deemed non-responsive; and

WHEREAS, on April 6, 2026, the evaluation committee (Marshall Hampton, Antwann Jackson, Kylie Noonan and Shawnese Reed) met to discuss the proposals based on the criteria set forth in the RFP and motioned to receive a best and final offer from Williams Park Partnership, Inc. (the top ranked offeror); and

WHEREAS, on April 17, 2026, the evaluation committee met to discuss the best and final offer submitted by Williams Park Partnership, Inc. and determined that the proposal submitted by Williams Park Partnership, Inc. (as supplemented by the best and final offer) to provide downtown enhanced services to be the most advantageous to the City; and

WHEREAS, Williams Park Partnership, Inc. has met the requirements of the RFP; and

WHEREAS, funding for start-up and mobilization and services to be performed in fiscal year 2027 have been previously appropriated in the Parking Revenue Fund (1021), Stormwater, Pavement and Traffic Operations Department, Stormwater Quality Division (400-2343); and

WHEREAS, the Procurement & Supply Management Department, in cooperation with the Stormwater, Pavement, and Traffic Operations Department, recommends approval of this award.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the agreement with Williams Park Partnership, Inc. ("Contractor") for downtown enhanced services with an initial term ending December 31, 2029 is hereby approved.

BE IT FURTHER RESOLVED that payment to Contractor for start-up and mobilization for a total amount not to exceed $78,000 is hereby authorized.

BE IT FURTHER RESOLVED that payment to Contractor for downtown enhanced services for a total amount not to exceed $650,000 annually (not to exceed $1,950,000 for the initial three-year service term) is hereby authorized.

BE IT FURTHER RESOLVED that the City Attorney's Office is hereby authorized to make non-substantive changes to the agreement.

BE IT FURTHER RESOLVED that the Mayor or his designee is hereby authorized to execute the agreement.

This Resolution shall become effective immediately upon its adoption.

LEGAL: DEPARTMENT:

00924802

Approvals - gcc
Report • Printed on May 15, 2026

Approved

Important

910-39 Ambassador Services, Downtown Enhanced Services Zone (DESZ), June 11, 2026

Attachments

Tech Eval
https://stpete1.sharepoint.com/:w:/s/Team-TS-

Consent
https://stpete1.sharepoint.com/:w:/s/Team-TS-

SunBiz
https://stpete1.sharepoint.com/:b:/s/Team-TS-F

Final status: Approved

CT **Step 4: Approved by**
Claude Tankersley 5/14/2026 4:51:25 PM

MH **Step 3: Approved by**
Marshall T. Hampton 5/14/2026 3:29:32 PM

Comments are still on the Consent Agenda write up. I am not sure if that is intentional or not.

SS **Step 2: Approved by**
Stephanie S. Scarbrough 5/14/2026 3:27:48 PM

SM **Step 1: Approved by**
Stacey McKee 5/14/2026 3:08:38 PM

VA **Requested by**
Victoria L. Amerson 5/14/2026 3:07:46 PM



November 5th, 2026

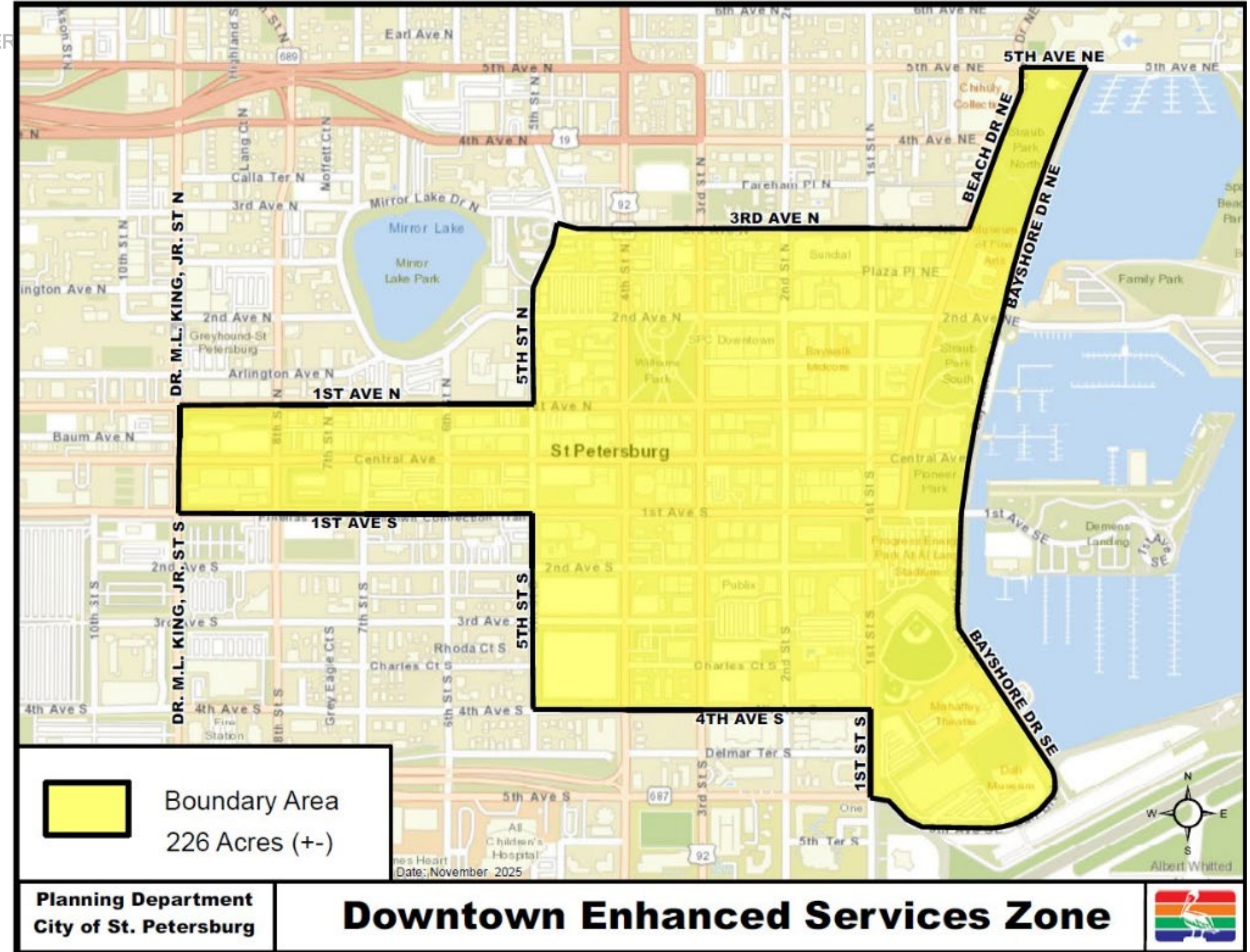
Downtown Enhanced Service Zone

Project Breakdown

Outline

- Contract Summary
- St. Petersburg Downtown Improvement District (SPDID) breakdown
- City comparison
- Discussion




5TH AVE NE
BEACH DR NE
BAYSHORE DR NE
3RD AVE N
5TH ST N
1ST AVE N
DR. M.L. KING, JR. ST N
1ST AVE S
5TH ST S
DR. M.L. KING, JR. ST S
4TH AVE S
1ST ST S
BAYSHORE DR SE
St Petersburg
Mirror Lake
Mirror Lake Park
Family Park
Demens Landing
Boundary Area
226 Acres (+-)
Date: November 2025
Planning Department
City of St. Petersburg
Downtown Enhanced Services Zone

Downtown Business Association

On the Bright Side of the Bay

December 10, 2025

Evan Mory, Director of Parking & Transportation
City of St. Petersburg

Dear Evan,

The purpose of this letter is to follow up on our October letter to City Council expressing the Downtown Business Association's (DBA) support of the proposed Downtown Improvement District initiative being brought forward by the St. Petersburg Downtown Partnership. Since that time, the membership has voted in favor of supporting the proposed funding through parking revenue, particularly with the addition of 5th Avenue NE adjacent to the Vinoy Resort and condominiums.

The DBA is supportive of enhanced cleaning and landscaping services – in conjunction with existing City services – in the downtown area. We believe that creating and maintaining a welcoming environment for residents, visitors – and especially patrons both local and from afar – will enhance the success of our downtown businesses and make the entirety of downtown an even greater economic engine for St. Petersburg.

We greatly appreciate the need to identify sustainable funding mechanisms for the program to be a long-term success. While the remaining non-metered parking areas in and adjacent to the downtown core are precious assets, we appreciate the opportunity to have input on their thoughtful utilization to promote the overall economic success of the district.

The DBA encourages you to support the Downtown Improvement District proposal.

Respectfully,

Tami R Simms

Tami Simms
DBA President

200 Second Ave. S #102 | St. Petersburg, FL 33701 | www.stpetedowntownbiz.com

SPDNA

200 2nd Ave S
101
St Petersburg, FL 33701
president@stpetedna.org

Dear Evan,

The St. Petersburg Downtown Neighborhood Association supports the proposed Downtown Improvement District and the use of new, previously unmetered parking revenue to fund it, including the addition of 5th Avenue NE near the Vinoy and surrounding residential buildings.

Downtown residents benefit directly from enhanced cleaning and landscaping services that complement existing City efforts. A cleaner, well-maintained downtown improves safety, walkability, and overall quality of life for those who live here, while also supporting a vibrant and welcoming environment for visitors and local businesses.

Residents understand the importance of identifying sustainable, long-term funding for these services. While parking resources are valuable, their thoughtful use to support downtown maintenance and livability is a reasonable and balanced approach. We appreciate the consideration of designated loading zones in front of residential buildings and the continuation of the residential parking program.

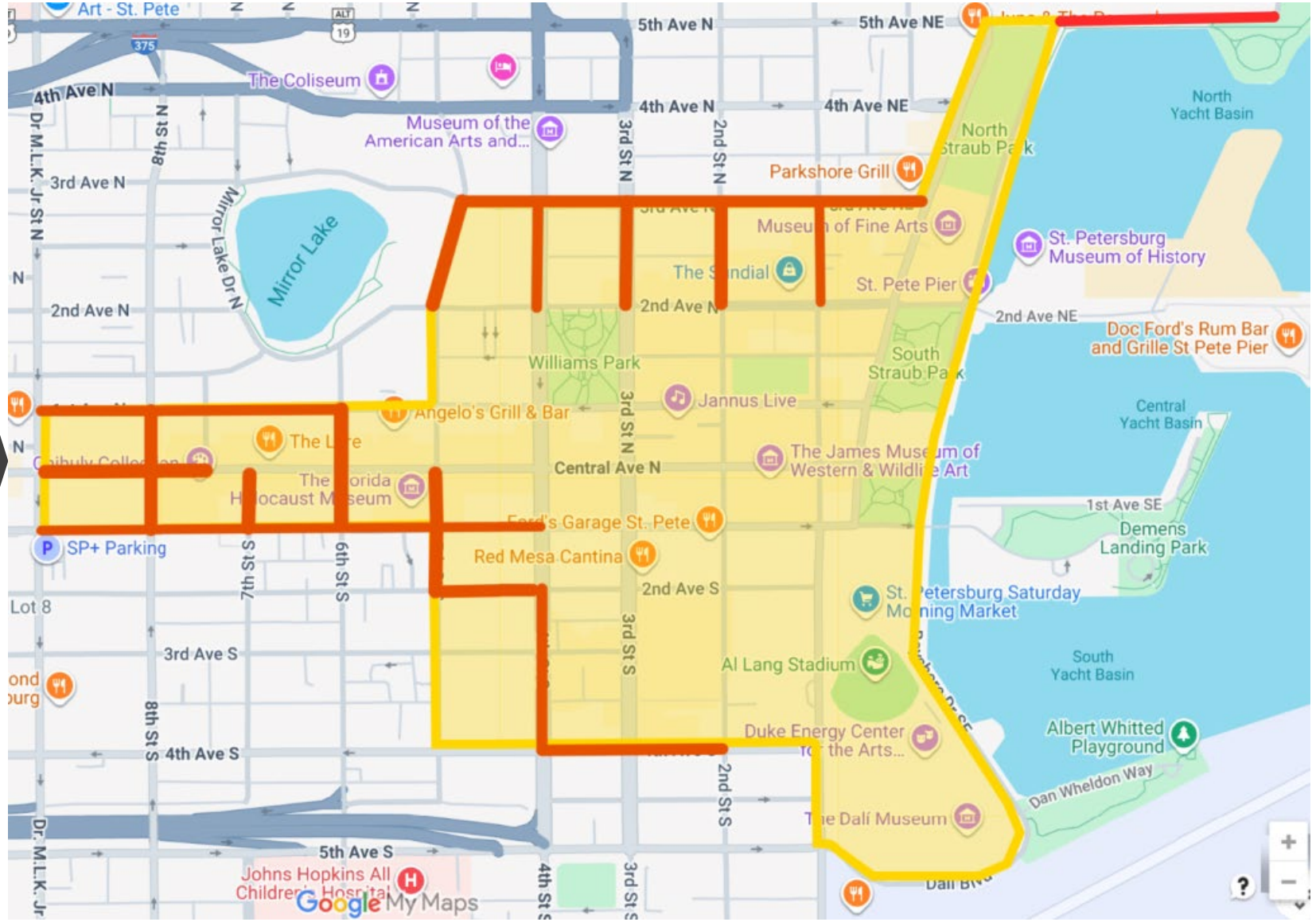
For these reasons, we approve the Downtown Improvement District proposal including the revenue from previously unmetered parking.

Sincerely,

Karen Carmichael

Karen Carmichael
President
St. Petersburg Downtown Neighborhood Association

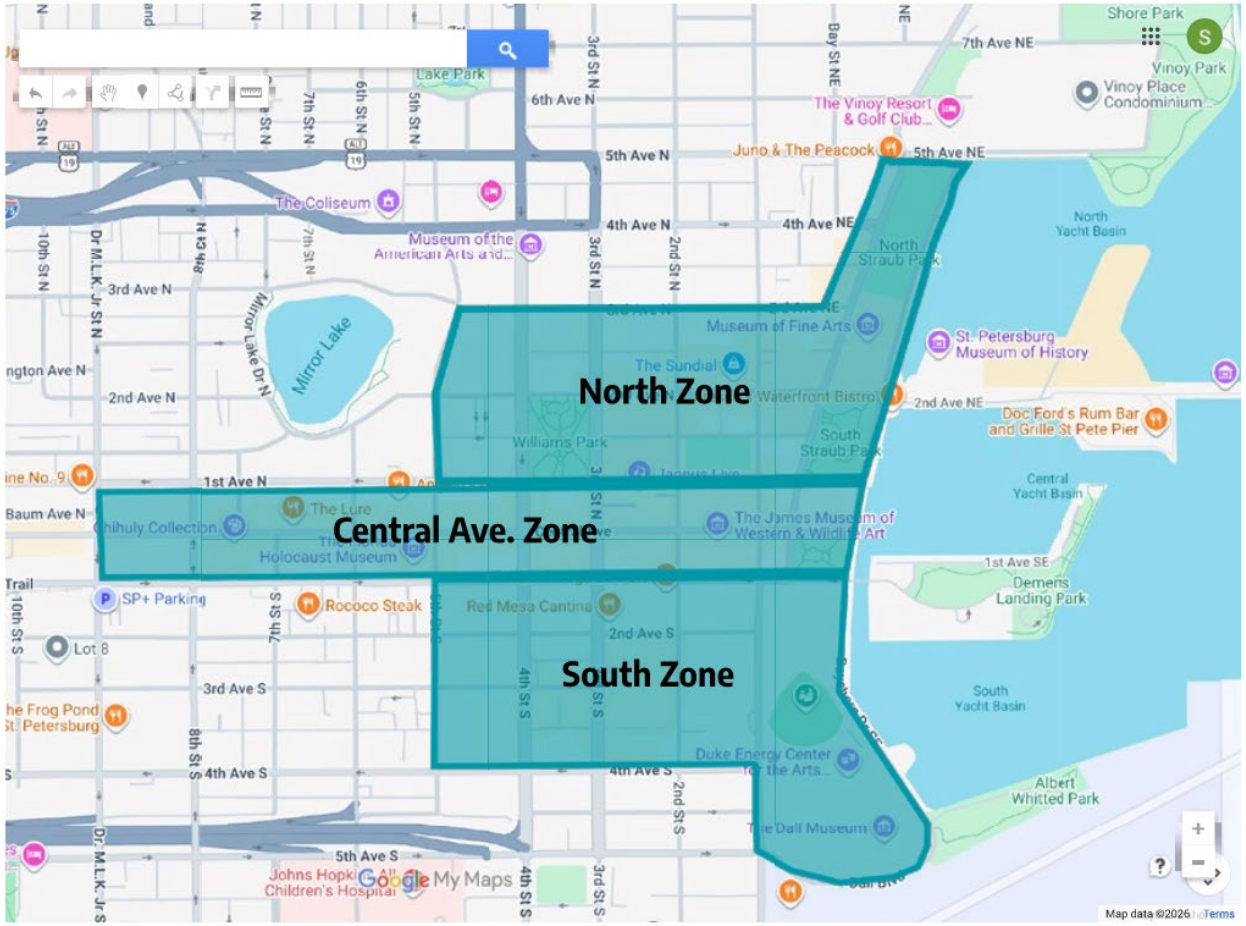
Additional Paid Parking Areas



DESZ Contract and Scope

- **Contract**
  - 3-year contract with two (2), 1-year renewal options
  - Annual Cost = Not to exceed $630,000 with $20,000 contingency
- **Hospitality and Safety Outreach Services**
  - Greeting and Engaging with members of the public
  - Assisting visitors to wayfinding to popular destinations and events
  - Reporting public maintenance issues to the City
  - Engaging with receptive unhoused individuals to provide general information for available services
- **Cleaning and Maintenance Services**
  - Routine pickup and proper disposal of trash including servicing of trash cans
  - Pressure washing sidewalks, hardscapes, and other heavily trafficked areas
  - Routine maintenance of wayfinding kiosks
  - Maintenance of landscaped medians and bulb-out areas

SPDID Proposed Schedule



Ambassadors table

Day	Early 6am–2pm	Mid 8am–4pm	Late 10am–6pm
Mon	A1 (Z1)	A2 (Z2)	A3 (Z3)
Tue	A1 (Z1)	A2 (Z2)	A4 (Z3)
Wed	A1 (Z1)	A3 (Z2)	A4 (Z3)
Thu	A2 (Z1)	A3 (Z2)	A4 (Z3)
Fri	A1 (Z1)	A2 (Z2)	A3 (Z3)
Sat	A4 (Zones 1–2 split)	—	A2 (Zone 3 + rover)
Sun	A3 (Zones 1–2 split)	—	A4 (Zone 3 + rover)

Maintenance table

Day	Early 6am–2pm	Mid 8am–4pm	Late 10am–6pm
Mon	M1 (Z1)	M2 (Z2)	M3 (Z3)
Tue	M1(Z1)	M2 (Z2)	M4 (Z3)
Wed	M1 (Z1)	M3(Z2)	M4 (Z3)
Thu	M2 (Z1)	M3 (Z2)	M4 (Z3)
Fri	M1 (Z1)	M2 (Z2)	M3 (Z3)
Sat	M2 (Zones 1–2 split)	—	M4 (Zone 3 + rover)
Sun	M3 (Zones 1–2 split)	—	M4 (Zone 3 + rover)

SPDID Cost Breakdown

- **Hospitality and Safety Outreach Services**
  - Labor = (4) People @ $17/hr plus 20% Burden = **$169,728 annually**
- **Cleaning and Maintenance Services**
  - Labor = (4) People @ $16.50/hr plus 20% Burden = **$164,736 annually**
- **Administrative**
  - Labor = Team Lead @ $30/hr plus 20% Burden = **$74,880 annually**
  - Management Staffing = **$37,000 annually**
- **Pressure Washing**
  - Sub-Contractor @ $200/block face = **Not to exceed $50,000 annually**
- **Annual Unscheduled Service Contingency**
  - **Not to exceed $20,000 annually**

City Comparison

- **Hospitality and Safety Outreach Services**
  - Labor = (4) Customer Service Representatives @ $19.20/hr plus 60% Burden = **$255,591 annually**
- **Cleaning and Maintenance Services**
  - Labor = (4) Maintenance Worker I's @ $17.73/hr plus 60% Burden = **$236,022 annually**
- **Pressure Washing**
  - City Staffing = (3) Maintenance Worker I's @ $17.73/hr plus 60% Burden= **$85.10/hour**
    - Estimated Production = 1.0 hour per face block = **$85.10 per face block**

Side by Side Comparison

Activity	SPDID Cost	City Cost
Hospitality & Safety	**$169,728**	**$255,591**
Cleaning & Maintenance	**$164,736**	**$236,022**



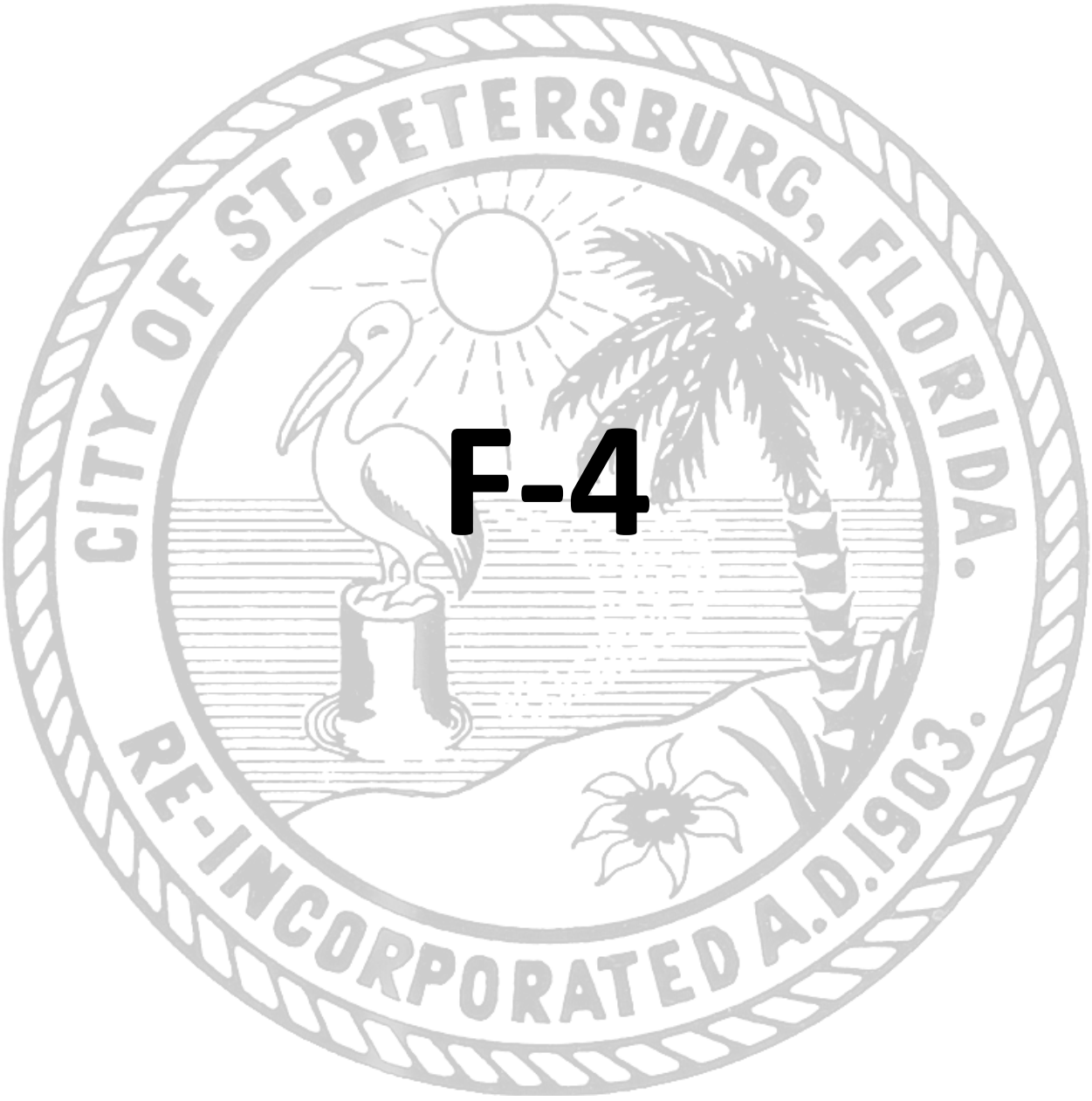


QUESTIONS

SPDID Proposed Costs

Expense	Cost
Operations	
Litter / Maint. Ambassador Labor Only (4 ppl @ $16.50)	$137,280.00
Hospitality Ambassador Labor Only (4 ppl @ $17)	$141,440.00
Maint. staff (1 per @ $20)	
Team Lead (1 per @ $30)	$62,400.00
Mgt. staffing	$37,000.00
Benefits Estimated at 20%	$68,224.00
Clean and Safe Materials	$15,000.00
Maint. Equipment	$4,000.00
General Liability / Work Comp	$25,000.00
Auto Insurance	$5,000.00
Auto/Equipment/Pressure washer (financed 5 years)	$10,000.00
Auto/Equipment Maintenance	$5,000.00
Deployment Center lease	$18,000.00
Technology	$24,000.00
Pressure Washing Contract ($200 per face block)	$50,000.00
Uniforms	$5,000.00
Team Training	$3,000.00
Utilities	$5,000.00
Gas	$1,500.00
Deployment Center build-out (1 time expense)	$7,000.00
Solid Waste Disposal	$6,000.00
OPERATIONS TOTAL	**$629,844.00**

The following page(s) contain the backup material for Agenda Item: Approving the Intergovernmental Agreement with FDOT concerning 3rd and 4th Streets
Please scroll down to view the backup material.



F-4

ST. PETERSBURG CITY COUNCIL
Reports
Meeting of November 5, 2026

To: The Honorable Lissett Hanewicz, Chair, and Members of City Council

Subject: A resolution approving the Intergovernmental Agreement between the City of St. Petersburg ("City") and the Florida Department of Transportation ("FDOT") concerning the potential future transfer of certain roads from FDOT to the City, which transfer is subject to future approval of a Road Jurisdictional Transfer Agreement; authorizing the Mayor or his designee to execute the Intergovernmental Agreement; and providing an effective date.

Explanation: At the June 2nd, 2022 meeting, City Council passed Resolution 2022-281 accepting the Downtown Mobility Study and supporting Administration moving forward with the Action Plan. The Action Plan identifies and prioritizes the conversion of 3rd and 4th Street downtown from one-way back to two-way operations given the many benefits of conversion and documented strong community support. These benefits are listed in the Study and include providing more efficient routes with generally lower traffic speeds that are correlated with increased efficiency and safety, particularly for bicyclists and pedestrians. Additionally, industry case studies have shown that businesses are more successful on two-way streets due to enhanced accessibility and visibility.

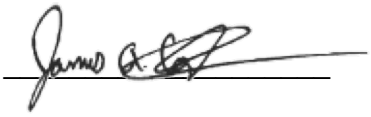
The Downtown Mobility Study was a joint effort between the City, Forward Pinellas, and the FDOT. The Forward Pinellas board also voted in favor of the study in 2022. And, at its June 8, 2026 meeting, the Board adopted an updated Multimodal Transportation Priorities Projects list which includes this project as being newly funded by FDOT for design and construction. The FDOT Five-Year Work Program includes the amounts of $1,077,890 for design and $19,462,689 for construction in FY2029 and FY2031, respectively. As was suggested in the Downtown Mobility Study, FDOT approval of conversion and funding for the project depends on the City's willingness to assume ownership.

The attached agreement sets forth details regarding how and which road segments can be expected to be transferred to the City should additional approvals be obtained in the future. Having primary details memorialized by both parties now reduces future uncertainty and helps bolster keeping over $20M in grant funding in state and federal budgets. However, given the nature of multi-year work programs and budgets, the funding is not yet guaranteed. As such, the current agreement does not bind the city to assumption of ownership. Such action, through a Road Jurisdictional Transfer Agreement, a transfer is expected to be brought forward for separate Council action in the future when additional details and budgets have been advanced.

Cost/Funding/Assessment Information: No funding is required by this agreement.

Attachments: Resolution
Intergovernmental Agreement
Presentation

APPROVALS:

Administrative: 

RESOLUTION NO. 2026-_____

A RESOLUTION APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF ST. PETERSBURG ("CITY") AND THE FLORIDA DEPARTMENT OF TRANSPORTATION ("FDOT") CONCERNING THE POTENTIAL FUTURE TRANSFER OF CERTAIN ROADS FROM FDOT TO THE CITY, WHICH TRANSFER IS SUBJECT TO FUTURE APPROVAL OF A ROAD JURISDICTIONAL TRANSFER AGREEMENT; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE THE INTERGOVERNMENTAL AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, there is currently existing US 92/SR 687/3rd St N and S from 5th Ave S to 5th Ave N; SR 687/4th St N and S from 5th Ave S to 4th Ave N; SR 594/Dali Blvd S/5th Ave S from 4th St S to 3rd St S; Alt US 19/SR 595/4th Ave N from 4th St N to 3rd St N; and US 92/SR 687/5th Ave N from 4th St N to 3rd St N (the "Roads"); and

WHEREAS, 3rd St and 4th St are one-way pairs on the State Highway System and the City desires to convert these roadways into two-way traffic to improve traffic efficiency and safety in the downtown area; and

WHEREAS, on June 2, 2022, City Council passed Resolution 2022-281 accepting the Downtown Mobility Study ("Study") and supporting Administration moving forward with the implementation of the action plan contained within the Study; and

WHEREAS, the Study concluded that pedestrian and bicycle related crashes were clustered on one-way streets and the action plan contained within the Study identified the conversion of 3rd and 4th Streets from one-way to two-way operations as a priority one project; and

WHEREAS, on June 8, 2026, the Forward Pinellas Board adopted its Multimodal Transportation priorities list which includes this project being state funded for design and construction within FDOT's five-year work plan; and

WHERAS, FDOT has consistently maintained that the project moving forward was contingent on the City assuming roadway ownership; and

WHEREAS, FDOT intends to transfer jurisdiction and maintenance responsibilities for the Roads to the City in State fiscal year 2028, and the City and FDOT desire to enter into a non-binding intergovernmental agreement to set forth the mutual understanding of responsibilities between the City and FDOT if the Roads are transferred from FDOT to the City; and

WHEREAS, a future Road Jurisdictional Transfer Agreement, which is subject to all necessary approvals including City Council approval, will be the binding document effectuating

the transfer, future improvements to the Roads, and future maintenance responsibilities of the Roads, if approved and executed by and between the City and FDOT; and

WHEREAS, Administration recommends approval of the Intergovernmental Agreement.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the Intergovernmental Agreement between the City of St. Petersburg ("City) and the Florida Department of Transportation ("FDOT") concerning the potential future transfer of certain roads from FDOT to the City, which transfer is subject to future approval of a Road Jurisdictional Transfer Agreement, is hereby approved.

BE IT FURTHER RESOLVED that the Mayor or his designee is authorized to execute the Intergovernmental Agreement.

This Resolution shall become effective immediately upon adoption.

LEGAL: 

00911136

DEPARTMENT: 

INTERGOVERNMENTAL AGREEMENT FOR

US 92/SR 687/3RD ST N AND S FROM 5TH AVE S TO 5TH AVE N;
SR 687/4TH ST N AND S FROM 5TH AVE S TO 4TH AVE N;
SR 594/DALI BLVD S/5TH AVE S FROM 4TH ST S TO 3RD ST S;
ALT US 19/SR 595/4TH AVE N FROM 4TH ST N TO 3RD ST N; AND
US 92/SR 687/5TH AVE N FROM 4TH ST N TO 3RD ST N

THIS INTERGOVERNMENTAL AGREEMENT is made and entered into by and between the Florida Department of Transportation, an agency of the State of Florida, hereinafter called "DEPARTMENT", and the City of St. Petersburg, a political subdivision of the State of Florida, hereinafter called "LOCAL GOVERNMENT".

WITNESSETH

WHEREAS, currently, existing US 92/SR 687/3rd St N and S from 5th Ave S to 5th Ave N; SR 687/4th St N and S from 5th Ave S to 4th Ave N; SR 594/Dali Blvd S/5th Ave S from 4th St S to 3rd St S; Alt US 19/SR 595/4th Ave N from 4th St N to 3rd St N; and US 92/SR 687/5th Ave N from 4th St N to 3rd St N ("ROADS"), attached hereto as **Exhibit "A"**; and

WHEREAS, 3rd St and 4th St are one-way pairs on the State Highway System and the LOCAL GOVERNMENT desires to convert these roadways into two-way traffic to improve traffic flow in the downtown area; and

WHEREAS, the DEPARTMENT intends to transfer jurisdiction and maintenance responsibilities for the ROADS to the LOCAL GOVERNMENT in State Fiscal Year 2028, and this non-binding agreement is intended solely to establish the mutual understanding of responsibilities between the DEPARTMENT and the LOCAL GOVERNMENT, with the binding obligations of the Parties to be set forth exclusively in the prospective Roadway Jurisdictional Transfer Agreement; and

WHEREAS, the DEPARTMENT recently invested in the subject ROADS, including a project on 3rd St which included the addition of sidewalk ramps, signal modification, and high emphasis crosswalks in 2019 (FPN: 437807-1) and a project on 4th St which included improvements to sidewalks, curb extensions, pedestrian signal modification, and high emphasis crosswalks in 2023 (FPN: 437807-2).

NOW, THEREFORE, in consideration of the promises and covenants contained herein, and other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the Parties agree as follows:

1. The DEPARTMENT filed an application with the American Association of State Highway and Transportation Officials ("AASHTO") on March 3, 2026 to remove the following segments from the US Route system in preparation for the

prospective Road Jurisdictional Transfer Agreement: US 92/SR 687/3rd St N from 4th Ave N to 5th Ave N; US 92/SR 687/5th Ave N from 4th St N to 3rd St N; and Alt US 19/SR 595/4th Ave N from 4th St N to 3rd St N.

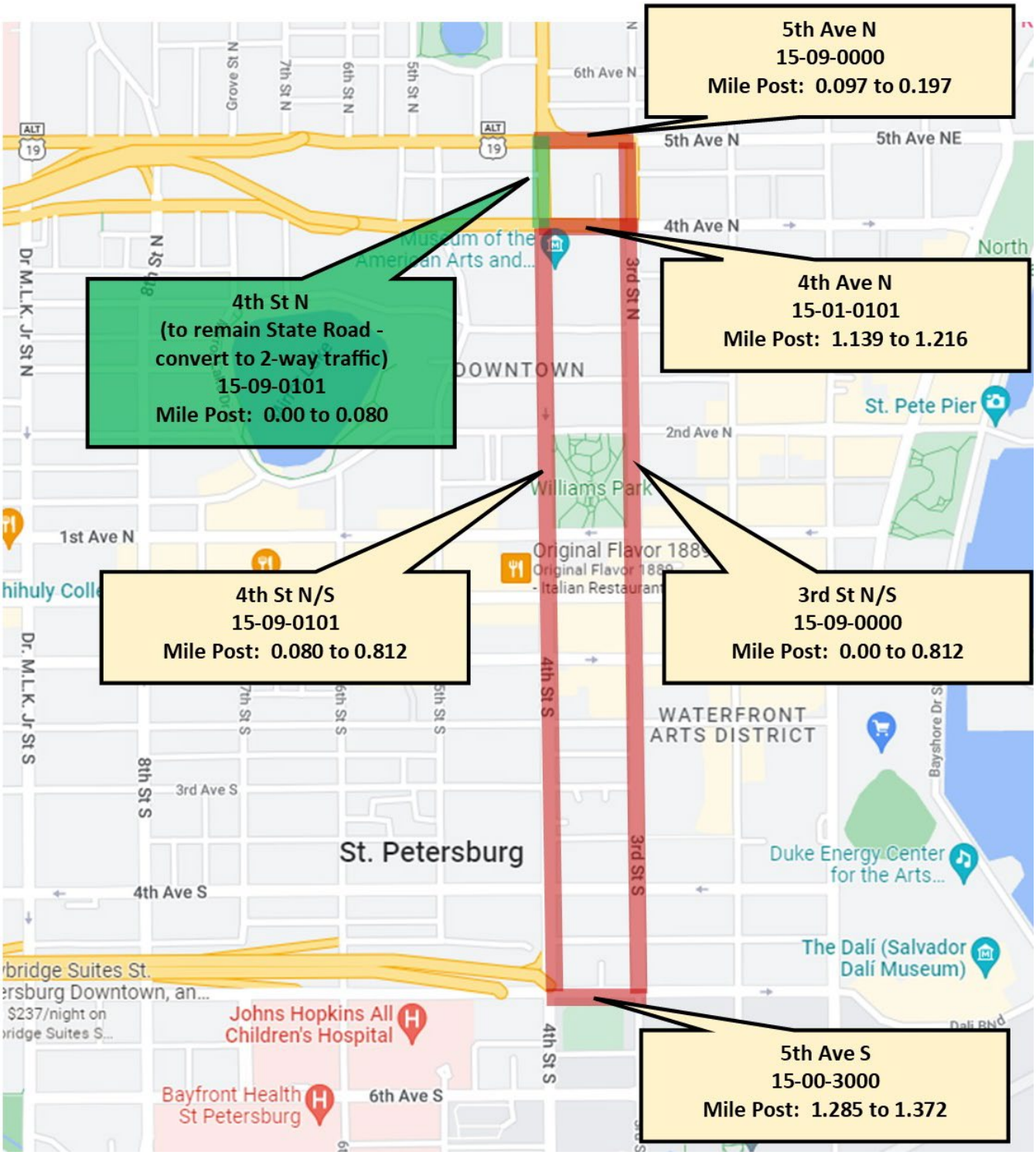
2. The DEPARTMENT agrees to fund design and construction for improvements to the ROADS, subject to legislative appropriation. The design funding is currently programmed for FY2029, and the construction funding is programmed for FY2031 (FPN: 453872-1).

3. Pursuant to the terms and conditions set forth in the prospective Road Jurisdictional Transfer Agreement, the LOCAL GOVERNMENT agrees to maintain the ROADS. Pursuant to the terms and conditions set forth in the prospective Road Jurisdictional Transfer Agreement, the ROADS will be removed from the State Highway System and transferred to the LOCAL GOVERNMENT. The prospective Road Jurisdictional Transfer Agreement is subject to all required approvals, and if approved must be executed by the DEPARTMENT and LOCAL GOVERNMENT prior to the beginning of the LOCAL GOVERNMENT's design project for improvements to the ROADS, which has been tentatively planned for FY 2029. The executed Road Jurisdictional Transfer Agreement will be the binding document effectuating the transfer, future improvements to the ROADS, and future maintenance responsibilities.

IN WITNESS WHEREOF, the LOCAL GOVERNMENT and the DEPARTMENT have caused this Agreement to be executed**.**

LOCAL GOVERNMENT	**DEPARTMENT**
CITY OF ST. PETERSBURG, PINELLAS COUNTY, FLORIDA	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
SIGNED BY:	SIGNED BY:
_____ Kenneth T. Welch Mayor	_____ Justin Hall District 7 Secretary
ATTEST:	ATTEST:
_____	_____
LEGAL REVIEWER SIGNATURE:	LEGAL REVIEWER SIGNATURE:
_____ City Attorney's Office 00904954	_____ FDOT Office of the General Counsel

EXHIBIT "A"
LOCATION MAP





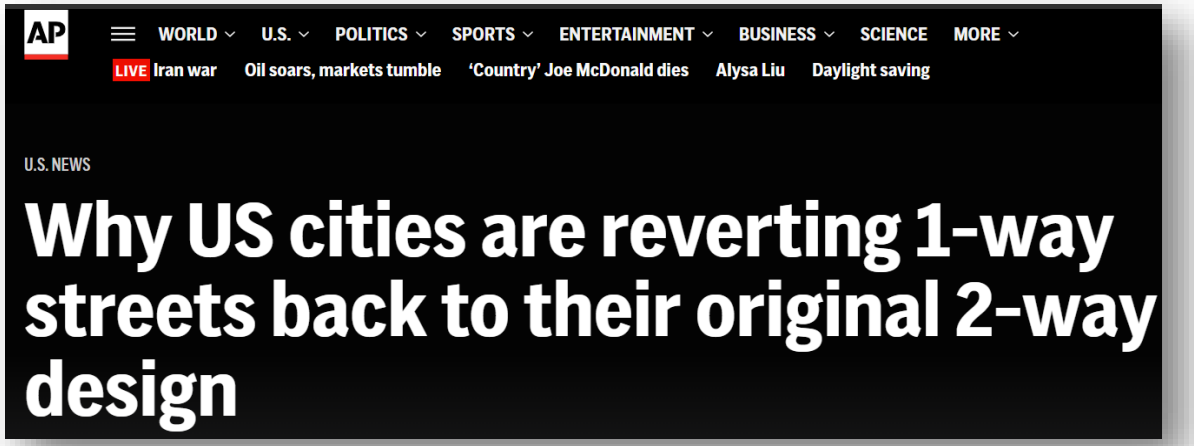
November 5, 2026

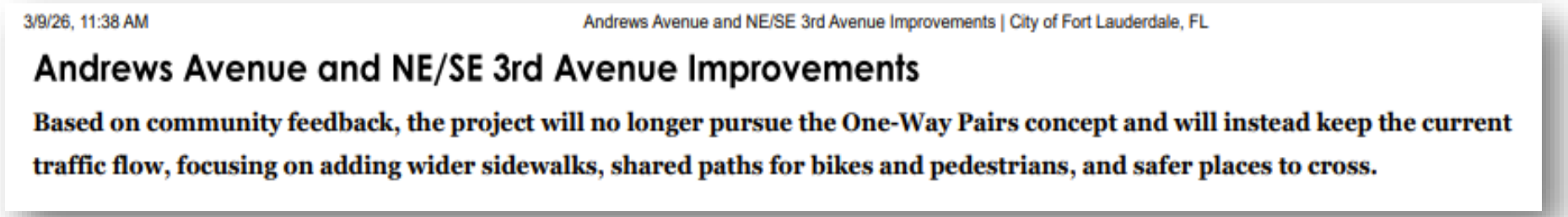
3rd and 4th Street Two-Way Conversion

Why Convert to Two-Way?

- Shortens trips due to more direct route options
- Reduces wrong-way driving incidents
- Improves visibility for businesses
- Increases safety
- Reduces barrier effects
- Continues a successful strategy
- Recognize downtown as a destination - not a place to drive through or away from at high speeds

Background


AP
WORLD
U.S.
POLITICS
SPORTS
ENTERTAINMENT
BUSINESS
SCIENCE
MORE
LIVE Iran war
Oil soars, markets tumble
'Country' Joe McDonald dies
Alysa Liu
Daylight saving
U.S. NEWS
Why US cities are reverting 1-way streets back to their original 2-way design


3/9/26, 11:38 AM
Andrews Avenue and NE/SE 3rd Avenue Improvements | City of Fort Lauderdale, FL
Andrews Avenue and NE/SE 3rd Avenue Improvements
Based on community feedback, the project will no longer pursue the One-Way Pairs concept and will instead keep the current traffic flow, focusing on adding wider sidewalks, shared paths for bikes and pedestrians, and safer places to cross.

Background

2001 Study for PS&I Committee

- Convert 1st and 2nd Streets
- Convert portions of 2nd and 3rd Avenues N
- Convert Mirror Lake Drive
- Convert 2nd Avenue S
- Convert some streets in Historic Old NE and Historic Uptown
- Convert 8th and MLK Streets
- Do not convert 1st Avenues N or S
- Consider conversion of 3rd and 4th in the future



Background


DTSP
Downtown St Petersburg
MOBILITY STUDY
FINAL
Study Report
JUNE 2022
FORWARD PINELLAS
st.petersburg
www.stpete.org
FDOT

Downtown St Petersburg DTSP MOBILITY STUDY

Two-Way Conversion

One-way street configurations were implemented throughout the U.S. in the mid-20th Century as a way to efficiently move large volumes of traffic through city centers. As people left the city centers to live in the suburbs, the focus became helping commuters get in and out of downtowns as quickly as possible. Today, people are increasingly moving back to downtowns as they look for a more sustainable, multimodal lifestyle less dependent on cars. These high-speed roadways are often in conflict with safe pedestrian and bicycle mobility. This change in travel patterns and need for safety improvements requires a renewed look at how one-way roads operate and what changes can be made to improve safety, access, and livability for all.

Benefits of Two-Way Conversions

Many U.S. communities are converting one-way streets to two-way to adapt to changing travel and residential patterns. In 2017, New Albany, Indiana converted more than four miles of city streets from one-way to two-way along with traffic-calming measures. Since implementation, the city has reported a decrease in crashes involving pedestrians, motor vehicle crashes with injuries, and speeding along these roads. The interaction of pedestrians, bicyclists, and motorists has improved and traffic detour options have increased.

Converting streets from one-way traffic to two-way traffic also provides the benefit of reducing confusion for both drivers and pedestrians. Drivers who are new or less familiar with a location will be less likely to speed, make risky turns at intersections, and need to circle around to get to their destinations on one-way streets. Cyclists and pedestrians also benefit because they can better anticipate driver behavior on two-way streets. This is especially important for locations with multiple one-way streets that intersect with each other and create unsafe crossings for motorists and pedestrians.

EXAMPLE OF ONE-WAY PAIR TO TWO-WAY CONVERSION (NEW ALBANY, INDIANA)





Source: www.cnu.org/publicsquare/2019/07/09/cities-benefit-one-way-two-way-conversions

Downtown St Petersburg
DTSP MOBILITY STUDY

How Do Two-Way Streets Benefit a Community?

Many communities have experienced a variety of benefits after converting one-way streets to two-way operations.

Safe Streets

In Louisville, Kentucky, two-way street conversions have reduced bike, pedestrian, and vehicle crashes by 49%. Also, by increasing pedestrian traffic on the streets and lowering speeds, the "eyes on the street" effect has helped reduce crime by 23%.[1]

Livable Communities

Reduced traffic speeds and the resulting improved safety can allow streets to blossom with enhancements such as benches, trees and plantings, bike lanes, community gardens, public art, building renovations, and improved property that benefit all users.[2]

Business Benefits

Business visibility increases with two-way streets. After being converted in the 1990s, Upper King St in Charleston, South Carolina has seen substantial economic revitalization with decreased vacancy rates and increased property values.[3]

Destination Access

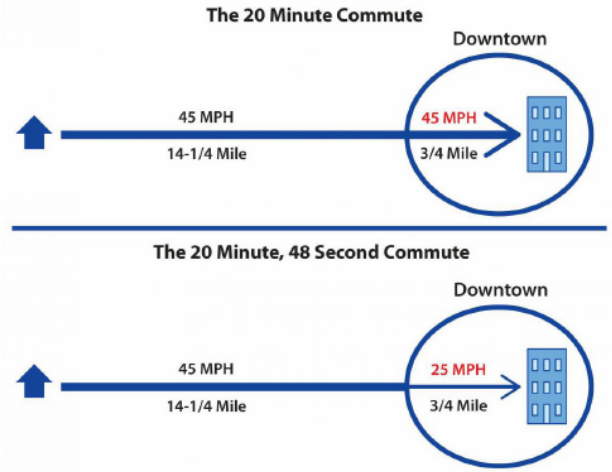
Two-way roadways provide more direct access for all destinations along the roadway. Travelers do not need to take illogical routes as access is provided in both directions of the street.[4]

1 www.cnu.org/publicsquare/2019/07/09/cities-benefit-one-way-two-way-conversions
2 William Riggs, "Two-Way Street Conversion: Evidence of Increased Livability in Louisville," Journal of Planning Education and Research, July 2015, www.urbanismnext.org/resources/two-way-street-conversion-evidence-of-increased-livability-in-louisville
3 Meagan Baco, "One-Way to Two-Way Street Conversions as a Preservation and Downtown Revitalization Tool: The Case Study of Upper King Street, Charleston, South Carolina," Clemson University Thesis, May 2009, https://tigerprints.clemson.edu/cgi/viewcontent.cgi?article=1595&context=all_theses
4 www.accessmagazine.org/fall-2012/two-way-street-networks-efficient-previously-thought/

Potential Impacts of Conversion

Communities are sometimes apprehensive to change one-way streets to two-way operations due to fears that this will result in slower travel speeds for vehicles that would impact travel time and increase congestion. In the past, cities have focused on moving traffic through their downtown areas, instead of reducing speed in certain locations with high pedestrian volumes. Focusing on slowing traffic in just the downtown can create a benefit for safety, help improve access for all users, but not add much travel time for drivers. The illustration belows demonstrates how speed reductions in key locations along a roadway would not result in significant travel time increases. While delay or wait time at intersections could increase to allow left-turns from two directions, cities can implement traffic signal prioritization or other travel demand management techniques to ensure

IMPACT OF SPEED REDUCTION ON COMMUTE TIMES

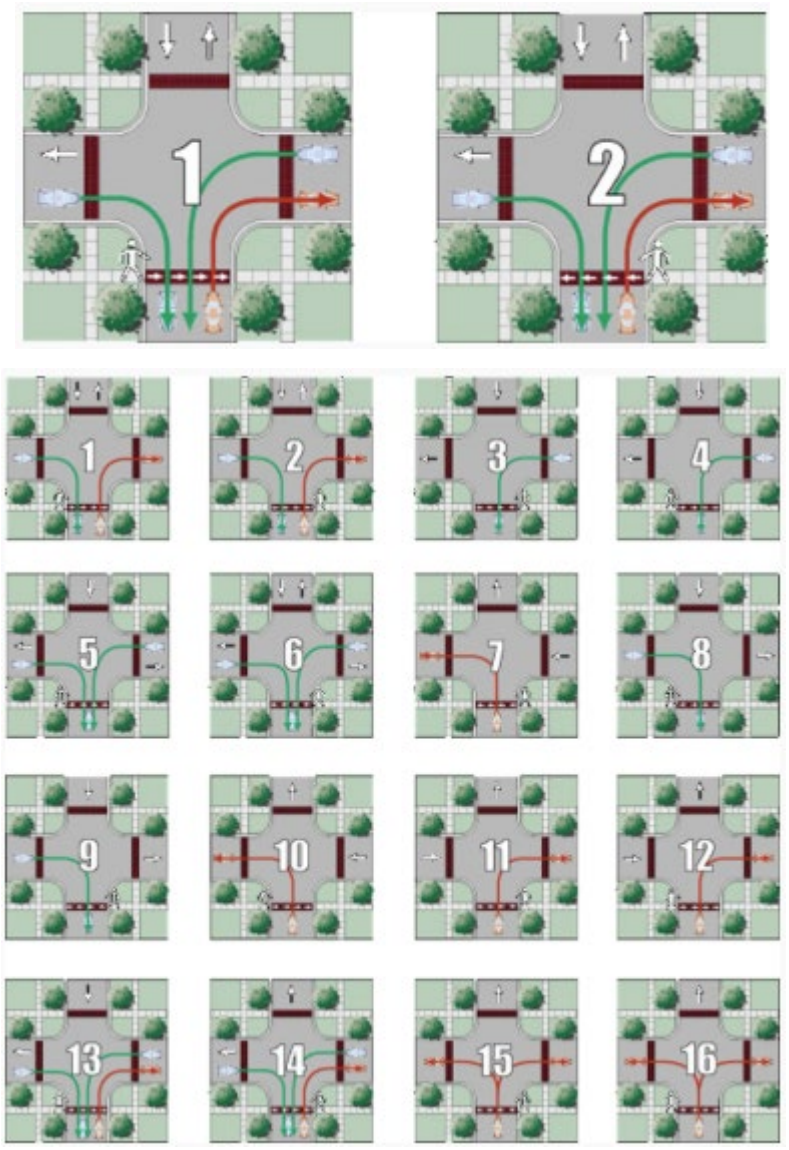


Source: Nelson/Nygaard Consulting Associates, Walkable City Rules, cnu.org/publicsquare/2018/12/17cities-and-streets-101-salvations

Why Safer for Pedestrians?

1) Lower speeds and fewer vehicle miles traveled

2) Fewer conflict sequences as illustrated by Kittleson and Associates “Myth Buster”



The study included detailed information specific to conversion of 3rd Street and 4th Street

Downtown St Petersburg
DTSP MOBILITY STUDY

PROJECT PERFORMANCE SUMMARY: 3rd St/4th St Two-Way Conversion

Conditions & Issues

One-way operations and higher travel speeds contribute to high number of crashes and unsafe bike/ped conditions along 3rd St and 4th St. Reducing travel speed and creating more walkable streets with increased safety for pedestrians and bicyclists along these streets is a priority for the City.

Both streets are one-way throughout DTSP, but are two-way streets north and south of the downtown core.

- **3rd St.** One-way between 5th Ave S and 5th Ave N, primarily 4 northbound lanes. The City has plans for lane reallocation for dedicated cycle track (*Complete Streets Implementation Plan*) between 6th Ave S and 4th Ave N.
- **4th St.** One-way between 4th Ave S and 5th Ave N, primarily 4 southbound lanes.

Project Concept

The City previously identified these streets as a candidate for two-way conversion (*One-Way Street Conversion Study*). For the scenario testing process, the concept included:

- **3rd St.** Convert to two-way, lane reallocation with 1 northbound/1 southbound lane. Opportunity for multimodal improvements (lane reallocation of one travel lane) on 8th St (instead of on Dr. MLK, Jr. St).
- **4th St.** Convert to two-way with 2 northbound/2 southbound lanes.

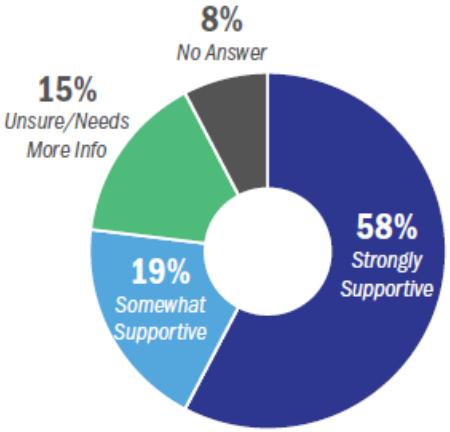
Performance Results

Based on the scenario testing and evaluation effort, the project performs well and has the potential to create safer multimodal streets, but does not create significant congestion or delay. Results are summarized in the graphic on the next page.

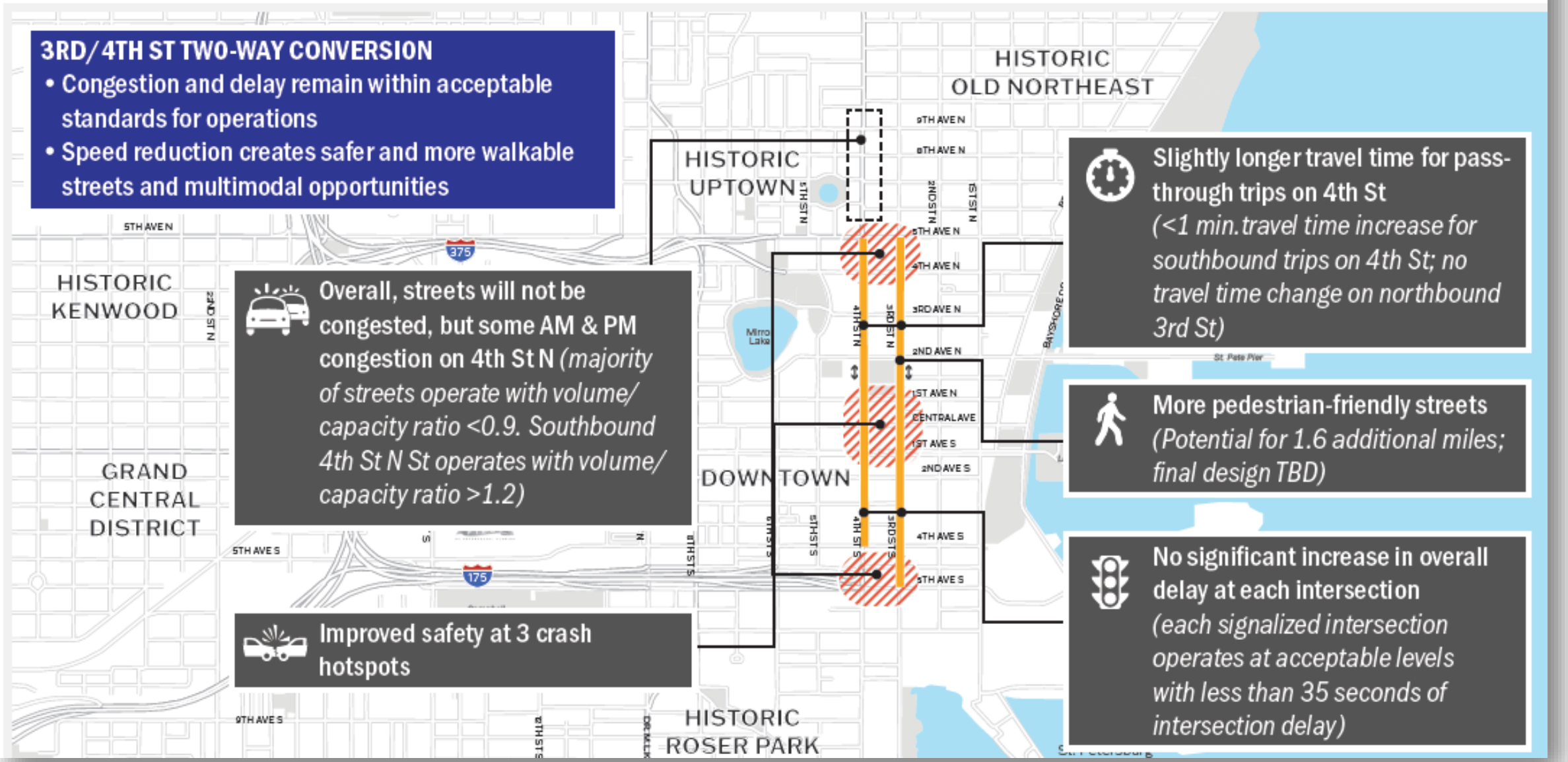
Public & Stakeholder Input

Public support for the conversion of 3rd/4th St is strong. During the community conversations, survey comments related to this project concept included concerns about potential negative impacts to travel time.

PUBLIC SUPPORT FOR TWO-WAY CONVERSION OF 3RD/4TH ST (FALL 2021 SURVEY)



SUMMARY OF PROJECT CONCEPT & PERFORMANCE: 3RD/4TH ST TWO-WAY CONVERSION



The study included an Action Plan for Priority Projects including Two-Way Conversion for 3rd Street and 4th Street which is supported by City Council Resolution 2022-281

DTSP Downtown St Petersburg MOBILITY STUDY

5/PROJECT PRIORITIES & ACTION PLAN

Priority One Project: 3rd/4th St Two-Way Conversion and Lane Reallocation Study

The City should advance the two-way conversion of 3rd St/4th St. These streets are currently in state ownership, so potential transfer of ownership to the City may be required. Additional studies and public outreach are needed in the short-term to identify a preferred conceptual design for lane reallocation and changes to the one-way operations and intersections along each corridor.

2022-281

A RESOLUTION ACCEPTING THE DOWNTOWN ST. PETERSBURG MOBILITY STUDY AND SUPPORTING ADMINISTRATION MOVING FORWARD WITH THE ACTION PLAN; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, following a City Council presentation on November 7, 2019, and approval of an Interlocal Agreement, the City began a partnership with Forward Pinellas to conduct a Downtown St. Petersburg Mobility Study to determine recommendations for a multimodal vision for Downtown St. Petersburg; and

WHEREAS, the City recognizes the need to strengthen connectivity between neighborhoods and commercial and institutional destinations while maintaining adequate regional access between I-275 and key employment and medical uses in downtown St. Petersburg, including the future Tropicana Field site redevelopment; and

WHEREAS, Forward Pinellas staff and its consultant, with City staff support, have conducted public outreach to identify community priorities and developed a base model of existing and planned conditions, which was presented to the City Council's Housing, Land Use, and Transportation Committee on March 11, 2021; and

WHEREAS, the City and Forward Pinellas have worked to develop a list of project-by-project actions ("Action Plan") that are recommended next steps to advance the recommendations of the Downtown St. Petersburg Mobility Study based on the study's findings; and

WHEREAS, on May 19, 2022, City staff presented the Action Plan to the City Council Committee of the Whole and the Committee of the Whole voted to accept the Downtown St. Petersburg Mobility Study and to support administration moving forward with the Action Plan.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the City Council accepts the Downtown St. Petersburg Mobility Study and supports administration moving forward with the Action Plan.

This Resolution shall become effective immediately upon its adoption.

Adopted at a regular session of the City Council held on the 2nd day of June 2022.

Downtown Mobility Study Outcome

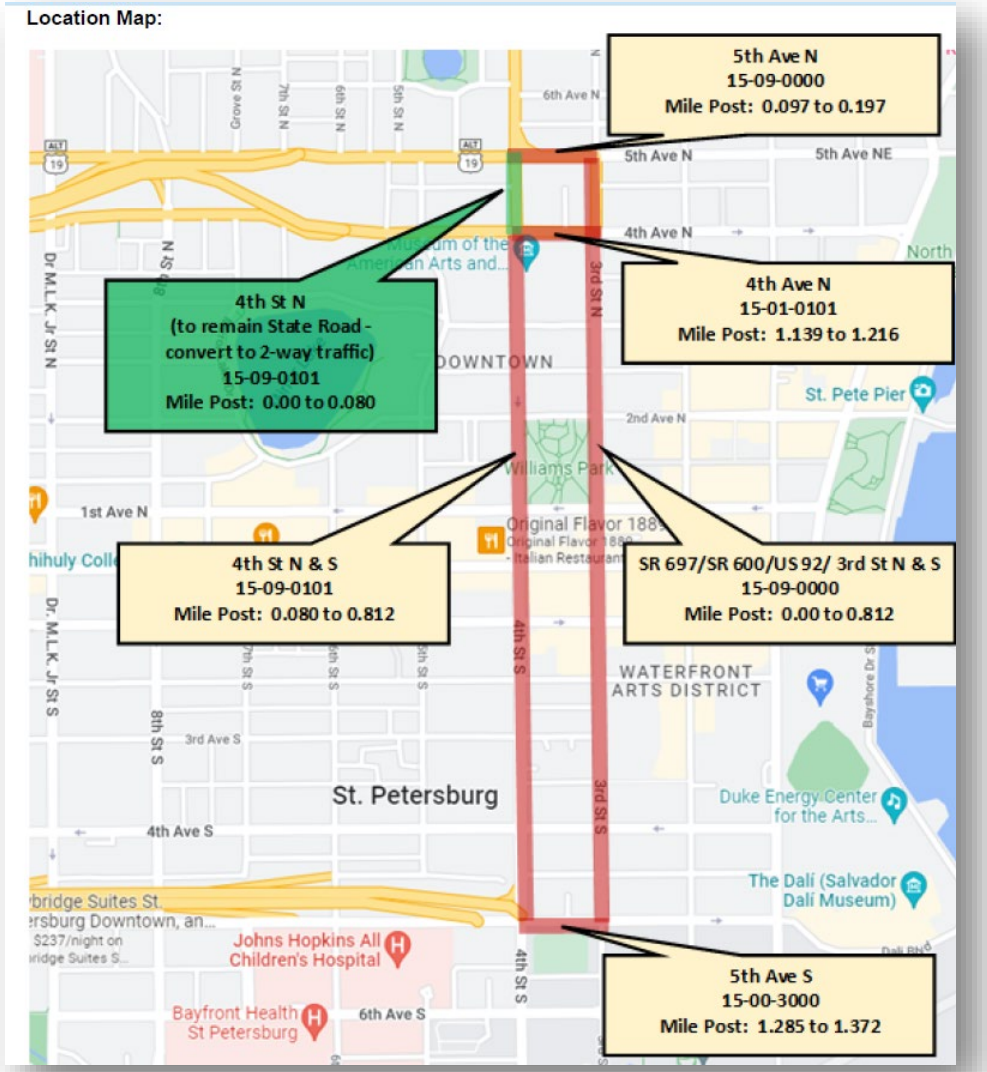
Following inclusion of the project on Forward Pinellas priority lists as appropriate, over $20M budgeted in FDOT 5-Year Work Program for implementation

- 2029 – Design funding
- 2031 – Construction funding

453872-1 - 3RD ST N/S & 4TH ST N/S FROM 5TH AVE S TO 5TH AVE N
Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2027	2028	2029	2030	2031
Construction	Federal					$17,455,327
	State					$2,007,362
Preliminary Engineering	Federal			$1,077,890		
Total for Project 453872-1				**$1,077,890**		**$19,462,689**

Road Segments included in Work Program



Specifically, the project included in the FDOT Work Program includes:

- 5th Avenue N from 4th Street to 3rd Street
- 4th Avenue N from 4th Street to 3rd Street
- 5th Avenue S from 4th Street to 3rd Street
- 4th Street from 5th Avenue N to 5th Avenue S
- 3rd Street from 5th Avenue N to 5th Avenue S

While slated to included within the project for two-way traffic, the segment of 4th Street N from 5th Avenue N to 4th Avenue N is expected to remain with FDOT to preserve continuity of connections between State roadways

Recommendation

Administration recommends approval of the attached resolution

- Approving the Intergovernmental Agreement between the City and FDOT
- Authorizing the Mayor or designee to execute the Intergovernmental Agreement

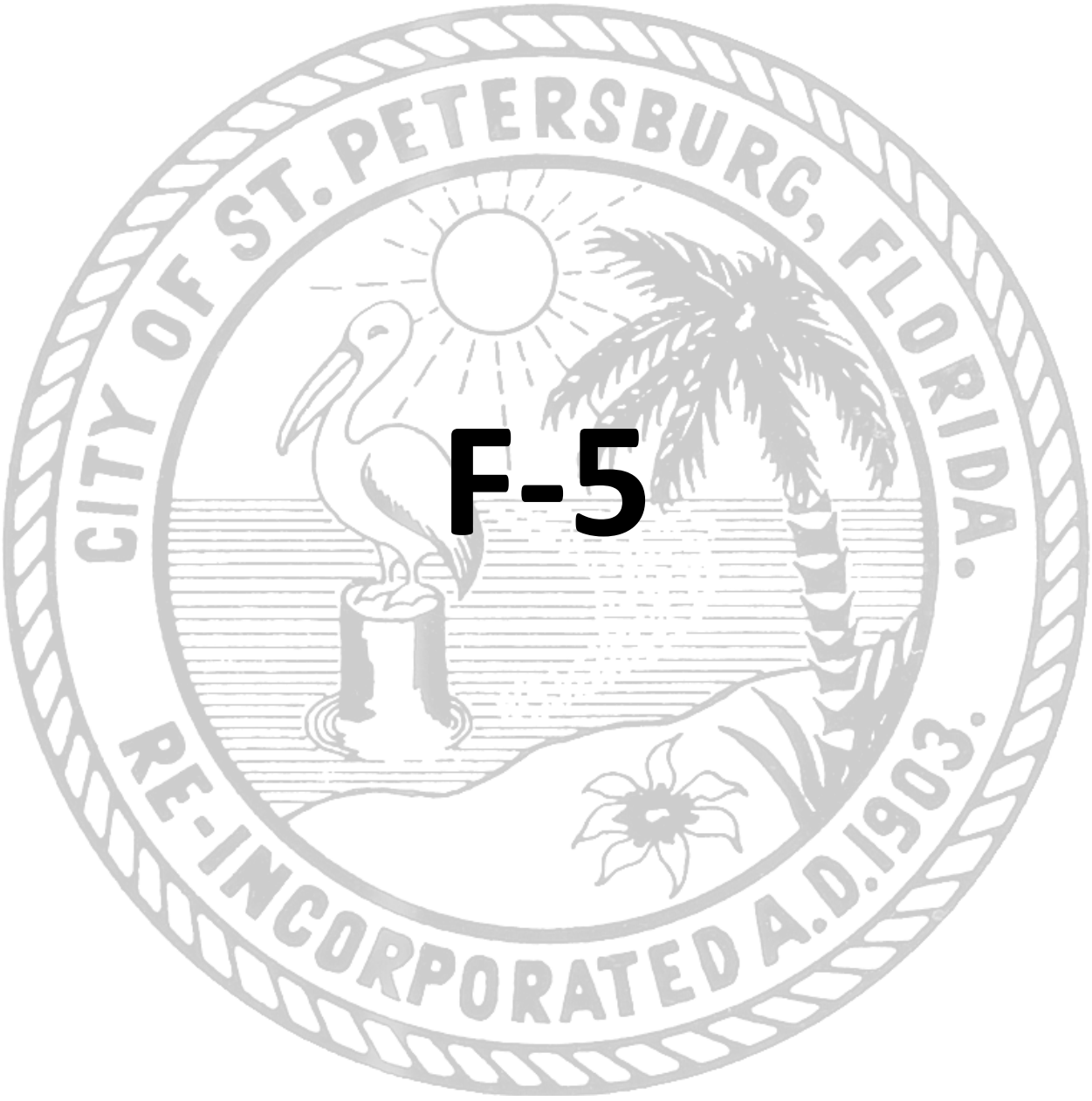


CITY OF ST. PETERSBURG

3rd and 4th Street Two-Way Conversion



The following page(s) contain the backup material for Agenda Item: A resolution accepting the Trails Crossing Master Plan and supporting Administration moving forward with the Trails Crossing Master Plan's recommendations for implementation; and providing an effective date.
Please scroll down to view the backup material.



F-5

ST. PETERSBURG CITY COUNCIL

Reports

Meeting of November 5, 2026

To: The Honorable Chair Lisset Hanewicz, and Members of City Council

Subject: A resolution accepting the Trails Crossing Master Plan and supporting Administration moving forward with the Trails Crossing Master Plan's recommendations for implementation; and providing an effective date.

Explanation: Following City Council's approval in March 2025 of a funding agreement with Friends of Trails Crossing and an agreement with LandDesign, Inc., the City and its partners initiated the development of the Trails Crossing Master Plan to activate the area under I-275 from approximately 5th Avenue South to 5th Avenue North, with a focus on the areas south of Burlington Avenue North. The currently underutilized area represents an opportunity to activate the space and connect several districts and neighborhoods in the city with an emphasis on the Pinellas Trail. The Master Plan includes recommendations associated with a governance strategy for the area's operations and maintenance since it's anticipated that Trails Crossing will be implemented as a public-private partnership with the Friends of Trails Crossing, a Florida Not-for-Profit corporation, whose aim is to transform and improve land located under a certain portion of I-275 with improved active transportation connections and an activated public space that expands on and complements adjacent districts, including but not limited to the Grand Central District, EDGE District, Warehouse Arts District, and forthcoming Historic Gas Plant District.

As the project was nearing completion, Administration and the project partners provided a presentation to City Council's Public Services and Infrastructure Committee on September 10, 2026, to provide the committee with an overview of the community and stakeholder engagement, the anticipated phased implementation, and recommendations for its governance strategies. Questions were asked and answered, and committee members indicated support for the Master Plan to be presented to the full City Council with no significant changes to either the concepts for Trails Crossing nor the management, governance, and operations strategy. Since the committee meeting, Administration and the project partners have worked to finalize the Trails Crossing Master Plan report, which is attached for reference.

As the Trails Crossing Master Plan includes phased implementation, a Council resolution that acknowledges the City's acceptance of it and provides support for Administration to, in conjunction with Friends of Trails Crossing, pursue the recommendations for implementation is recommended.

Recommendation Administration recommends that City Council adopt the attached resolution accepting the Trails Crossing Master Plan and supporting Administration moving forward with the Trails Crossing Master Plan's recommendations for implementation; and providing an effective date.

Cost/Funding/Assessment Information: While the Trails Crossing Master Plan includes a phased implementation with anticipated cost estimates, it's noted that the governance strategy provides that Friends of Trails Crossing would play a significant role in implementation. Specifically, the Plan notes that the City should evaluate opportunities to support their pursuit of grants and other funding as implementation advances. Depending on individual program requirements, this could include grant sponsorship, co-applicant status, matching funds, in-kind contributions, letters of support, staff coordination, or other supporting materials, subject to budget availability and City Council approval. The specific level of City participation has not been established through the Master Plan and should be considered on a case-by-case basis. It reiterates that it is anticipated that Friend of Trails Crossing is expected to lead fundraising and grant pursuits, with City participation coordinated where appropriate to support eligible opportunities.

Attachments:

(1) Resolution
(2) Presentation
(3) Trails Crossing Master Plan report

Approvals:

Administration 

RESOLUTION NO. 2026-___

A RESOLUTION ACCEPTING THE TRAILS CROSSING MASTER PLAN AND SUPPORTING ADMINISTRATION MOVING FORWARD WITH THE TRAILS CROSSING MASTER PLAN'S RECOMMENDATIONS FOR IMPLEMENTATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, following a presentation to City Council's Housing, Land Use, and Transportation Committee in October 2022 and approval of a Funding Agreement with the Friends of Trails Crossing in March 2025, the City began a study to conduct a Trails Crossing Master Plan to determine recommendations for the area under I-275 from north of 1st Avenue North to south of 3rd Avenue South; and

WHEREAS, the City recognizes the opportunity to strengthen connectivity between neighborhoods and commercial and institutional destinations in the vicinity of Trails Crossing and desires that efforts to pursue activation of the area are guided by a master plan; and

WHEREAS, the City, in partnership with Friends of Trails Crossing, a Florida Not-for-Profit corporation, and the consultant team has conducted significant public and stakeholder outreach to identify community priorities and developed a master plan ("Trails Crossing Master Plan") for phased implementation that includes recommendations for management, governance, and operations of Trails Crossing; and

WHEREAS, the Trails Crossing Master Plan was presented to the City Council's Public Services and Infrastructure Committee on September 10, 2026; and

WHEREAS, the City Council's Public Services and Infrastructure Committee indicated support for the Trails Crossing Master Plan as presented during the September 10, 2026 meeting and recommended that it be presented to the full City Council for its consideration and acceptance.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the Trails Crossing Master Plan is hereby accepted, and City Council supports administration moving forward with the Trails Crossing Master Plan's recommendations for implementation.

This Resolution shall take effect immediately upon its adoption.

LEGAL: DEPARTMENT:

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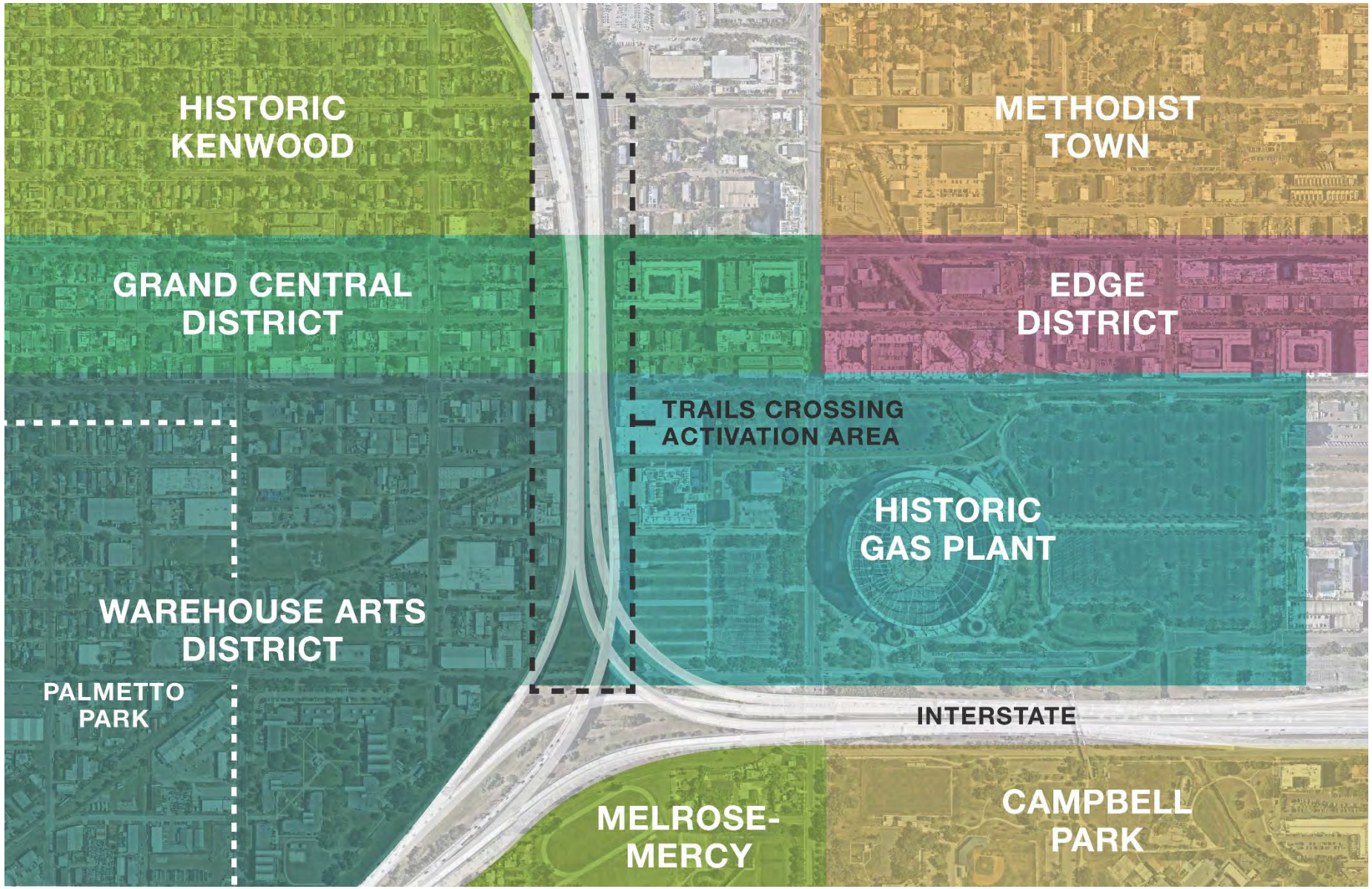


TRAILS CROSSING

City Council

November 5, 2026

URBAN CONTEXT



Friends of Trails Crossing

















ACTIVATING THE TRAIL

@trailsxorg

trailsx.org

INITIAL THOUGHTS + IDEAS: 2021



Project Study Area + Background

THE HISTORY + SIGNIFICANCE OF THE PINELLAS TRAIL

ONE OF FLORIDA'S MOST SUCCESSFUL RAIL-TO-TRAIL CONVERSIONS:

45 miles of continuous multi-use recreational and transportation spine, from Tarpon Springs to St. Petersburg, connecting a diverse range of neighborhoods, downtowns, parks, and cultural destinations across the county. It serves as both a regional mobility corridor and a recreational amenity.

MORE THAN A TRAIL, IT IS A DEFINING PIECE OF CIVIC INFRASTRUCTURE.

The Pinellas Trail demonstrates how linear corridors can connect communities, support economic activity, and enhance quality of life. Trails Crossing builds upon this legacy by strengthening connections to the trail and expanding its reach into surrounding neighborhoods.

1888
ORIGINAL RAIL LINE IS ESTABLISHED

The Orange Belt railway, later the Atlantic Coast Line, served the region, setting the future trail's route.

1989
RAIL-TO-TRAIL TRANSFORMATION BEGINS

Pinellas County Commission approved the rail-to-trail concept, establishing the vision for the multi-use path.

1990
THE FIRST FIVE-MILE STRETCH OPENS

Established in 1990, the Pinellas Trail grew from a community effort for safer bicycling following the 1983 death of cyclist Albert "Bert" Valery III and connected St. Petersburg to Seminole.

2000 + 2010
ANNIVERSARY CELEBRATIONS

The 10th and 20th Anniversary events drew thousands, celebrating the trail's usage and community impact.

2026
DESIGNATION AS TRAIL TOWN BY FDEP

Pinellas trail joins 22 other cities that are recognized as a Trail Town.



KEY TAKEAWAYS

REGIONAL SPINE
Connecting communities across Pinellas County.

MULTIMODAL CORRIDOR
Supporting recreation, commuting, and tourism.

CATALYST FOR CONNECTIVITY
Linking neighborhoods, downtowns, parks, and cultural destinations.

HIGH-USE ASSET
Bringing consistent pedestrian and bicycle activity through the future site of Trails Crossing Park.

FOUNDATION FOR TRAILS CROSSING

Serves as a key organizing element and connection point within the project.

EXISTING CONDITIONS

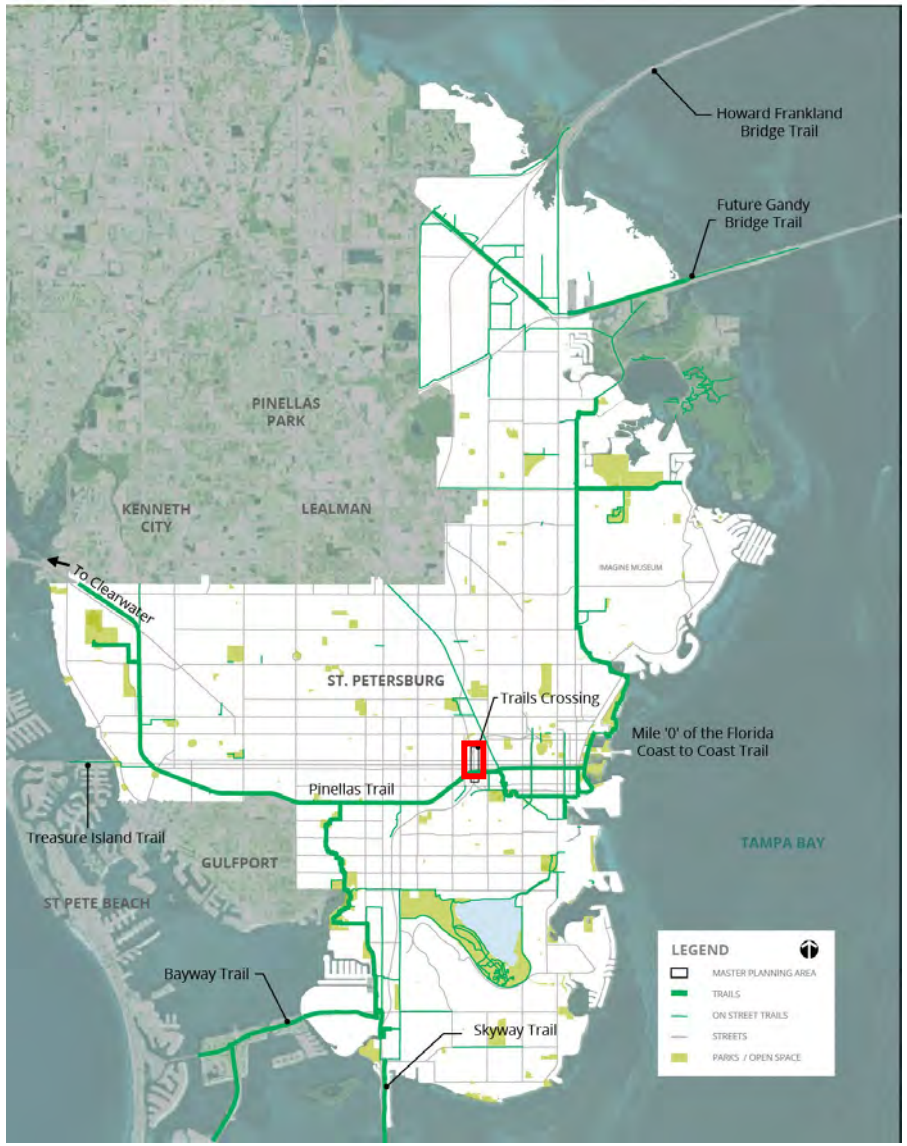


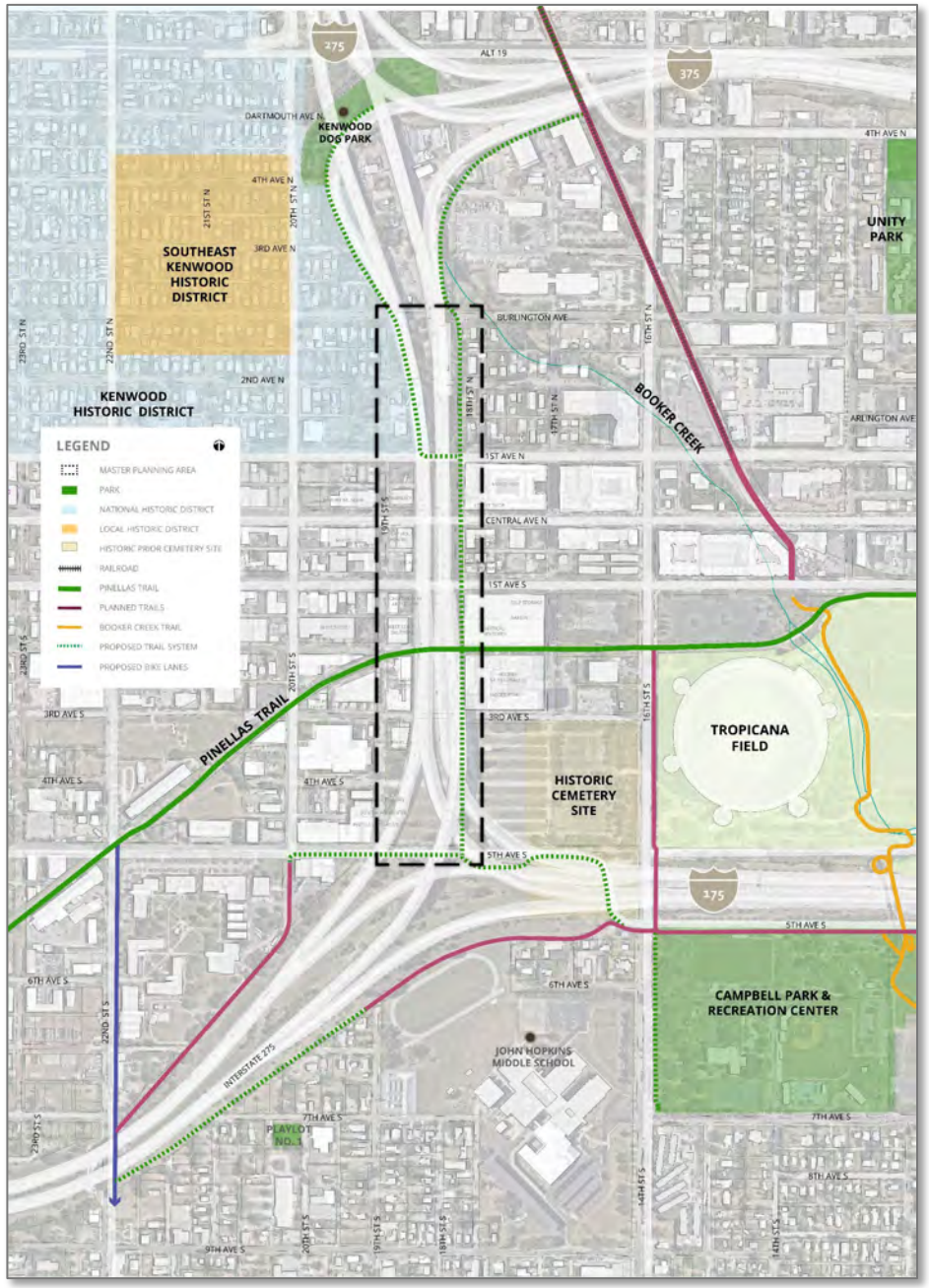






PROJECT SITE + CONNECTIVITY





Planning + Design Process

Vision



“What do we want this space to be?”

Design



“What do we want this space to look like?”

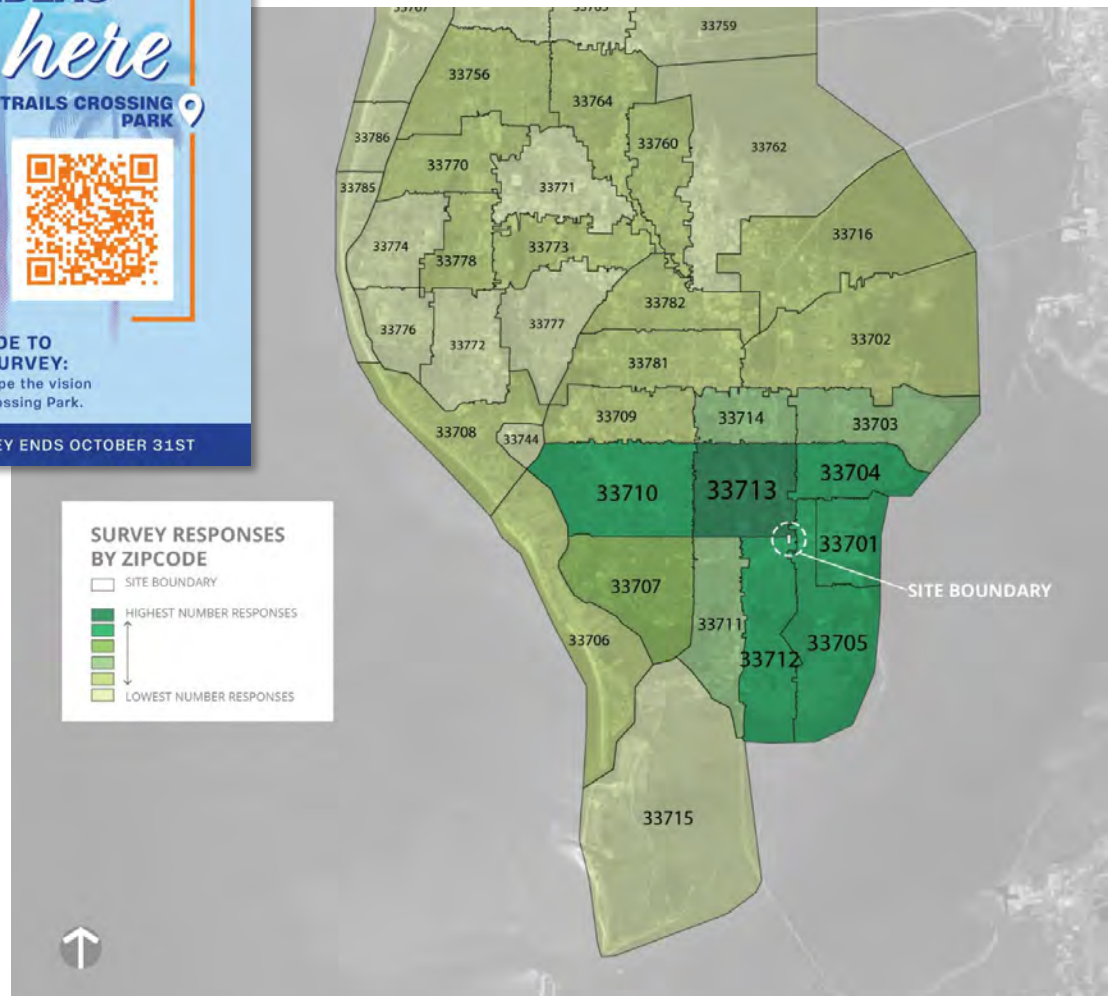
Plan



“How do we achieve and implement this over time?”

Initial Public Meeting + Online Survey



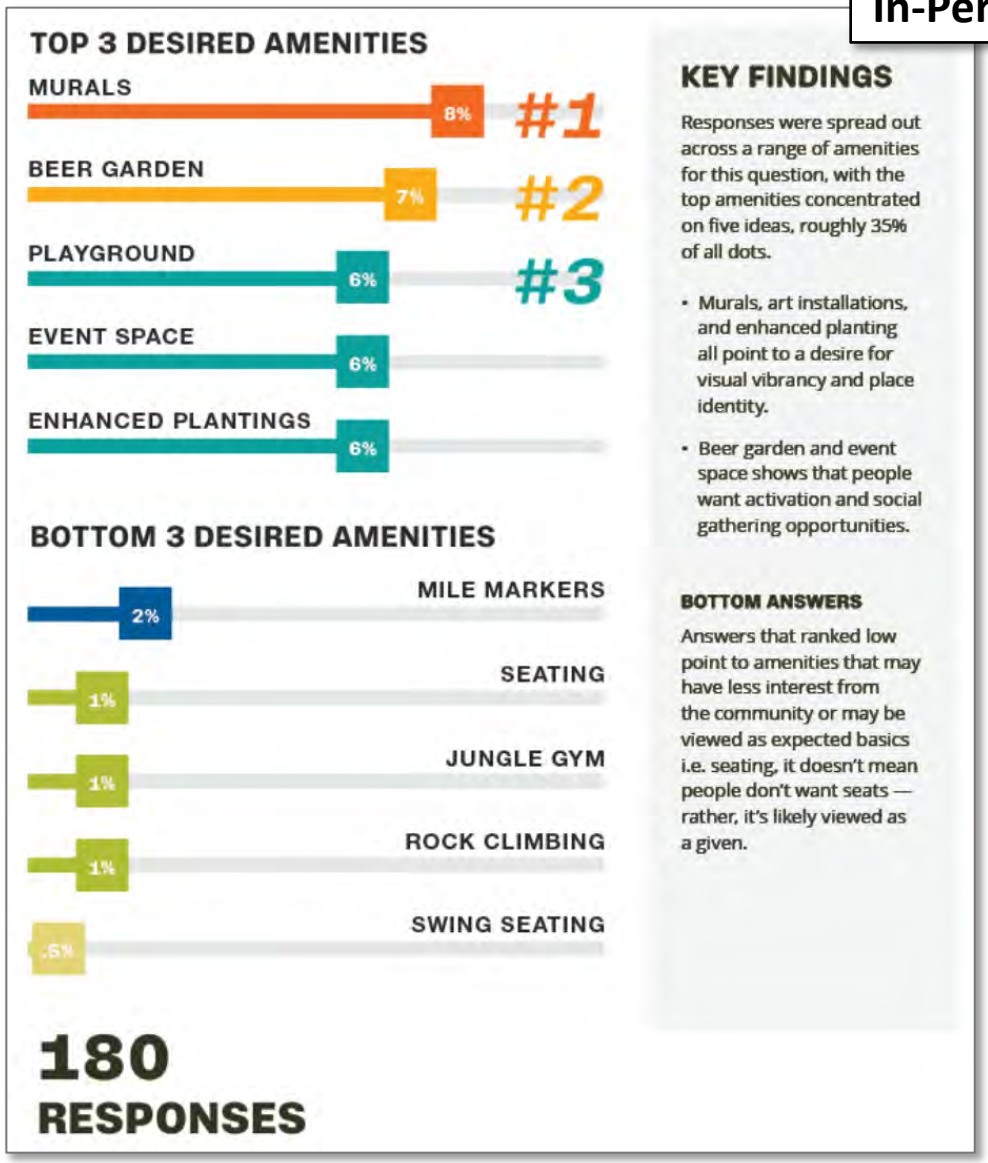




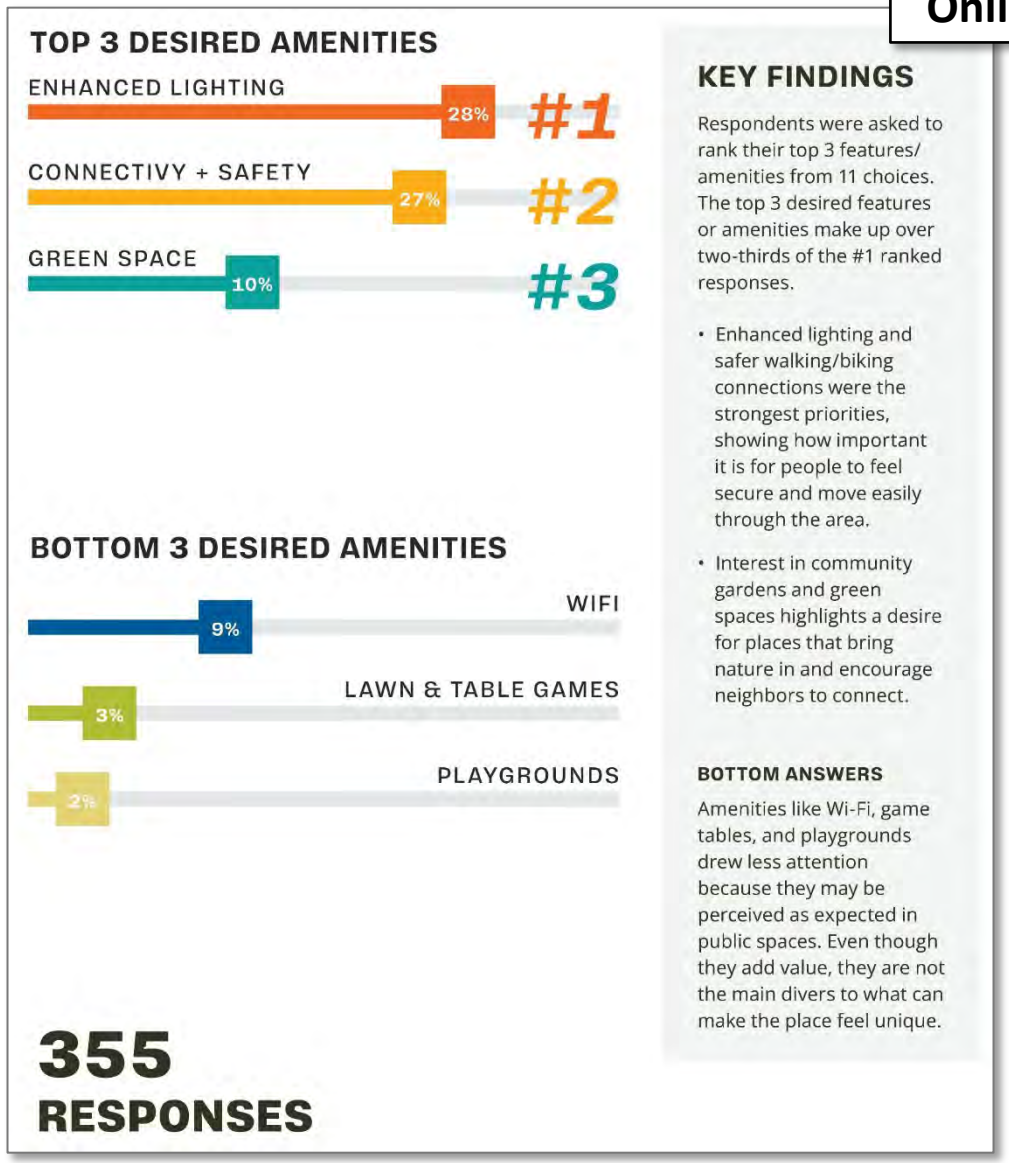


Comparison of In-Person and Online Survey Results | **Amenities**

In-Person



Online

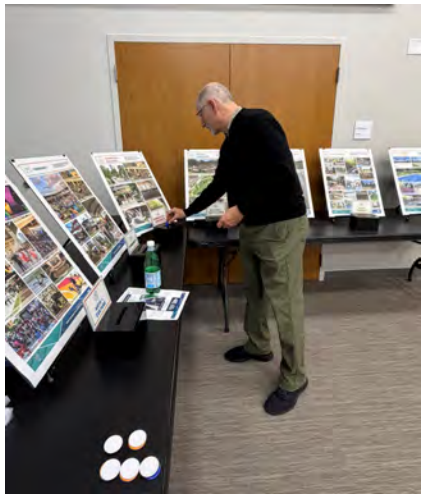


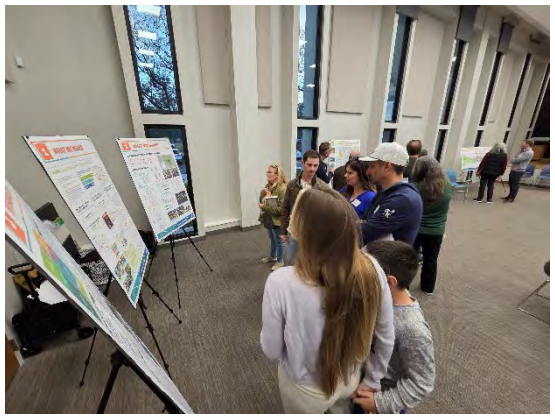
Stakeholder Meetings + 2nd Public Open House

Stakeholder Groups included:

- Vertical Ventures
- Adjacent business + prop. owners
- Event + Hospitality partners (market)
- Rays Leadership
- Arts + Culture Organizations
- City staff and various departments
- City Complete Streets Committee & Bicycle Pedestrian Advisory Committee
- FDOT
- Adjacent Business Districts
- Neighborhood Assoc. + Community Advocates
- Multimodal Transportation Advocates









Prioritization Activity Summary (# Chips per Category) – 29 Participants

Rank	Category	Blue (5 points)	Orange (3 points)	White (1 point)	Total Points
1	Connected + Walkable	9	4	6	63
2	Nature + Landscape	5	9	2	54
3	Community	3	8	4	43
4	Arts + Culture	6	1	7	40
5	Vibrant + Lively	5	3	4	38
6	Play Spaces	1	4	2	19
7	Parking			3	3

MASTER PLAN





WELCOMING

ENGAGING PLAY



VIBRANT ART



PEDESTRIAN + BIKE FRIENDLY



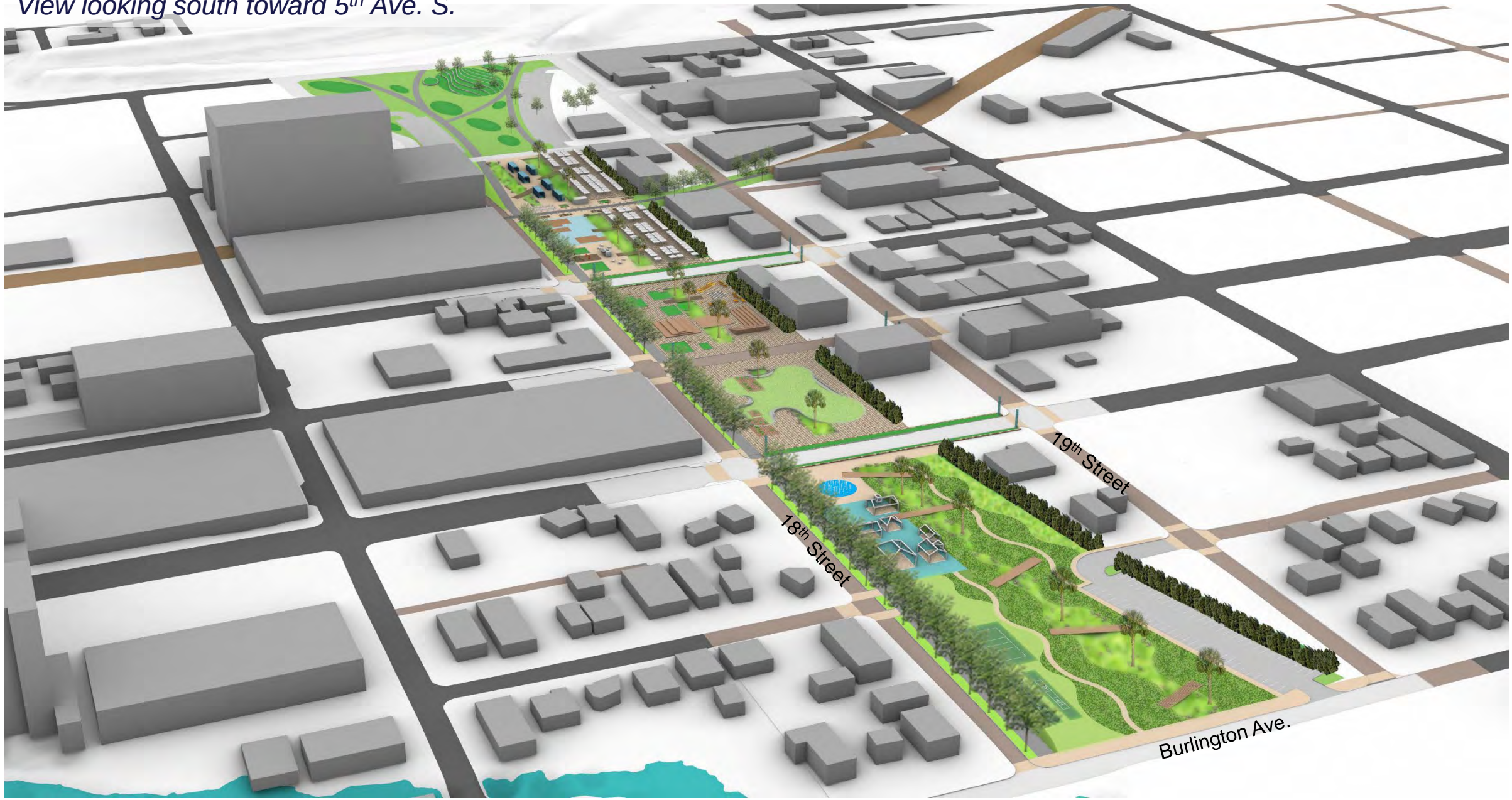
COMMUNITY GATHERINGS



HEART OF THE CITY

CONNECTED

View looking south toward 5th Ave. S.



ENLARGEMENT PLANS

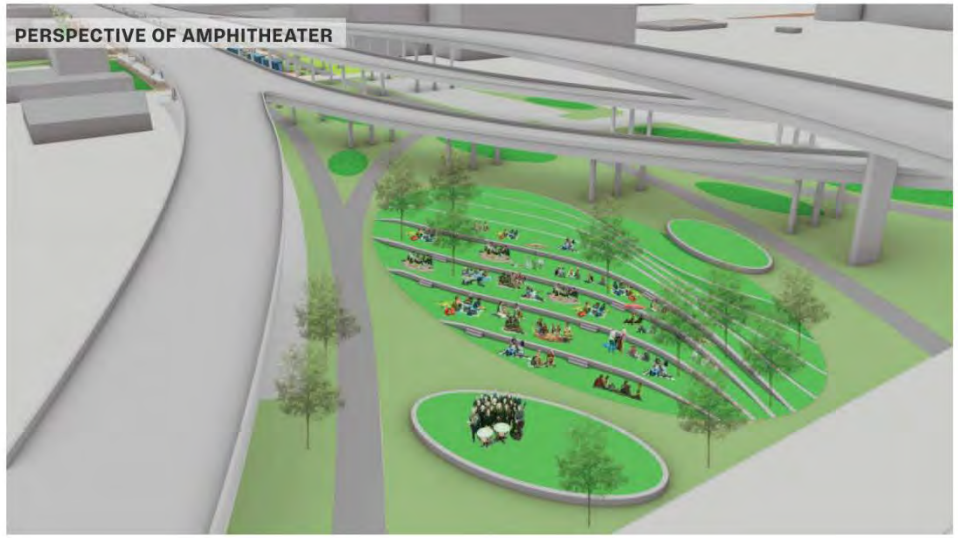


SOUTHERN END

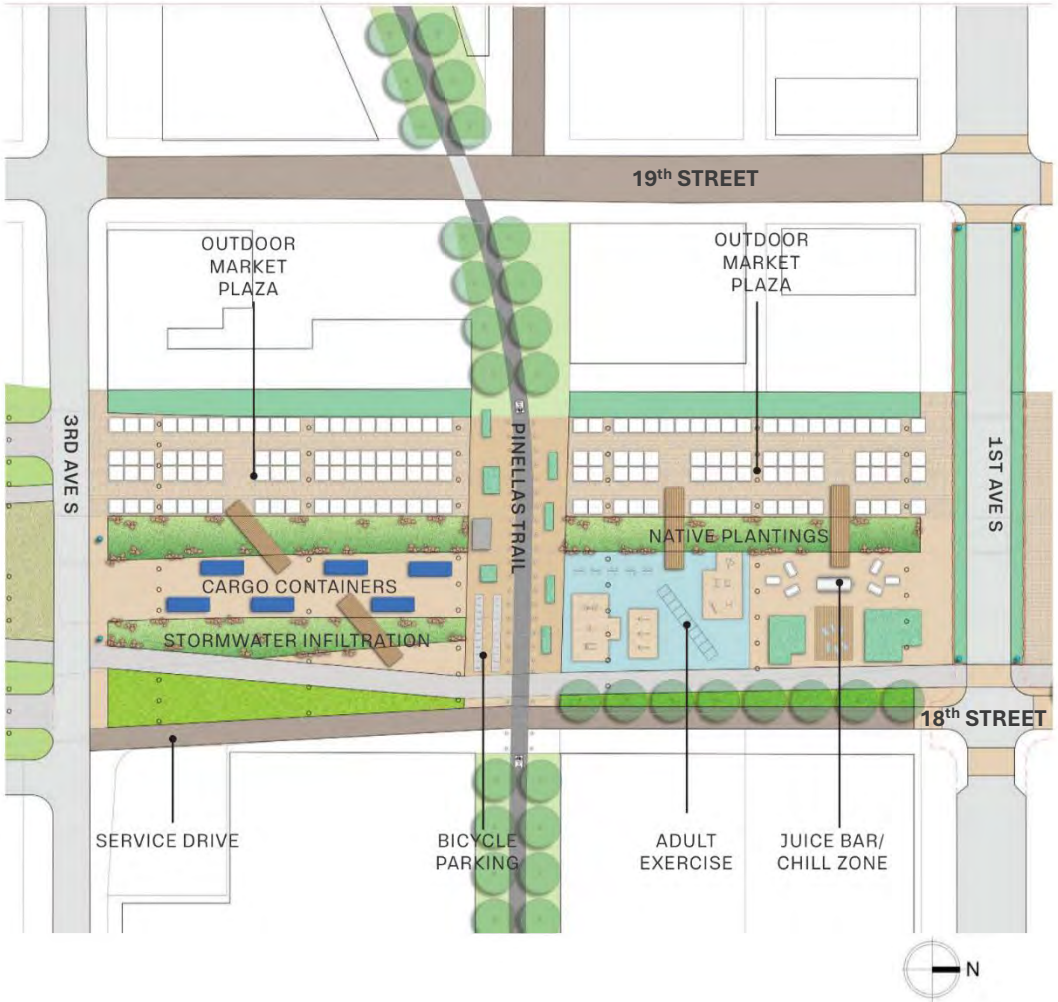
PAIR OF BLOCKS, 5TH AVE S - 3RD AVE S

This two-block Green Space Anchor at south end of the Trails Crossing project, provides convenient site parking, an earth terraced amphitheater, and spaces for art installations. It is envisioned as a layered space of civic, cultural, and social significance. The amphitheater has two faces to provide space for both small and large performances and is situated in the more open and quieter area of the Trails Crossing site. 4th Avenue S will be closed in this area to create a large cohesive space and connections for site parking





ENLARGEMENT PLANS



PINELLAS TRAIL

PAIR OF BLOCKS, 3RD AVE S - 1ST AVE S

Major Activity Spaces flank the Pinellas Trail with a large outdoor plaza suited for markets and other large plaza activities. This area also includes cargo containers for temporary art installations, an adult exercise area and a juice bar “chill zone”.

The Pinellas Trail zone is designed with lighted bollards and detectable warning paving strips for pedestrian and bicycle safety along with green planters that give visibility to the trail corridor. A comfort station and bicycle parking are also provided in this major activity zone.

A bio-swale running up the center of the space is a major environmental green feature that subdivides the site into smaller use areas. The bio-swale edges will be articulated with local stone boulders.

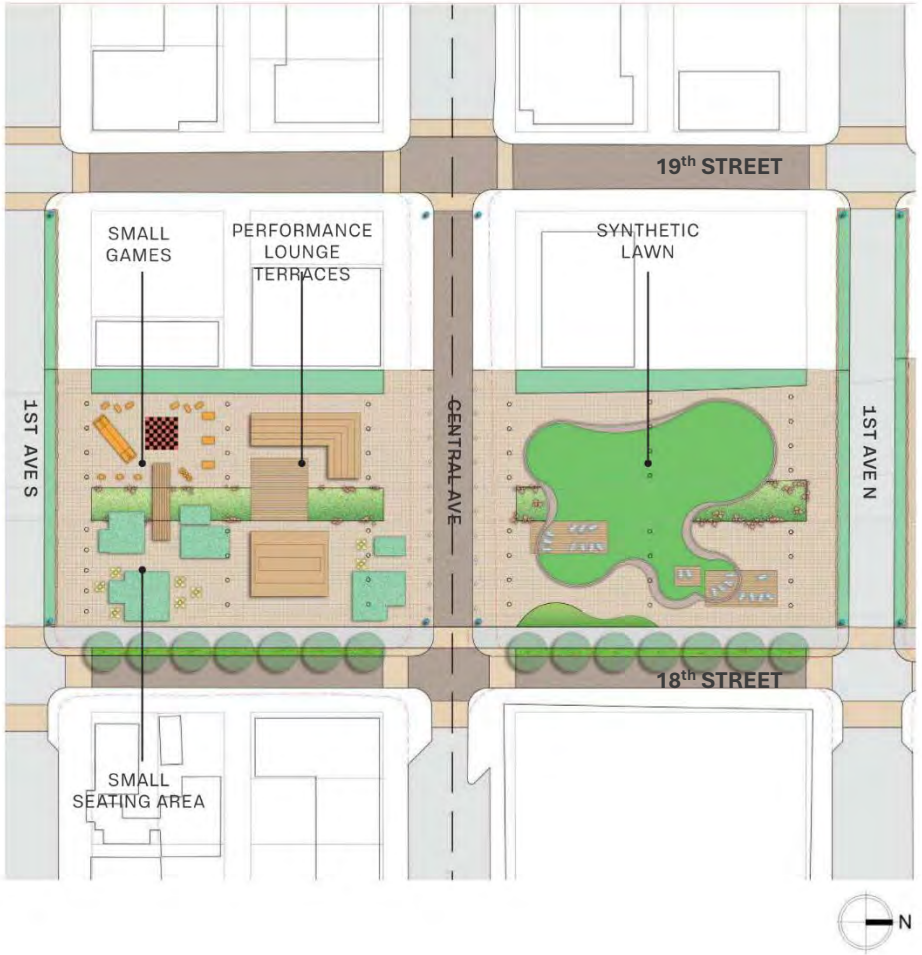




Pinellas Trail – looking southwest toward Market



ENLARGEMENT PLANS

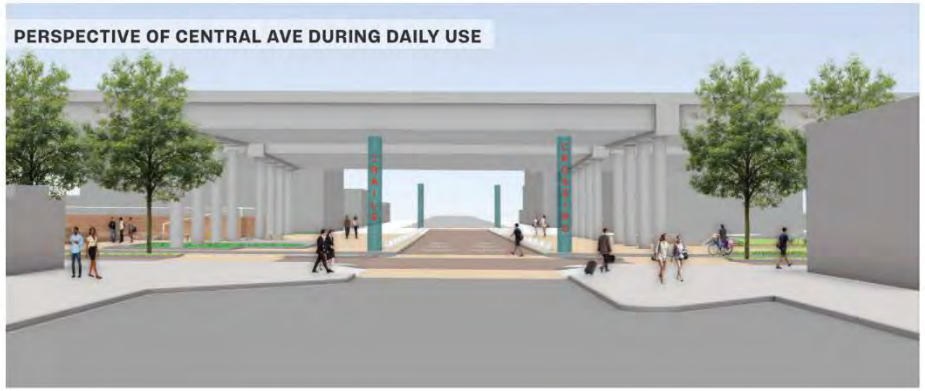


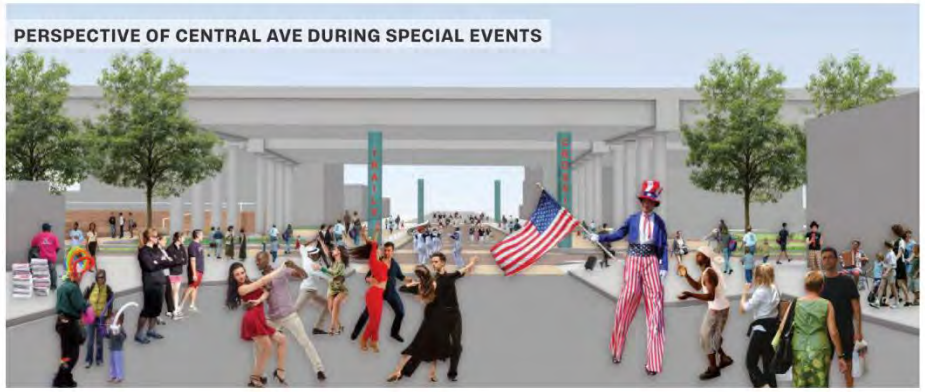
CENTRAL AVENUE

PAIR OF BLOCKS, 1ST AVE S - 1ST AVE N

Central Avenue is a local two-way street and not as heavily trafficked as the flanking pair of 1st Avenues. It is occasionally closed for events and festivals and these two blocks are designed as a shared space with a mix of leisure uses. Lighted bollards and detectable warning paving strips will give visibility to the avenue edges while providing a fluid space for crossing on avenue-closure event days.

Central Avenue will be narrowed by removing the parking lanes along both sides in this stretch of the Trails Crossing while maintaining the existing two-way vehicular / sharrows bike lanes. Distinctive paving would be installed in this block to unify it with the two adjacent blocks of public open space.





View south at 18th Street – north/south trail connection + terraces



View south at 1st Ave. N. – open lawn and gathering space



ENLARGEMENT PLANS

NORTHERN END

PAIR OF BLOCKS, 1ST AVE N - BURLINGTON AVE N

By closing this block of 2nd Avenue N this becomes a major green open space anchor at the north end of the Trails Crossing. Informal trials, bio swale landscaping, and small social spaces dominate this zone along with a major child's play area and slash pad, large sand-court volleyball and Bocce courts.

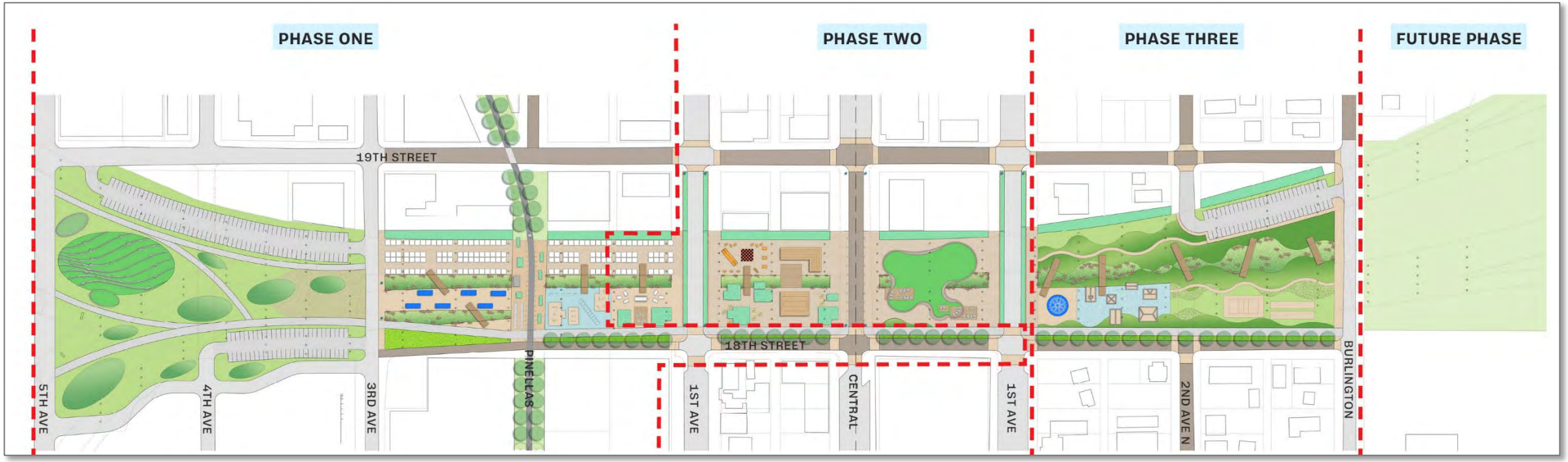







Green Infrastructure:
- Linear bioswale
- Pervious pavers
- Importance of addressing water quality through design features
- Stormwater mitigation

Phasing Plan



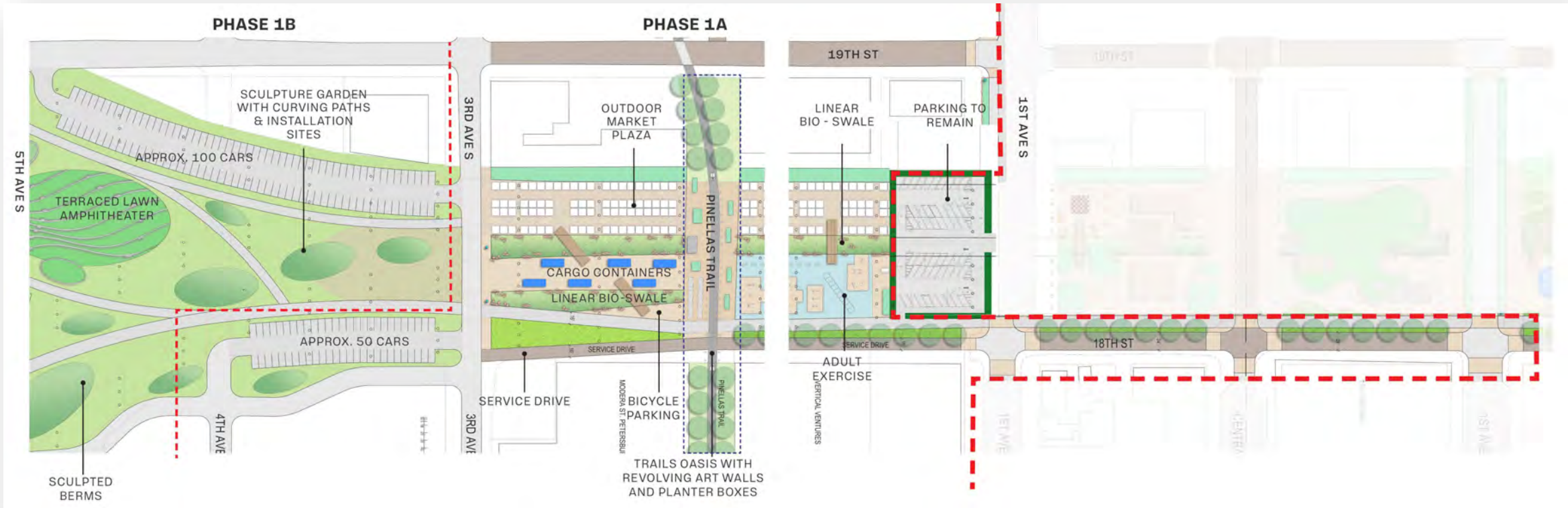
Phase One

PHASE 0| INITIAL ACTIVATION

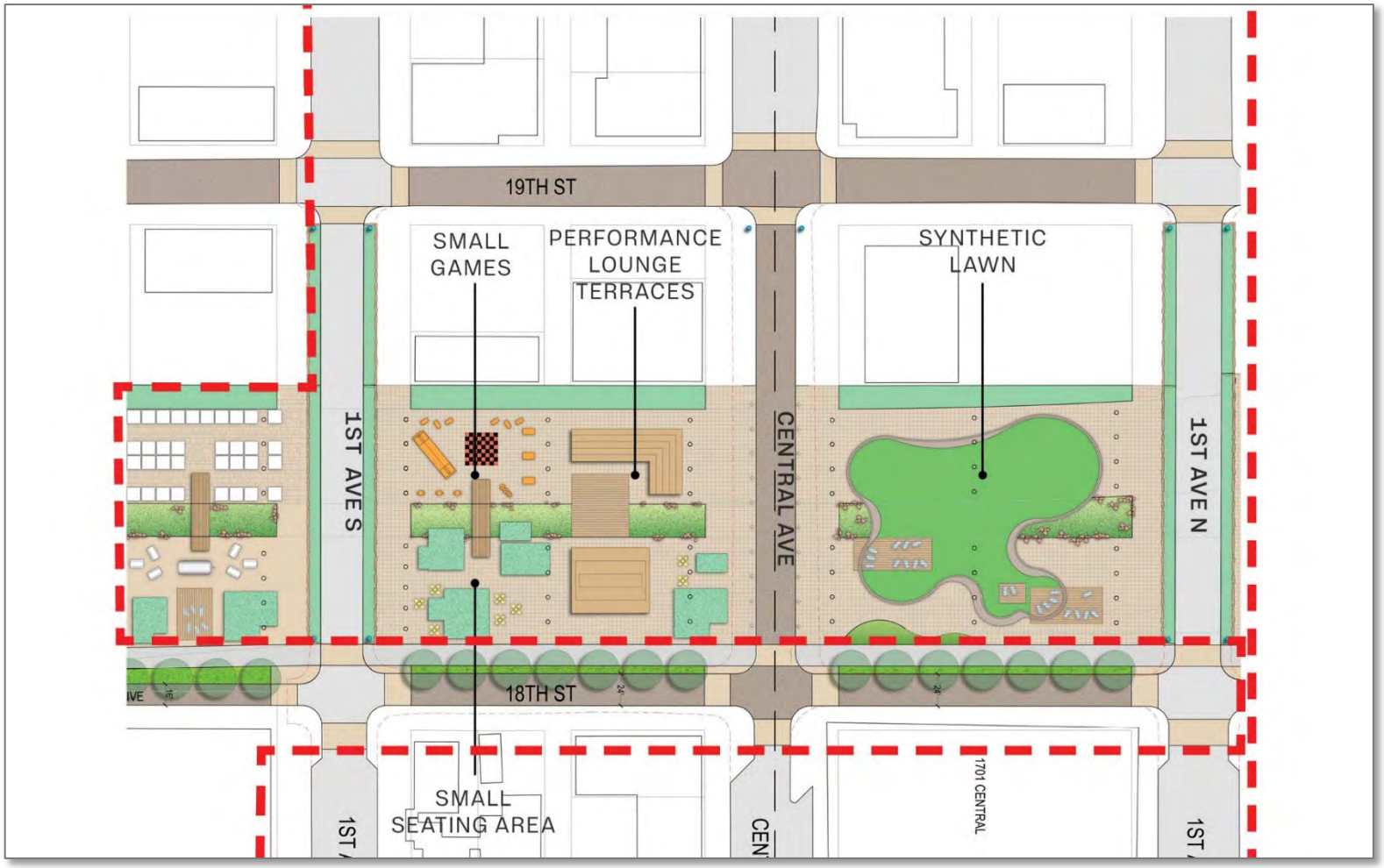
TRAIL OASIS | ART POP UPS | EVENTS

2026-2029

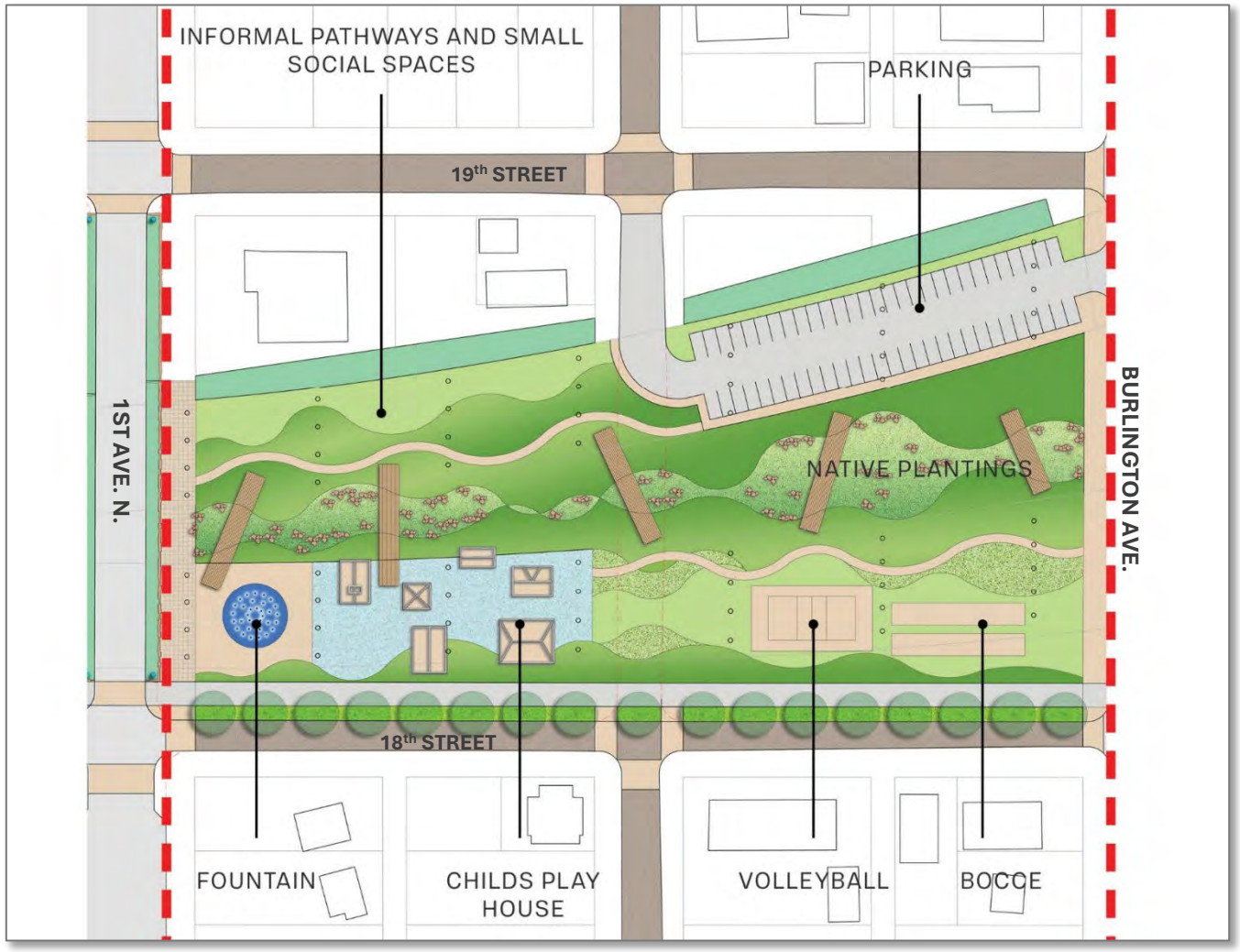
Prior to major capital improvements, Phase 0 provides an opportunity to begin activating Trails Crossing through temporary installations, public art, pop-ups, events, and recurring community programming. These early interventions introduce the park vision, build awareness and momentum, and allow the community to begin experiencing the space while funding, design, and permitting for permanent improvements advance.



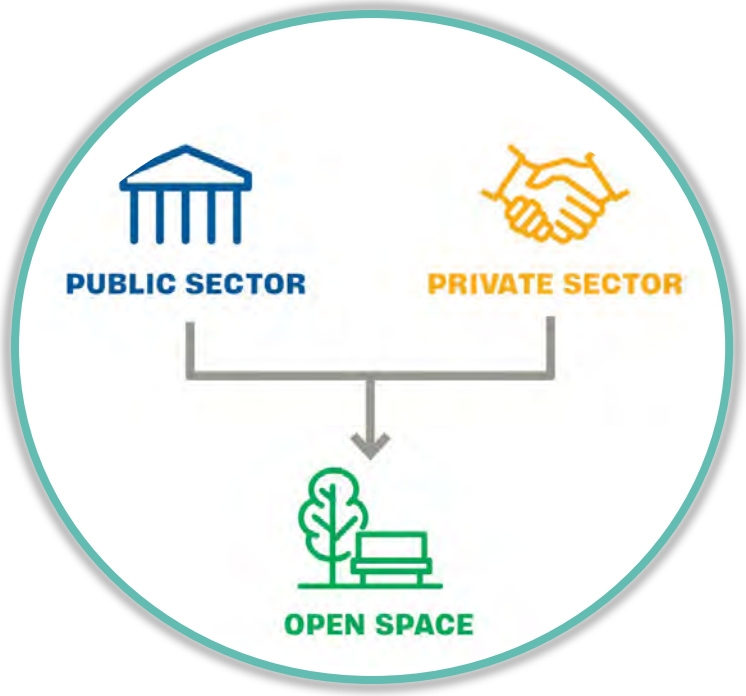
Phase Two


19TH ST
SMALL GAMES
PERFORMANCE LOUNGE TERRACES
SYNTHETIC LAWN
1ST AVE S
CENTRAL AVE
1ST AVE N
18TH ST
SMALL SEATING AREA
1701 CENTRAL

Phase Three


INFORMAL PATHWAYS AND SMALL SOCIAL SPACES
PARKING
19th STREET
1ST AVE. N.
NATIVE PLANTINGS
BURLINGTON AVE.
18th STREET
FOUNTAIN
CHILDS PLAY HOUSE
VOLLEYBALL
BOCCE

Governance, Operations + Maintenance Strategy



Partnership Roadmap + Next Steps



- Continue interim activation of the site
- Update the FDOT agreement
- Establish the partnership framework / initial MOU
- Explore City partnership in supporting FTC organizational capacity
- Develop the business plan and fundraising collateral
- Execute the Governance, Operations + Maintenance Agreement
- Advance phased implementation

Recommendation:

Administration recommends Council adopt the resolution that accepts the Trails Crossing Master Plan and supports Administration moving forward with the Trails Crossing Master Plan's recommendations for implementation





Thank You!

TRAILS CROSSING

MASTER PLAN

the sunshine city

LandDesign

KEN SMITH WORKSHOP



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COST ESTIMATE DETAILED BREAKDOWN
PARTNERSHIP ROADMAP

INTRODUCTION + ACKNOWLEDGMENTS

In partnership with the City of St. Petersburg and the nonprofit Friends of Trails Crossing, this Master Plan establishes a vision to transform the underutilized space beneath I-275 into a vibrant, active, and inclusive cultural linear park.

The planning process combined technical analysis, community engagement, and design exploration to create a framework that reflects neighborhood priorities while positioning Trails Crossing as a destination for the broader city. Together, this team developed a comprehensive Master Plan and implementation framework to guide the future evolution of Trails Crossing.

CITY OF ST. PETERSBURG

The City selected LandDesign to lead the conceptual design and master planning effort. City leadership and staff provided guidance throughout the process, ensuring alignment with local policy, infrastructure requirements, and long-term implementation goals.

FRIENDS OF TRAILS CROSSING

Friends of Trails Crossing served as a key community partner and advocate for the project. Their leadership helped shape the project vision, expand outreach efforts, and ensure the Master Plan reflects the aspirations of residents, businesses, and park users.

STAKEHOLDERS

This plan was shaped by the voices of neighborhood organizations, adjacent property owners, business leaders, advocacy groups, and agency partners. Public meetings, stakeholder interviews, workshops, and online engagement opportunities provided valuable feedback that directly informed the design concepts and guiding principles.

CONSULTANTS

The consultant team provided multidisciplinary expertise throughout the planning process:

LandDesign – Master Planning + Landscape Architecture

Bayer United Engineering Consultants – Engineering Feasibility

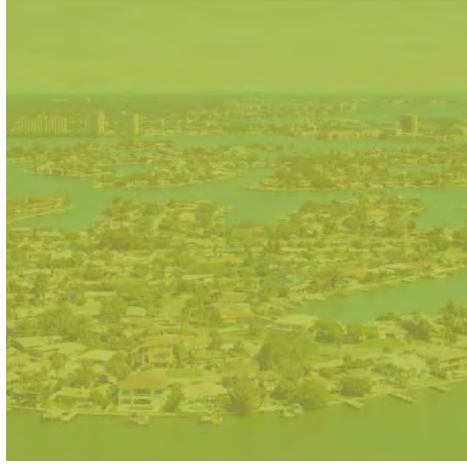
Ken Smith Workshop – Design Lead

Kittelson & Associates – Multimodal Transportation

Agora Partners – Management, Operations +Governance

Blue Cord Professional Services – Cost Estimating

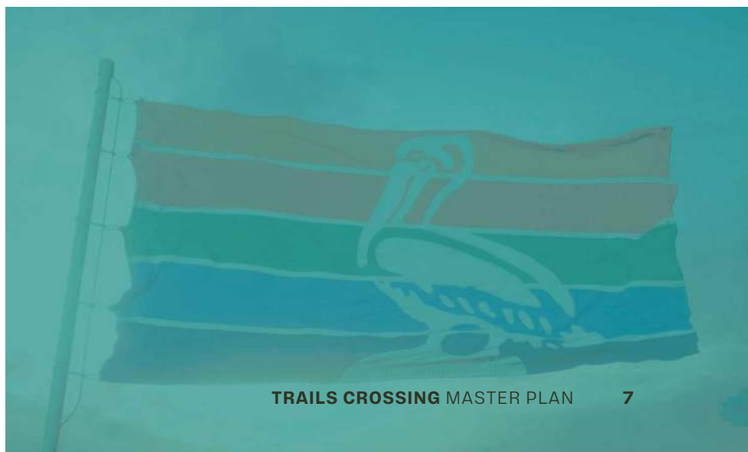




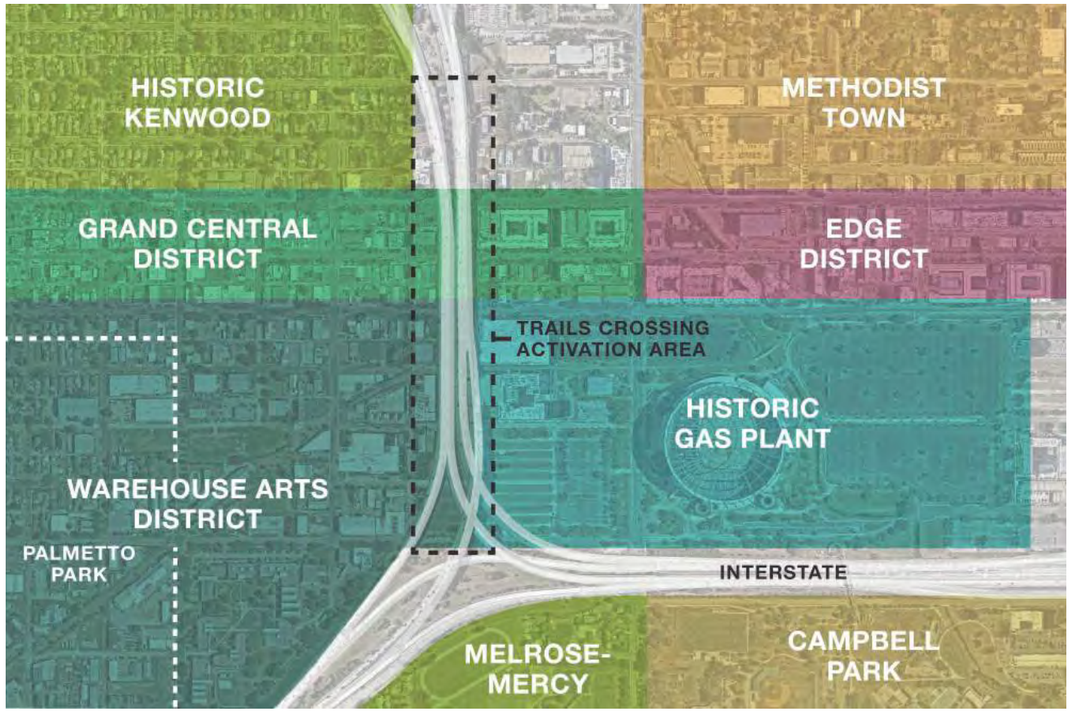


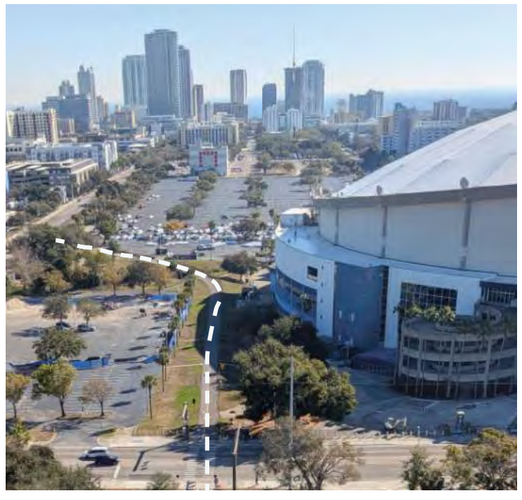






A VISION FOR TRAILS CROSSING





View from project area facing East/Downtown St. Petersburg



View facing East along the Pinellas Trail

A VISION FOR TRAILS CROSSING

EXISTING CONDITIONS + OPPORTUNITY

The project area is currently characterized by a collection of disconnected assets—including parks, schools, trails, and cultural destinations—divided by major infrastructure and underutilized land. These conditions limit connectivity, reduce accessibility, and create gaps in the public realm.

Trails Crossing responds to this opportunity by establishing a continuous cultural linear park, trail, and trailhead to the Pinellas Trail. This connection anchors St. Petersburg's identity as a "Trail Town," reconnects neighborhoods, and transforms fragmented spaces into a cohesive, accessible network of parks, trails, and public spaces.

PLAN FRAMEWORK

The master plan organizes the cultural linear park into a series of complementary experiences that support a wide range of users and activities. Key elements include:

- Arts and cultural spaces that reflect local identity
- Community gathering areas for events and social interaction
- Nature and landscape systems that enhance comfort and resilience
- Play environments for children and families
- Active recreation areas that promote health and wellness

Together, these elements create a layered and dynamic public realm that supports both everyday use and larger community programming.

DESIGN + RESILIENCE STRATEGIES

The plan incorporates strategies to address the unique environmental and spatial conditions of the site. Low-impact development, a linear bio-swale and other green stormwater infrastructure, shade and cooling strategies, and resilient, drought-tolerant landscape systems improve comfort, ecological performance, and climate resilience within a corridor that has long lacked this kind of green investment. Safety and mobility are enhanced through design principles that incorporate industry best practices with integrated lighting, traffic-calming measures such as corner bulb-outs and narrowed vehicle lanes, and active uses that promote visibility, continuous activity, and safer pedestrian and bicycle connections for the surrounding neighborhoods.

IMPLEMENTATION STRATEGY

A phased implementation approach allows the project to be realized over time while maintaining flexibility to respond to funding opportunities, evolving community needs, and adjacent development. The plan includes right-sized parking strategies, infrastructure coordination, and potential partnerships to support long-term delivery and operations.

COMMUNITY IMPACT

By transforming residual infrastructure space into an activated and inviting public realm available to residents and visitors alike, Trails Crossing delivers a holistic set of benefits for St. Petersburg. The project provides broad access to open space, creates new economic opportunity, strengthens neighborhood and citywide identity, improves environmental conditions, and enhances safety throughout the corridor—supporting a more connected, resilient, and vibrant city.

A VISION FOR TRAILS CROSSING

The Trails Crossing Master Plan presents a **bold and transformative vision** for underutilized land beneath the I-275 corridor, creating a **vibrant, connected, and inclusive cultural linear park and trail that builds upon and activates the Pinellas Trail** as a key local and regional connection linking neighborhoods, districts, and destinations across St. Petersburg.

Located at the intersection of multiple neighborhoods, cultural districts, and regional infrastructure, the project represents a unique opportunity to repair fragmented urban fabric while creating a signature public space for the community. Trails Crossing also links a broader network of parks and green infrastructure across the city, strengthening connections to existing parks, greenways, and the Pinellas Trail.

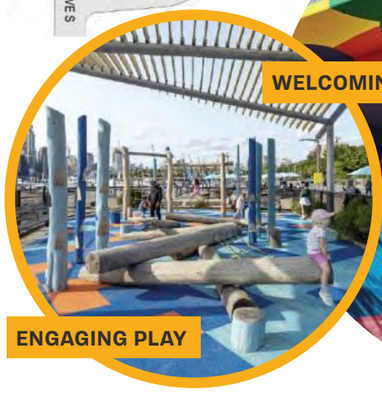
PLANNING + DESIGN PROCESS

The master plan is grounded in a comprehensive and iterative planning process that integrated technical analysis, stakeholder coordination, and robust community engagement. Conducted in multiple phases from Summer 2025 through Winter 2026, the process included stakeholder and focus group meetings, public workshops, an online survey, and ongoing coordination with City departments and agency partners.

This approach ensured that input was gathered, tested, and refined at key milestones—allowing community priorities, technical constraints, and implementation considerations to shape the evolution of the plan from initial visioning through final concept development.

MASTER PLAN




ENGAGING PLAY


VIBRANT ART

WELCOMING


PEDESTRIAN + BIKE FRIENDLY


COMMUNITY GATHERINGS


HEART OF THE CITY

CONNECTED



01

PROJECT BACKGROUND

PROJECT OVERVIEW

STUDY AREA

The planning area centers on the land beneath the I-275 interstate along the western edge of downtown St. Petersburg, extending north–south between 18th Street and 19th Street. The broader master plan study area spans from Burlington Avenue on the north to 5th Avenue South.

Within this larger boundary, the conceptual design focuses more specifically on the corridor between 3rd Avenue South and 1st Avenue North. This area serves as a critical hub within the city, where the Kenwood Historic District, the Grand Central District, The EDGE District, the Warehouse Arts District, the Historic Gas Plant District and Tropicana Field, the Pinellas Trail, and the I-175 interchange converge. Just to the south lie Campbell Park and the Melrose-Mercy neighborhood. Together, these destinations represent a rich intersection of neighborhood fabric and regional infrastructure.



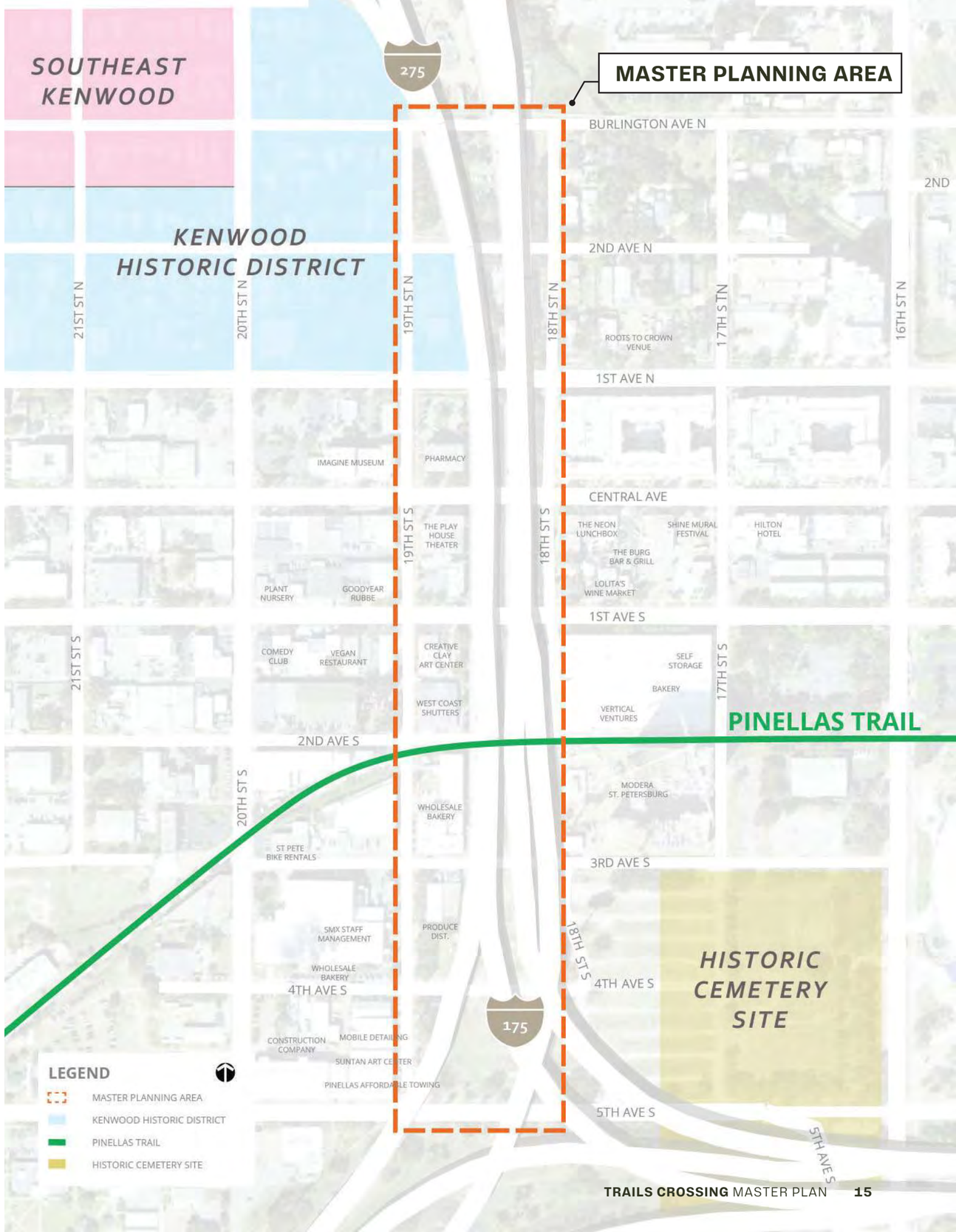
Project Boundary overlapping surrounding districts

Like many urban interstates constructed in the mid-20th century, I-275 was designed to prioritize regional mobility, often at the expense of local connectivity and community continuity. Across the country—and in St. Petersburg—these corridors frequently cut through established neighborhoods, displacing residents, dividing historic districts, and creating long-standing physical and social barriers. Over time, what once were connected streets and walkable neighborhoods became fragmented, with limited crossings, reduced accessibility, and diminished public life along these edges.

In this zone, I-275 functions both as an elevated transportation spine and a significant physical barrier, limiting east–west and north–south connectivity and diminishing pedestrian comfort. The study area includes important crossings—most notably the Pinellas Trail—as well as adjacent parcels where targeted interventions can most effectively enhance safety, repair fragmented connections, and strengthen neighborhood cohesion.

This project represents an opportunity to re-stitch the urban fabric by transforming underutilized and residual spaces into active, connected, and people-oriented places. By improving crossings, enhancing the public realm, and creating safer, more inviting routes for pedestrians and cyclists, the plan seeks to overcome the legacy impacts of interstate infrastructure. Strategic investments can help bridge neighborhoods that were once divided, support broad access to parks and destinations, and reinforce a sense of continuity between districts.

Despite its relatively compact footprint, this corridor functions as a vital daily route for residents, a regional gateway, and a transition zone between historic neighborhoods and higher-intensity infrastructure. As such, it presents a unique and timely opportunity for investment in connectivity, redevelopment potential, and public realm improvements that can generate meaningful and lasting community impact.



PROJECT OVERVIEW

EXISTING CONDITIONS

The character of the site shifts noticeably from east to west, reflecting its position between downtown and the Warehouse Arts District. Along the eastern edge, moving toward downtown, the area is more densely developed, with a mix of established commercial corridors, residential uses, and a more continuous urban fabric.

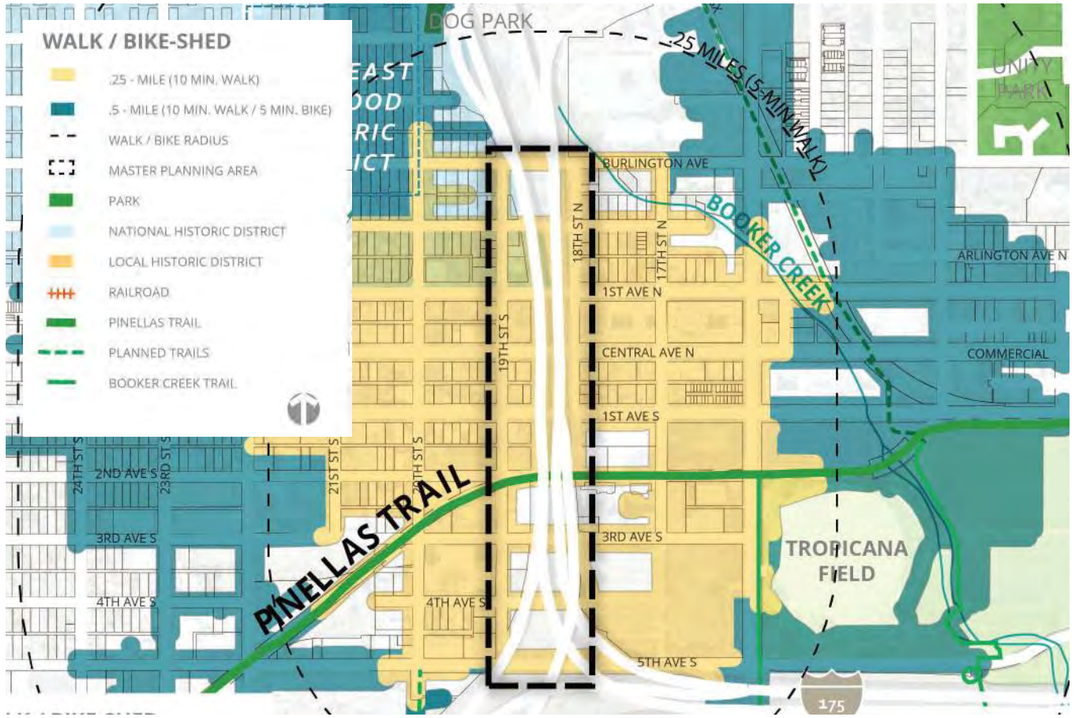


View facing North from 1st Ave S.

In contrast, the western edge of the site transitions into a more industrial landscape associated with the Warehouse Arts District. This area is characterized by a mix of active industrial and creative uses, interspersed with vacant and underutilized parcels. At the same time, the district is experiencing a wave of organic, grassroots revitalization, driven by artists, makers, and small businesses that are reshaping the area's identity and contributing to a growing creative economy.

Despite this momentum, the corridor remains fragmented, with gaps in the public realm, limited pedestrian amenities, and underutilized spaces—particularly beneath and adjacent to the I-275 corridor. These conditions reinforce the physical and perceptual barriers created by the interstate, limiting connectivity between adjacent neighborhoods and districts.





As illustrated in the walkshed analysis, a diverse mix of residential neighborhoods and commercial areas lie within close proximity to the site, including communities that currently lack convenient access to high-quality open space. This corridor is uniquely positioned to serve a broad and growing user base, yet existing infrastructure and land use patterns constrain its full potential.

Together, these conditions highlight a significant opportunity: to transform underutilized land into a connected, publicly activated open space that builds upon the area's creative energy, improves access and mobility, and helps repair the fragmented urban fabric between downtown and surrounding neighborhoods.



View along Pinellas trail facing West



View along Pinellas trail facing East

PROJECT OVERVIEW

SPRING 2025
PROJECT INITIATION + KICKOFF

- Kickoff + scope alignment
- Agency coordination
- Data request + baseline mapping

SPRING -SUMMER 2025
DATA COLLECTION + DISCOVERY

- Existing conditions analysis
- Mobility + infrastructure review
- Land use + zoning assessment
- Site visits + constraints mapping

SUMMER - FALL 2025
COMMUNITY ENGAGEMENT

- Stakeholder meetings
- Aug 20, 2025 – Public Open House #1
- Sept 12 – Oct 31, 2025 – Online Survey

FALL 2025
CONCEPT DEVELOPMENT

- Up to three conceptual alternatives
- Technical feasibility review
- Internal coordination

WINTER 2026
PREFERRED PLAN REFINEMENT

- Jan 29, 2026 – Public Open House #2
- Program refinement
- Connectivity + public realm framework
- Draft cost estimating

SPRING - SUMMER 2026
FINAL MASTER PLAN + IMPLEMENTATION STRATEGY

DATA COLLECTION + DISCOVERY → **PRELIMINARY DESIGN** → **FINAL MASTER PLAN + IMPLEMENTATION STRATEGY**

THE PLANNING PROCESS

The Trails Crossing Master Plan establishes a comprehensive framework to transform underutilized land beneath I-275 into a vibrant cultural linear park, trailhead and public gathering space. Located at a critical junction within the city, the project area represents a significant opportunity to reconnect neighborhoods, activate the public realm, and create a signature civic destination in the heart of St. Petersburg.

Led by the City of St. Petersburg in partnership with Friends of Trails Crossing, the master plan builds on a foundation of community input, technical analysis, and design innovation to guide phased development and long-term implementation.

DATA COLLECTION + DISCOVERY

The planning process began with a comprehensive review of existing plans, GIS data, utilities, mobility systems, environmental conditions, and surrounding land use patterns. Stakeholder interviews and a public visioning session helped establish guiding principles while identifying key opportunities and constraints within the study area.

PRELIMINARY DESIGN

Conceptual design alternatives were developed and evaluated based on community feedback and technical feasibility. A design workshop and public open house provided opportunities to refine program elements, spatial organization, and activation strategies, ensuring alignment with community priorities and project goals.

FINAL MASTER PLAN + IMPLEMENTATION STRATEGY

The final phase focused on the development of a preferred conceptual plan supported by an actionable implementation strategy. This includes order-of-magnitude cost estimates, a phased development approach, and an operations and governance framework. The plan also identifies potential funding sources, including grants and public-private partnerships, to support long-term realization.

PROJECT OUTCOME

The Trails Crossing Master Plan sets forth a bold and actionable vision to transform underutilized infrastructure into one of St. Petersburg's most dynamic and connected public spaces. More than a plan, it is a catalyst for change—reimagining the land beneath I-275 as a vibrant civic landscape that unites neighborhoods, celebrates local identity, and elevates the public realm.

By identifying strategic investments, infrastructure improvements, and phased implementation opportunities, the plan creates a clear path from vision to reality. It establishes a framework for innovation, partnership, and long-term stewardship, positioning Trails Crossing as a model for how cities can reclaim residual spaces and convert them into meaningful community assets.

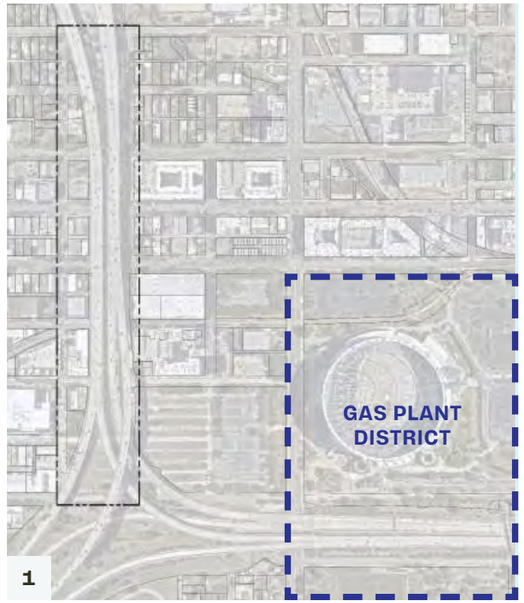
At its core, the project is about reconnection—bridging divides created by historic infrastructure, restoring continuity to the urban fabric, and creating inclusive spaces that serve residents, visitors, and future generations alike.

TRAILS CROSSING REPRESENTS A TRANSFORMATIVE OPPORTUNITY TO CONVERT UNDERUTILIZED INFRASTRUCTURE SPACE INTO AN INCLUSIVE, RESILIENT, AND ACTIVE CULTURAL LINEAR PARK AND TRAILHEAD FOR THE CITY OF ST. PETERSBURG.



PLANNING AREA HISTORY

St. Petersburg's history dates back to the mid-19th century, evolving from early homesteads and agricultural settlements into an incorporated city in 1892 following the arrival of the Orange Belt Railway. Over the 20th century, the city experienced significant growth driven by tourism, infrastructure expansion, and waterfront development. In the area surrounding the project site, notable transformations included the establishment and later removal of historic cemeteries, the rise and displacement of the Gas Plant District, construction of Interstate 175, and development of Tropicana Field. Together, these layers of change reflect the city's broader evolution from rural settlement to urban center and highlight the complex history embedded within the project area.



1

1.HISTORIC GAS PLANT (APPROX. BOUNDARIES)

Historically located south of downtown St. Petersburg, generally bounded by 1st Avenue South (north), 5th Avenue South (south), 16th Street South (west), and Dr. MLK Jr. Street (east). The neighborhood was largely cleared during mid-20th-century urban renewal and construction of I-175 and Tropicana Field.

2.THEN AND NOW

Image illustrating the transformation of the Historic Gas Plant District: historic gas storage tanks and surrounding neighborhood (left) compared to the present-day Tropicana Field and adjacent parking areas (right).



2

GAS PLANT DISTRICT

The project area is closely tied to the historic Gas Plant District, a once-thriving black neighborhood that emerged in the early 20th century south of the railroad terminus. Named for the municipal gas plant constructed in 1914, the district was a center of Black homes, businesses, churches, and culture. Mid-century urban renewal, construction of I-175, and later development of Tropicana Field led to widespread displacement and physical transformation of the neighborhood. Today, the site holds deep cultural significance, reflecting both the resilience of St. Petersburg's Black community and the lasting harm caused by discriminatory redevelopment and displacement.

HISTORICAL CEMETERIES

The project area is adjacent to land historically associated with Oaklawn, Moffett, and Evergreen Cemeteries, established in the late 19th and early 20th centuries during St. Petersburg's early growth following the arrival of the railroad. These cemeteries served both white and black communities and were closely tied to the nearby Gas Plant neighborhood. By the mid-1920s, the City condemned and closed the cemeteries to accommodate road extensions and urban expansion, and over subsequent decades the land was redeveloped for housing, infrastructure, and eventually parking associated with Tropicana Field. While relocations of burials occurred, this area is a place of layered civic, cultural, and social significance.



Figure 10. 1926 aerial showing Oaklawn, Moffett, and Evergreen cemetery sites outlined in red (City of St. Petersburg 1926).

1

AERIAL IMAGERY

1. 1943 AERIAL PHOTOGRAPH OAKLAWN, MOFFETT, EVERGREEN CEMETERIES

1926 aerial photograph showing the original extents of Oaklawn, Moffett, and Evergreen Cemeteries prior to roadway extensions and major redevelopment. The image illustrates the site's early spatial organization and its proximity to the surrounding neighborhood fabric.

2. ROAD EXTENSIONS THROUGH FORMER CEMETERY GROUND

1943 aerial photograph depicting roadway extensions and informal circulation patterns crossing the former cemetery sites, reflecting the gradual transition from burial grounds to urban infrastructure.



Figure 11. 1943 aerial showing Oaklawn, Moffett, and Evergreen cemetery sites outlined in red (USDA 1943).

2

INTERAGENCY COORDINATION

The planning area is governed by a layered regulatory framework involving multiple jurisdictions, transportation agencies, and land use controls. Successful implementation of the master plan will require coordinated efforts across these entities to align design, permitting, and funding strategies.

FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

While FDOT has jurisdiction over the I-275 corridor, coordination with FDOT District 7 should confirm whether FHWA approval, concurrence, or oversight is also required for proposed improvements within the Interstate right-of-way. Early confirmation will help establish the appropriate approval pathway and inform future design, permitting, and implementation.

- Review and approval required for modifications within FDOT right-of-way
- Compliance with roadway design standards and safety criteria
- Coordination of access management and intersection improvements
- Integration of trail crossings and multimodal connections
- Alignment with FDOT policies for structures beneath elevated infrastructure

FRIENDS OF TRAILS CROSSING

Friends of Trails Crossing will serve as a key partner in supporting activation, programming, and long-term stewardship of the park.

- Daily activation and ongoing programming
- Event planning and community engagement
- Fundraising efforts, including naming rights, donations, and sponsorships
- Support for long-term operations and maintenance

CITY OF ST. PETERSBURG

The City serves as the primary coordinating entity, responsible for aligning the master plan with local policies, infrastructure systems, and community priorities.

- Oversight of land use, zoning, and future land use designations
- Coordination with capital improvement planning and funding strategies
- Integration of park programming, public realm design, and placemaking
- Management of permitting and construction processes
- Facilitation of partnerships with community organizations and stakeholders

REGULATORY + SITE CONSTRAINTS

In addition to agency coordination, several regulatory and physical constraints influence project feasibility and design.

- Floodplain regulations impacting grading and stormwater design
- Existing utility infrastructure and easements
- Permitting requirements at local, state, and regional levels
- Structural limitations associated with elevated interstate infrastructure.

CONTEXT + HISTORIC CONSIDERATIONS

The proximity of established neighborhoods, including the Kenwood Historic District, introduces additional design and regulatory considerations.

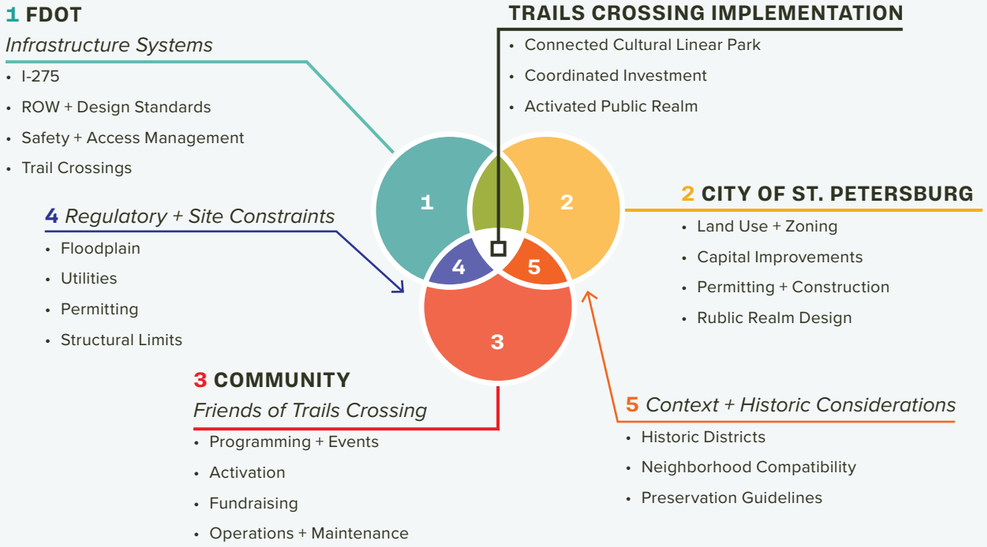
- Compatibility with historic district character and scale
- Sensitivity to adjacent residential neighborhoods
- Coordination with applicable historic preservation guidelines
- Balancing redevelopment potential with neighborhood integrity
- Regional connectivity between downtown, surrounding neighborhoods, and the Pinellas Trail
- Balancing existing parking needs with future public-realm investment and multimodal access

IMPLEMENTATION FRAMEWORK

Given the complexity of overlapping jurisdictions and requirements, a strategic and phased approach is essential.

- Early and ongoing coordination with FDOT and City agencies
- Alignment of design concepts with regulatory requirements
- Phased implementation aligned with funding and permitting timelines
- Identification of partnership opportunities to support project delivery
- Flexible framework to adapt to evolving conditions and priorities

INTERAGENCY COORDINATION FRAMEWORK



GOALS + OBJECTIVES

The Trails Crossing Master Plan establishes a clear and strategic framework to guide future investment, design decisions, and long-term implementation within the study area. Grounded in site analysis, community input, and an understanding of the area's historic and cultural context, these goals and objectives focus on creating lasting community benefit.

THE PLAN IS GUIDED BY THE FOLLOWING CORE OBJECTIVES:

ESTABLISH COMFORTABLE AND SAFE SPACES

Create a public realm that prioritizes safety, visibility, and user comfort through thoughtful design, lighting, and accessibility.





ADVANCE ECONOMIC OPPORTUNITY

Position the corridor as an economic on-ramp that supports local entrepreneurs, trail-adjacent commerce, and workforce opportunities for surrounding neighborhoods.





BUILD ON CULTURAL AND ENVIRONMENTAL RESOURCES

Celebrate the site's unique cultural identity and ecological context by integrating art, local character, and sustainable landscape strategies.





EMPHASIZE CONNECTIVITY

Strengthen pedestrian, bicycle, and multimodal connections to link neighborhoods, destinations, and regional trail systems.





PROMOTE ACTIVATED AND VIBRANT SPACES

Support a dynamic mix of uses through flexible programming, events, and amenities that encourage daily activity and community gathering.





FOCUS ON MEANINGFUL PUBLIC ENGAGEMENT

Ensure ongoing community involvement in shaping the space, fostering a sense of ownership, inclusivity, and long-term stewardship.





SUMMARY OF COMMUNITY ENGAGEMENT

A comprehensive, multi-phase engagement process was conducted to ensure broad, inclusive, and meaningful input from community members, public agencies, infrastructure partners, and key stakeholders. This approach was designed to align community priorities with technical requirements and implementation considerations throughout the planning process.

From Summer through Fall 2025, engagement focused on visioning and discovery. Outreach efforts included stakeholder and focus group meetings, an initial public open house, and an online survey—providing multiple opportunities for community members to share input, identify priorities, and highlight opportunities and challenges within the study area. Concurrently, stakeholder discussions helped identify regulatory and operational constraints, mobility and infrastructure needs, and key development considerations.

In Winter 2026, engagement continued with the presentation of findings and emerging concepts during a second community open house on January 29. Additional stakeholder and focus group meetings were held to refine the preferred plan, ensuring alignment with agency requirements, community expectations, and long-term implementation strategies.



1

SUMMER - FALL 2025
INITIAL VISIONING

- Stakeholder + Focus Group Meetings | August 19 - 21, 2025
- Public Open House #1 | August 20, 2025
- Online Survey | September 12, 2025 – October 31, 2025

WINTER 2026
PREFERRED PLAN REFINEMENT

- Stakeholder + Focus Group Meetings | January 28 - 29, 2026
- Public Open House #2 | January 29, 2026

STAKEHOLDER + FOCUS GROUPS

Throughout both phases, stakeholder coordination focused on:

- Identifying regulatory and operational constraints
- Understanding mobility and infrastructure priorities
- Clarifying development and property considerations
- Coordinating governance and implementation strategies
- Aligning design direction with broader city initiatives

This iterative, multi-phase approach allowed feedback to be gathered, tested, and incorporated at key milestones—ensuring that both community and stakeholder input directly informed the evolution of the master plan from initial visioning through final design refinement.

1. STAKEHOLDER ENGAGEMENT #1

A series of stakeholder meetings conducted virtually via Zoom, with additional in-person sessions held at the Municipal Services Center to accommodate broader participation.

2. CITY OF ST. PETERSBURG STAFF MEETINGS

Coordination meetings with City of St. Petersburg departments and agency representatives held at City Hall, to align project goals with municipal priorities and technical requirements.

3. STAKEHOLDER ENGAGEMENT #2

A second series of in-person stakeholder meetings held at the Modera building, overlooking the Trails Crossing project area, to review project progress and gather feedback on emerging concepts.

4. WORKSHOP WITH CITY OF ST. PETERSBURG

A working session with City staff to present and refine conceptual design strategies and ensure alignment with citywide initiatives.

5. SITE WALK + STAKEHOLDER DISCUSSION

Guided site visit led by Friends of Trails Crossing, providing stakeholders with on-the-ground context and facilitating discussion of opportunities, constraints, and project vision.



2



3



4



5

PUBLIC WORKSHOPS

Two public workshops were conducted to share project findings and gather meaningful community input throughout the master planning process. The first workshop introduced the project vision, study area context, and initial observations, allowing participants to identify priorities, challenges, and opportunities. The second workshop presented refined analysis, conceptual design directions, and illustrative renderings for feedback and validation. Interactive stations, mapping exercises, and open dialogue encouraged participants to provide both big-picture ideas and site-specific recommendations. This iterative engagement process ensured that the evolving master plan reflects community values, local identity, and practical considerations for long-term implementation.



1



2

36
STAKEHOLDER & FOCUS GROUP MEMBERS

75
OPEN HOUSE PARTICIPANTS

389
SURVEY RESPONSES RECEIVED

1. PUBLIC OPEN HOUSE #1

Held at the St. Petersburg, FL Shuffleboard Clubhouse on August 20th, 2025.

2. PUBLIC OPEN HOUSE #2

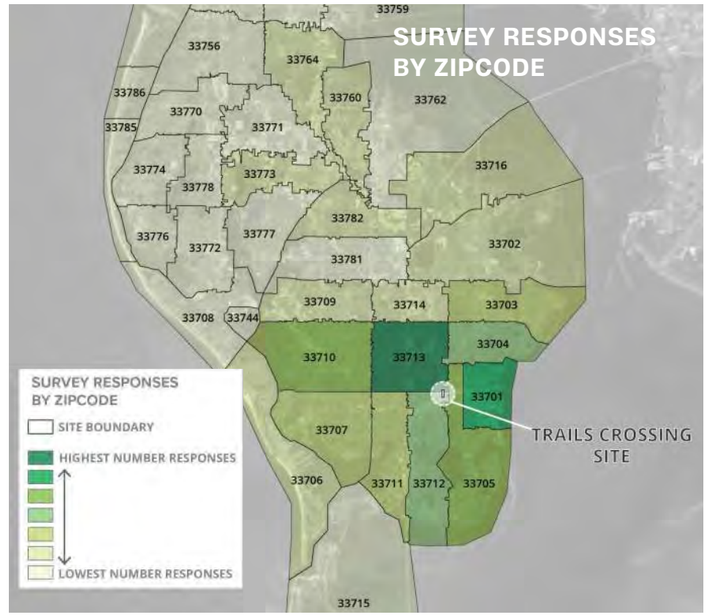
Held at the President Barack Obama Main Library January 29th, 2026.

ONLINE SURVEY

An online survey was launched following three days of stakeholder meetings and the first public workshop on August 20, 2025, to gather additional community input and broaden participation.

Over a 49-day period, the survey received 389 responses, reflecting a high level of community interest and engagement. Notably, only 2% of respondents indicated they were unfamiliar with the site, highlighting its visibility and relevance within the community.

Survey results provided valuable insight into how the space is perceived today, including its strengths, gaps, and opportunities for improvement.



SYNTHESIZING DATA

Input from stakeholder meetings, the online survey, and two public workshops was synthesized to identify recurring patterns and shared priorities across diverse user groups. While each audience brought unique perspectives, several key themes emerged early in the engagement process and remained consistent throughout:

- Improving safety and crossings
- Strengthening multimodal connectivity
- Increasing shade and environmental comfort
- Creating an activated space rooted in local culture and programming

This consistency across engagement formats reinforced the validity of the findings and provided a clear, community-supported framework to guide the master plan's direction.

WHAT WE HEARD

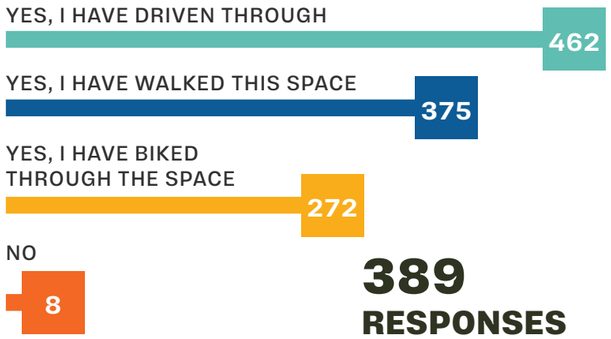
Community input gathered through public workshops, stakeholder meetings, and the online survey directly informed the direction and priorities of the master plan. Consistent and repeated feedback emphasized the need to improve pedestrian and bicycle safety—particularly through safer crossings, traffic calming, and clearer connections between neighborhoods and trails. This reinforced the plan's focus on strengthening multimodal infrastructure and reducing the barrier effects of major corridors.

The Pinellas Trail was consistently identified as a key community asset, shaping the plan's emphasis on trail-oriented design, enhanced amenities, and improved east–west connectivity. Community feedback also highlighted a strong desire for active programming, flexible event spaces, and family-friendly amenities, influencing the inclusion of adaptable open spaces that support a wide range of uses.

Concerns related to over-hardscaping and parking informed a more balanced approach to design—prioritizing walkability, landscape buffers, native planting, and environmental comfort. Additionally, requests for improved lighting, visibility, and safety features underscored the importance of creating spaces that feel secure, welcoming, and accessible at all times.

Disclaimer: Respondents could select multiple answers; therefore, response counts may exceed the total number of survey participants and may vary slightly by question.

HAVE YOU EVER TRAVELED IN THE PROJECT AREA?



KEY TAKEAWAYS

1.SAFETY FIRST

Pedestrian safety is the top concern, with strong demand for safer crossings, traffic calming, and better conditions for walking and biking.

2. WALKABILITY AND CONNECTIVITY

Respondents want a more walkable, well-connected area that supports multiple modes of travel and reduces reliance on cars.

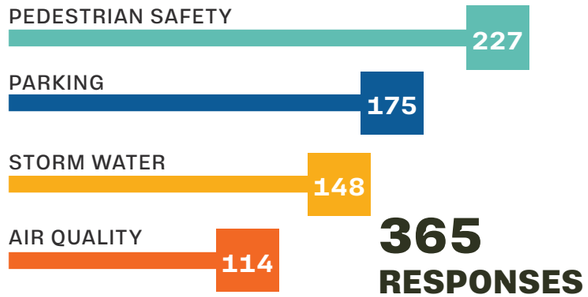
3. VIBRANT COMMUNITY AND CULTURE

There is strong interest in creating an active, lively place that reflects local culture, supports programming, and fosters a sense of community.

4. COMFORT AND QUALITY OF PLACE

People value clean, shaded, and welcoming environments, with attention to landscaping, amenities, and overall user experience.

WHAT CHALLENGES OR CONCERNS DO YOU HAVE IN THE PROJECT AREA?



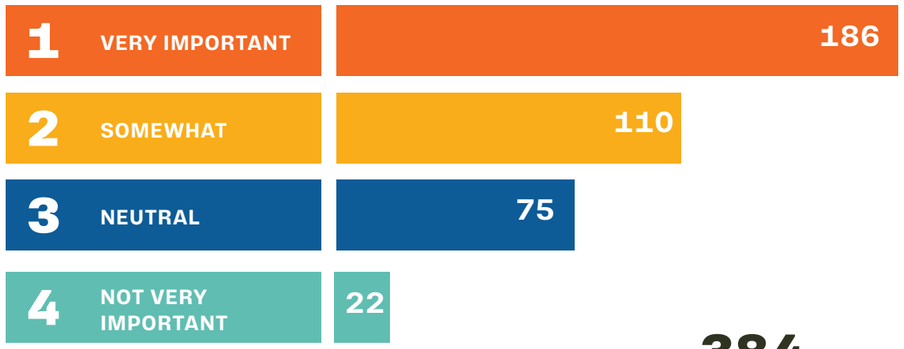


IF I HAD TO CHOOSE THREE WORDS THAT CAPTURE WHAT I BELIEVE DOWNTOWN ST. PETERSBURG SHOULD BE, THEY WOULD BE?



379 RESPONSES

HOW IMPORTANT IS IT TO YOU THAT THE TRAILS CROSSING AREA REFLECTS THE CULTURAL AND HISTORICAL IDENTITY TO ST. PETERSBURG?



384 RESPONSES

PRIORITIZATION EXERCISE

At the 2nd public open house, participants were asked to identify and rank their top three priorities by placing colored chips in corresponding buckets.

The table to the right shows the total score, number of chips placed, and the average point value of chips in each category, highlighting where participants tended to use higher-value chips.

The table below shows how concentrated or varied the chip values were in each category. Categories with mostly higher-value chips reflect stronger alignment, while categories with a wider mix of chip values reflect a broader range of perspectives.

STRATEGIC ACTION CATEGORY *(ranked, in descending order)*	SCORE	TOTAL VOTES	AVERAGE CHIP VALUE
1 **Connected + Walkable**	63	19	3.32
2 **Nature + Landscape**	54	16	3.38
3 **Community**	43	15	2.87
4 **Arts + Culture**	40	14	2.86
5 **Vibrant + Lively**	38	12	3.17
6 **Play Spaces**	18	8	2.25
7 **Parking**	3	3	1.00

UNDERSTANDING CONSENSUS VS. POLARIZATION

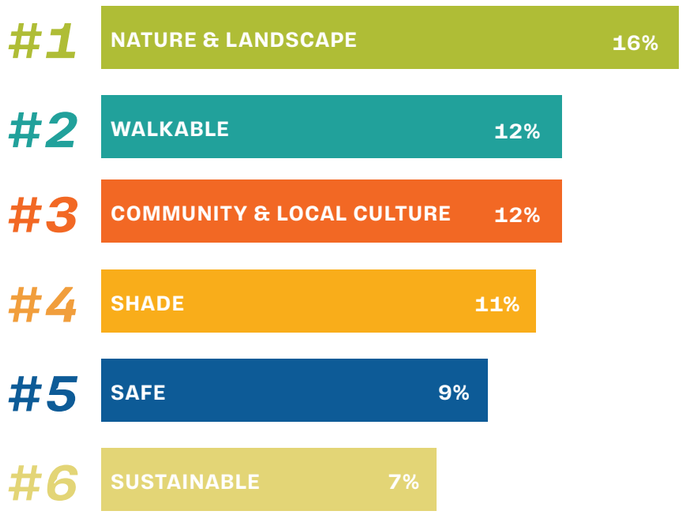
STRATEGIC ACTION CATEGORY *(ranked, in descending order)*	#1 PRIORITY	#3 PRIORITY	HOW WE INTERPRET
Connected + Walkable	9 chips	6 chips	Strong consensus (high priority)
Nature + Landscape	5 chips	2 chips	Very strong consensus
Community	3 chips	4 chips	Mixed
Arts + Culture	6 chips	7 chips	Moderate split
Vibrant + Lively	5 chips	4 chips	Mixed
Play Spaces	1 chips	4 chips	Low urgency
Parking	0 chips	3 chips	Strong consensus (low priority)

COMPARISON OF IN-PERSON AND ONLINE SURVEY RESULTS

COMMUNITY VISION | IN-PERSON



TOP 5 THEMES



KEY FINDINGS

Responses indicate that the Trail Crossing should prioritize connecting people and nature in a comfortable, walkable, and culturally-relevant environment.

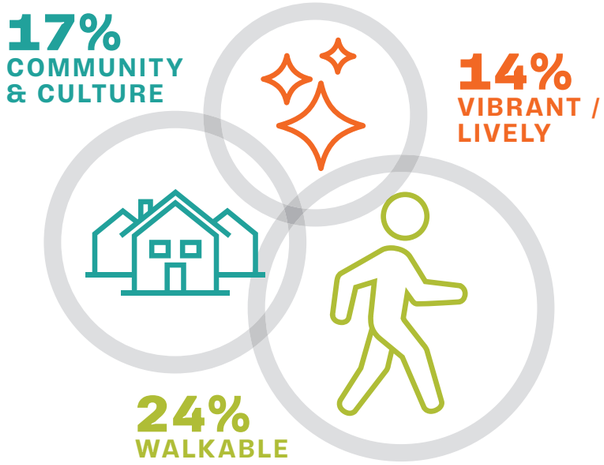
- Seasonal comfort and safety are essential for everyday usability.
- Community identity, nature, and sustainability will give long-term meaning to the Trail Crossing.

LESSER-MENTIONED THEMES

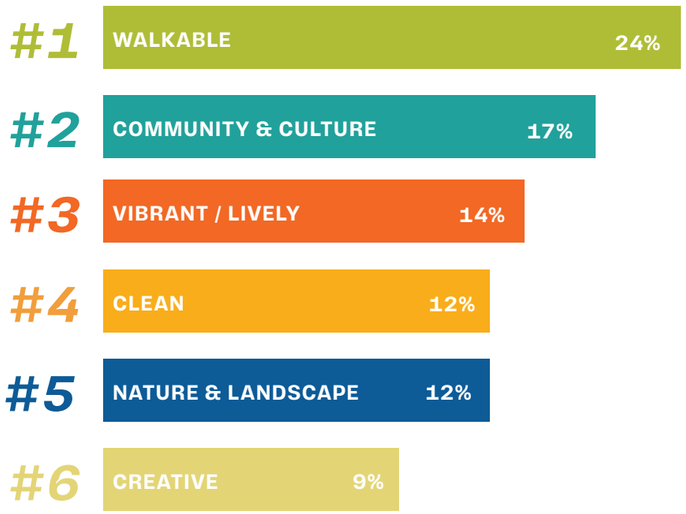
Concepts like *Creative*, *Educational*, *Resilient*, *Engaging*, and *Discovery* received few or no votes — indicating these aren't currently top of mind for most participants, though they may still be aspirational qualities.

159
RESPONSES

COMMUNITY VISION | ONLINE



TOP 5 THEMES



KEY FINDINGS

Responses show that the Trail Crossing should center around walkability, nature, and community character, with these top themes making up nearly half of all responses.

- Walkable streets, local culture, and vibrant public spaces reflect a strong desire for a destination that is easy to navigate and full of energy.
- Words like clean, creative, and sustainable show that people also value a welcoming and unique space that's built-to-last.

LESSER-MENTIONED THEMES

Lower-ranked themes such as shade and comfortable/relaxing are mentioned less often. These ideas may still matter to residents, but they're not currently driving the public's vision. They could serve as supporting qualities that enhance the core experience and are inherently incorporated into the top themes.

391
RESPONSES



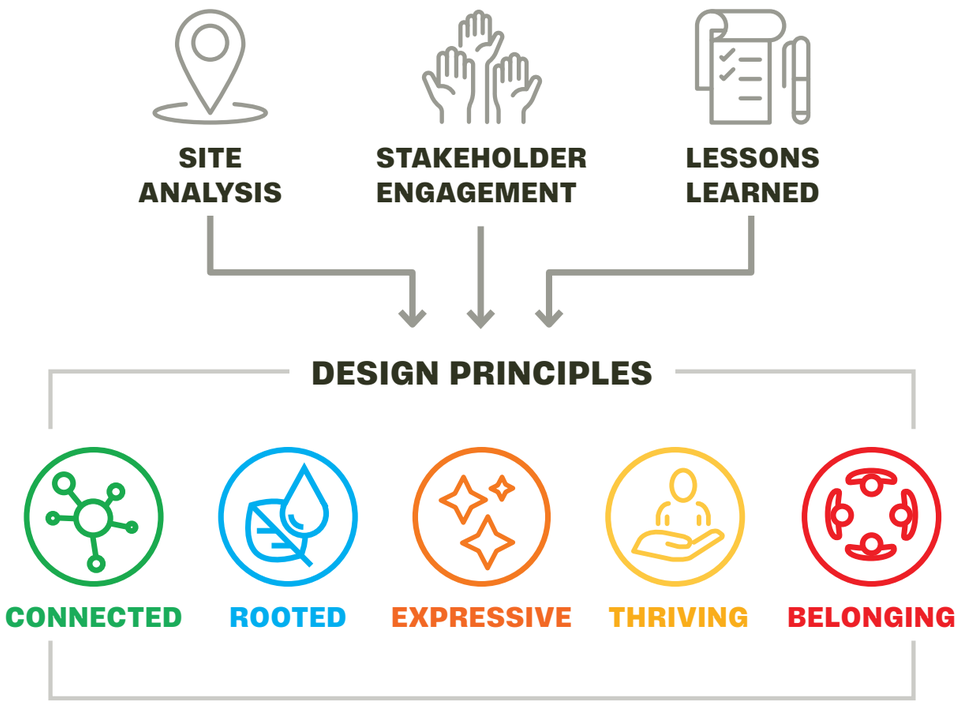
02

VISION + PLAN FRAMEWORK

PLANNING + DESIGN PRINCIPLES

The design principles were established through a combination of site analysis, stakeholder engagement, and lessons learned from comparable corridor and neighborhood revitalization efforts.

Existing conditions, mobility challenges, historic context, and community priorities informed the framework, ensuring that the principles respond directly to both physical constraints and social dynamics. Drawing from past project experience and best practices in urban design, the resulting approach balances connectivity, cultural identity, activation, environmental performance, and inclusivity to guide long-term decision-making.



CONNECTED



Access and movement that reconnect people and place.

- Strengthen multi-modal connections (walking, biking, transit)
- Bridge barriers between neighborhoods and downtown.
- Create seamless flow through and around the site.



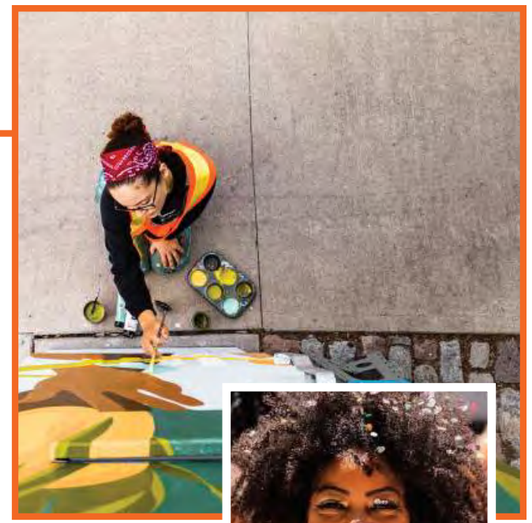
ROOTED

Grounded in community, culture, and resilience.

- Reflect local history and identity
- Celebrate neighborhood voices and traditions.
- Integrate resilient, climate-adaptive design.

PLANNING + DESIGN PRINCIPLES

EXPRESSIVE



Active, engaging, and creative for the community.

- Provide spaces for art, performance, and storytelling.
- Support flexible programming for events and daily use.
- Transform underutilized areas into vibrant destinations.

THRIVING



Comfortable, safe, and nature-rich urban environment.

- Prioritize shade, landscape, and human comfort.
- Support mental and physical well-being.
- Design for visibility, safety, and inclusivity at all hours.

BELONGING



Inclusive and intergenerational design for all.

- Create space accessible to all ages and abilities.
- Support gathering, play, and learning.
- Foster a sense of belonging and shared ownership.



View from St. Petersburg Waterfront Park

FROM PRINCIPLES TO ACTION

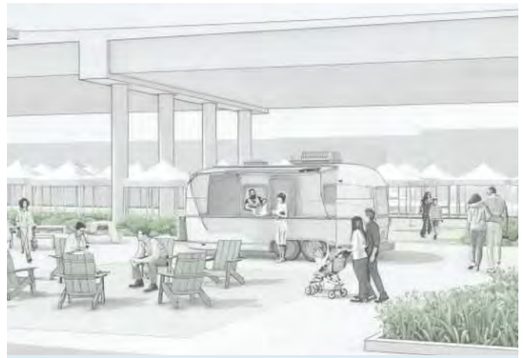
The design principles establish the foundation for Trails Crossing; the following strategies demonstrate how that vision is brought to life. Together, they translate guiding ideas into tangible interventions that shape a safe, connected, and activated public realm.

SAFE MOVEMENT, CONNECTIVITY + UNIVERSAL ACCESS

- Reclaim underutilized space into a safe, connected public realm
- Prioritize people, especially people walking, bicycling, and using micro-mobility devices
- Improve wayfinding, visibility, and intuitive navigation
- Enhance comfort and reduces perceived safety risks
- Promote universal accessibility for all ages and abilities

RECLAIM + RECONNECT

- Repair divisions created by infrastructure
- Link neighborhoods, parks, transit, and destinations
- Transform fragmented spaces into a cohesive network
- Strengthen social and physical connections
- Expand access to public amenities



ACTIVATED + PROGRAMMED SPACES

- Introduce flexible spaces for gathering and recreation
- Support events, fitness, rest, and community use
- Integrate art and local identity
- Encourage daily activity and engagement

RESILIENT + LOW MAINTENANCE LANDSCAPE

- Designed for Florida climate and under-highway conditions
- Use drought-tolerant, shade-adapted plantings
- Integrate stormwater management systems
- Enhance ecological value and urban comfort
- Reduce long-term maintenance needs

SAFETY + VISIBILITY

- Apply safety principles throughout site design
- Promote clear sightlines and active edges
- Utilize pedestrian-scale lighting for comfort and visibility
- Eliminate dark or isolated areas through coordinated lighting and landscape design
- Encourage continuous activity and informal oversight
- Reinforce a sense of ownership through defined, well-maintained spaces

SCALABLE + FUTURE-READY INFRASTRUCTURE

- Designed as a flexible, phased implementation framework
- Adapts to future needs and funding opportunities
- Support smart infrastructure (lighting, sensors, wayfinding)
- Enable long-term growth and evolution



LIGHTING STRATEGIES

Design strategies prioritize clear visibility to enhance perceived and actual safety. Open sightlines, pedestrian-scaled lighting, and active edges—such as adjacent uses, seating areas, and pathways—support continuous visibility into and across public spaces. These elements encourage regular activity and informal oversight, reducing isolated conditions and increasing user comfort throughout the day and evening.

PARKS, GREENWAYS + OPEN SPACE NETWORK

Trails Crossing is envisioned as a transformative cultural linear park, trail, and trailhead that anchors and connects a broader network of parks, greenways, schools, and community destinations across St. Petersburg. Today, these assets exist within a scattered and often disconnected framework—valuable on their own, but limited in their collective impact by gaps in connectivity, barriers created by major infrastructure, and inconsistent access to safe and comfortable public space.

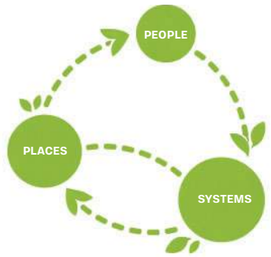
Located at the intersection of multiple neighborhoods and districts, Trails Crossing has the potential to serve as the missing link within this network. By reclaiming underutilized land beneath I-275, the project establishes a continuous green spine that stitches together historically disconnected areas—including Kenwood, the Warehouse Arts District, the EDGE District, and surrounding communities—while strengthening connections to schools, parks, and regional assets like the Pinellas Trail.

OPEN SPACE TYPOLOGIES

The network is composed of a diverse range of open space typologies that respond to varying environmental conditions, community needs, and spatial opportunities throughout the corridor.

Linear greenways form the backbone of the system, providing continuous movement corridors that connect key destinations. These are complemented by neighborhood-scale open spaces that offer opportunities for rest, gathering, and informal recreation.

Underutilized spaces beneath elevated infrastructure are reimagined as activated public realms supporting flexible programming. Stormwater-integrated spaces further enhance resilience by managing runoff while contributing to the overall open space experience.

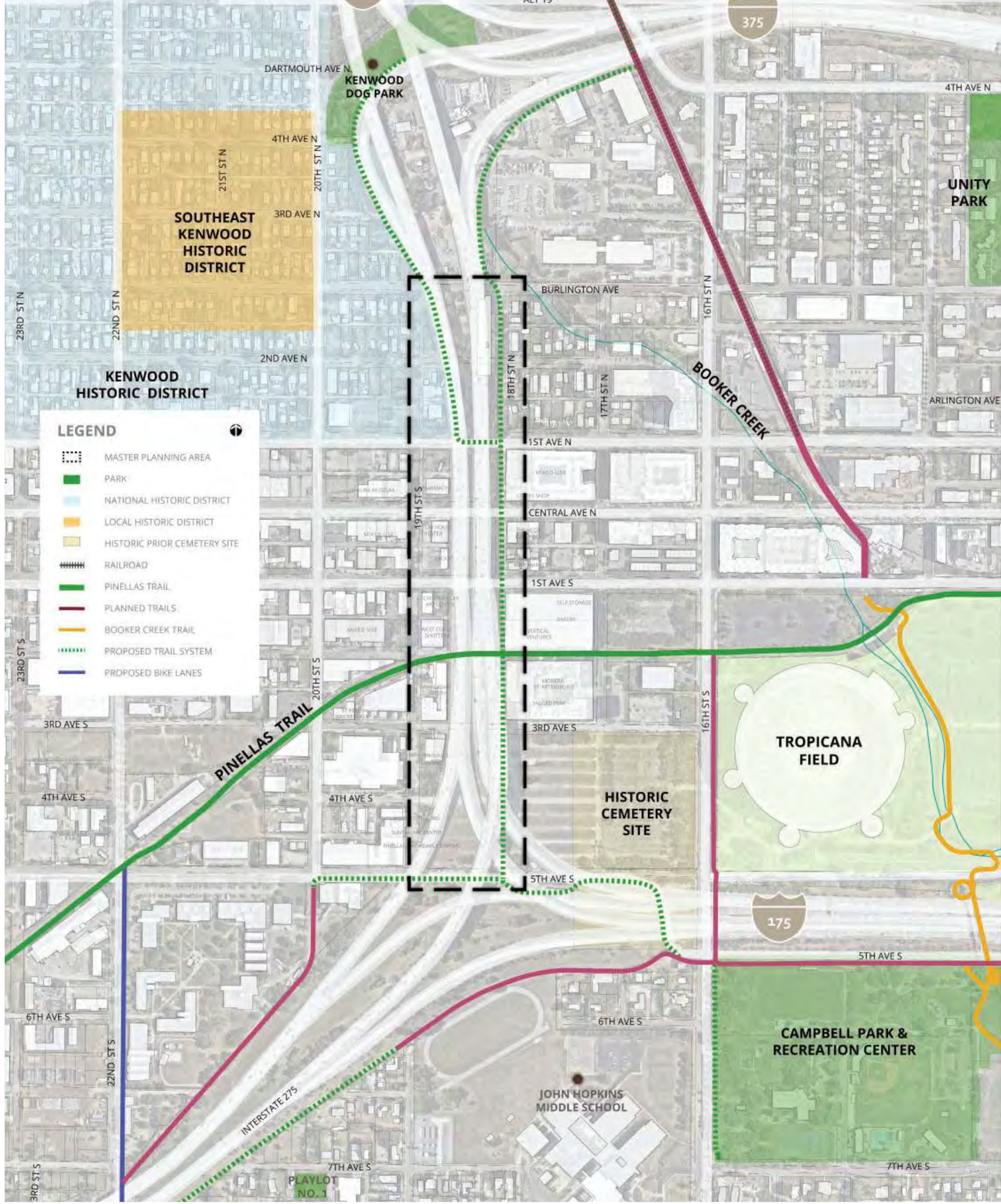


CONNECTIVITY

At the heart of this vision is reconnection — physical, social, and environmental. Improved crossings, enhanced multimodal pathways, and activated public spaces work together to dissolve long-standing barriers, knitting once-fragmented and isolated destinations into a public realm that is more seamless and accessible, and that supports daily movement, recreation, and community life.

By redefining the role of infrastructure-adjacent space, Trails Crossing introduces a layered network of experiences that activates the surrounding assets, creating a more interconnected economy and social fabric. Parks, plazas, and green corridors provide opportunities for gathering, cultural expression, play, and ecological function, forming a resilient and adaptable system that enhances quality of life for every resident while strengthening the corridor's environmental resiliency.

By tying together existing assets and unlocking new connections, Trails Crossing elevates the value of the entire open space network — transforming a series of disconnected places into a cohesive, citywide system, while extending its reach through a stronger connection to the regional Pinellas Trail. The result is a corridor that fosters access for all residents, strengthens social connections, and advances environmental resiliency.



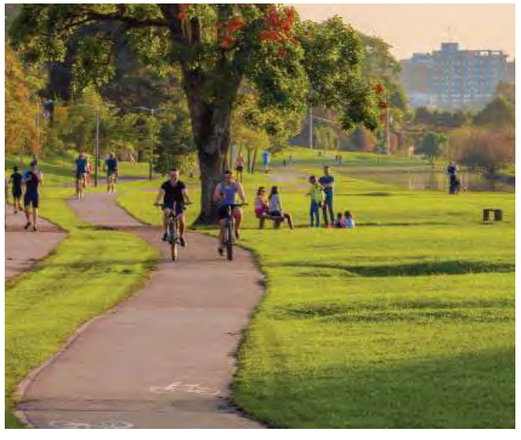
PARKS, GREENWAYS + OPEN SPACE NETWORK

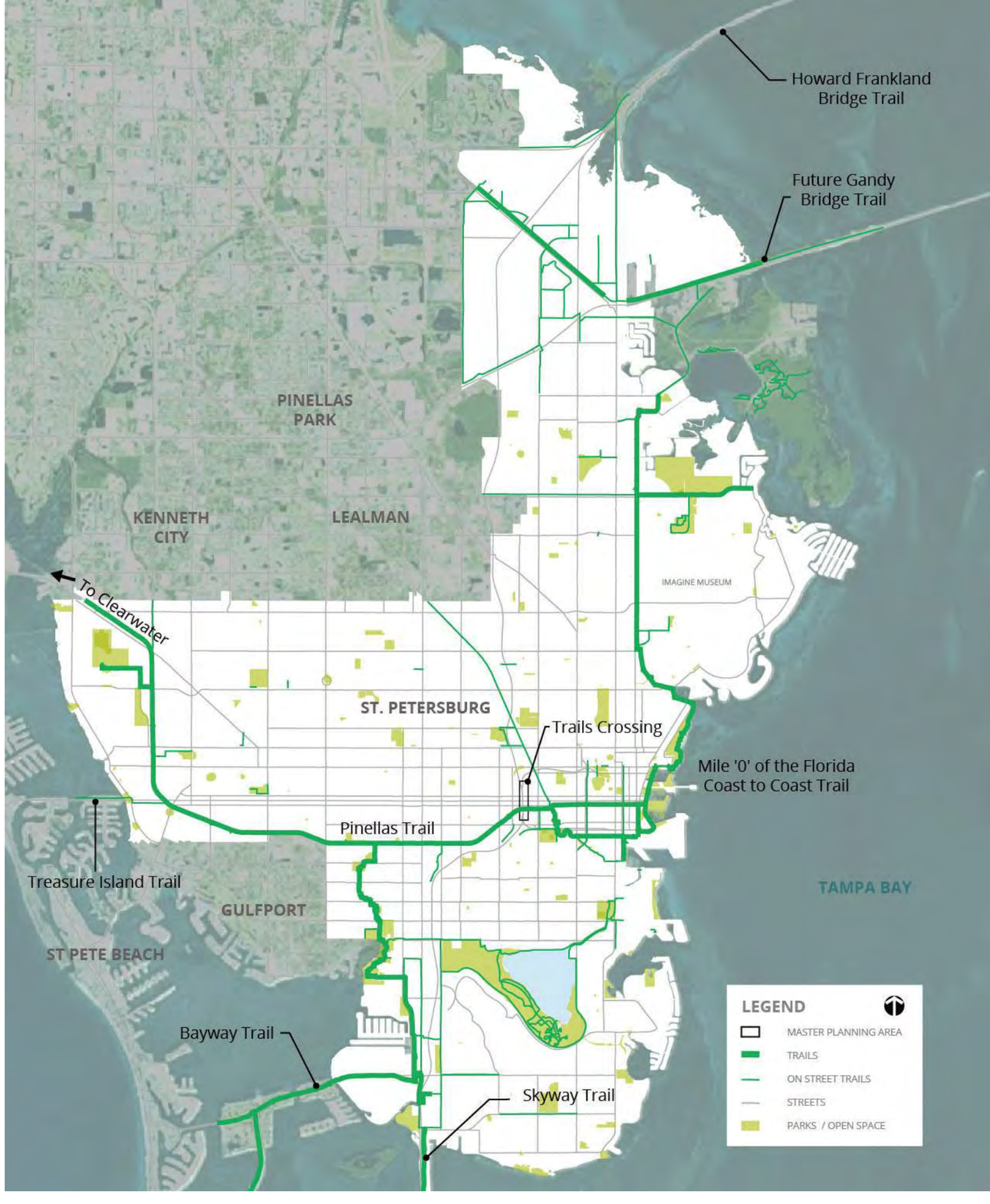
RECONNECTING ST. PETERSBURG | CITYWIDE TRAIL + URBAN CONNECTIVITY

At the citywide scale, Trails Crossing has the potential to play an important role in **reconnecting an urban fabric fragmented by the construction of the interstate system.** I-275 and its related highway infrastructure wrap around three sides of Downtown St. Petersburg, creating a physical and perceptual barrier between downtown and many of the neighborhoods, commercial districts, and community destinations immediately beyond it. Although these areas are geographically close, limited crossings, uncomfortable pedestrian conditions, and discontinuous bicycle and trail connections can make them feel much farther apart.

Trails Crossing helps address this divide by transforming space beneath and alongside the interstate from a barrier into a **connecting public realm.** Its direct relationship to the Pinellas Trail provides access to an important regional north-south corridor, while improvements along 18th Street strengthen connections between the trail and neighborhoods to the north and south. Equally important, safer and more comfortable east-west crossings create stronger links between surrounding communities and the city's primary commercial, cultural, employment, and downtown destinations.

Rather than functioning as an isolated linear park, Trails Crossing can become an important hub **within St. Petersburg's broader mobility and open-space network**—connecting the Pinellas Trail, downtown, surrounding neighborhoods, business districts, and future trail extensions. In doing so, the project helps repair historic breaks in connectivity, reduce the perceived distance between communities, and support a more continuous, accessible, walkable, and bikeable city.





ELEMENTS + PROGRAM

ARTS + CULTURE

Arts and culture are central to the identity of Trails Crossing, providing opportunities for performances, public art, and creative expression that reflect the character of surrounding neighborhoods. Building on the area's strong artistic presence—particularly within the Warehouse Arts District—the cultural linear park supports both formal and informal cultural activation. Flexible spaces accommodate performances, events, and gatherings, while integrated public art—including murals, installations, and interactive features—creates a dynamic and evolving environment. Partnerships with local artists and organizations will ensure authenticity and ongoing engagement.

Flexible open spaces within the network also serve as staging areas during events, supporting crowd flow, temporary programming, and vendor activity. The integration of designated drop-off zones and access to electrical infrastructure further supports market operations and event functionality, allowing spaces to operate efficiently without relying on permanent structures.







CONNECTED + WALKABLE

A safe, intuitive, and highly connected network of trails, walkways, and bicycle paths forms the backbone of Trails Crossing as a cultural linear park, trail, urban open space, and trailhead to the Pinellas Trail, strengthening and activating this important local and regional connection. Clear pathways, enhanced crossings, and accessible routes reduce the barrier effects of existing infrastructure, while shade, seating, lighting, and wayfinding improve comfort and usability. Together, these elements create a seamless, people-first network that encourages active transportation and daily use.

COMMUNITY ORIENTED

Trails Crossing incorporates a variety of gathering spaces that support social interaction, events, and community life. Open lawns, shaded seating areas, and flexible plazas are distributed throughout the cultural linear park to accommodate both informal use and organized programming, designed to be inviting and accessible for all residents and visitors alike, encouraging intergenerational use and fostering a sense of belonging. By creating places to meet, celebrate, and connect, Trails Crossing serves as a shared civic space that strengthens community ties while establishing itself as a destination for visitors near and far.









ELEMENTS + PROGRAM

NATURE + LANDSCAPE

The landscape strategy weaves trees, gardens, and natural systems into a comfortable, restorative environment, while a linear bio-swale and native planting strengthen environmental resiliency through inland flooding adaptation and stormwater mitigation in this challenging urban setting. Beneath elevated infrastructure, planting and shading strategies turn harsh conditions into opportunities for ecological performance and microclimate improvement, while layered, drought-tolerant planting enhances biodiversity, manages stormwater, and softens the built environment. By reconnecting people with nature, the cultural linear park offers moments of calm and relief, improving both wellbeing and environmental quality.



PLAY SPACES

Play spaces are thoughtfully integrated throughout the Trails Crossing to support exploration, learning, and safe activity for children of all ages. Designed with inclusivity in mind, these areas offer both structured and unstructured play opportunities using natural materials and interactive elements. Clear sightlines, safety features, and proximity to seating and amenities ensure a comfortable experience for caregivers, generating a welcoming destination for families.





VIBRANT + LIVELY

Active recreation areas contribute to the energy and vitality of Trails Crossing, supporting sports, fitness, and movement for a wide range of users. Fitness zones, open play areas, and flexible recreation areas are distributed along the park to create a rhythm of activity and engagement. These spaces encourage healthy lifestyles, support community events, and reinforce Trails Crossing as a lively and dynamic public destination.











03

MASTER PLAN DESIGN

OVERALL MASTER PLAN CONCEPT

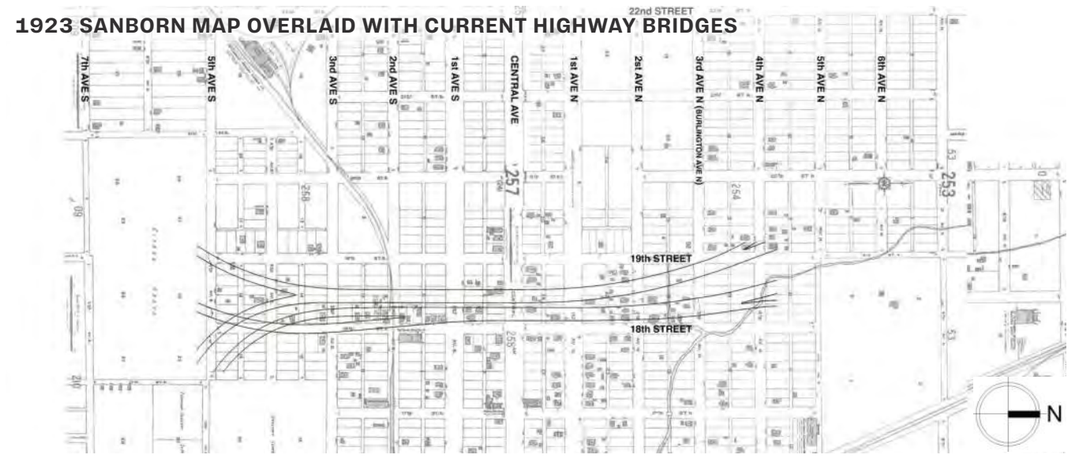
PLANNING DIAGRAMS AND SITE ANALYSIS

Existing and historic site conditions have been carefully studied and serve as a foundation for the Trails Crossing Master Plan. The open space framework responds directly to the corridor's unique history, infrastructure, and surrounding urban context, with particular emphasis on pedestrian safety, human-scaled design, multimodal connectivity, and reconnecting neighborhoods historically separated by the interstate. Through thoughtful placemaking, landscape, and strengthened east-west and north-south connections, Trails Crossing transforms an infrastructure barrier into a connected, welcoming, and activated public realm that strengthens the surrounding urban fabric.

EXISTING CONDITION



1923 SANBORN MAP OVERLAID WITH CURRENT HIGHWAY BRIDGES



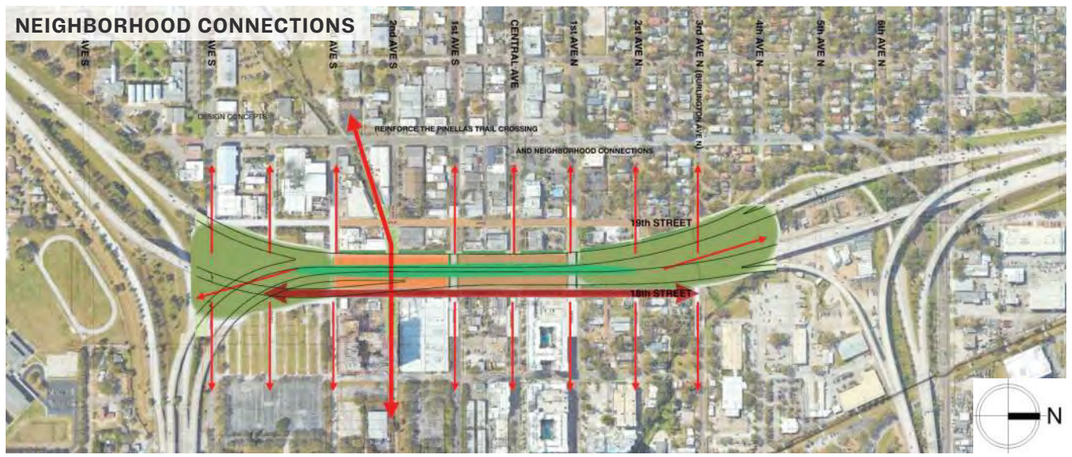
ACTIVITY ZONES



OVERLAY OF PROPOSED ENVIRONMENTAL GREEN SPINE AND 18TH STREET CORRIDOR



NEIGHBORHOOD CONNECTIONS



OVERALL MASTER PLAN CONCEPT

PLANNING DIAGRAMS AND SITE ANALYSIS

The master plan has been developed as a set of programmatic layers that build to create a unified design framework. Critical issues are understanding existing site conditions; reflecting historical scale and materials; developing contemporary upgrades to site infrastructure addressing pedestrian safety and storm water management; and providing a mix of recreation, leisure, and cultural open space features that reflect community needs and desires.

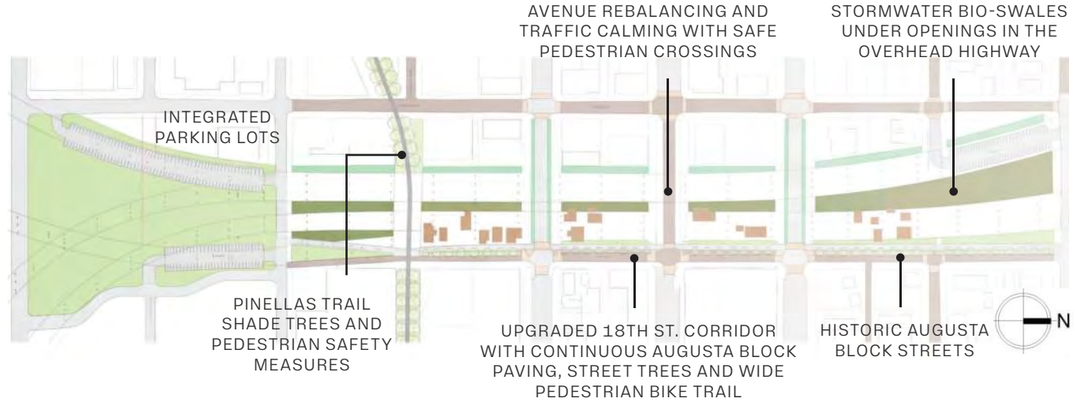
1 EXISTING SITE CONDITIONS



2 SITE MEMORY



3 SITE INFRASTRUCTURE UPGRADES



4 OPEN SPACE PROGRAM + FEATURES



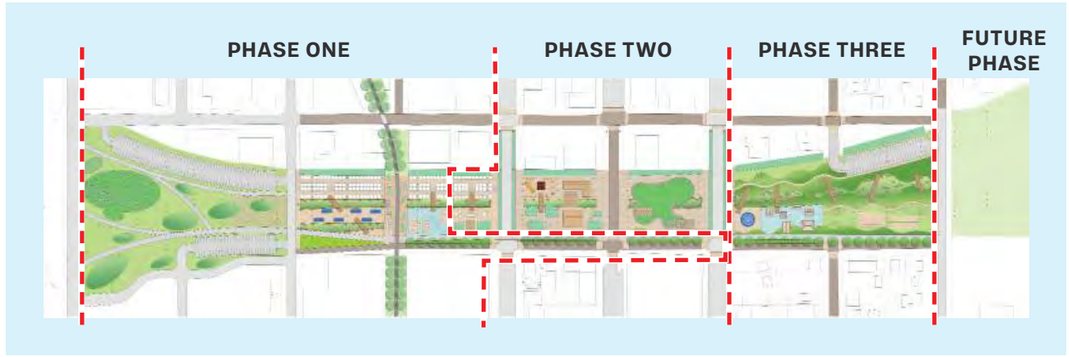
OVERALL MASTER PLAN CONCEPT

PREFERRED CONCEPT

OPEN SPACE DISTRICTS

Open space programming has been divided into four two-block districts that respond to site conditions and program requirements. By designing the 8-block area as a set of four paired blocks, the preferred design emphasizes cohesive spaces oriented to pedestrian access and circulation. The preferred design creates generous landscaped “Green Anchors” at the south and north ends framing the more activated areas of this urban open space centered around the Pinellas Trail and Central Avenue. The 18th Street corridor will be strengthened with brick paving that incorporates, or is reminiscent of, the historic Augusta Block, complemented by street trees and a broad pedestrian and bicycle promenade extending the length of the site.

PHASE MAP





ENLARGEMENT PLANS



SOUTHERN END

PAIR OF BLOCKS, 5TH AVE S - 3RD AVE S

This two-block Green Space Anchor at the south end, provides convenient site parking, an earth terraced amphitheater, and spaces for art installations. It is envisioned as a layered space of civic, cultural, and social significance. The amphitheater has two faces to provide space for both small and large performances and is situated in the more open and quieter area of the Trails Crossing site. 4th Avenue S is expected to be closed in this area to create a large cohesive space and connections for site parking.

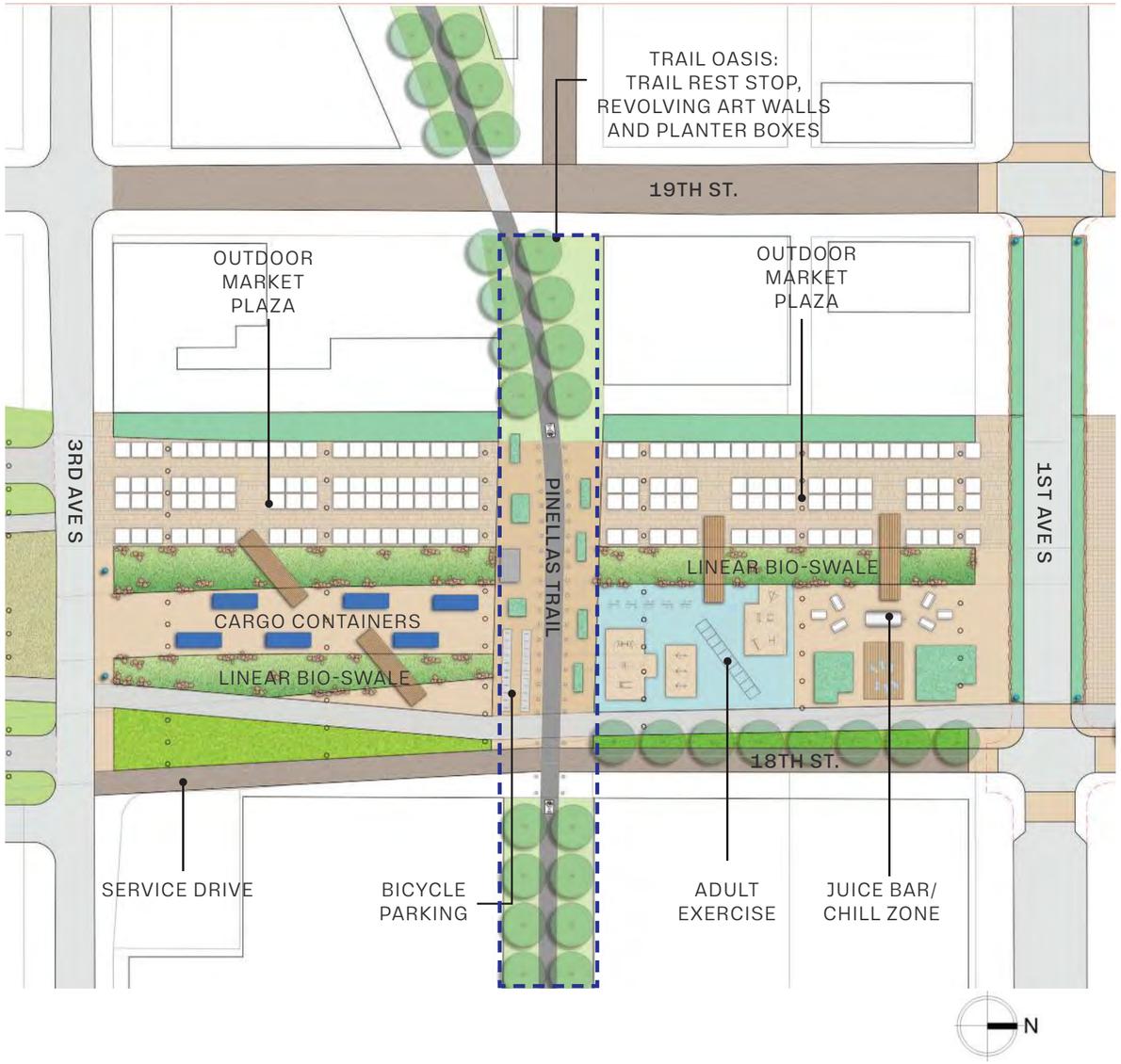
PERSPECTIVE OF SCULPTURE GARDEN



PERSPECTIVE OF AMPHITHEATER



ENLARGEMENT PLANS



PINELLAS TRAIL

PAIR OF BLOCKS, 3RD AVE S - 1ST AVE S

Major Activity Spaces flank the Pinellas Trail with a large outdoor plaza suited for markets and other large plaza activities. This area also includes cargo containers for temporary art installations, an adult exercise area and a juice bar “chill zone”.

The Pinellas Trail zone is designed with lighted bollards and detectable warning paving strips for pedestrian and bicycle safety along with green planters that give visibility to the trail corridor. A comfort station and bicycle parking are also provided in this major activity zone.

The linear bio-swale begins in this section of Trails Crossing and runs down the center of the corridor, its edges articulated with local stone boulders— providing stormwater mitigation and water filtration benefits while also acting as a natural subdivision of the site into smaller, more intimate use areas.

PERSPECTIVE OF OUTDOOR MARKET



PERSPECTIVE OF “CHILL ZONE”



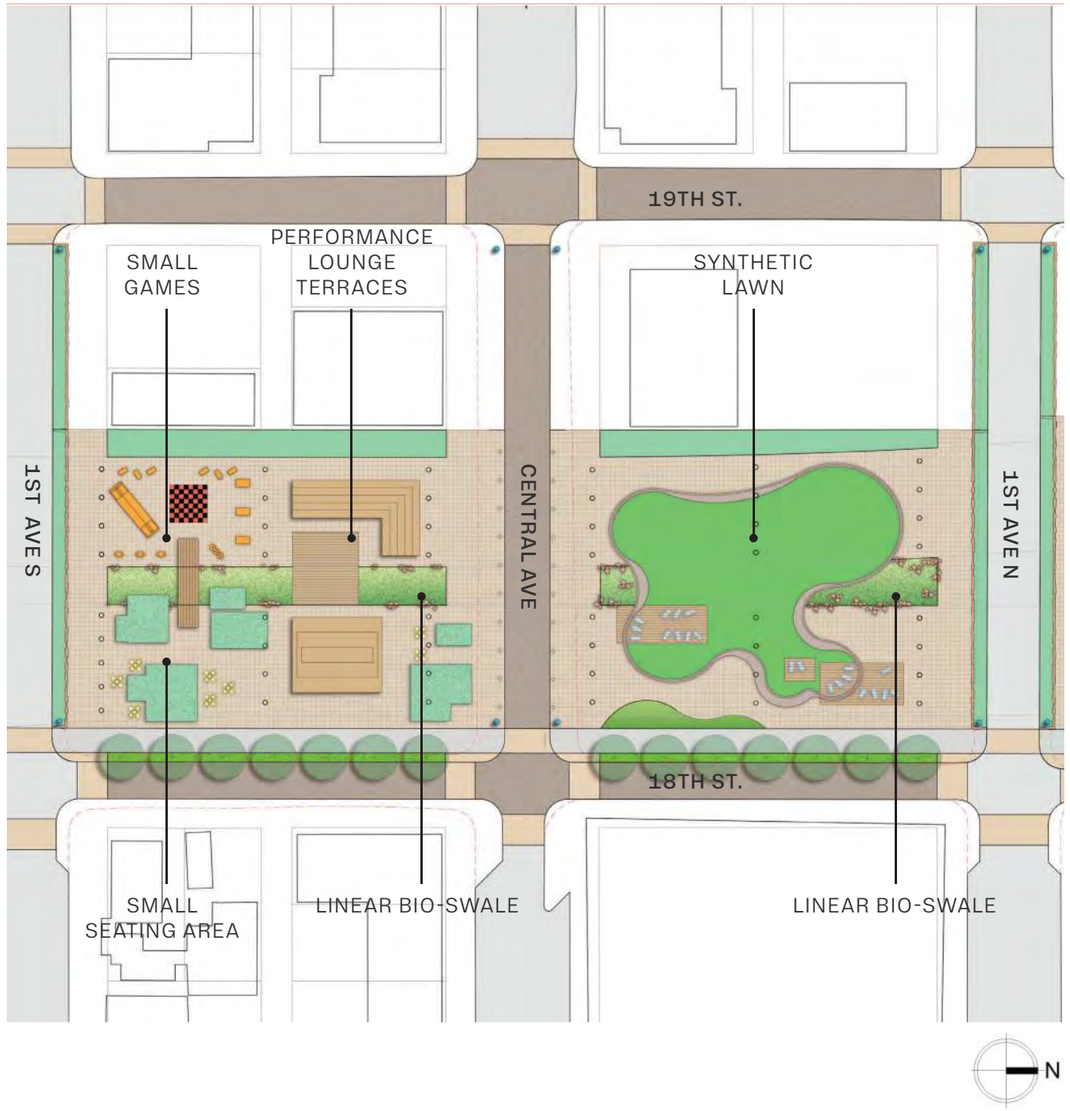
PERSPECTIVE OF CARGO CONTAINERS, BICYCLE PARKING, PINELLAS TRAIL + ADULT EXERCISE AREA

VIEW FROM NE OF PINELLAS TRAIL FACING SW





ENLARGEMENT PLANS



CENTRAL AVENUE

PAIR OF BLOCKS, 1ST AVE S - 1ST AVE N

Central Avenue is a local two-way street and not as heavily trafficked as the flanking pair of 1st Avenues. It may function as a shared public space during events and festivals and these two blocks are designed as a shared space with a mix of leisure uses. Lighted bollards and detectable warning paving strips will give visibility to the avenue edges while providing a fluid space for crossing on avenue-closure event days.

Central Avenue will be narrowed by removing the parking lanes along both sides in this stretch of the Trails Crossing while maintaining the existing two-way vehicular / sharrows bike lanes. Distinctive paving would be installed in this block to unify it with the two adjacent blocks of public open space.

PERSPECTIVE OF CENTRAL AVE DURING DAILY USE



PERSPECTIVE OF CENTRAL AVE DURING SPECIAL EVENTS



CENTRAL AVENUE

PAIR OF BLOCKS, 1ST AVE S - 1ST AVE N

All three avenues, Central and the two 1st Avenues in this core area of the Trails Crossing will be narrowed by removing parking lanes while maintaining existing vehicular, bus and bike lanes. To prevent unsafe mid-block pedestrian crossings at the two heavily-trafficked 1st Avenues a wide planter buffer will align both sides of the avenues. Distinctive pylons could mark the Trails Crossing entrances at these three avenues at the center.

PERSPECTIVE OF 1ST AVE S



1st AVE N

PERSPECTIVE OF 1ST AVE N



1st AVE N

PERSPECTIVE OF CURB CONDITION



CENTRAL AVENUE

PAIR OF BLOCKS, 1ST AVE S - 1ST AVE N

VIEW FROM 1ST AVENUE N FACING SW



PERSPECTIVE OF 18TH STREET, SEATING AREAS + SYNTHETIC LAWN

Open spaces in the central areas of Trails Crossing will provide leisure space with abundant public seating and sufficient plaza paving for special events and festivals. Lighting throughout the Trails Crossing will provide for public safety and enhance the beauty of the open spaces and program areas.



CENTRAL AVENUE

PAIR OF BLOCKS, 1ST AVE S - 1ST AVE N



PERSPECTIVE OF 18TH STREET S AND PERFORMANCE TERRACES

VIEW FROM 18TH STREET FACING S

18th Street will be upgraded as a major linear spine for Trails Crossing. Brick paving that incorporates, or is reminiscent of, the historic Augusta Block will be introduced along the corridor, and all of the avenue intersections at 18th Street (as well as 19th Street) will be redesigned with curb bulb-outs and distinctive crosswalk paving for traffic calming and enhanced pedestrian safety. Continuous street trees will be added to unify the streetscape. A wide shared pedestrian / bicycle promenade will extend the full length of 18th Street.



ENLARGEMENT PLANS



NORTHERN END

PAIR OF BLOCKS, 1ST AVE N - BURLINGTON AVE N

By closing this block of 2nd Avenue N, this becomes a major green open space anchor at the north end of Trails Crossing, with potential to expand beyond this last formal phase. This zone is anchored by informal trails and the continuation of the linear bio-swale, along with small social spaces, a major children's play area and play fountain, a large sand-court volleyball area, and Bocce courts.

PERSPECTIVE OF PHASE 3



PERSPECTIVE OF PLAY FOUNTAIN



SITE PERSPECTIVES

VIEW FROM 1ST AVENUE NORTH FACING SW



OVERALL SITE VISION

VIEW FACING NE WITH I-275



VIEW FACING NE WITHOUT I-275



STREETSCAPE + CONNECTIVITY

ENHANCED STREETS

The public realm serves as the organizing structure for Trails Crossing, shaping how people move, gather, and experience the corridor. Rather than functioning as leftover space beneath infrastructure, the landscape is reimagined as a continuous, connected system that prioritizes safety, accessibility, and community use.

A network of greenways, trails, and open spaces forms the backbone of the framework, linking key destinations including the Pinellas Trail, Booker Creek, Campbell Park, and surrounding neighborhoods. This system establishes clear, legible routes for pedestrians and cyclists while integrating flexible spaces that support markets, events, and everyday activity.

The landscape strategy responds to the unique conditions of the site, including varying light levels, stormwater considerations, and infrastructure constraints. Planting, materials, and lighting are selected to create a resilient, low-maintenance environment that enhances comfort, improves environmental performance, and reinforces a cohesive visual identity.

Flexible and modular spaces are embedded throughout the corridor, allowing the public realm to evolve over time. These spaces support temporary programming and community-driven uses while accommodating operational needs such as event circulation, vendor access, and utility connections.

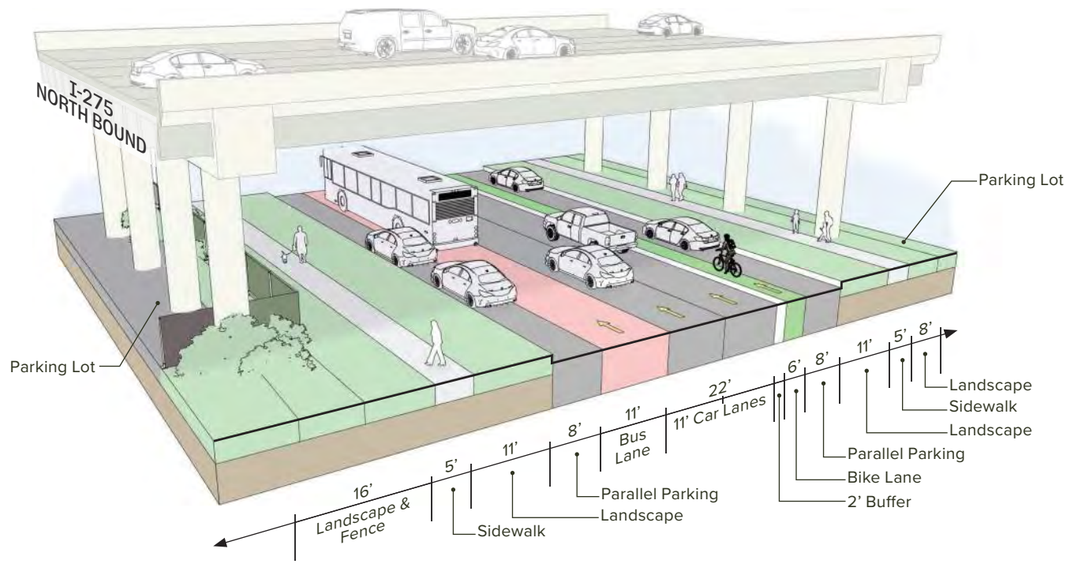
Equally important, the framework acknowledges the layered cultural and historical context of the site—particularly within the southern portion of the corridor—by incorporating opportunities for interpretation, reflection, and storytelling into the landscape.

Together, the public realm and landscape framework establish Trails Crossing as a connected, adaptable, and people-focused system—transforming underutilized infrastructure corridors into a vibrant and meaningful civic space.

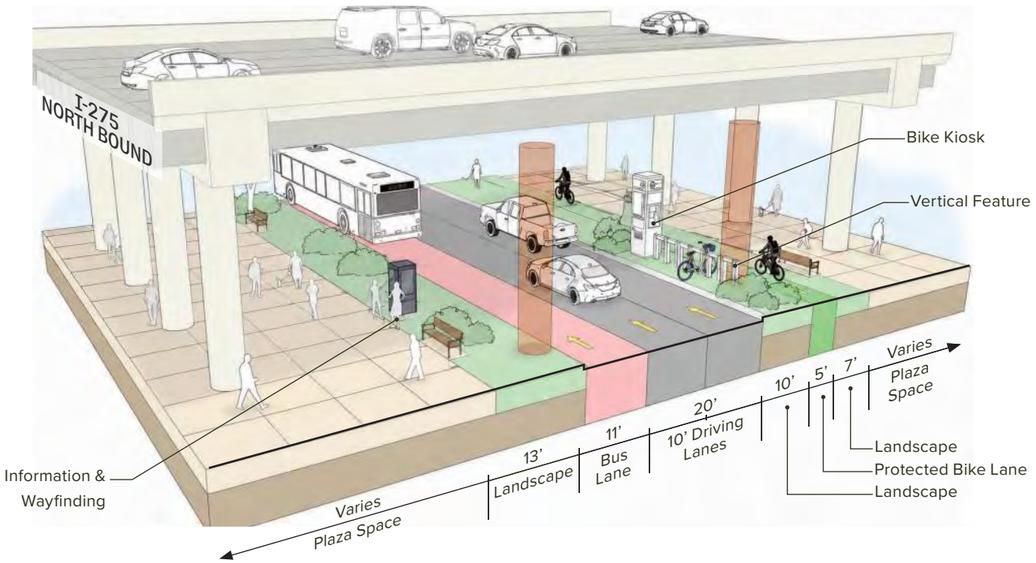


Bike-share kiosk and docking station with accessible, low-impact mobility options

EXISTING



PROPOSED



1ST AVENUE NORTH

STREETSCAPE + CONNECTIVITY

Priority improvements for this section should focus first on the intersection treatments at 1st Avenue North and 1st Avenue South, where targeted improvements can strengthen pedestrian and bicycle connectivity across the I-275 corridor while minimizing construction impacts. Recommended improvements may include enhanced crosswalks, raised crosswalks or intersection tables, improved lighting, curb extensions where feasible, traffic calming, wayfinding, and coordinated bicycle and pedestrian treatments that improve visibility, comfort, and safety.

Where sidewalk-level bicycle facilities are proposed, it is recommended that the bike lane be clearly differentiated from the pedestrian sidewalk through contrasting paving materials, color, texture, scoring, or other visual cues. This distinction is important to clarify the intended bicycle and pedestrian zones, reduce conflicts between users, and address concerns associated with bicyclists riding within sidewalk areas.

ANY OTHER TRAFFIC CALMING CONSIDERATIONS OR STRATEGIES?

There are many additional traffic calming strategies that are used in the Trails Crossing. Changes in pavement materials provide a visual and audible signal to the driver that they should be aware of pedestrians and cyclists. Regular plantings of street trees and monumentation/gateway features enclose the street and provide side friction and a terminating vista which will reduce vehicle speeds. Finally, the visual presence of many pedestrians and cyclists will increase driver awareness in the area, also resulting in lower average vehicle speeds.



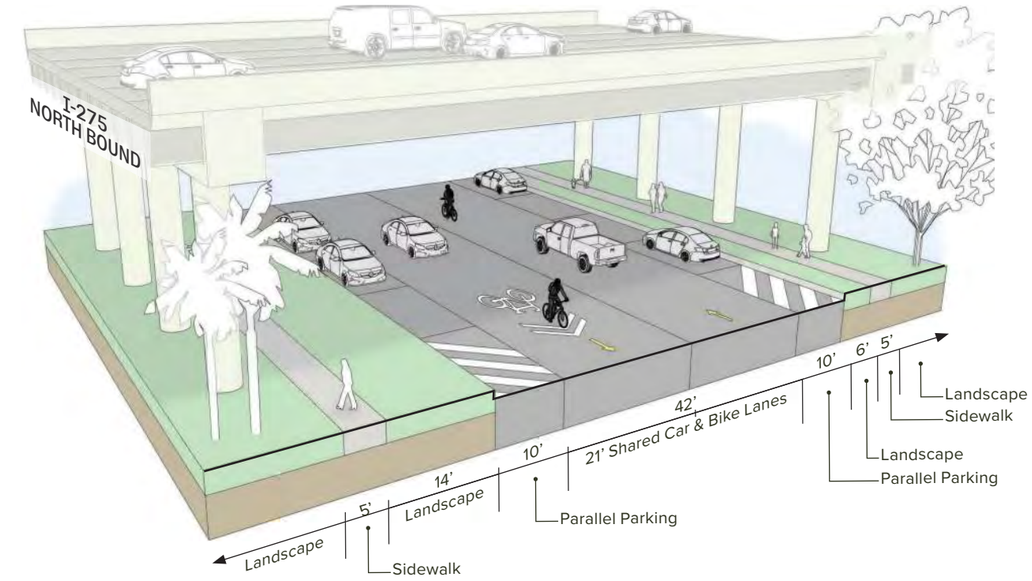
Use of bollards to enhance pedestrian safety

LONG TERM OPTION FOR CENTRAL AVE. STREETSCAPE TREATMENT

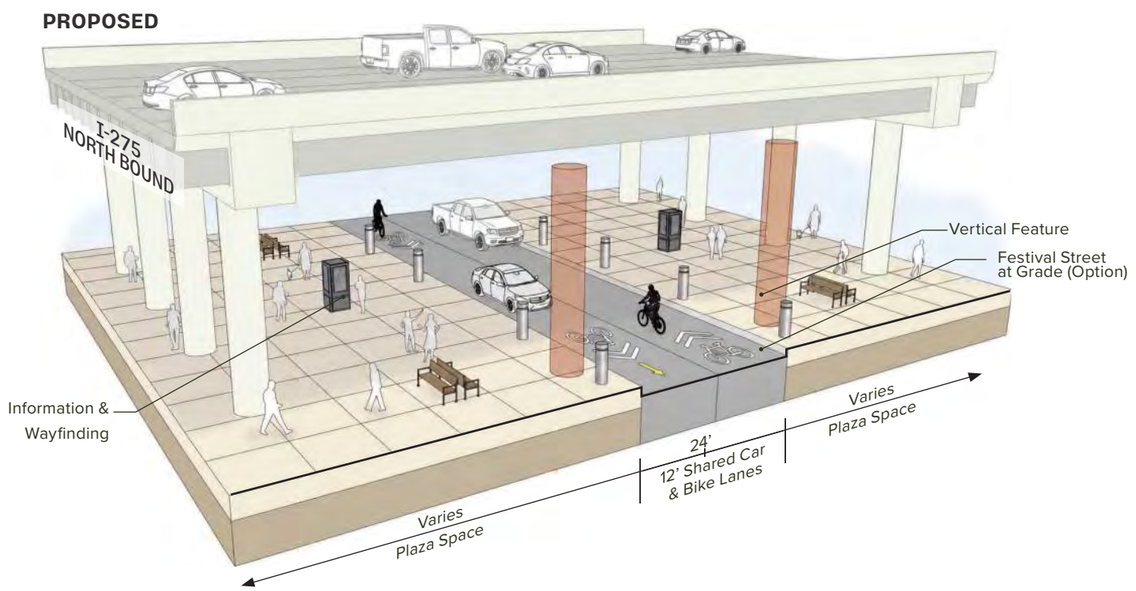
As an additional enhancement option, Central Avenue between 18th and 19th Streets could be further evaluated as a curbless “Festival Street” or woonerf condition. This approach would prioritize pedestrian and bicycle movement while allowing motor vehicles to operate in a secondary, slow-speed condition. Festival streets use paving materials, furnishings, planting, lighting, and subtle grade or texture changes to suggest, rather than formally designate, zones for pedestrians, cyclists, and vehicles.

While a full Festival Street condition could create a flexible civic space for markets, festivals, performances, and community events, it also presents greater construction complexity and potential temporary impacts to adjacent business access. For this reason, raised crosswalks and targeted intersection treatments should be prioritized as more immediately implementable improvements, with the Festival Street concept carried forward as a supplemental or longer-term placemaking opportunity to enhance the overall corridor vision

EXISTING



PROPOSED



STREETSCAPE + CONNECTIVITY

Increasing the presence of bicyclists and pedestrians with the construction of this trail makes it imperative to create a lower speed traffic environment. As the likelihood and severity of a motor vehicle/vulnerable user crash increases exponentially with the speed of moving cars, it is critical to introduce elements within the area on the streets to slow vehicular traffic to enhance safety for trail users. Following are some of the elements included in the trail design geared toward enhancing safety for all users.

RAISED INTERSECTIONS AT BOTH 1ST AVE. N AND 1ST AVE S. AT 18TH STREET

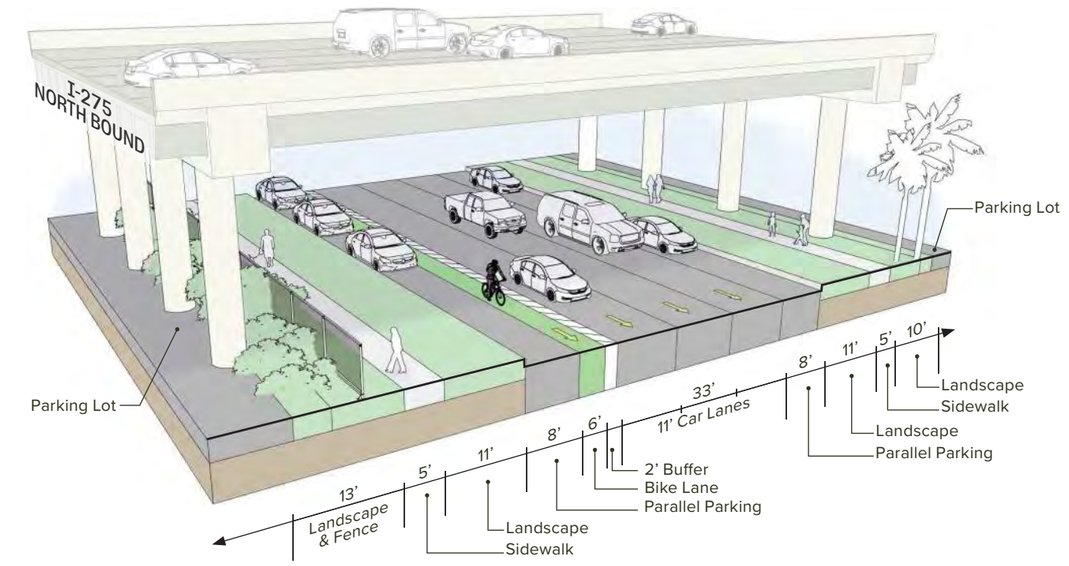
By raising these intersections to the level of the trail crossing, it will reinforce the hierarchy that motor vehicles are secondary to trail users in this area. Raising the intersection also has the effect of slowing vehicles as they approach the trail crossing by providing vertical deflection to slow the moving traffic to 25 mph or less. Finally, these raised intersections provide a gateway indication to drivers that they are entering an area where they should be aware of the presence of crossing pedestrians and cyclists. Design of the raised intersection should be coordinated with the local fire/EMS provider to minimize impacts to EMS response vehicles while providing adequate vertical deflection to slow motor vehicles.

PEDESTRIAN SIGNALIZATION AT BOTH 1ST AVE. N AND 1ST AVE S. AT 18TH STREET

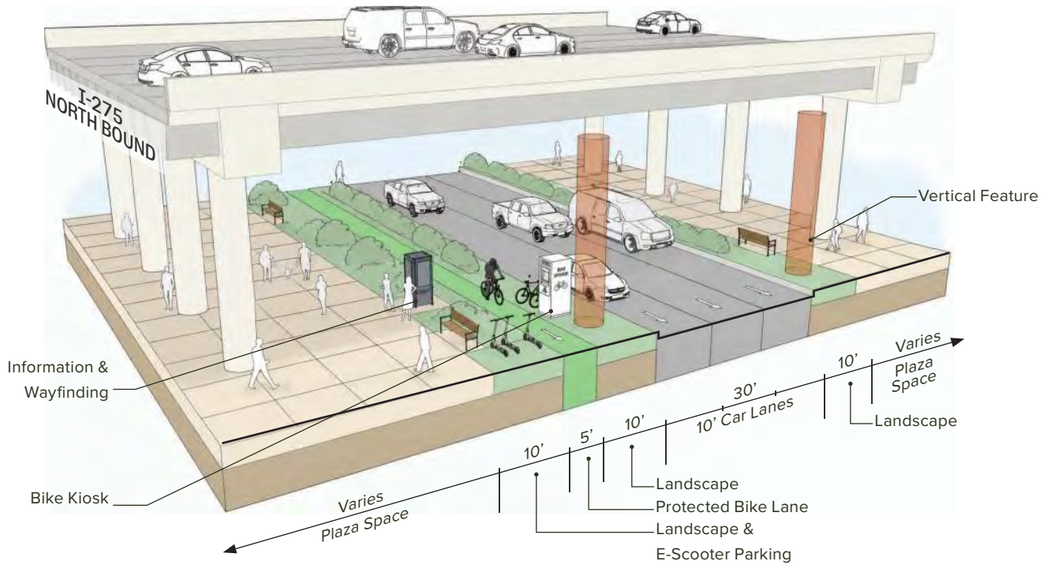
18th Street is intended to serve as the primary trail crossing north and south through the project area. Trail users will be crossing 1st Ave N, Central Ave, and 1st Ave S. Central Ave is currently one lane in each direction with a posted speed of 25 mph. There is already a marked crosswalk at this location. Additional traffic calming features, such as the potential festival street as well as curb extensions, would enhance the visibility of the crosswalk and slow vehicles as they approach.

1st Ave N and 1st Ave S each have a posted speed of 35 mph with three travel lanes: two general purpose lanes and one bus and turn (BAT) lane. Given the speed and volume of traffic, a marked crosswalk alone would not be sufficient at this location. Other crossings of the 1st avenues, including nearby 20th St and 16th St, are signal controlled. Installing a signal at these locations could improve the safety and comfort of the crossing while aligning with driver expectation along the corridor. The City should conduct a signal warrant study at both locations to evaluate whether a traffic signal is justified. In addition to the traditional vehicular volume and crash experience warrants, the City could consider a pedestrian volume warrant based on projected trail crossing volumes or the roadway network warrant if the trail is to be considered a major route. If a traffic signal is not justified, the study should evaluate what other treatments may be considered, such as pedestrian hybrid beacons.

EXISTING



PROPOSED



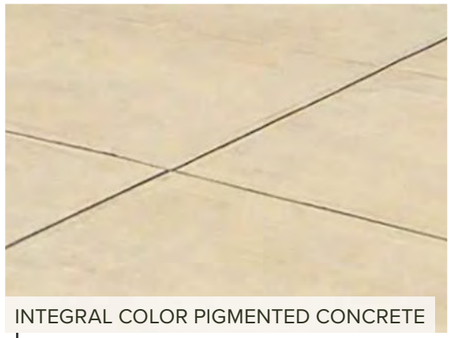
DESIGN ELEMENTS

HARDSCAPE

Hardscape elements throughout the project will be distinctive, durable, and low-maintenance, selected and assessed for their aesthetic character and environmental impact. A varied material palette will lend each program area its own identity, with materials chosen for their durability, environmental performance, and visual distinction.



POROUS JOINT CONCRETE UNIT PAVERS



INTEGRAL COLOR PIGMENTED CONCRETE



SAFETY SURFACING





CONCRETE SEAT WALLS AND TURF TERRACES



WOOD DECKING



HISTORIC AUGUSTA BLOCK STREET PAVING



ASPHALT PATH

DESIGN ELEMENTS

SITE FURNISHINGS, ART + AMENITIES

Site furnishings will be carefully selected and sited in consideration of site maintenance and access requirements. Most furnishings will be movable or detachable or designed to allow for periodic bridge structure access.


CARGO CONTAINERS


FOOD TRUCK / JUICE BAR



DISTINCTIVE IDENTITY PYLONS


CAFE TABLES AND CHAIRS


LOUNGERS


LIGHTED SCULPTURAL LOW BOLLARDS


MEMORY HOUSES


ADIRONDACK CHAIRS


COQUINA STONE


SPLASH PAD


WOOD PLATFORMS

DESIGN ELEMENTS

LANDSCAPE FRAMEWORK

The master plan recommends a planting strategy for Trails Crossing that responds to the challenging microclimate beneath elevated highway infrastructure in St. Petersburg (USDA Zone 9b). These areas experience reduced light, intermittent drought, concentrated stormwater flows, compacted soils, and exposure to airborne and surface pollutants, requiring a resilient, low-maintenance planting approach.

It is recommended that a layered, shade-tolerant planting framework be prioritized, utilizing predominantly Florida-native species adapted to filtered light and urban stress conditions. Within core underpass areas, planting should focus on durable groundcover and low to mid-height shrubs to ensure visibility, safety, and long-term performance. Where structural openings allow for increased light, the introduction of palms and select canopy trees—limited to mature heights below approximately 40 feet and coordinated with FDOT clearance requirements—is encouraged to create vertical structure and visual interest.

HARDINESS ZONE:

As of March 2026, St Petersburg, FL is within Zone 9B.





STORMWATER PLANTING

The plan further recommends integrating a central stormwater corridor and linear bioswale as a functional landscape system, using native plant communities capable of withstanding periodic inundation and drought. These plantings should be selected for their ability to naturally filter and phytoremediate roadway runoff directed into the site via downspouts, improving water quality while stabilizing soils and reducing long-term maintenance needs.

Collectively, these recommendations guide the development of a durable, adaptable planting strategy that minimizes maintenance costs, enhances environmental performance, and ensures the landscape can withstand the long-term impacts of infrastructure-adjacent conditions.

LANDSCAPE PRINCIPLES TO SUPPORT SAFETY

1. **Maintain clear visibility (no dense blind spots)**
2. **Use low groundcover + limbed-up trees**
3. **Avoid dense shrub masses in critical areas**
4. **Use planting to guide movement, not block views**

NATIVE PLANTINGS

Native species form the backbone of the planting palette due to their adaptability to Florida's heat, humidity, and variable soil conditions, as well as their ecological benefits. Native plants are inherently climate-resilient, lower maintenance, and supportive of pollinators and local wildlife.

Recommended native species for shaded and filtered-light conditions include:

Groundcover / Low Layer

- Coontie (Zamia integrifolia) – drought-tolerant, thrives in dry shade
- Twinflower (Dyschoriste oblongifolia) – low-growing, naturalized groundcover
- Frogfruit (Phyla nodiflora) – adaptable and durable

Perennials / Accent

- Cardinal Flower (Lobelia cardinalis) – moisture-tolerant, attracts pollinators
- Mistflower (Conoclinium coelestinum) – soft texture, pollinator-friendly
- Indian Pink (Spigelia marilandica) – shade-tolerant color accent

Shrubs

- Walter's Viburnum (Viburnum obovatum) – adaptable and durable
- Beautyberry (Callicarpa americana) – seasonal interest + habitat

SHADE TOLERANCE

A palette of Florida-native, shade-tolerant plantings is proposed to activate and soften the spaces beneath the interstate while responding to low-light and urban stress conditions. Species such as Coontie (Zamia integrifolia), Twinflower (Dyschoriste oblongifolia), and Frogfruit (Phyla nodiflora) provide durable groundcover, while shrubs like Walter's Viburnum (Viburnum obovatum) and Beautyberry (Callicarpa americana) introduce structure and seasonal interest. These native selections are well-adapted to filtered light, drought, and variable soils, supporting a resilient, low-maintenance landscape that enhances ecological value and user experience within shaded infrastructure corridors.



Zamia Integrifolia
Coontie



Aspidistra Elatior
Cast Iron Plant



Philodendron Selloum
Philodendron



Psychotria Nervosa
Wild Coffee



Tripsacum dactyloides
Fakahatchee Grass



Viburnum Obovatum
Walters Viburnum

DESIGN ELEMENTS

GREEN INFRASTRUCTURE + STORMWATER

The linear bio-swale is strategically located beneath openings between the highway bridge structures, where it can receive available sunlight and help manage localized stormwater runoff. The existing highway stormwater infiltration basin will be reconfigured and integrated into the Trails Crossing design, strengthening the overall stormwater management system while supporting the public realm.

Plantings throughout the corridor will emphasize native and adapted species suited to partial-shade, shade, and periodically wet conditions. Together, the linear bio-swale, infiltration areas, and resilient planting systems provide stormwater mitigation, filtration, and water-quality benefits while creating a greener, more comfortable landscape within the infrastructure corridor.



BOYD HILL PRESERVE NATIVE PLANTS



SUNKEN FOREST SHADE

PERSPECTIVE OF THE LINEAR BIO-SWALE



DESIGN ELEMENTS

PARKING STRATEGY

Trails Crossing provides convenient, accessible parking that supports daily use, special events, and visitors while balancing the long-term vision of a people-centered public realm. Parking is strategically located and right-sized to meet projected demand while maintaining comfortable walking distances between parking areas and key destinations. This balanced approach recognizes that visitors are generally willing to walk moderate distances when supported by safe, attractive, and engaging pedestrian environments, allowing valuable land to be prioritized for park amenities, gathering spaces, and recreation.

A combination of on-site parking, on-street spaces, and future shared or structured parking associated with adjacent development supports both daily users and event activity. These spaces are distributed to provide convenient access to key park entry points, amenities, and surrounding destinations while encouraging visitors to comfortably transition from their vehicles into the park experience.







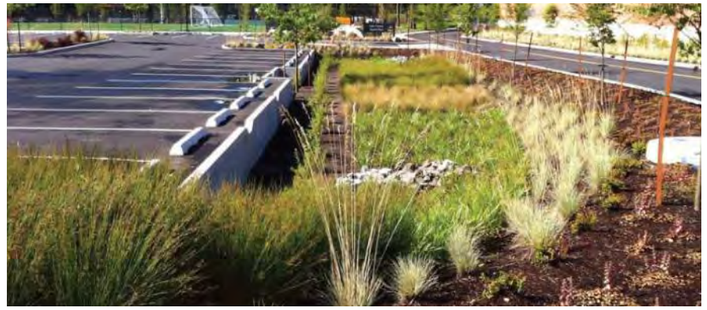
Parking areas are designed using low-impact development strategies that integrate green infrastructure into the public realm. Bioswales, and planted buffers help manage stormwater, reduce runoff, and improve water quality while creating a more comfortable, visually cohesive environment. These approaches minimize the environmental footprint of parking while supporting the broader landscape and resilience goals of the project.

Design strategies also prioritize safety and user experience. Clear wayfinding, pedestrian connections, shade, lighting, and seamless integration with trails and gathering spaces create intuitive, comfortable routes from parking areas to destinations throughout the park. As the surrounding multimodal network continues to expand, the project anticipates an increasing share of visitors arriving by walking, bicycling, transit, and other alternative modes of transportation, helping reduce long-term reliance on surface parking.

By aligning parking supply with projected demand, maintaining convenient walking distances, and supporting a gradual shift toward alternative transportation, Trails Crossing balances accessibility with placemaking. This approach preserves a welcoming visitor experience while creating a more resilient, sustainable, and vibrant public realm that prioritizes people over excess vehicle storage.







PARKING STRATEGY

The Trails Crossing project area currently contains approximately 600 paved surface parking spaces, supplemented by limited on-street parking and informal grass overflow parking within an approximately eight-block area between Burlington Avenue and 5th Avenue South. While this represents a significant supply, utilization studies conducted by City staff indicate relatively low demand, with average occupancy of approximately 25% on weekdays (150 spaces) and 16% on weekends (96 spaces).

The master plan proposes a phased approach to gradually reduce and reconfigure parking within the project area, replacing underutilized surface lots with park space, amenities, and programming that better serve the community. Rather than eliminating parking outright, the strategy focuses on aligning parking supply with actual demand while carefully balancing parking reductions with the need to maintain convenient access and a welcoming visitor experience. This approach is informed by successful destination park precedents, including the St. Petersburg Pier, where thoughtfully managed parking and an engaging pedestrian environment encourage visitors to comfortably transition from their vehicle into a vibrant public realm. This balanced strategy supports the long-term vision for the cultural linear park, trail, and trailhead while preserving accessibility for visitors, events, and adjacent uses.

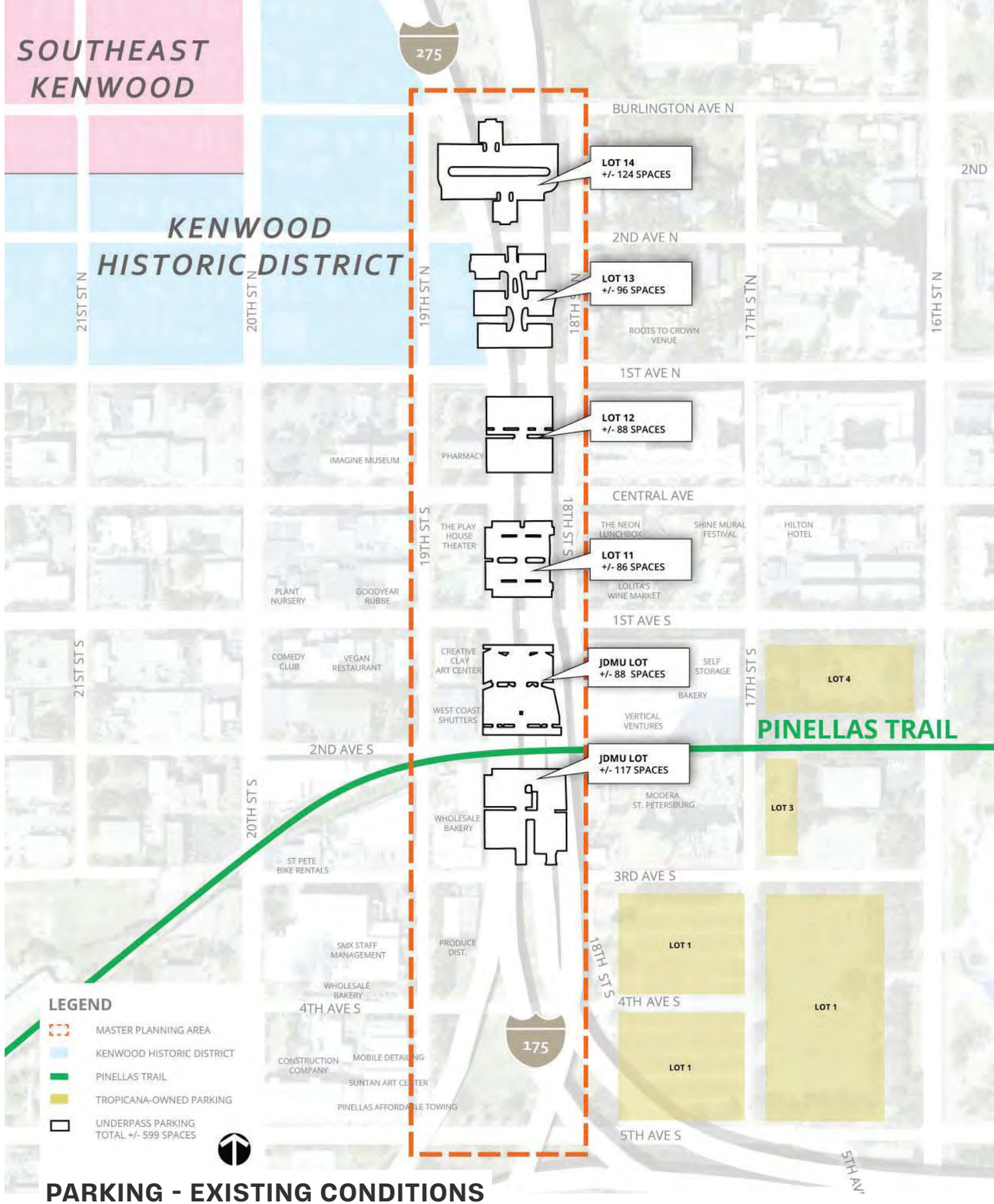
At full buildout, the plan anticipates approximately 200 strategically located parking spaces to support park users, events, and adjacent uses. These spaces will be thoughtfully integrated into the design to balance accessibility with the creation of a cohesive, people-oriented public realm.

Phase One of implementation, anticipated no earlier than 2030, will remove approximately 160 existing spaces while introducing between 50 and 150 new spaces in more efficient configurations. Following this phase, approximately 440 existing spaces will remain, maintaining a minimum of approximately 490 paved parking spaces and ensuring adequate capacity during early stages of development.

This phased strategy allows for flexibility and responsiveness over time, enabling adjustments based on evolving demand, programming needs, and mobility trends. In addition, it is anticipated that new parking resources—such as structured parking associated with adjacent development and redevelopment—may come online over time, further reducing the need to dedicate valuable park space to surface parking.

By right-sizing parking and prioritizing long-term public realm improvements, Trails Crossing shifts the focus from excess vehicle storage toward a more balanced, accessible, and vibrant urban environment.





PARKING - EXISTING CONDITIONS



04

MANAGEMENT, OPERATIONS, + GOVERNANCE

MANAGEMENT STRATEGY + OPERATING RESPONSIBILITIES

Operating Trails Crossing—a cultural linear park, trail, trailhead, and civic destination beneath an active interstate—introduces complex logistical, environmental, operational, and regulatory requirements. To succeed, the management entity — assumed to be Friends of Trails Crossing (FTC) — must bring the operational capacity, technical expertise, and long-term commitment this level of activation demands.

DAILY SITE MANAGEMENT AND ACTIVATION

The daily operational burden will largely fall on FTC, requiring both the capacity and the technical skills to manage a range of public uses and amenities.

PROGRAMMING AND RESERVATIONS:

FTC will be directly responsible for managing all space bookings, community reservations, and programming coordination across the cultural linear park. This includes facilitating recurring events like night markets and coordinating with vendors.

SITE ACTIVATION AND LOGISTICS:

Operations must account for the logistical realities of the space, such as determining what happens to designated programming areas during off-hours when such activities are not active.

AMENITY MAINTENANCE:

Community advocates have prioritized specific features that require intensive daily upkeep. The operating entity must maintain family-friendly bathrooms, bike infrastructure (such as public pumps and tools), and green spaces. Shade structures and seating must also be consistently maintained to ensure comfort and extend visitor dwell time.

CLEAN AND SAFE INTEGRATION:

To maintain high sanitation and security standards, the operating entity must coordinate with adjacent management districts to determine if their “clean and safe” services and/or volunteers can be utilized or extended into the cultural linear park.

FTC should manage parking logistics associated with off-street parking and coordinate with the City for parking management and enforcement for on-street parking.





INFRASTRUCTURE AND FDOT SAFETY COMPLIANCE

Because Trails Crossing is situated under a highway, operations must strictly adhere to Florida Department of Transportation (FDOT) constraints and safety protocols.

TEMPORARY VS. PERMANENT STRUCTURES:

FDOT strictly prohibits permanent structures within the highway underpass. Therefore, many facets of operations must rely on temporary infrastructure. The operating entity and FDOT must clearly define what constitutes a “temporary structure,” including determining the function and permissibility of items like shipping containers.

SAFETY NETTING AND HAZARD MITIGATION:

Operations should include ongoing management of park safety infrastructure, including adequate lighting, safe pedestrian corridors, functional traffic signals at crossings, clear sightlines, and routine inspection of spaces beneath and adjacent to I-275.

Safety netting beneath the interstate may be evaluated as an additional protective measure against the potential for falling debris. Given that Trails Crossing is envisioned to host large community events and gatherings beneath I-275, this type of protective infrastructure could enhance public safety and user confidence within highly activated areas. The need, feasibility, design requirements, maintenance responsibilities, and approval process for any safety netting should be confirmed through coordination with FDOT and, if applicable, FHWA.

HIGHWAY WORK CONTINGENCIES:

The operating entity must be prepared for highway disruptions. The governing agreements must include specific language outlining protocols – including noticing requirements – to protect the area and adjust daily operations when FDOT conducts overhead highway maintenance.

SOUND MANAGEMENT:

Operations should consider how live performances and outdoor events can function effectively given ambient highway noise. Future programming, event planning, sound systems, and performance locations should be coordinated to balance activation with surrounding neighborhood impacts and applicable City requirements.

MANAGEMENT STRATEGY + OPERATING RESPONSIBILITIES

PERMITTING AND REGULATORY OVERSIGHT

To foster a vibrant atmosphere without overwhelming municipal bureaucracy, FTC must manage operations through a streamlined regulatory framework.

STREAMLINED VENDOR LICENSING

Taking cues from the St. Pete Pier, FTC should manage marketplaces and vendors using a simple, short-term license agreement system. This avoids the need for formal city leases for every minor vendor, accelerating activation and supporting local entrepreneurship.

BLANKET PERMISSIONS

To reduce bottlenecks for cultural programming, operations should rely on “blanket permissions” from the City for recurring activities, such as specialized lighting or reserved parking for artists working on adjacent buildings or areas.

FIRST AMENDMENT AND SOUND REGULATIONS

Daily operations must balance vibrancy with neighborhood impact. While amplified sound above certain decibel levels will trigger city ordinances, FTC must uphold First Amendment considerations allowing unamplified street performances to operate without permits, provided they do not block rights-of-way or charge for attendance.





ACCOUNTABILITY AND SERVICE LEVELS

The core challenge for the City of St. Petersburg is granting FTC operational flexibility while maintaining strict accountability. The public must not perceive a drop in service quality compared to facilities managed directly by internal City staff.

COMPLAINT RESOLUTION

A transparent operational protocol must establish exactly where public complaints go and who is ultimately accountable for resolving them, preventing the City and FTC from deflecting responsibility.

ANNUAL PLANNING AND CITY APPROVAL

FTC must submit an annual plan of its activities – including operating budgets and event calendars – for City approval. However, to maintain operational flexibility, these plans must be subject to reasonable changes throughout the year. Additionally, all large-scale special events must be specifically reviewed and permitted by the City.

ROUTINE INSPECTIONS AND TRANSPARENCY

FTC must conduct regular, documented inspections of the site’s conditions. To ensure compliance, the City will perform its own supplementary inspections and retains the right to access FTC’s operational records as needed.



CONCEPTUAL REVENUE ANALYSIS

Achieving full financial self-sustainability at Trails Crossing will be challenging. While the City may play a role in supporting capital improvements, grants, and other funding opportunities, the extent of that participation has not yet been established. A comprehensive and diversified financial strategy will therefore be needed to supplement earned revenue and support long-term operations and maintenance.

ENTERPRISE MODEL VIABILITY AND REVENUE DIVERSITY

At the St. Petersburg Pier, the enterprise facility generates significant annual revenue – approximately $1.5 million – through tenant leases and events. However, even with this substantial income, the Pier still relies on city subsidies for the remainder of its funding. Because of the unique constraints of Trails Crossing, an enterprise funding model – whereby the cultural linear park would operate like a self-sustaining private business – is currently not recommended. A healthy balance of leases, events, sponsorships, and city support is key to ensuring financial stability and resilience, particularly during disruptions.

EARNED INCOME STREAMS

Direct revenue generation on-site will be a foundational component of the park's financial health, though it will not cover all expenses. Potential direct revenue streams include food and beverage (F&B) operations, market fees, and events. To foster fairness and transparency, venue rental rates for private and ticketed events should be set and non-negotiable, although these should be market-based so as to maximize revenue potential.





PHILANTHROPY, SPONSORSHIPS, AND GRANTS

Because earned income alone will not fully sustain operations, the managing entity will need to draw on multiple funding pillars working in tandem: private capital and philanthropic giving, and a diversified grant portfolio. The type of managing entity selected will guide which fundraising opportunities become legally and practically available. This approach aligns with the City's demonstrated preference for a nonprofit management partner, which is well positioned to attract charitable support. A nonprofit structure allows Trails Crossing to combine corporate social responsibility (CSR), foundation, and marketing funds with grant funding from federal, state, regional, and philanthropic sources.

Many of these grants require, or are strengthened by, a City or regional-agency partnership — as co-applicant, local match funder, or program sponsor. To help keep the project on track with its phasing, the City is encouraged to consider a supporting role as a funding partner where appropriate, subject to budget availability and City Council approval.

The managing entity should also pursue naming rights and sponsorship agreements, along with major-gift and capital-campaign prospects, to generate substantial capital. Following the successful precedent set by the St. Pete Pier, these high-value opportunities could be handled through a mix of City-supported initiatives and competitively bid agreements, supported by specialized consulting firms where necessary.

These private, grant, and sponsorship sources are intended to work alongside — not in place of — the public financing and real estate value-capture tools described in the section that follows, together forming the balanced, multi-source model the plan needs to sustain Trails Crossing over time.

REAL ESTATE VALUE CAPTURE AND PUBLIC FINANCING

Real estate value capture may be evaluated as one potential tool to help support future capital improvements, operations, and maintenance associated with Trails Crossing. Potential mechanisms could include value capture from adjacent redevelopment, Community Redevelopment Area (CRA) funding opportunities, special districts, dedicated municipal funding sources, public-private partnerships, or other funding tools that may be legally available and appropriate for the project.

No specific value capture structure, CRA funding allocation, or funding share has been established as part of this master plan. Future use of these tools would require additional evaluation, legal review, financial analysis, and continued coordination with the City of St. Petersburg, Friends of Trails Crossing, and other potential partners. Decisions should consider project costs, anticipated public benefits, City funding priorities, statutory requirements, consistency with adopted CRA plans where applicable, and the long-term operations and maintenance needs of the corridor.



OPERATING AND MANAGEMENT MODEL ALTERNATIVES



PREFERRED MODEL
LEASED/NONPROFIT MANAGEMENT PARTNERSHIP

This structure delegates substantial daily operating and programming responsibilities to a nonprofit partner (FTC) operating under a lease or license agreement.

ADVANTAGES:

- Alignment with City Goals: This model aligns with the City's preferred direction for a nonprofit organization to assume most daily operations, maintenance obligations, and programming.
- Maximized Fundraising: Empowering a nonprofit management partner unlocks the ability to attract charitable support, corporate social responsibility funds, corporate foundation grants, and marketing sponsorships.
- Operational Autonomy: The City has a precedent of granting autonomy to leased facilities, such as the Powell Building, St. Petersburg Garden Club, and the Bayou House.
- Streamlined Activation: A nonprofit can utilize simple, short-term license agreements for vendors rather than full city leases, accelerating activation and supporting local entrepreneurship.
- Growing Florida Precedents: Florida has a growing number of successful public open spaces operating through public-private or nonprofit partnership models, including The Underline in Miami and The Bay in Sarasota. These precedents demonstrate how nonprofit partners can support programming, fundraising, operations, and long-term stewardship while working in coordination with local government.

CHALLENGES:

- Lack of Direct Park Precedents: There are currently no parks where substantial daily operating responsibilities are fully delegated to a nonprofit, meaning a new, comprehensive governing agreement must be drafted and approved.
- Organizational Capacity Risks: Local nonprofit precedents for managing a project of this scale are limited. The selected nonprofit partner will need to significantly expand its organizational capacity, staffing, and resources to effectively manage the programming, operations, maintenance, and fundraising demands of Trails Crossing.
- Complex Oversight Requirements: To ensure accountability, the nonprofit must submit annual plans, budgets, and calendars for City approval, and the City must perform its own supplementary site inspections to verify service quality.
- Liability + Risk Management: Future agreement negotiations should establish appropriate insurance requirements and clearly define liability, indemnification, and risk-management responsibilities between the City and FTC.

OPERATING MODEL ALTERNATIVES

The City of St. Petersburg currently utilizes a variety of management models for public open space. Below is an evaluation of their advantages and challenges regarding Trails Crossing:



INITIAL ALTERNATIVE:
TRADITIONAL CITY MANAGEMENT
(INTERNAL STAFF OR CITY-CONTRACTED)

Under this model, the park would be operated entirely by internal City staff or through contracted services directly overseen by the City.

ADVANTAGES:

- Consistent Service Levels: It establishes clear accountability, ensuring the public does not perceive a drop in service quality compared to other city-managed parks.
- Established Precedents: The City already has established operational frameworks for facilities managed by internal staff or city-managed contractors.
- Streamlined Liability: Insurance and liability concerns are inherently absorbed by the City's existing risk management and self-insurance frameworks, removing a major hurdle for third-party operators.

CHALLENGES:

- Restricted Agility: Direct city management alone offers less flexibility in programming, fundraising, and maintenance than public-private or non-profit operating structures.
- Bureaucratic Delays: Managing all vendors and events through formal city lease approvals can overwhelm city processes and delay site activation.
- Limited Revenue Generation: The type of management entity chosen dictates which fundraising opportunities are legally and practically available; direct city management makes it difficult to secure charitable support or corporate sponsorships.
- Funding Gaps: The City is unlikely to make significant direct monetary allocations to the park, making financial self-sustainability extremely difficult without outside fundraising.

OPERATING AND MANAGEMENT MODEL ALTERNATIVES



ALTERNATIVE 2:
MAIN STREET DISTRICT MODEL

This model mirrors existing urban management structures in St. Petersburg, such as the Edge District, Skyway Marina District, and the Grand Central District.

ADVANTAGES:

- Municipal Support Frameworks: The City already has precedents for assisting these districts by funding their Executive Directors and limited physical components, such as banners.
- Community Activation: These districts successfully organize volunteer street clean-ups and produce local events, fostering grassroots community engagement.

CHALLENGES:

- Financial Instability: The lack of a compulsory funding mechanism makes these Main Street organizations inherently financially unstable.
- Inadequate Maintenance: They do not utilize professional contracted cleaning services, relying instead on volunteers to keep areas clean. This is likely insufficient for the rigorous daily maintenance required at a major cultural linear park.
- Mismatched Scope: These districts are not designed to manage traditional parks or complex open spaces.



ALTERNATIVE 3:
ENTERPRISE FUNDING MODEL
(ST. PETE PIER PRECEDENT)

Under this model, the park would operate as a self-sustaining private business similar to the St. Pete Pier. This is not a recommended model for Trails Crossing.

ADVANTAGES:

- Revenue Generation: The Pier generates significant annual revenue (approximately $1.5 million) through tenant leases and events.
- Flexible Operations: It provides a local precedent for a flexible, revenue-generating management structure that successfully balances civic activation, private-sector engagement, and community use.

CHALLENGES:

- Not Recommended for Trails Crossing: Due to the specific context of the project, an enterprise funding model is currently not recommended.
- Reliance on Subsidies: Even highly successful enterprise facilities like the Pier cannot achieve full financial self-sustainability and require the remainder of their funding to come from city subsidies.

ROLES AND RESPONSIBILITIES

CITY OF ST. PETERSBURG

The City is anticipated to maintain a key role in property and agreement management, regulatory coordination, capital implementation, oversight, and long-term public accountability, while Friends of Trails Crossing (FTC) builds capacity to assume substantial responsibility for day-to-day programming, operations, maintenance, and fundraising. The specific responsibilities of each party will be established through future agreements as the project advances.

REAL ESTATE AND FDOT COORDINATION

The City, in coordination with FDOT and legal counsel, should establish the framework for long-term use and operation of the I-275 right-of-way. This may require amendments to the existing FDOT agreement and a subsequent sublease, license, operating, maintenance, or P3 agreement with FTC. These agreements should establish permitted uses, maintenance responsibilities, public access, utilities, insurance, revenue-generating activities, and operational requirements.

Given anticipated FDOT restrictions, temporary and mobile food and beverage uses—such as food trucks, carts, kiosks, pop-ups, and event concessions—are expected to be more feasible than permanent restaurant uses and should be evaluated as implementation advances.

OVERSIGHT AND APPROVALS

Future agreements between the City and FTC should establish appropriate oversight, reporting, and approval procedures while providing FTC sufficient flexibility to effectively operate and activate Trails Crossing. This framework should address annual operating plans, programming and events, maintenance expectations, revenue-generating activities, public access, and performance standards.

INSPECTIONS AND COMPLIANCE

While FTC may ultimately assume substantial day-to-day management responsibilities, the City should retain appropriate oversight to confirm compliance with applicable agreements, permits, maintenance standards, and public safety requirements. Specific inspection, reporting, corrective-action, and documentation requirements should be established through the future operating agreement.

RISK MANAGEMENT

Insurance liability will be an important consideration for the long-term operations of Trails Crossing. It is assumed that Friends of Trails Crossing, or any future third-party operator, will be required to carry appropriate liability insurance for programming, events, maintenance activities, and other operations within the project area. As implementation advances, the City and Friends of Trails Crossing should evaluate the appropriate insurance structure, coverage limits, indemnification requirements, and risk management responsibilities.

CITY PARTICIPATION IN GRANTS AND FUNDING

The City should evaluate opportunities to support FTC's pursuit of grants and other funding as implementation advances. Depending on individual program requirements, this could include grant sponsorship, co-applicant status, matching funds, in-kind contributions, letters of support, staff coordination, or other supporting materials, subject to budget availability and City Council approval.

The specific level of City participation has not been established through the Master Plan and should be considered on a case-by-case basis. FTC is anticipated to lead fundraising and grant pursuits, with City participation coordinated where appropriate to support eligible opportunities.

FRIENDS OF TRAILS CROSSING (FTC)

As the preferred nonprofit management entity, FTC will function as the on-the-ground operator, requiring the flexibility to operate and activate the space.

DAILY OPERATIONS AND MAINTENANCE

FTC will assume the primary obligations for daily site operations, maintenance, programming, and activation. FTC must also conduct regular, documented inspections regarding the condition of the space.

PROGRAMMING AND COORDINATION

FTC will be responsible for managing bookings, reservations, and overall programming coordination. To accelerate activation, FTC should manage smaller vendors and marketplace areas using a streamlined, short-term license agreement system that does not require formal city approval, mirroring the successful model used at the St. Pete Pier.

ACCOUNTABILITY PROTOCOLS

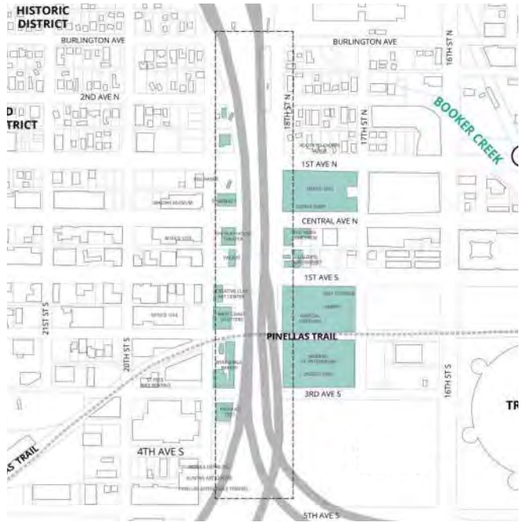
FTC must establish clear processes for handling public complaints so the public knows exactly who is accountable and does not perceive a drop in service quality compared to City-managed parks.

FUNDRAISING AND REVENUE

FTC will leverage its nonprofit status to combine corporate social responsibility (CSR), foundation, and marketing funds (sponsorships) to close anticipated operating gaps, supplemented where possible by City-supported grant sponsorship, which could include in-kind contributions.

ADJACENT PROPERTY OWNERS

Trails Crossing cannot operate in a vacuum; neighboring entities must be encouraged to actively integrate their operations with Trails Crossing. This includes sanitation and maintenance operations, as well as activation. Adjacent property owners are essential for activating surrounding land uses. Their participation is necessary to integrate transit-oriented development (TOD), mixed-use retail, and housing with the park to maximize pedestrian corridors and site utilization.





Shade vendor spaces along St. Petersburg Pier

NONPROFIT ENTITY BOARD DEVELOPMENT

RATIONALE FOR A NONPROFIT STRUCTURE

The City of St. Petersburg's preferred direction for the management of Trails Crossing is to empower a nonprofit organization, presumably the Friends of Trails Crossing, to assume daily operations, maintenance obligations, and programming. The type of management entity chosen fundamentally dictates which fundraising opportunities become legally and practically available. Researching and utilizing a public-private partnership (P3) model with non-profit management is a strategic choice meant to facilitate the easier acceptance of private donations. This structure allows for greater flexibility in fundraising, programming, and maintenance than direct city management alone.

SCALING ORGANIZATIONAL CAPACITY

To effectively manage a space of this complexity, FTC will need to continue building a professionalized and well-resourced organization. Local nonprofit precedents highlight the importance of organizational capacity, particularly given the level of programming, activation, maintenance, and management anticipated for Trails Crossing as a cultural linear park.

Trails Crossing will likely require a larger operational budget than many traditional parks. While existing Main Street Programs, such as the EDGE District and the Grand Central District, utilize Executive Directors partially funded by the City, their reliance on voluntary and variable funding sources can create financial uncertainty. FTC will therefore need to establish a diversified and reliable funding model capable of supporting professional staff, organizational growth, and sustained long-term operations.



BOARD COMPOSITION AND REQUIRED EXPERTISE

Because earned revenue alone is not expected to fully support long-term operations, the managing entity will need to pursue a diversified mix of revenue, philanthropic support, sponsorships, grants, and other funding sources. The board should be strategically composed of individuals with the expertise and networks needed to help close the anticipated gap between earned income and operating expenses:

- **Philanthropy and Sponsorships:** The board should possess the network and skillsets required to attract charitable support. This includes expertise in securing aforementioned corporate giving and sponsorships.
- **Real Estate and Financial Mechanisms:** Real estate value capture and other financing tools may be explored to support Trails Crossing's construction and long-term operations. No specific funding source, structure, percentage or City commitment has been approved. Any approach would require further financial and legal review and approval by the appropriate government entities. The board should have access to real estate and public-finance expertise as these opportunities are evaluated.
- **Stakeholder Representation:** The board, and/or its dedicated advisory committees, should reflect the park's diverse user base, incorporating voices from neighborhood associations, adjacent property and business owners, and local arts and culture organizations.

STRATEGIC CONSULTANT PARTNERSHIPS

The FTC board should not be expected to execute all revenue-generation strategies internally. To maximize capital campaigns, the board should adopt the precedent set by the St. Petersburg Pier. At the Pier, naming rights and major sponsorship agreements were successfully managed through a mix of city-led initiatives and competitively bid consultant-supported agreements. The FTC board should plan to engage specialized consulting firms to handle high-value naming rights and sponsorship opportunities.



ONGOING COMMUNITY ENGAGEMENT

Community engagement for Trails Crossing cannot conclude with the design phase; it must be an ongoing, operationalized facet of the cultural linear park's governance model. The management entity must continuously adapt to local needs, ensuring the space serves as a responsive civic asset rather than a static venue.

RESPONSIVE PROGRAMMING AND NEIGHBORHOOD NEEDS

The governance structure must establish regular channels for neighborhood associations and community advocates to influence daily operations and long-term planning. Direct stakeholder feedback has outlined a clear mandate for specific amenities and operational priorities that the managing entity must deliver:

- **Safety and Accessibility:** Operations must prioritize fundamental safety measures, including adequate lighting, and protected pedestrian corridors. Furthermore, the community has explicitly requested the inclusion of family-friendly bathrooms.
- **Active and Passive Recreation:** Community input supported a mix of active programming, flexible recreation, and passive green space. Future operations and programming should continue to respond to community interests while remaining consistent with the adopted master plan and available funding.
- **Community-Led Initiatives:** Governance should facilitate direct community involvement, supporting initiatives like neighborhood tree plantings and community gardens similar to Palmetto Park.
- **Specialized Amenities:** Operational planning should account for unique activations like a night market, bicycle infrastructure including public pumps and tools, and utilizing stormwater management elements as a demonstration project to educate the public on local water issues.

ARTS, CULTURE, AND HISTORICAL INTEGRATION

Integrating arts and culture is vital for placemaking and extending community engagement. Local arts organizations have requested specific infrastructure and operational frameworks to activate the underpass:

- **Dynamic and "Adventurous" Programming:** The community desires curated art shows, "adventurous" programming, and a sculpture garden with infrastructure designed to accommodate rotating art exhibits and installations.
- **Performance Infrastructure:** The management entity must strategize how to make live performances viable given the ambient highway noise. Requested infrastructure includes outdoor temporary flooring for dance, and a stage or venue made available for community reservations.
- **Evening and Recurring Activations:** To combat the heat, stakeholders suggested utilizing light and projection installations to open up evening activities. The space should also formally integrate with recurring city-wide events, such as the monthly Art Walk coordinated via the Arts Alliance.
- **Historical Context:** Operations and programming should acknowledge the site's history, including integrating historical cemetery data and acknowledging the historic orange groves that once existed where the Campbell Park neighborhood is now located.

CIVIC TRANSPARENCY AND TRUST BUILDING

The City of St. Petersburg considers continued public input essential, with City Council playing a significant role in the decision-making process. As Trails Crossing advances from planning through design, construction, programming, and operations, the managing entity should maintain open communication with the community, surrounding neighborhoods, businesses, and other stakeholders. Continued engagement will help reinforce transparency, address emerging concerns, and sustain community trust and support throughout implementation.

MANAGING NEIGHBORHOOD IMPACTS

The managing entity should carefully monitor how events, programming, and daily operations affect surrounding neighborhoods and businesses. Proactive communication and coordination will be important to identifying and addressing potential impacts while maintaining strong relationships with neighboring communities and continued support for Trails Crossing.

STANDARDIZED OPERATIONS

Transparency builds civic trust. The operating agreement must ensure that venue rental rates for private and ticketed events are set and non-negotiable to maintain fairness.

OPEN COMMUNICATION

By maintaining active public communication, standardizing pricing, and utilizing open solicitation processes for major vendors or art commissions, the managing entity will foster the fairness required to sustain civic support for its ongoing operations.







KEY TERMS FOR A P3 AGREEMENT

The Public-Private Partnership (P3) agreement between the City of St. Petersburg and the nonprofit managing entity (FTC) will serve as the foundational governance document. To balance municipal accountability with the operational flexibility required to activate the space, the agreement must incorporate the following key terms:

LEASE STRUCTURE AND STATE ALIGNMENT

The City must amend its master lease with FDOT to execute a sublease with FTC. This aligns with precedents like the Miami District 6 Underline. The agreement will also be bolstered by an existing 1978 FDOT agreement stating the underpass should support an urban environment.

FDOT MASTER LEASE AMENDMENT

Because the site is state- or federally-owned land located beneath a highway overpass, the City of St. Petersburg must first amend its existing long-term lease with the Florida Department of Transportation (FDOT) to account for the new design and operating plans of Trails Crossing.

SUBLEASE OR LICENSE AGREEMENT

Following the FDOT amendment, the City will execute a formal agreement with its nonprofit partner, which could be structured as a sublease or a long-term license agreement. The Miami District 6 Underline serves as a comparable precedent for this type of state-to-city-to-nonprofit arrangement.

MAJOR TENANT CARVE-OUTS

If major tenants are introduced to the park space, the City will hold those leases directly and manage any public solicitation processes for future replacements, rather than delegating this to the nonprofit.

FDOT INFRASTRUCTURE AND SAFETY MANDATES

FDOT should provide clarity regarding what constitutes a “temporary structure” within the I-275 right-of-way, including applicable limitations and approval requirements. FDOT restrictions also prohibit flammable materials or materials that could ignite beneath the interstate structure, which will need to be considered in the selection of furnishings, temporary installations, vendor equipment, and programming elements. Requirements related to safety infrastructure, access, maintenance, and contingencies for future highway work should also be clearly defined and incorporated into the governing agreement.

CITY OVERSIGHT AND ACCOUNTABILITY PROTOCOLS

The nonprofit partner will be required to submit an annual plan of its activities, including proposed budgets and event calendars, for City approval to ensure compliance with the governing agreement. However, the agreement must stipulate that these plans are “subject to reasonable changes” to allow the operator to respond dynamically to new opportunities.

Special Event Permitting protocols, Inspection and Record Access, and Complaint Resolution language must be incorporated into the lease agreement.

OPERATIONAL AGILITY AND STREAMLINED PERMITTING

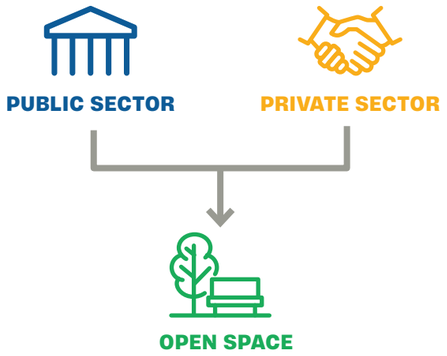
To support efficient operations and timely activation, the agreement should establish a streamlined process for routine vendors, marketplaces, and recurring programming. This may include authorizing the nonprofit to manage smaller vendors through simple, short-term license agreements within an established City-approved framework, reducing the need for individual approvals for each activity while maintaining appropriate oversight.

The agreement should also identify opportunities for pre-established or blanket permissions for recurring activities and clarify applicable requirements for performances, sound, and community events. Establishing these processes in advance can reduce administrative delays, improve coordination between the City and the nonprofit operator, and allow Trails Crossing to respond more efficiently to programming opportunities.

RISK MANAGEMENT AND INSURANCE

The P3 agreement should clearly define risk management and insurance responsibilities for Trails Crossing. It is assumed that Friends of Trails Crossing, or any future third-party operator, will be required to carry appropriate liability insurance for programming, events, maintenance activities, and other operations within the project area.





COORDINATION AND COMMUNICATION BETWEEN CITY OF ST. PETE AND FTC

The success of a public-private partnership (P3) at Trails Crossing relies heavily on a structured, transparent, and ongoing communication framework between the City of St. Petersburg and the Friends of Trails Crossing (FTC). To prevent operational silos and ensure the public open space meets municipal standards, a comprehensive management agreement must explicitly delineate how efforts are coordinated.

ACCOUNTABILITY AND ISSUE RESOLUTION

A fundamental challenge in this P3 model is ensuring that the public does not perceive a drop in service quality compared to other city-managed parks. To achieve this, coordination protocols must prioritize clear accountability.

COMPLAINT ROUTING

The communication framework must clearly define where public complaints go and who is ultimately accountable for resolving them.

MUTUAL ACCOUNTABILITY

The comprehensive management agreement must delineate in detail specific processes for each partner to hold the other accountable. This ensures neither FTC nor the City assumes the other is handling an issue (such as a maintenance failure or safety concern) without a formal tracking and resolution mechanism.



OVERSIGHT, PLANNING, AND APPROVALS

While FTC will be empowered to handle daily operations, the City must retain high-level oversight to ensure alignment with municipal goals. This requires a synchronized annual planning cycle.

ANNUAL ACTIVITY PLANS

As the nonprofit partner, FTC would be required to submit an annual plan of its activities to the City.

BUDGETS AND CALENDARS

This annual submission must include projected budgets and event calendars. Crucially, the City's review and approval process must stipulate that these plans are subject to reasonable changes, granting FTC the flexibility needed to operate effectively.

SPECIAL EVENT PERMITTING

While standard, daily programming falls under FTC's purview, larger special events must be explicitly reviewed and only permitted with City approval. This communication protocol ensures city-wide resources (like traffic control or emergency services) are adequately prepared.



TRANSPARENCY, INSPECTIONS, AND DATA SHARING

Coordination between the two entities requires an open-book policy and shared responsibility for the physical condition of the site.

ROUTINE SITE INSPECTIONS

FTC will be required to conduct regular, documented inspections of the conditions of the park space.

MUNICIPAL VERIFICATION

To verify compliance and service levels, the City will actively perform its own supplementary inspections of the site.

OPEN RECORDS

FTC must operate with complete financial and operational transparency; the City will retain the explicit right to access the nonprofit's records as needed.

PUBLIC COMMUNICATION

Beyond internal data sharing, the coordination strategy must include active public communication. Transparency regarding operations, standardized pricing, and open solicitation processes is essential to foster fairness and build civic support.

BALANCING REGULATION AND AGILITY

The communication channels established between the City and FTC must be efficient enough to prevent bureaucratic bottlenecks.

FLEXIBLE PERMITTING RULES

The ongoing relationship must focus on maintaining clear yet flexible permitting rules.

MINIMIZING DELAYS

By establishing streamlined communication for approvals – especially regarding sound variances, public performances, and community gatherings – the partnership will encourage site vibrancy while minimizing bureaucratic delays.





05

IMPLEMENTATION STRATEGY

PHASING + IMPLEMENTATION STRATEGY

The Trails Crossing Master Plan is organized as a phased implementation strategy that transforms the project area into a continuous and activated cultural linear park, trail and trailhead over time. This approach allows for flexibility in funding, coordination with infrastructure improvements, and alignment with adjacent development, while ensuring that each phase delivers meaningful community benefit.

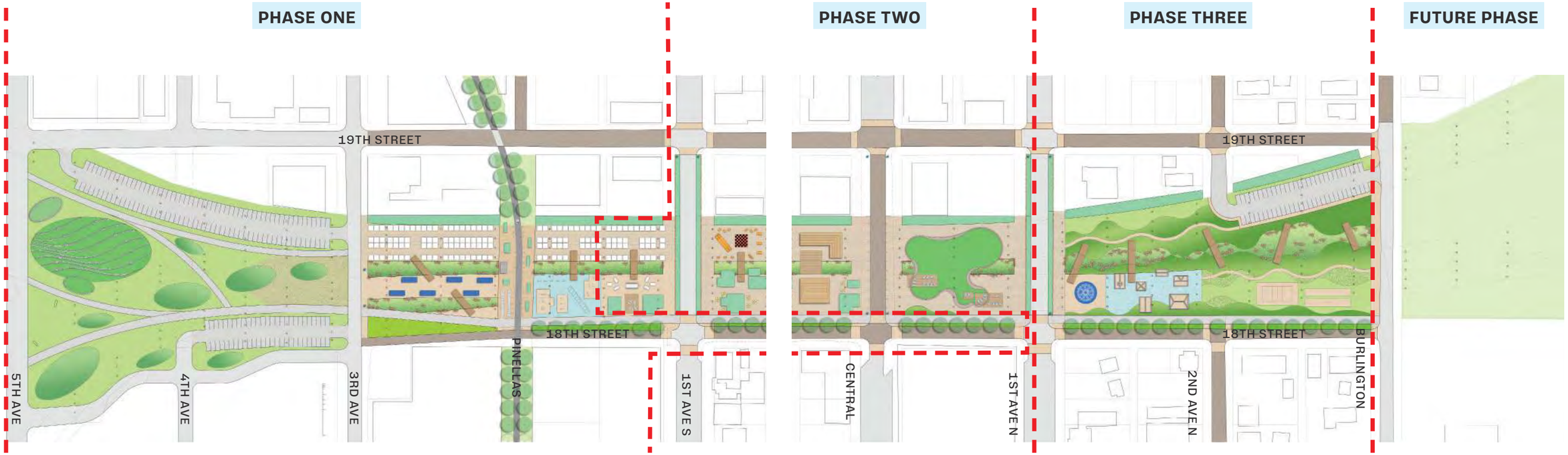
Each phase builds upon the previous—starting with early activation and visibility, advancing through urban connectivity and programming, and culminating in a fully realized, nature-rich public space. Together, these phases create a cohesive and adaptable framework that balances immediate impact with long-term vision.

PHASE 0 | INITIAL ACTIVATION

TRAILS OASIS | ART POP UPS | EVENTS

2026-2029

Prior to major capital improvements, **Phase 0 provides an opportunity to begin activating Trails Crossing through landscape beautification, temporary installations, public art, pop-up events, and recurring community programming.** Trails Oasis, the springboard initiative for Phase 0, will transform the Pinellas Trail directly under I-275 into a welcoming resting stop for trail users. These early interventions introduce the vision for Trails Crossing, build awareness and momentum, and allow the community to begin experiencing the space while funding, design, and permitting for permanent improvements advance.



PHASING PLAN: PHASE ONE

CATALYST / CORE ACTIVATION
5TH AVE S - 1ST AVE S + 18TH STREET CORRIDOR

PHASE 1A | EARLY CATALYST + CORE CONNECTIVITY

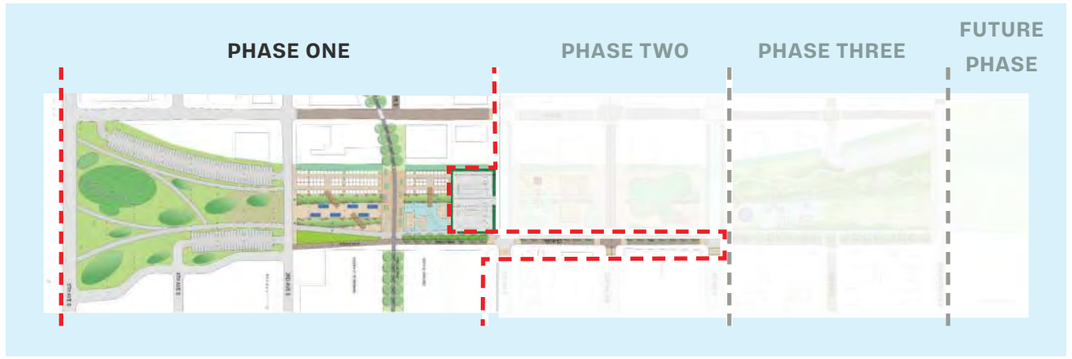
TARGET IMPLEMENTATION 2029-2031

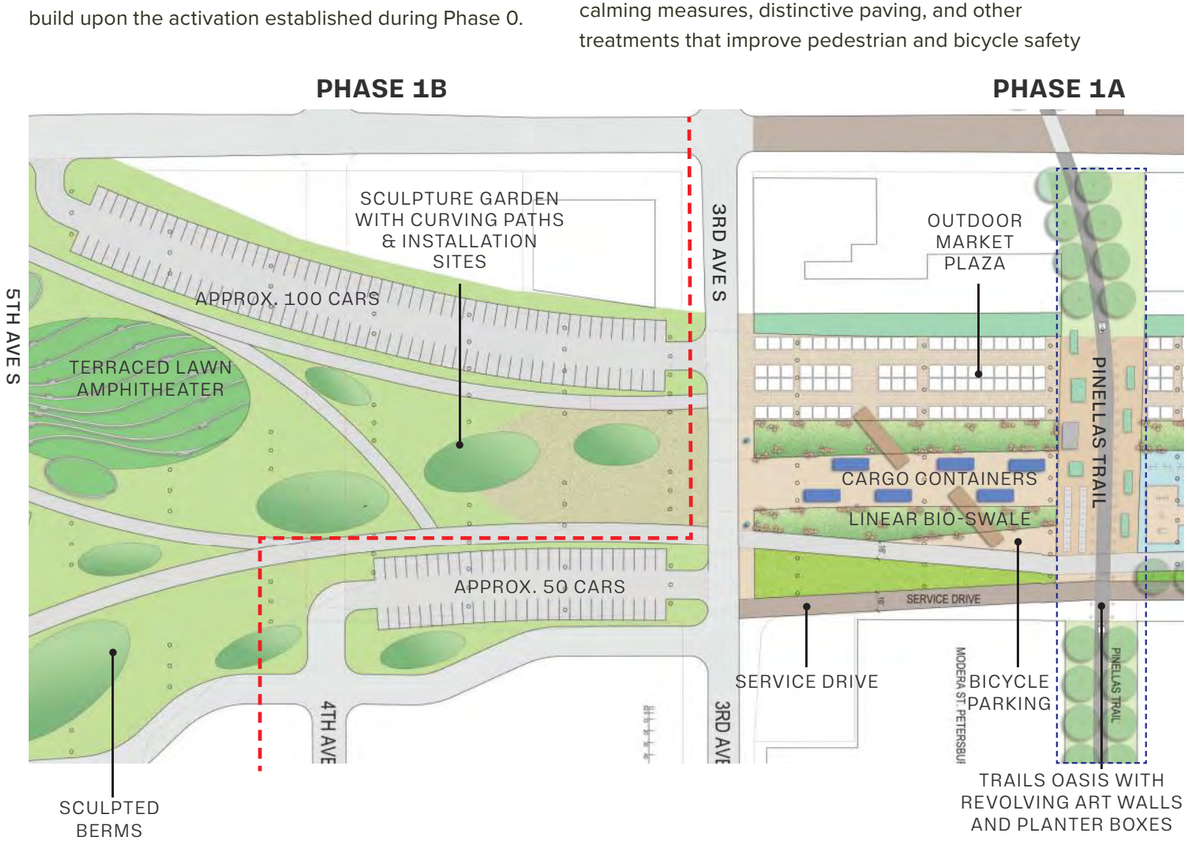
Phase 1A establishes the first permanent catalyst for Trails Crossing, concentrating investment around the Pinellas Trail while also establishing the critical north-south connection along 18th Street. Improvements include the Trails Oasis, outdoor market plaza, linear bioswale, landscape enhancements, public art, flexible activity spaces, bicycle amenities, and other high-impact elements that create a recognizable destination and build upon the activation established during Phase 0.

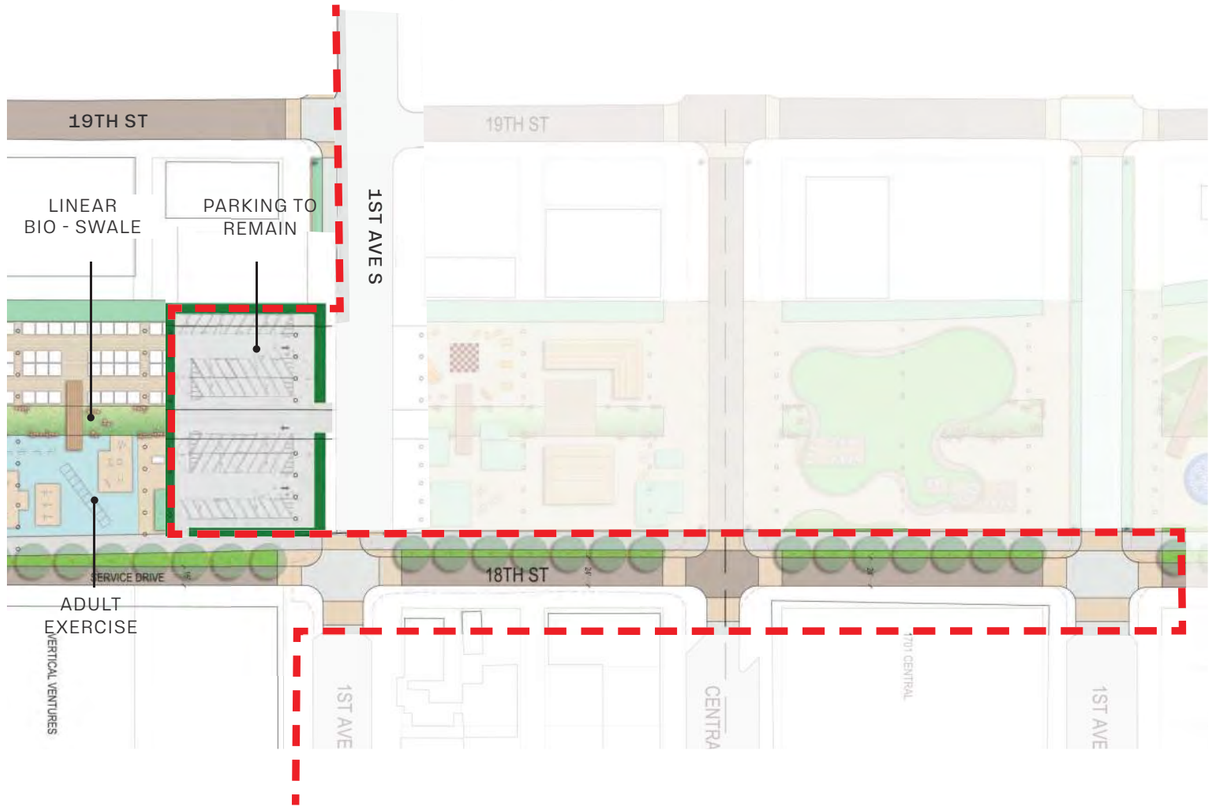
A cornerstone of Phase 1A is the transformation of 18th Street into a pedestrian- and bicycle-priority corridor extending north from the Pinellas Trail through 1st Ave. South and Central Ave. to the 1st Ave. North intersection. A wide multi-use promenade, pedestrian-oriented service drive, lighting, wayfinding, and brick paving that incorporates or is reminiscent of the historic Augusta Block reinforces a cohesive public-realm spine.

Intersection and crossing improvements may include bulb-outs, enhanced and raised crosswalks, traffic-calming measures, distinctive paving, and other treatments that improve pedestrian and bicycle safety and strengthen continuity along the corridor. Where bicycle facilities interface with sidewalks or crossings, differentiated paving, color, texture, or scoring can help clearly distinguish bicycle and pedestrian zones. The service drive is intended to function primarily as pedestrian space while maintaining necessary vehicular access to adjacent buildings and businesses. Removable bollards can be used to restrict vehicular access when service access is not needed, allowing portions of the corridor to function as fully pedestrian-oriented space during events and periods of higher activity.

PHASE MAP







PHASING PLAN: PHASE ONE

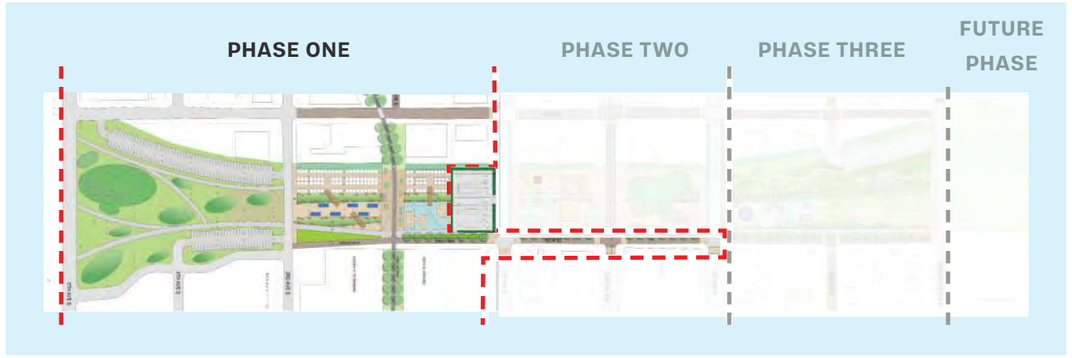
PHASE 1B | EXPANDED OPEN SPACE + RECREATION

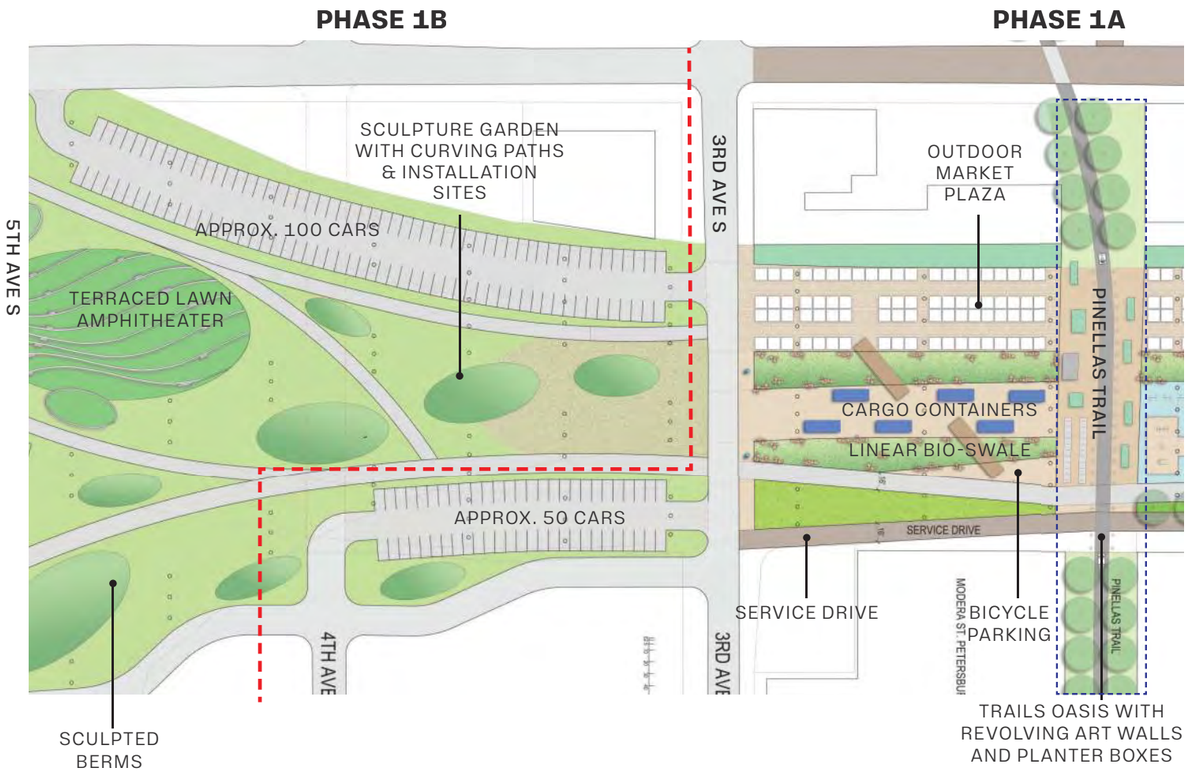
TARGET IMPLEMENTATION 2029-2031

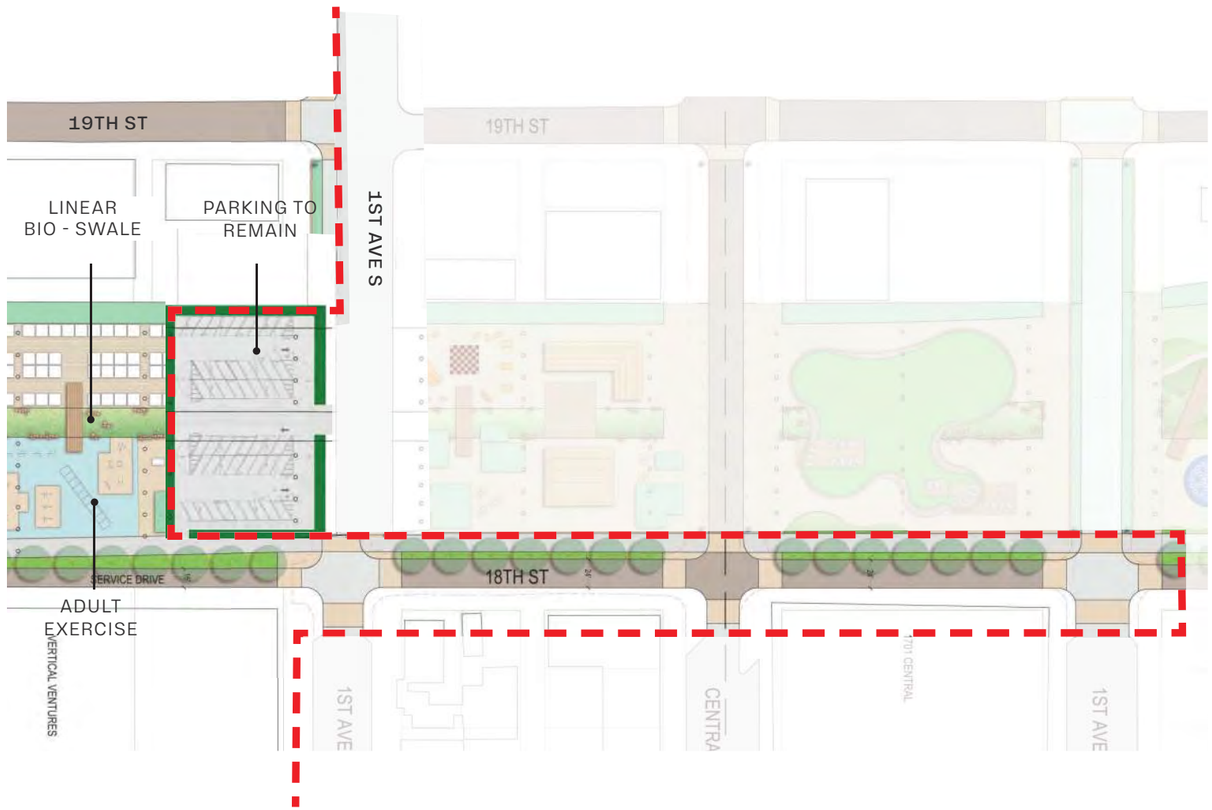
Phase 1B expands the initial catalyst south from approximately 3rd Ave. South to 5th Ave. South, introducing a larger landscape and recreation component that complements the more urban and active character of Phase 1A. Improvements include the terraced lawn and amphitheater, sculpture garden and installation areas, sculpted landforms, landscape enhancements, pathways, and supporting parking.

This phase broadens the range of experiences within Trails Crossing by creating flexible open spaces for gathering, arts, recreation, and informal use while extending the identity of the park southward. Together, Phase 1A and Phase 1B establish both the primary connectivity framework and the major open-space destination for the first phase of implementation.

PHASE MAP







PHASING PLAN: PHASE TWO

URBAN ACTIVATION + PUBLIC REALM
1ST AVE. S. - 1ST AVE N.

Phase 2 builds upon the connectivity and activity established in Phase 1 by expanding the central public realm and programmed open spaces of Trails Crossing. With the primary north-south spine established along 18th Street, this phase places greater emphasis on strengthening east-west connectivity, improving continuity between individual park spaces, and creating a more cohesive pedestrian-oriented environment across the corridor.

Expanded landscape, seating, flexible gathering areas, recreation, public art, and performance or lounge spaces create a more active and inviting destination while reinforcing connections to surrounding businesses, neighborhoods, and districts.

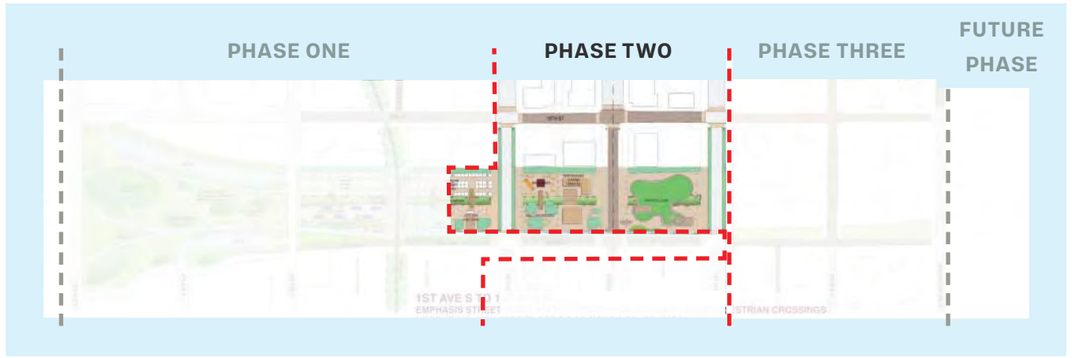
Central Ave. remains an important opportunity for enhanced east-west connectivity and flexible public use. Improvements should prioritize safe pedestrian movement and continuity across the corridor, while a future curbless Festival Street condition between 18th and 19th Streets may continue to be evaluated based on business access, operations, funding, and implementation feasibility.

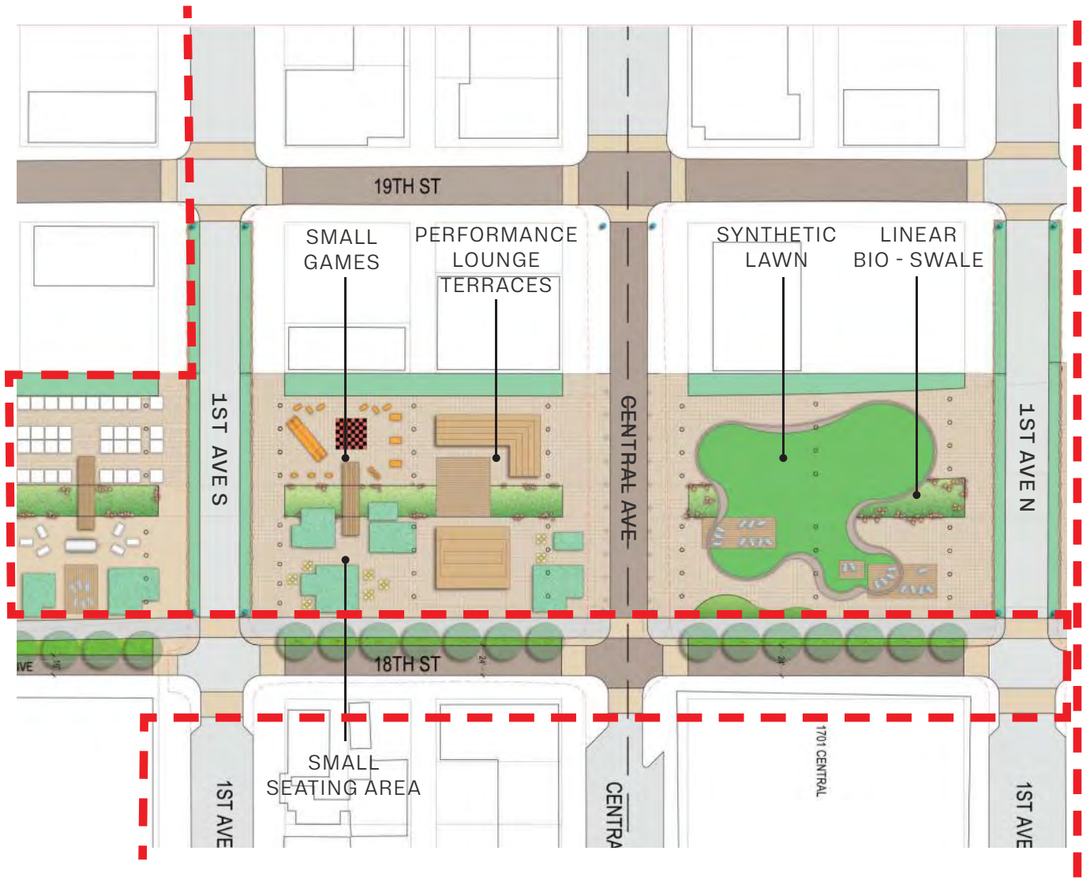
By building upon the north-south connectivity and core activation established during Phase 1, **Phase 2 strengthens the social and cultural heart of Trails Crossing,** creating a connected sequence of active public spaces that supports community gathering, arts, culture, recreation, programming, and continued investment.





PHASE MAP





PHASING PLAN: PHASE THREE

NATURE + COMPLETION
1ST AVE. N. - BURLINGTON AVE

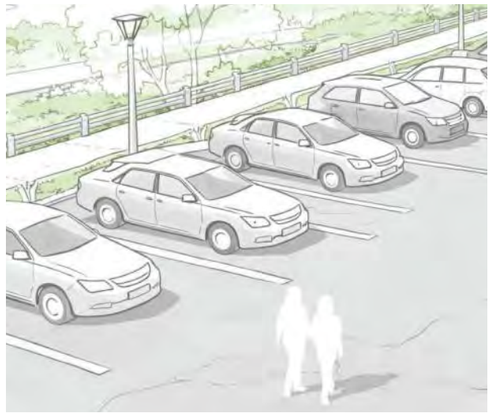
Phase Three completes the northern segment of the cultural linear park, trail, and trailhead, offering expanded open space and a more immersive, nature-based experience marked by the completion of the linear bio-swale. Additional paved parking is introduced in strategic locations, integrated with low-impact design and green infrastructure.

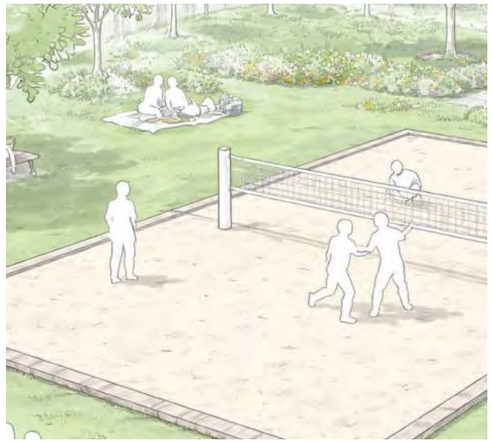
The landscape becomes more prominent and layered, emphasizing shade, planting, and ecological performance. Nature play areas provide opportunities for exploration and informal recreation, particularly for families and children.

This segment offers a softer, more restorative environment that contrasts with the surrounding infrastructure, enhancing comfort, biodiversity, and the overall user experience.

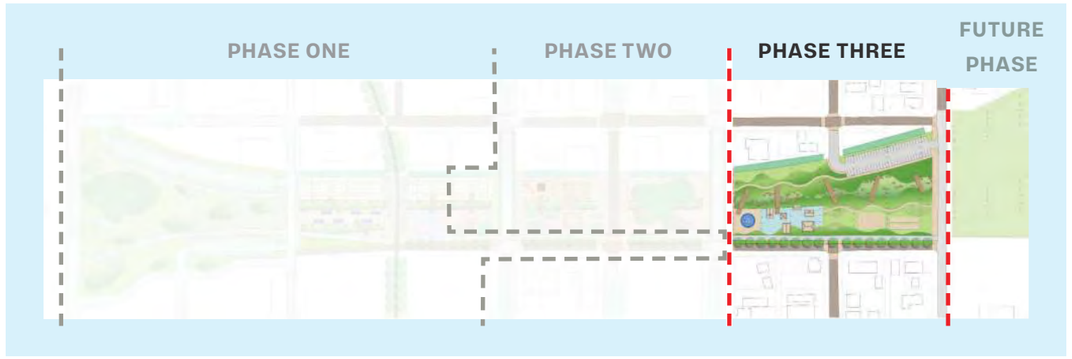
Phase Three also advances the reconnection of fragmented districts by strengthening a critical north-south spine along the Pinellas Trail and Booker Creek Greenway. Future trail alignments can build upon these connections, further strengthening citywide and regional mobility and the broader greenway network.

Beyond Burlington Avenue, a future phase may extend Trails Crossing north toward I-375/5th Avenue North as opportunities for connectivity and implementation advance.





PHASE MAP





PERMITTING + IMPLEMENTATION STRATEGY

REGULATORY FRAMEWORK

Implementation of the Trails Crossing Master Plan requires coordination across a complex regulatory environment involving local, regional, and state agencies. The project's location beneath I-275 and within an active urban infrastructure corridor introduces multiple layers of oversight related to transportation, stormwater, utilities, and environmental conditions. Early alignment with these agencies is essential to ensure feasibility, streamline approvals, and reduce potential conflicts during design and construction.

URBAN INFRASTRUCTURE COORDINATION

- Transportation
- Stormwater
- Utilities
- Environmental Conditions



STORMWATER + ENVIRONMENTAL PERMITTING

The project area lies within the Booker Creek watershed and ultimately drains to Tampa Bay, an impaired waterbody designated as an Outstanding Florida Water (OFW). As a result, stormwater design must meet enhanced treatment standards and comply with Environmental Resource Permit (ERP) requirements governed by the Southwest Florida Water Management District (SWFWMD) and Chapter 62-330 of the Florida Administrative Code.

Low-impact development strategies—including pervious pavements, bio - swales, and integrated green infrastructure—will be critical to achieving compliance while supporting broader resilience and sustainability goals. These systems will manage runoff, improve water quality, and align with regional restoration objectives.

FDOT COORDINATION

Given the project's location beneath and adjacent to I-275, coordination with the Florida Department of Transportation (FDOT) is a key component of implementation. Existing bridge deck drainage systems, structural clearances, and column protection requirements must be maintained. Any proposed modifications within FDOT right-of-way will require review, approval, and permitting.

This includes both drainage coordination and right-of-way use permits, as well as ensuring that all improvements are compatible with ongoing transportation operations and safety standards.

CITY + LOCAL PERMITTING

The City of St. Petersburg plays a central role in permitting and implementation, overseeing land development approvals, stormwater review, and right-of-way permits. Compliance with City land development regulations and engineering standards will guide the design and construction process.

Additional approvals will be required for work within public rights-of-way, as well as coordination with capital improvement planning and long-term operations.

UTILITY COORDINATION

The project area contains extensive existing utility infrastructure, including potable water, sanitary sewer, electric, telecommunications, gas, and FDOT drainage systems. Successful implementation will require detailed survey and coordination with utility providers to determine relocation, protection, or adjustment strategies.

Permitting will include approvals for new or modified service connections, as well as coordination with providers such as Duke Energy, TECO Peoples Gas, and telecommunications companies. Maintaining service continuity while minimizing disruption will be a key consideration throughout design and construction.

ENVIRONMENTAL CONSTRAINTS

An active petroleum restoration site within the project limits introduces additional coordination requirements with the Florida Department of Environmental Protection (FDEP). Improvements in this area must accommodate ongoing monitoring infrastructure and maintain access for operations, while integrating site enhancements where feasible.

These constraints require careful planning to balance environmental compliance with design objectives.

PHASED IMPLEMENTATION APPROACH

The project will be implemented in phases to allow for flexibility in permitting, funding, and construction. This approach enables early phases to advance in areas with fewer constraints while more complex segments are coordinated over time. Phasing also supports alignment with adjacent development, infrastructure improvements, and agency approvals. By structuring implementation incrementally, the project can deliver immediate community benefits while maintaining adaptability to evolving conditions and opportunities.

IMPLEMENTATION STRATEGY

Together, these permitting and coordination efforts establish a clear pathway for project delivery. By integrating regulatory compliance, infrastructure coordination, and phased implementation, Trails Crossing advances a realistic and achievable strategy for transforming underutilized infrastructure space into a connected, resilient, and activated cultural linear park, trail, and trailhead.

FUNDING + FINANCIAL STRATEGY

LONG - TERM FINANCIAL STRATEGY

Implementation and long-term stewardship of Trails Crossing will require a diversified, multi-source funding strategy. Given the scale of the project and anticipated operating needs, earned revenue alone is not expected to fully support capital implementation or ongoing operations. Instead, financial sustainability will depend on multiple funding sources working together—including public investment and grants, private and philanthropic support, sponsorships and major gifts, and earned revenue generated through programming and activation.

The phased implementation strategy allows these funding sources to evolve over time. Early public investment and grant funding can help advance design, infrastructure, mobility, stormwater, and other capital improvements, while Friends of Trails Crossing (FTC) can build philanthropic, corporate, and fundraising capacity to support implementation, programming, and long-term operations. Earned revenue from events, vendors, markets, and other activities can provide an additional source of operating support, but is anticipated to supplement rather than replace public and private investment.

A balanced funding model reduces reliance on any single source and provides the flexibility needed to advance Trails Crossing incrementally as funding opportunities become available.



PUBLIC INVESTMENT + GRANTS



PRIVATE + PHILANTHROPIC SUPPORT



CORPORATE SPONSORSHIPS + PARTNERSHIPS



EARNED REVENUE+ ACTIVATION

PUBLIC INVESTMENT + GRANTS

Public investment will be important to advancing major capital improvements, infrastructure, mobility, stormwater, recreation, and trail connections. Potential sources include City capital funding and competitive federal, state, regional, and local grant programs.

PRIVATE + PHILANTHROPIC SUPPORT

FTC can leverage its nonprofit structure to pursue foundation support, charitable contributions, major gifts, and capital campaigns for park improvements, programming, public art, and long-term stewardship.

CORPORATE SPONSORSHIPS + PARTNERSHIPS

Naming rights, corporate sponsorships, CSR funding, marketing partnerships, and program-specific sponsorships can provide both capital and operating support while creating opportunities for long-term private-sector partnerships.

EARNED REVENUE + ACTIVATION

Events, markets, vendor fees, temporary food and beverage uses, venue rentals, and programmed activities can generate recurring revenue to help offset operating expenses. These sources should be viewed as one component of the overall financial model rather than the primary source of long-term funding.

PUBLIC-PRIVATE PARTNERSHIP

The City and FTC will each play an important role in building this funding model. The City may support capital implementation and eligible grant opportunities, while FTC is anticipated to lead private fundraising, philanthropy, sponsorships, major gifts, and capital campaign efforts. Certain grants may require City or regional-agency participation as an applicant, co-applicant, sponsor, or source of matching funds. The specific level of City participation should be evaluated on a case-by-case basis as individual funding opportunities arise.

POTENTIAL PUBLIC FUNDING RESOURCES

FLORIDA COMMUNITIES TRUST

FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

LWCF LAND AND WATER CONSERVATION FUND

FDOT

Safe Streets And Roads For All

TRUST FOR PUBLIC LAND

GRANT OPPORTUNITIES

PUBLIC INVESTMENT + GRANTS

Public funding will be important to advancing major capital improvements and infrastructure needs, particularly during early phases of implementation.

Certain funding opportunities may require or be strengthened by City or regional-agency participation as an applicant, co-applicant, sponsor, source of matching funds, or provider of supporting materials. As individual opportunities arise, the City should evaluate its potential role based on grant requirements, project priorities, available resources, and anticipated public benefit. FTC is anticipated to lead fundraising and grant pursuits where appropriate, with City participation coordinated on a case-by-case basis.

Trails Crossing is positioned to pursue funding across several grant categories because the project combines trail connectivity, transportation safety, recreation, environmental resilience, arts and culture, and community development within a single urban open space.

Funding Disclaimer: Funding programs, eligibility requirements, award amounts, match requirements, and availability are subject to change. Potential opportunities should be reevaluated for eligibility and applicability as individual project phases advance into design and implementation.

Potential grant opportunities generally fall within five primary categories.

PARKS, RECREATION + TRAILS
Supporting trail development, trailheads, recreation facilities, park improvements, and public access

MOBILITY + TRANSPORTATION SAFETY
Supporting pedestrian and bicycle connections, crossings, Complete Streets improvements, and regional trail connectivity

ENVIRONMENTAL RESILIENCE + STORMWATER
Supporting green infrastructure, stormwater management, water quality, landscape improvements, and climate resilience

ARTS + CULTURAL PROGRAMMING
Supporting public art, cultural programming, placemaking, and creative community initiatives

COMMUNITY + ECONOMIC DEVELOPMENT
Supporting neighborhood reinvestment, public-space improvements, local business activity, and broader community development goal

These categories align with funding programs already identified through agencies and programs such as FDOT, FDEP, Forward Pinellas, SWFWMD, FRDAP, RTP, LWCF, ORLP, CDBG, NEA, Trust for Public Land, and other federal, state, regional, and local sources.

PARKS, RECREATION + TRAILS

Trails Crossing's relationship to the Pinellas Trail, its role as an urban trailhead, and its combination of recreation, open space, and trail amenities create opportunities to pursue programs focused on parks and outdoor recreation.

Florida Recreation Development Assistance Program (FRDAP)

FRDAP is a competitive, reimbursement-based state grant program supporting the acquisition, development, and renovation of public outdoor recreation facilities and trails. The program is particularly applicable to recreation and park improvements proposed within Trails Crossing.

- **Funding**: Typical awards of up to approximately $200,000 per project
- **Eligible uses:** Parks, trails, playgrounds, recreation facilities, amenities, and related site improvements
- **Eligible applicants:** Municipalities, counties, and other eligible local governmental entities
- **Strong fit for Trails Crossing:** Play areas, recreation spaces, trail-related amenities, and park improvements

Recreational Trails Program (RTP)

The Recreational Trails Program is a federally funded program administered at the state level that supports recreational trail development, maintenance, trailheads, accessibility improvements, and related trail facilities.

- **Funding**: Competitive grant funding; award amounts and match requirements vary by funding cycle.
- **Eligible uses:** Multi-use trails, trailheads, signage, accessibility improvements, rehabilitation, and eligible trail facilities and equipment.
- **Eligible applicants:** Eligible governmental agencies and other qualifying project sponsors
- **Strong fit for Trails Crossing:** Pinellas Trail connections, Trails Oasis, trailhead improvements, shared-use paths, wayfinding, and accessibility improvements.

Land and Water Conservation Fund (LWCF)

LWCF provides federal matching assistance administered through the state for the acquisition and development of public outdoor recreation lands and facilities.

- **Funding**: Matching grant program; funding availability and award amounts vary
- **Eligible uses:** Public outdoor recreation development and land acquisition
- **Eligible applicants:** Eligible public entities
- **Strong fit for Trails Crossing:** Major recreation improvements, public open space, trail amenities, and potential future expansion

GRANT OPPORTUNITIES

Outdoor Recreation Legacy Partnership (ORLP)

ORLP is a nationally competitive program associated with LWCF and focused on significant outdoor recreation investment in urban communities.

- **Funding**: Competitive federal funding; award levels vary by funding cycle
- **Eligible uses:** Acquisition and development of significant outdoor recreation facilities and public open spaces
- **Eligible applicants:** Eligible governmental entities through applicable state and federal processes.
- **Strong fit for Trails Crossing:** Large-scale implementation of a transformational urban recreation and open-space destination

Additional Opportunities

Florida Communities Trust (FCT) / Florida Forever acquisition of land for parks, trails, greenways, and conservation

MOBILITY + TRANSPORTATION SAFETY

Improved pedestrian and bicycle connectivity is a fundamental component of Trails Crossing. The project strengthens the relationship to the Pinellas Trail, creates new north-south and east-west connections, and proposes safety improvements at significant roadway crossing.

FDOT Transportation Alternatives Program (TAP)

The Transportation Alternatives Program provides federal transportation funding administered through FDOT for eligible bicycle, pedestrian, trail, and related transportation improvements. Applications are handled through FDOT's grant process, with solicitation cycles varying by district.

- **Funding**: Competitive; funding levels vary by solicitation cycle
- **Eligible uses:** Bicycle and pedestrian facilities, shared-use paths, trails, crossings, and other eligible transportation improvements
- **Eligible applicants:** Eligible public agencies and project sponsors
- **Strong fit for Trails Crossing:** 18th Street bicycle/pedestrian spine, 1st Avenue crossings, Pinellas Trail connections, and other multimodal improvements

SUN Trail Program

Florida's Shared-Use Nonmotorized Trail Network (SUN Trail) program supports development of the statewide trail network. Eligibility requires coordination with the appropriate transportation agencies and incorporation into the designated network.

- **Funding**: Competitive; varies by funding cycle
- **Eligible uses:** Eligible shared-use nonmotorized trail infrastructure
- **Eligible applicants:** Eligible governmental project sponsors
- **Strong fit for Trails Crossing:** Regional trail connectivity, trail extensions, and significant shared-use trail infrastructure associated with the Pinellas Trail. The current plan notes that coordination with Forward Pinellas would be required to establish applicable network eligibility.

Forward Pinellas Local Agency Grants

Forward Pinellas administers and coordinates transportation funding opportunities supporting local and regional mobility priorities.

- **Funding**: Competitive and dependent upon applicable funding cycles
- **Eligible uses:** Eligible multimodal, pedestrian, bicycle, trail, and transportation improvements
- **Eligible applicants:** Local governmental partners and other eligible agencies
- **Strong fit for Trails Crossing:** Intersection improvements, bicycle and pedestrian connections, trail connectivity, and implementation of the 18th Street multimodal spine

Federal Transportation Programs

Trails Crossing may also align with federal transportation programs supporting multimodal infrastructure and roadway safety. Programs identified through the master planning process include **USDOT BUILD, Safe Streets and Roads for All (SS4A), and the Transportation Alternatives Set-Aside.**

These programs may be particularly applicable to larger transportation components of the project, including pedestrian and bicycle safety, roadway crossings, Complete Streets improvements, and connections to the regional trail network.

ENVIRONMENTAL RESILIENCE + STORMWATER

Trails Crossing incorporates green infrastructure, landscape, stormwater management, shade, and resilience strategies that may position portions of the project for environmental funding. These programs should be evaluated as design advances and the specific environmental benefits and eligibility of individual improvements are further defined.

FDOT Beautification / Landscape Grant Program

The FDOT Beautification Grant Program supports landscape improvements within state transportation rights-of-way and is particularly relevant given Trails Crossing's location beneath and adjacent to I-275.

- **Funding**: Competitive state funding administered through FDOT.
- **Eligible uses:** Plant materials, soil amendments, mulch, irrigation, installation, and other eligible landscape improvements
- **Eligible applicants:** Eligible local governmental partners; the current master plan notes that a Joint Participation Agreement may be required
- **Strong fit for Trails Crossing:** Landscape improvements, streetscape planting, corridor beautification, and improvements within eligible portions of the I-275 right-of-way

Resilient Florida Program

The Resilient Florida Program provides state funding for eligible resilience planning and implementation projects addressing qualifying flooding and climate-related vulnerabilities.

- **Funding**: Competitive and dependent on annual state appropriations and program requirements.
- **Eligible uses:** Qualifying resilience, flood adaptation, and infrastructure improvements
- **Eligible applicants:** Eligible local governments and other qualifying public entities.
- **Strong fit for Trails Crossing:** Stormwater and resilience improvements where future analysis demonstrates that project components meet applicable program eligibility requirements.

GRANT OPPORTUNITIES

FDEP Coastal Partnership Initiative

The Coastal Partnership Initiative supports eligible projects related to coastal access, resilience, environmental protection, and stewardship.

- **Funding:** Competitive state funding.
- **Eligible use:** Public access, resilience, environmental protection, stewardship, and related improvements.
- **Eligible applicants:** Eligible local governments and qualifying partners.
- **Strong fit for Trails Crossing:** Environmental and resilience components where a clear relationship to broader watershed, coastal, or Tampa Bay objectives can be demonstrated.

Additional Environmental Funding

Additional federal and regional opportunities should continue to be evaluated for green infrastructure, stormwater, water quality, urban forestry, and resilience improvements. The master planning process identified potential programs administered through environmental agencies, including applicable **EPA green infrastructure funding** and other state or regional programs.

ARTS + CULTURAL PROGRAMMING

Arts and culture are central to the identity of Trails Crossing and provide opportunities to pursue funding specifically focused on creative placemaking, public art, cultural programming, and community-based initiatives.

National Endowment for the Arts – Our Town

Our Town supports projects that integrate arts, culture, and design into community development and place-making initiatives.

- **Funding**: Competitive federal funding; award amounts and match requirements vary by cycle.
- **Eligible use:** Creative placemaking, public art, cultural planning, community engagement, and arts-based public-space initiatives
- **Eligible applicants:** Eligible partnerships between public entities and nonprofit cultural or community organizations
- **Strong fit for Trails Crossing:** Public art, cultural installations, artist-led placemaking, community storytelling, and arts programming

Foundation + Cultural Grants

Community, regional, and national foundations may provide additional support for arts, cultural programming, public art, community engagement, and creative placemaking.

- **Funding:** Varies by foundation and program
- **Eligible uses:** Public art, programming, cultural events, installations, community engagement, and related initiatives
- **Eligible applicants:** Often nonprofit organizations and eligible community partners
- **Strong fit for Trails Crossing:** FTC-led arts programming, rotating installations, cultural events, interpretive elements, and partnerships with St. Petersburg's arts community

The current funding framework identifies federal arts agencies and community and regional foundations as potential sources for arts and cultural programming.

COMMUNITY + ECONOMIC DEVELOPMENT

Trails Crossing is intended to function not only as public open space but also as a catalyst for neighborhood connectivity, community investment, local entrepreneurship, and continued redevelopment along the corridor. These broader benefits may create opportunities to pursue community and economic development funding.

Community Development Block Grant (CDBG)

CDBG provides federal funding administered through eligible local governments for qualifying community development activities and public improvements.

- **Funding:** Federal funding allocated through eligible local government programs.
- **Eligible uses:** Qualifying public facilities, infrastructure, neighborhood improvements, and community development activities
- **Eligible applicants:** Eligible local governments, with projects required to meet applicable federal program objectives
- **Potential fit for Trails Crossing :** Public-space and infrastructure improvements serving qualifying neighborhoods and populations, subject to applicable eligibility requirements.

Additional community and economic development opportunities should be evaluated as implementation advances, particularly for initiatives supporting neighborhood investment, public health, organizational capacity, local entrepreneurship, and community programming.

PRIVATE FUNDING + STRATEGIC POSITIONING

PRIVATE + PHILANTHROPIC SUPPORT

Public investment and grants represent only one component of the overall funding strategy. Private and philanthropic investment can play a significant role in advancing capital improvements, amenities, public art, programming, activation, organizational capacity, and long-term stewardship.

FTC's nonprofit structure creates opportunities to pursue:

- Foundation grants and charitable contributions
- Major gifts and capital campaigns
- Corporate social responsibility funding
- Corporate sponsorships and naming opportunities
- Marketing and program-specific sponsorships
- Partnerships with arts, health, cultural, and community organizations

A coordinated capital campaign should ultimately establish fundraising targets aligned with the project's implementation phases and identify major donors, foundations, corporate partners, and other philanthropic opportunities.

Public-private partnerships may also create opportunities to coordinate Trails Crossing improvements with adjacent redevelopment, shared parking strategies, joint-use spaces, developer contributions, and other investments. These partnerships can help offset implementation costs while reinforcing Trails Crossing's role as a catalyst for continued investment in the surrounding districts.

STRATEGIC POSITIONING FOR TRAILS CROSSING

Trails Crossing is particularly well positioned to compete for public, private, and philanthropic investment because the project delivers multiple benefits through a single integrated initiative.

- Strengthens the regional Pinellas Trail network and reinforces St. Petersburg's Trail Town identity
- Improves multimodal connectivity and safety
- Reconnects neighborhoods historically divided by highway infrastructure
- Expands access to open space, recreation, public art, and cultural programming
- Integrates green infrastructure, stormwater management, landscape, and resilience strategies
- Supports recreation, health, arts, culture, and community gathering
- Creates opportunities for local businesses, entrepreneurs, and trail-adjacent economic activity.

These characteristics allow individual components of Trails Crossing to be matched with different funding programs rather than requiring the entire project to rely on a single source.

By combining public investment and grants with philanthropy, sponsorships, partnerships, and earned revenue, Trails Crossing can build a flexible, layered funding strategy that supports phased implementation and long-term financial sustainability.

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OPINION OF PROBABLE COST

COST ESTIMATE

The Trails Crossing Master Plan establishes an order-of-magnitude cost framework to guide phased implementation and long-term investment. The total estimated project cost is approximately **$54.5 million**, inclusive of construction, design and engineering, permitting, contingencies, and escalation.

This estimate reflects the complexity of developing within an active infrastructure corridor, including utility coordination, stormwater management, structural constraints, and the integration of high-quality public realm amenities. Major cost drivers include exterior improvements (sitework, paving, landscape, and infrastructure), specialty features (programmed spaces, recreation elements, and structures), and supporting systems such as electrical, low-voltage, and signage.

The cost strategy is structured to support a phased implementation approach, allowing the project to be delivered incrementally while aligning with funding opportunities, permitting timelines, and adjacent development.

Cost Estimate Disclaimer: These planning-level estimates are based on 2026 cost information, with assumed escalation incorporated based on anticipated implementation horizons. Actual costs are subject to change and should be updated as individual phases advance based on market conditions, inflation, project timing, and future design development.

PHASE 1 - CATALYST + CORE CONNECTIVITY
ESTIMATED COST: ~$24 MILLION

Phase 1 represents the largest initial investment, establishing the primary identity, connectivity framework, and first major public spaces of Trails Crossing. The phase combines activation around the Pinellas Trail and the 18th Street north-south connection with expanded open-space and recreation improvements extending south toward 5th Avenue South.

Major investments include site preparation and demolition, landscape and hardscape improvements, the linear bio-swale, utilities, lighting and low-voltage systems, signage and wayfinding, and specialty program elements such as the terraced lawn amphitheater, art and play features, fitness areas, Trails Oasis improvements, and supporting structures. Phase 1 also advances significant mobility and safety improvements along 18th Street, including significant crossing improvements at 1st Avenue South and 1st Avenue North.

PHASE 1 - MAJOR COMPONENTS
- Exterior Improvements ~ $6.54M
- Specialty Features ~ $3.72M
- Electrical + Low Voltage ~$910K
- Demolition + Concrete + Utilities + Signage ~$1.02M
- Project Supervision + General Conditions + Contractor Costs/Bonds ~$2.71M
- Permitting/Surveys + Design/Engineering + Contingencies ~$7.07M
- Escalation ~$2.05M

As the catalyst phase, Phase 1 delivers immediate public benefit while establishing the **core connectivity, public-realm character, and infrastructure foundation** upon which future phases can build.

Major cost components include:
- Exterior improvements and sitework
- Specialty program elements, including the amphitheater, art/play features, fitness, Trails Oasis, and supporting structures
- Mobility and safety improvements along 18th Street, including significant crossing improvements
- Electrical, low-voltage, and utility infrastructure
- Signage, wayfinding, and identity elements
- Design, permitting, contingencies, and escalation

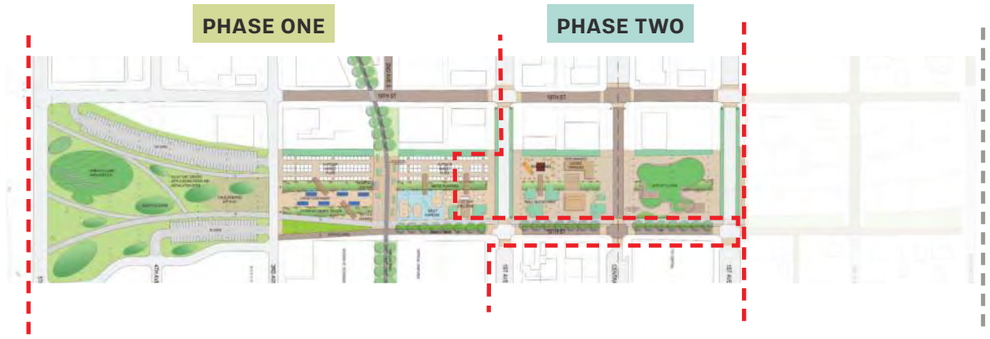
PHASE 2 - URBAN ACTIVATION + PUBLIC REALM
ESTIMATED COST: ~$15.8 MILLION

Phase 2 builds upon the connectivity and activity established in Phase 1 by expanding the central public realm and programmed open spaces of Trails Crossing. With the primary north-south spine established, investment shifts toward strengthening east-west connectivity, creating a more cohesive pedestrian-oriented environment, and developing the central portion of Trails Crossing as its social and cultural heart.

Major investments include expanded hardscape and architectural paving, landscape improvements, retaining walls, site furnishings, utilities, lighting and low-voltage infrastructure, and identity and wayfinding elements. Program elements include performance terraces, flexible lounge and gathering areas, small seating and game spaces, synthetic or performance lawn areas, and other supporting recreational and social spaces.

Major cost components include:
- Exterior improvements, streetscape, and sitework
- Specialty program elements, including performance terraces, lounge areas, and flexible gathering spaces
- Concrete, architectural paving, and hardscape improvements
- Signage, wayfinding, and identity elements
- Electrical, low-voltage, and utility infrastructure
- Design, permitting, contingencies, and escalation

PHASE 2 - MAJOR COMPONENTS
- Exterior Improvements ~ $3.05M
- Specialty Features ~$800K
- Concrete + Signage ~$1.26M
- Electrical + Low Voltage + Utilities ~$864K
- Project Supervision + General Conditions + Demolition + Contractor Costs/Bonds ~$3.29M
- Permitting + Design/Engineering + Contingencies ~$4.40M
- Escalation ~$2.12M



OPINION OF PROBABLE COST

PHASE 3 - NATURE + COMPLETION
ESTIMATED COST: ~$14.7 MILLION

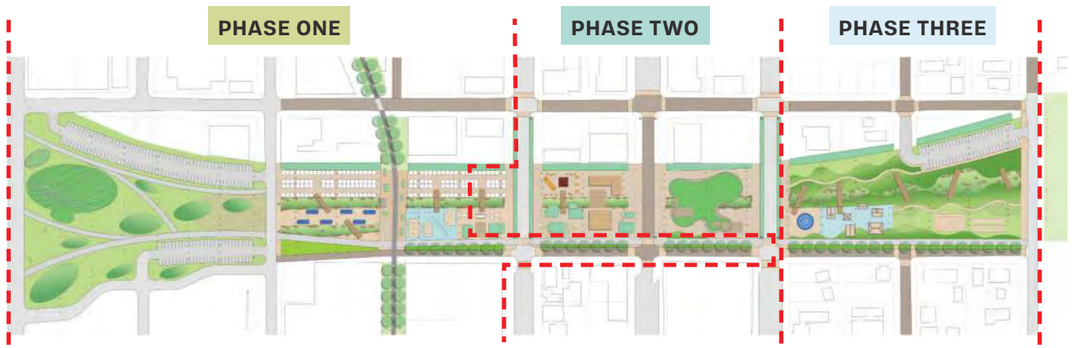
Phase 3 completes the northern segment of the project, with a focus on landscape, ecological systems, and nature-based programming. This phase introduces a more immersive and restorative experience while finalizing connections across the site.

Major cost components include:
- Landscape expansion and planting systems
- Nature play areas and recreational features (playground, courts)
- Water features and specialty elements
- Final trail connections and site furnishings

As the final phase, the parking strategy reaches full buildout, with remaining surface parking right-sized and integrated to support long-term park operations and adjacent uses. Where appropriate, parking is relocated, reduced, or replaced with more efficient configurations—potentially supplemented by shared or structured parking associated with nearby redevelopment. This approach prioritizes open space, landscape, and user experience while ensuring adequate access is maintained.

This phase represents a lower relative cost as major infrastructure is already established, allowing investment to focus on enhancing user experience and environmental performance.

PHASE 3 - MAJOR COMPONENTS
- Exterior Improvements ~ $2.98M
- Specialty Features ~ $2.09M
- Concrete + Signage ~$180K
- Electrical + Low Voltage + Utilities ~$826K
- Project Supervision + General Conditions + Demolition + Contractor Costs/Bonds ~$2.11M
- Permitting/Surveys + Design/Engineering + Contingencies ~$3.88M
- Escalation ~$2.62M



OVERALL
ESTIMATED COST: ~$54.5 MILLION

IMPLEMENTATION STRATEGY

The phased cost structure allows Trails Crossing to advance incrementally while maintaining flexibility to align investment with funding opportunities, permitting, partnerships, and implementation priorities. Phase 1 establishes the catalyst improvements and core connectivity framework; Phase 2 expands the central public realm and social and cultural heart of Trails Crossing; and Phase 3 completes the northern segment with expanded landscape, recreation, ecological systems, and nature-based programming.

By aligning cost with phasing, the project:
- Distributes financial investment over time
- Supports grant, funding, and partnership alignment
- Allows permitting and infrastructure improvements to be sequenced with implementation
- Maintains flexibility to adapt to evolving conditions and priorities

SUMMARY INSIGHT

The overall cost framework reflects the complexity of transforming infrastructure-adjacent space into a high-quality public realm. Through strategic phasing and targeted investment, Trails Crossing can balance early catalytic improvements with long-term implementation while maintaining flexibility as funding, partnerships, and opportunities advance.

INCLUDING COST ESCALATION
Phase 1 – 3 years (3.88% per year) – 11.64%
Phase 2 – 5 years (3.88% per year) – 19.40%
Phase 3 – 7 years (3.88% per year) – 27.16%

Key Takeaways
- **$54.5M Total Project Investment**
  Inclusive of construction, design, permitting, contingencies, and escalation
- **Phased Delivery Strategy**
  Implementation is structured into three phases to align with funding and feasibility
- **Phase 1 as Catalyst Investment**
  Largest phase (~$24M) establishes core park identity and early activation
- **Balanced Investment Across Phases**
  Phase 2 (~$15.8M) focuses on connectivity; Phase 3 (~$14.7M) emphasizes landscape and completion
- **Major Cost Drivers**
  Exterior improvements, specialty features, and infrastructure systems
- **Phased Parking Strategy**
  Gradual removal and reallocation of underutilized parking while maintaining access
- **Flexibility + Funding Alignment**
  Phasing supports grants, public and private partnerships, and incremental implementation
- **Long-Term Value Creation**
  Investment transforms infrastructure space into a high-impact civic asset



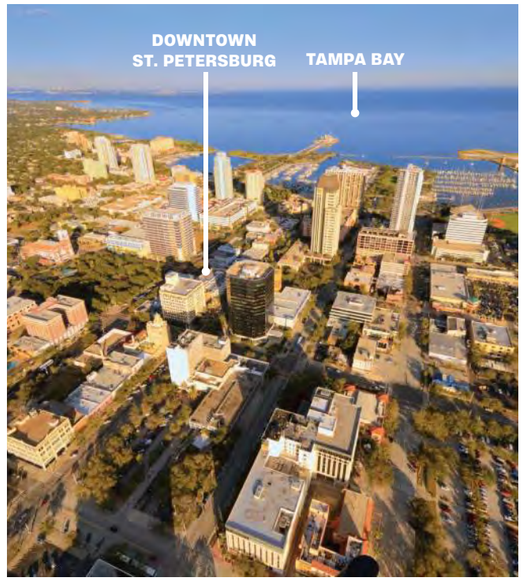
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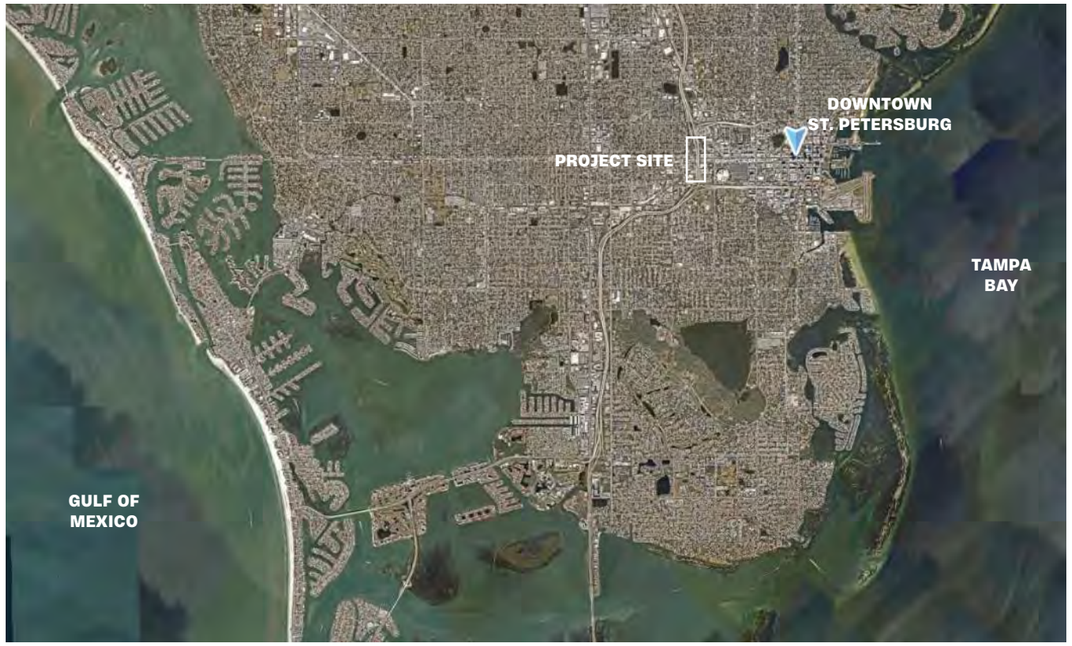
EXISTING CONDITIONS + ANALYSIS

REGIONAL + NEIGHBORHOOD CONTEXT

The project site is located within the urban core of St. Petersburg, Florida, positioned on the Pinellas Peninsula between Tampa Bay to the east and the Gulf of Mexico to the west. This coastal setting places the site within a region defined by its strong relationship to water, interconnected neighborhoods, and regional mobility networks.

St. Petersburg functions as a key city within the greater Tampa Bay metropolitan area, benefiting from proximity to downtown Tampa while maintaining a distinct identity shaped by waterfront parks, cultural destinations, and established residential districts. Within this broader context, the project site occupies a strategic position along I-275 and the Pinellas Trail—linking regional destinations while influencing local movement and access.



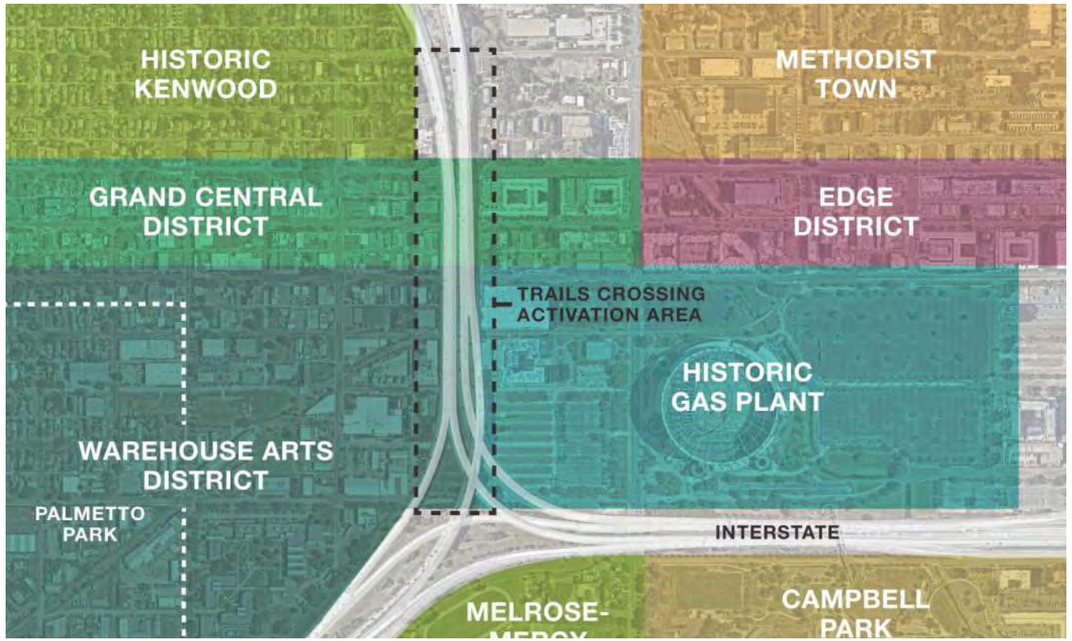


At a more localized scale, the site sits at the convergence of several distinct and character-rich neighborhoods, including Historic Kenwood, Grand Central District, Warehouse Arts District, Methodist Town, EDGE District, Melrose-Mercy, Campbell Park, and the Historic Gas Plant area. Few locations in the city occupy such a literal and symbolic crossroads. This setting functions as both a seam and a hinge—connecting residential neighborhoods with creative districts, historic communities, employment centers, and cultural destinations.

This dual condition creates both opportunity and complexity. While the site benefits from strong regional connectivity, the interstate also acts as a physical and psychological barrier—fragmenting neighborhood continuity and limiting pedestrian comfort. Each surrounding district brings its own identity and expectations, requiring a design approach that is both context-sensitive and forward-looking.

Trails Crossing responds to this condition by reframing the site not as a boundary, but as connective civic infrastructure. By strengthening multimodal connections, enhancing the public realm, and bridging adjacent districts, the project has the potential to unify a fragmented network of neighborhoods into a cohesive and accessible system.

Trails Crossing transforms this space into a connected cultural linear park, trail, and trailhead that also functions as a civic spine—linking neighborhoods, elevating public life, and strengthening the city's urban fabric.



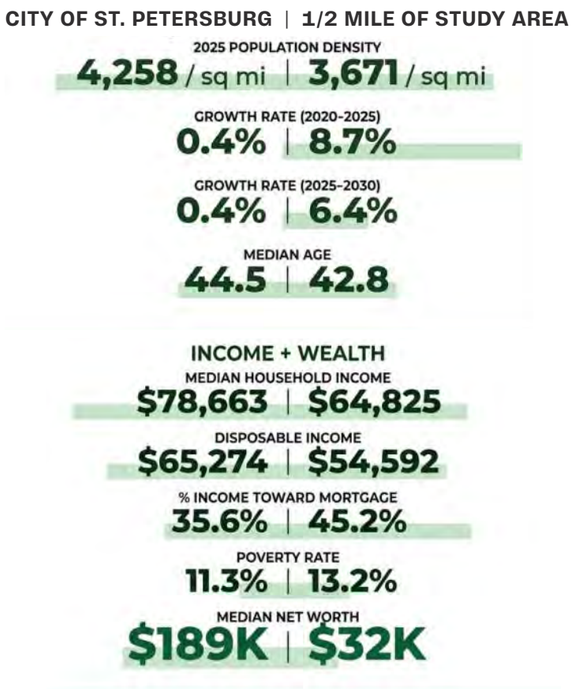
DEMOGRAPHICS

CITY OF ST. PETERSBURG VS. 1/2-MILE STUDY AREA

St. Petersburg represents a stable urban market with moderate density (4,258 people per square mile), minimal projected growth (0.4% through 2030), and a relatively mature population (median age 44.5).

Within the 0.5-mile study area, density is slightly lower at 3,671 people per square mile, but growth is significantly stronger, with projected increases of 8.7% (2020–2025) and 6.4% (2025–2030). The area is also slightly younger, with a median age of 42.8.

Economically, the city outperforms the study area. Median household income is $78,663 citywide versus $64,825 locally, with lower disposable income in the study area. Residents also face a higher housing cost burden (45.2% vs. 35.6%), along with a slightly higher poverty rate (13.2% vs. 11.3%) and significantly lower median net worth ($32,000 vs. $189,000).



HOUSEHOLD + EDUCATION

AVG HOUSEHOLD SIZE: **2.04** vs **1.55**

SOME COLLEGE / NO DEGREE: **18%** vs **12%**
ASSOCIATE'S DEGREE: **10%** vs **8%**

WITHIN 1/2 MILE WALK OF STUDY AREA
~363 BUSINESSES EMPLOYING ~2,481 PEOPLE

13%	RETAIL TRADE
12%	OTHER SERVICES
11%	PROFESSIONAL / SCIENTIFIC / TECH
9%	FOOD + BEVERAGE
7%	WHOLESALE TRADE

*SOURCE: ESRI 2025; REFLECTS THE TOP FIVE MARKETS OUT OF 27 TOTAL CATEGORIES

STUDY AREA DEMOGRAPHICS

The Trails Crossing study area reflects a diverse and evolving urban population, shaped by its proximity to both established neighborhoods and emerging mixed-use districts. Demographic patterns vary across the urban open space site, revealing important insights into how the park can serve a wide range of users.

The surrounding population shows a balanced age distribution, with the largest concentration of residents between 36 and 50 years old, alongside pockets of both younger and older populations. This diversity reinforces the need for a multi-generational public space that supports families, working adults, and older residents alike.

Population density is highest to the east of the site, where multifamily residential development is concentrated, while the western areas are characterized by lower density and a greater presence of commercial and industrial uses. This contrast highlights the project's role in bridging residential communities with employment and cultural districts.

Households with children are more concentrated to the south and west of the site, indicating a strong demand for family-oriented amenities such as play spaces, open lawns, and safe pedestrian connections. At the same time, income levels vary across the study area, with a mix of moderate- and lower-income households, particularly to the southwest and east. These patterns emphasize the importance of access to high-quality public space.



WITHIN 1/2 MILE WALK OF STUDY AREA
~2,366 PEOPLE WITH A MEDIAN AGE OF 42.8

33%	MILLENNIAL (1981 - 1998)
23%	BABY BOOMERS (1946 - 1964)
19%	GEN X (1965 - 1980)
15%	GEN Z (1999 - 2016)
5%	GEN ALPHA (2017 - PRESENT)
5%	GREATEST GEN (BEFORE 1945)

*SOURCE: ESRI 2025



AGE DEMOGRAPHICS

COMMUNITY DEMOGRAPHICS

The study area also reflects important cultural and demographic diversity. There is a notable concentration of Black and African American communities to the southwest, underscoring the need for inclusive design that acknowledges history, supports cultural expression, and fosters a sense of belonging.

Together, these demographic conditions reinforce the role of Trails Crossing as more than a recreational amenity. The project is positioned to serve as civic infrastructure—providing accessible open space, strengthening neighborhood connections, and supporting the social and cultural vitality of surrounding communities.

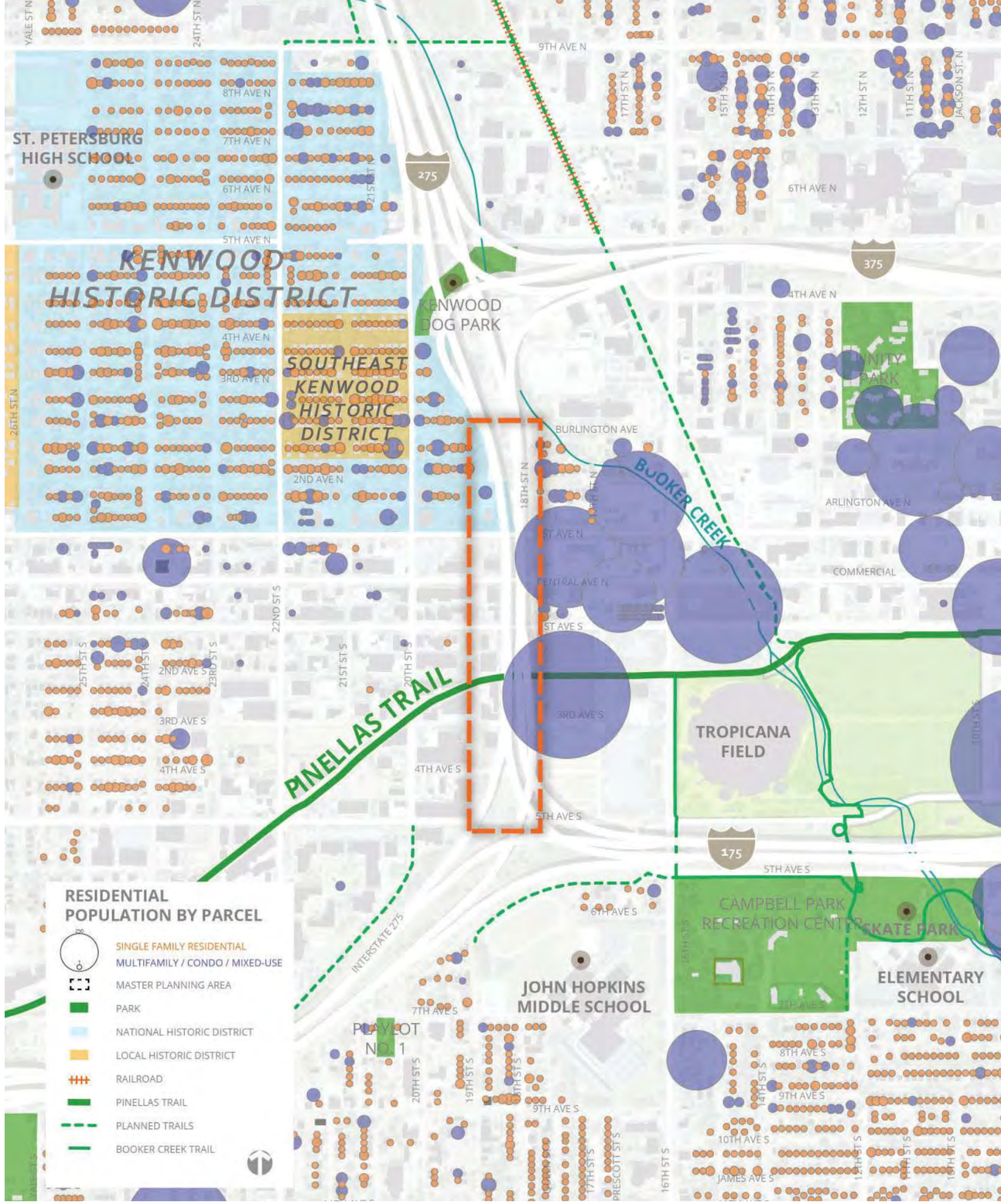
Trails Crossing is designed to reflect and serve this diversity—creating an urban open space that is inclusive, responsive, and rooted in the people and neighborhoods it connects.

KEY INSIGHTS

- **Diverse, Multi-Generational Population**
  Majority of residents are ages 36–50, with strong representation of both younger and older age groups
- **Mixed Density + Urban Conditions**
  Higher residential density to the east and more commercial/industrial uses to the west
- **Family Presence + Recreation Needs**
  Greater concentration of households with children to the south and west
- **Income Diversity + Accessibility**
  Mix of moderate- and lower-income households highlights need for accessible, high-quality public space
- **Cultural Diversity + Community Identity**
  Strong presence of Black and African American communities to the southwest reinforces importance of inclusive design

THE 1/2 MILE STUDY AREA REFLECTS STRONGER SHORT-TERM POPULATION GROWTH BUT LOWER MEDIAN INCOME AND NET WORTH RELATIVE TO THE CITY OVERALL. HOUSING COST BURDEN IS HIGHER WITHIN THE STUDY AREA, REINFORCING THE NEED FOR INFRASTRUCTURE INVESTMENT AND IMPROVED MULTIMODAL ACCESS.





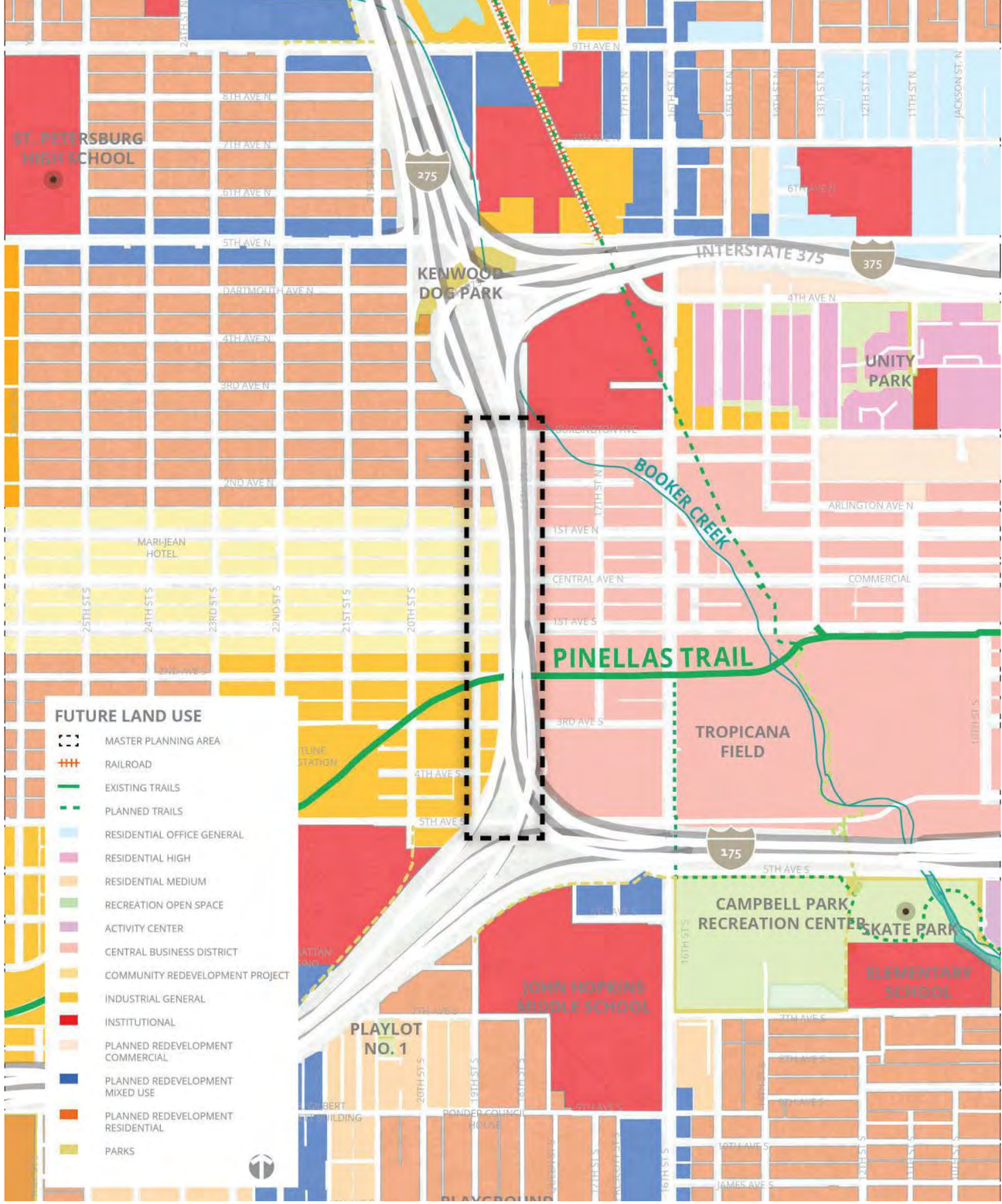
FUTURE LAND USE + ZONING

FUTURE LAND USE

The Trails Crossing project area is situated within a diverse and evolving land use context that reflects both established neighborhoods and emerging redevelopment patterns. The surrounding area includes a mix of residential, commercial, institutional, industrial, and open space uses, creating a layered urban environment with varying intensities and functions.

To the east of the site, higher-density residential and mixed-use developments are concentrated around Central Avenue and the EDGE District, supporting a growing population and active commercial corridor. To the west, the context transitions into more traditional residential neighborhoods, including Historic Kenwood, characterized by lower-density housing and a strong neighborhood identity. South of the site, large institutional and recreational uses—including Tropicana Field and Campbell Park—anchor the area and provide significant open space and community amenities.

The Future Land Use pattern reflects this diversity, with designations such as Residential Medium and High, Mixed-Use, Activity Center, and Central Business District converging near the project area. These classifications indicate continued growth, redevelopment potential, and increasing intensity—particularly along key corridors like Central Avenue and 1st Avenue South.



FUTURE LAND USE + ZONING

ZONING

Zoning within and adjacent to the site reinforces this pattern, with a mix of Corridor Commercial, Industrial Traditional, Downtown Center, and Neighborhood Mixed Residential districts. This variety supports a broad range of uses, from employment and light industrial activity to residential and retail, contributing to a dynamic and transitional urban condition.

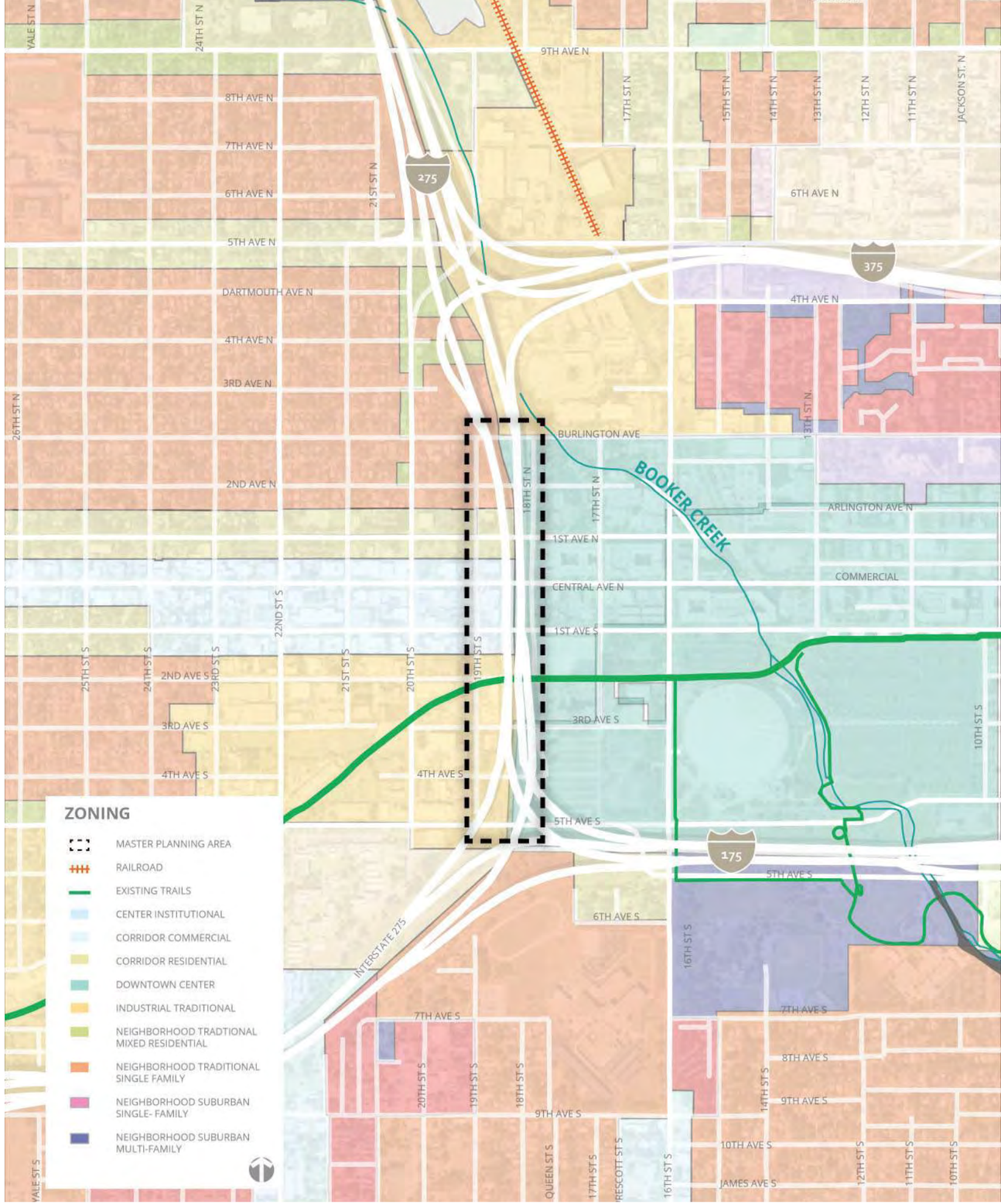
Despite this richness, the interstate corridor acts as a significant dividing line, limiting cohesion between land use patterns on either side. Trails Crossing responds to this condition by functioning as connective infrastructure—linking districts with differing zoning and land use characteristics into a more unified and accessible system.

As redevelopment continues in adjacent areas, including the recently selected Burg Bid plan for the Historic Gas Plant District, Trails Crossing is well-positioned to serve as a gateway to this future development site and to fully integrate with whichever master plan is ultimately ratified for the district. By supporting and guiding this growth through high-quality public space, enhanced multimodal connectivity, and reinforced walkable, mixed-use patterns, Trails Crossing not only responds to existing land use and zoning conditions but helps shape a more integrated and resilient urban framework.

KEY INSIGHTS

- **Diverse Urban Context**
  Mix of residential, commercial, industrial, institutional, and open space uses
- **Higher Intensity to the East**
  Dense residential and mixed-use development near Central Ave and EDGE District
- **Neighborhood Fabric to the West**
  Lower-density residential areas, including Historic Kenwood
- **Major Anchors to the South**
  Tropicana Field, Campbell Park, and institutional uses shape activity and open space
- **Fragmented by Infrastructure**
  I-275 creates a barrier between land use patterns and limits connectivity
- **Opportunity for Integration**
  Trails Crossing links districts and supports a more connected, walkable, mixed-use urban system
- **Redevelopment of the Historic Gas Plant District**

TRAILS CROSSING TRANSFORMS A FRAGMENTED LAND USE PATTERN INTO A CONNECTED, WALKABLE SYSTEM—BRIDGING DISTRICTS AND SUPPORTING THE CITY'S CONTINUED GROWTH AND EVOLUTION



MOBILITY + CONNECTIVITY

CROSS-STREET CONNECTIVITY + CORRIDOR INTEGRATION

East–west cross streets are fundamental to the success of mobility and connectivity within the project area. While I-275 serves as a major regional spine, it is the cross streets that define neighborhood access, identity, and everyday movement. These streets have the potential to function as critical connectors—linking communities, destinations, and the Pinellas Trail across the corridor.

Currently, many of these streets prioritize vehicular throughput, operating as fast-moving corridors that limit pedestrian comfort and multimodal access. Key routes such as 1st Avenue North and 1st Avenue South serve as important community connectors, yet their existing design constrains their ability to function as safe and engaging civic spaces.

Central Avenue presents a strong opportunity to build on an established multimodal framework. With existing bicycle infrastructure and a vibrant urban character, targeted enhancements—such as protected bike lanes, landscape buffers, and pedestrian-focused design—can elevate its role as a primary east–west connector.

Reimagining these cross streets as people-first corridors will be essential to bridging the divide created by the interstate. By improving safety, comfort, and accessibility, these streets can transform from pass-through routes into active connectors that unify neighborhoods and support a more cohesive and walkable urban environment.

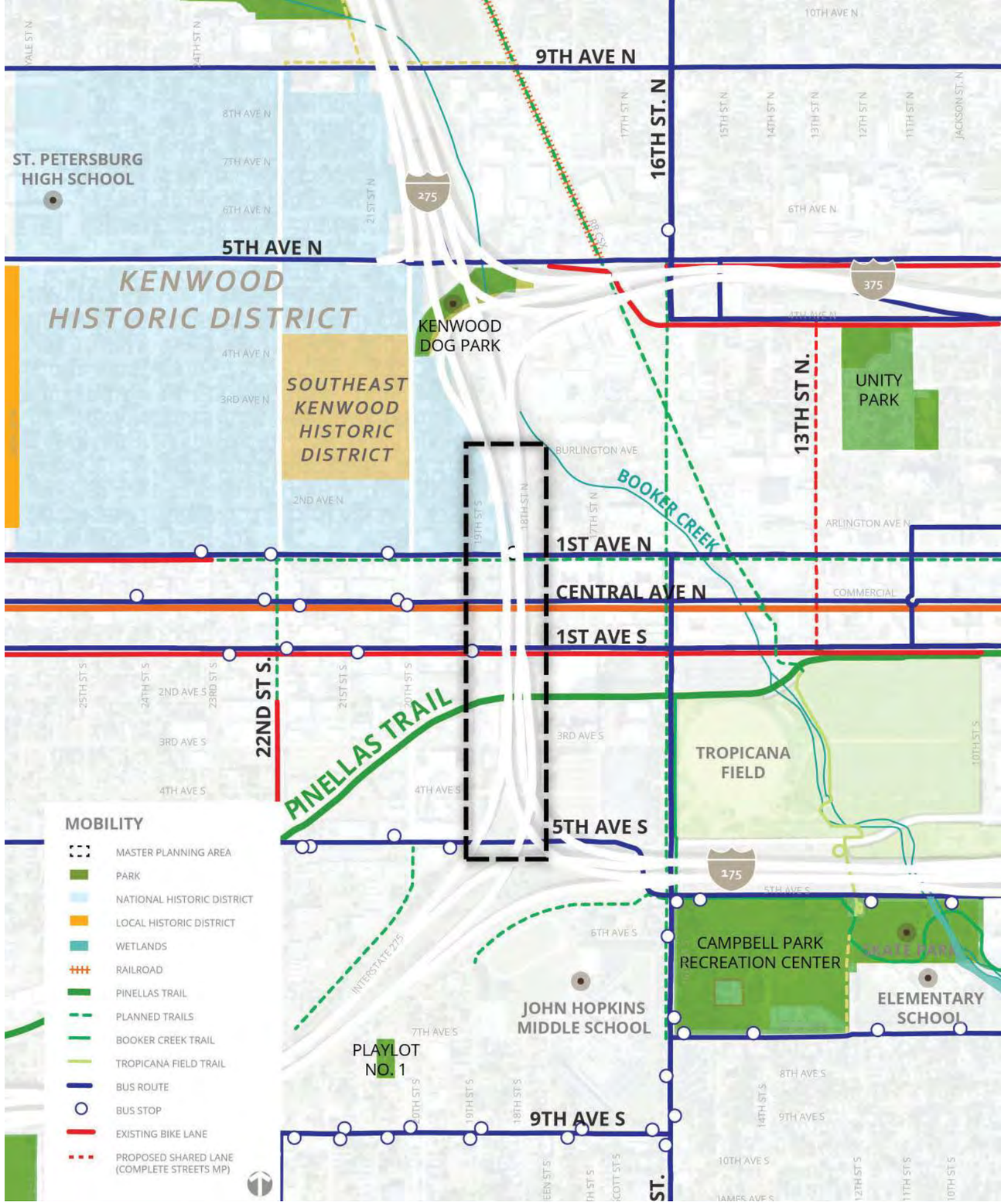


View facing East towards Central Ave.

WHAT PROVIDES SAFETY?

A comprehensive approach to safety focuses on improving visibility, reducing vehicle speeds, and prioritizing pedestrian and cyclist experience:

- High-visibility, shortened pedestrian crossings at key intersections
- Traffic calming measures to reduce speeds and improve comfort
- Protected and continuous bicycle infrastructure across the corridor
- Landscaped medians and refuge islands to support safer crossings
- Street tree canopy and shade structures to enhance walkability
- Expanded sidewalks with clearly defined pedestrian zones
- Green infrastructure (bioswales and planting buffers) integrated into streetscapes
- Enhanced pedestrian-scale lighting for visibility and security
- Gateway elements and wayfinding to reinforce identity and navigation
- Activated ground-floor edges to support activity and informal oversight
- Corner bulb-outs at key intersections to shorten crossings and calm turning speeds
- Reduced or reallocated on-street parking to narrow travel lane widths



MOBILITY + CONNECTIVITY

CONNECTIVITY DIAGRAM

The connectivity framework illustrates how the study area can evolve from a landscape dominated by vehicular infrastructure into a cohesive multimodal network that reconnects adjacent neighborhoods, parks, and regional trail systems. Positioned at a critical junction within the city, Trails Crossing has the potential to transform existing barriers into a continuous and accessible system of movement.

Today, I-275 and the I-175 interchange create both physical and perceptual divides between Kenwood, Southeast Kenwood, Campbell Park, Tropicana Field, and the Pinellas Trail. These conditions limit safe crossings, reduce walkability, and fragment the surrounding urban fabric.

The proposed connectivity framework addresses these challenges by introducing a network of north–south and east–west connections that restore continuity across the site. A strengthened north–south spine runs parallel to the interstate, linking neighborhoods to key destinations and regional systems, while enhanced east–west crossings reconnect communities on either side of the corridor. Integration with the Pinellas Trail and Booker Creek Greenway further reinforces both local and regional connectivity.

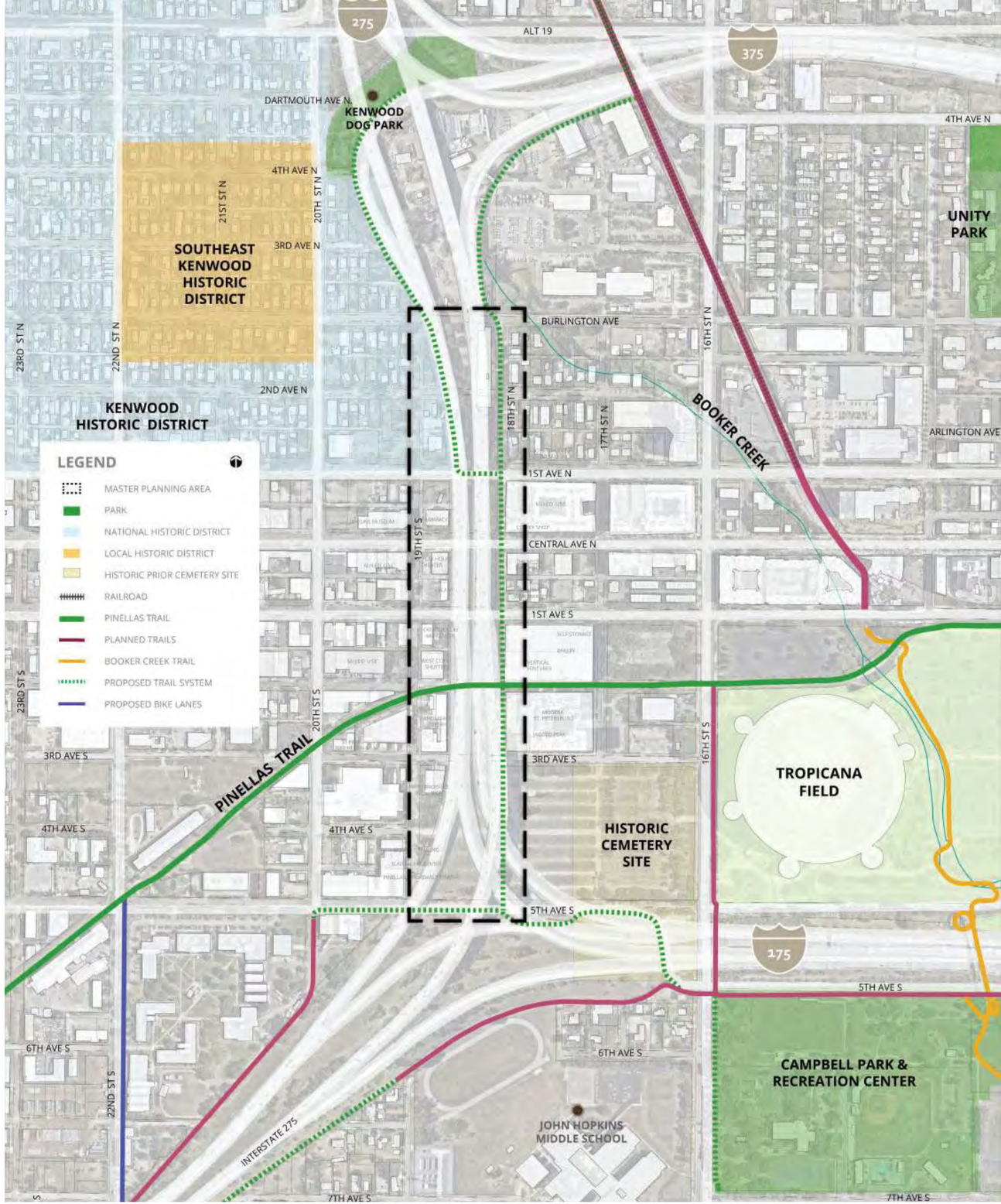
Rather than functioning as isolated improvements, these connections form a layered and interconnected system—supporting daily movement, recreational access, and long-term urban cohesion.

KEY INSIGHTS

- **Reconnects Fragmented Neighborhoods**
  Bridges barriers between Kenwood, Campbell Park, Tropicana Field, and surrounding districts
- **Establishes a North–South Spine**
  Continuous multimodal route parallel to I-275 linking neighborhoods and destinations
- **Strengthens East–West Crossings**
  Safer, more accessible connections across the corridor
- **Integrates Regional Systems**
  Direct links to the Pinellas Trail and Booker Creek Greenway
- **Supports Civic Destinations**
  Connects key places like Campbell Park, Tropicana Field, and Kenwood Dog Park
- **Creates a Layered Mobility Network**
  Transitions from isolated paths to a cohesive, multimodal system



Elder Jordan Sr. Statue



THE HISTORY + SIGNIFICANCE OF THE PINELLAS TRAIL

ONE OF FLORIDA'S MOST SUCCESSFUL RAIL-TO-TRAIL CONVERSIONS:

45 miles of continuous multi-use recreational and transportation spine, from Tarpon Springs to St. Petersburg, connecting a diverse range of neighborhoods, downtowns, parks, and cultural destinations across the county. It serves as both a regional mobility corridor and a recreational amenity.

MORE THAN A TRAIL, IT IS A DEFINING PIECE OF CIVIC INFRASTRUCTURE.

The Pinellas Trail demonstrates how linear corridors can connect communities, support economic activity, and enhance quality of life. **Trails Crossing builds upon this legacy by strengthening connections to the trail and expanding its reach into surrounding neighborhoods.**

1888
ORIGINAL RAIL LINE IS ESTABLISHED

The Orange Belt railway, later the Atlantic Coast Line, served the region, setting the future trail's route.

1989
RAIL-TO-TRAIL TRANSFORMATION BEGINS

Pinellas County Commission approved the rail-to-trail concept, establishing the vision for the multi-use path.

1990
THE FIRST FIVE-MILE STRETCH OPENS

Established in 1990, the Pinellas Trail grew from a community effort for safer bicycling following the 1983 death of cyclist Albert "Bert" Valery III and connected St. Petersburg to Seminole.

2000 + 2010
ANNIVERSARY CELEBRATIONS

The 10th and 20th Anniversary events drew thousands, celebrating the trail's usage and community impact.

2026
DESIGNATION AS TRAIL TOWN BY FDEP

The City of St. Petersburg joins 22 other cities in Florida that are recognized as 'Trail Towns'.



KEY TAKEAWAYS

REGIONAL SPINE
Connecting communities across Pinellas County.

MULTIMODAL CORRIDOR
Supporting recreation, commuting, and tourism.

CATALYST FOR CONNECTIVITY
Linking neighborhoods, downtowns, parks, and cultural destinations.

HIGH-USE ASSET
Bringing consistent pedestrian and bicycle activity through the future site of Trails Crossing.

FOUNDATION FOR TRAILS CROSSING

Serves as a key organizing element and connection point within the project.

PARKS, TRAILS + OPEN SPACE

The Trails Crossing study area is anchored by a network of parks, trails, and open spaces that provide essential recreational, ecological, and community value. These assets—ranging from large regional parks to neighborhood-scale spaces and linear trails—collectively support daily life, environmental performance, and long-term urban resilience.

Campbell Park is one of the largest and most historically significant public open spaces in south St. Petersburg. Located just south of Tropicana Field and adjacent to the I-175 corridor, the park serves as a major recreational and cultural anchor for surrounding neighborhoods. Its expansive green space, athletic facilities, and recreation center support year-round programming and attract users across multiple generations.

Beyond its programmed amenities, Campbell Park provides critical ecological and spatial relief within an infrastructure-dominated context. Open lawns, mature tree canopy, and adjacency to Booker Creek create opportunities for passive recreation, community gatherings, and improved environmental performance. Strengthening multimodal access to the park enhances its role as both a neighborhood resource and a citywide destination.

Unity Park serves as an important neighborhood-scale open space within walking distance of surrounding residential areas. While smaller in scale, it plays a vital role in everyday community life by offering play areas, open turf, and shaded gathering spaces. Its location near major roadways positions it as a key connectivity node within the broader network.

Enhancing pedestrian and bicycle access to Unity Park will strengthen neighborhood cohesion and ensure that nearby residents—particularly youth and families—can safely access open space.

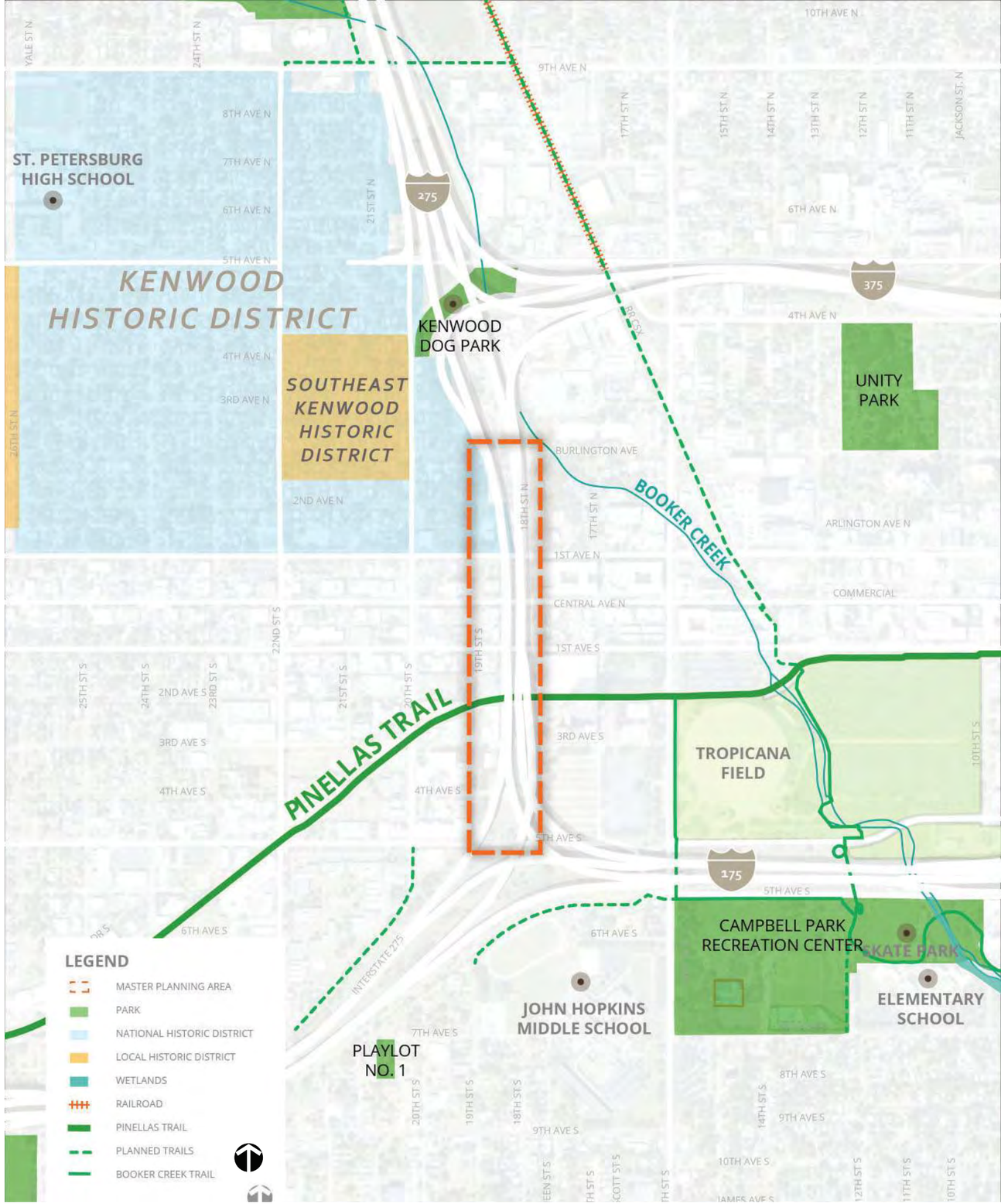
Together with the Pinellas Trail and Booker Creek Greenway, these parks, trails, and open spaces form a fragmented but highly valuable system.

KEY INSIGHTS

- **Strong Existing Open Space Anchors**
  Campbell Park and Unity Park provide critical recreational and community assets
- **Mix of Regional + Neighborhood Spaces**
  Large parks, local open spaces, and linear trails serve diverse users and needs
- **Ecological + Social Value**
  Booker Creek, tree canopy, and open lawns support both environmental performance and community use
- **Fragmented System Today**
  Parks and trails are not fully connected due to infrastructure barriers
- **Opportunity for Network Integration**
  Trails Crossing can link parks, trails, and neighborhoods into a cohesive system
- **Improved Access + Connectivity**
  Enhanced pedestrian and bike connections expand safe access to open space

Trails Crossing has the opportunity to unify this network—strengthening connections, improving access, and transforming isolated assets into a cohesive and connected public realm.

BY LINKING PARKS, TRAILS, AND OPEN SPACES INTO A CONTINUOUS SYSTEM, TRAILS CROSSING TRANSFORMS FRAGMENTED ASSETS INTO A UNIFIED NETWORK THAT SUPPORTS RECREATION, ECOLOGY, AND COMMUNITY LIFE ACROSS THE CITY.



PARKS, TRAILS + OPEN SPACE

WALKSHED ANALYSIS

The walkshed analysis illustrates the extent of pedestrian access to the Trails Crossing project area within a 5-minute (¼-mile) and 10-minute (½-mile) walking distance. The maps reveal that the site is centrally located within a dense urban grid, placing a significant number of residents, businesses, and destinations within a comfortable walking radius.

Within a ¼-mile walkshed, the project area is directly accessible to adjacent mixed-use blocks, employment centers, and portions of the EDGE District and Warehouse Arts District. Expanding to a ½-mile walkshed, the reach extends into surrounding neighborhoods including Historic Kenwood, Southeast Kenwood, and areas near Campbell Park and Tropicana Field—highlighting the site's role as a highly accessible urban node.

Despite this proximity, existing conditions limit the quality and safety of pedestrian access. Major barriers such as I-275 and the I-175 interchange disrupt continuity, reduce walkability, and create gaps in the pedestrian network. While many destinations fall within a walkable distance, they are not always easily or comfortably accessible.

The analysis also highlights uneven access to parks and open space. While Campbell Park provides a major recreational asset within walking distance to the south, access from surrounding neighborhoods is constrained by infrastructure and limited crossing opportunities. Smaller open spaces exist, but are not fully connected into a cohesive system.

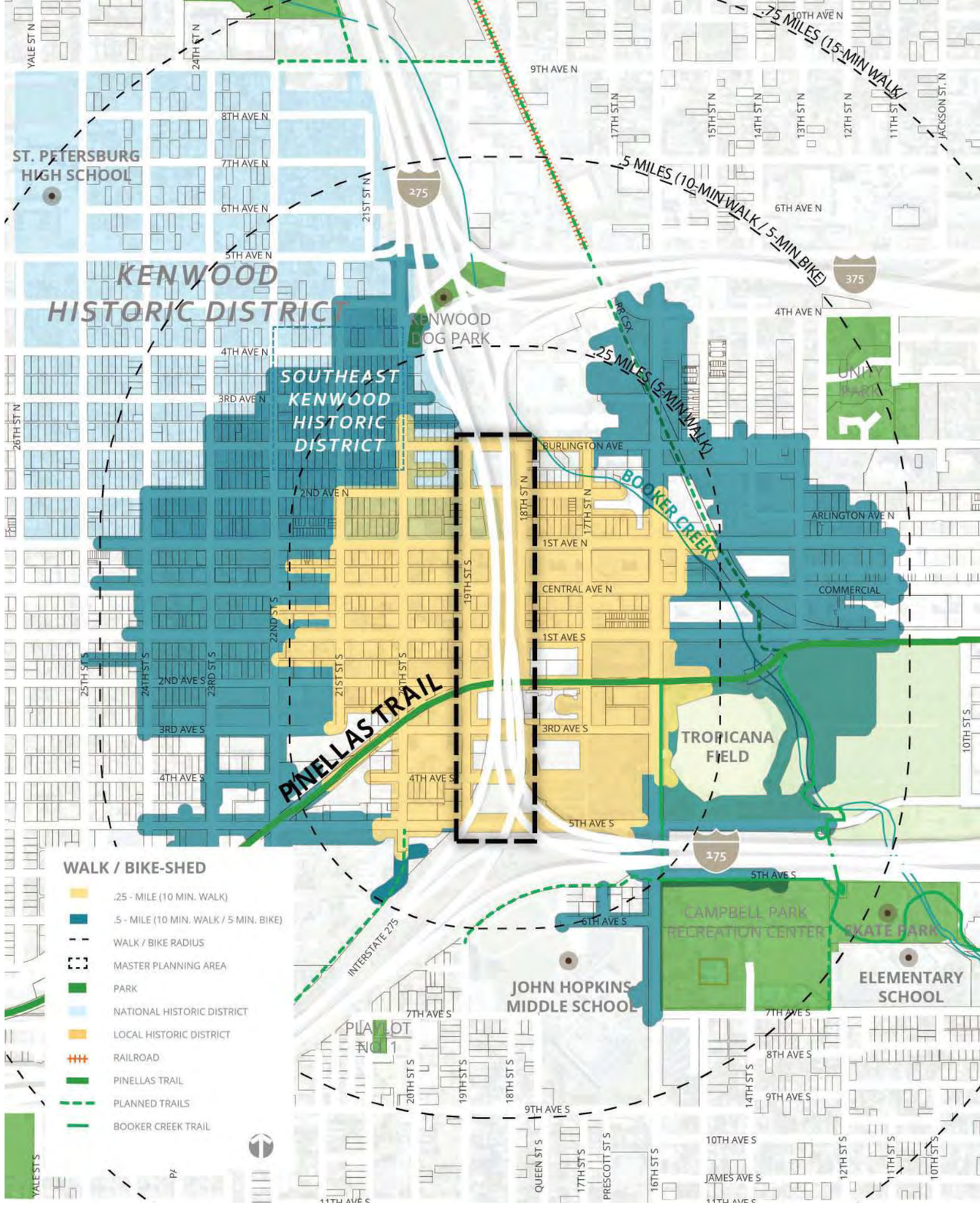
Trails Crossing has the opportunity to enhance and expand this walkshed by improving crossings, strengthening pedestrian connections, and creating a more continuous and legible network. By addressing existing barriers, the project can transform theoretical proximity into true accessibility—making it easier and safer for people to walk between neighborhoods, parks, and destinations.

KEY INSIGHTS

- **Highly Walkable Location**
  Large number of residents and destinations within a 5–10 minute walk
- **Strong Urban Grid Connectivity**
  Dense street network supports potential for walkability
- **Barriers Limit Access Today**
  I-275 and I-175 disrupt pedestrian connectivity
- **Uneven Access to Open Space**
  Campbell Park is nearby but not easily accessible from all directions
- **Opportunity to Expand True Walkability**
  Improved crossings and connections can unlock full walkshed potential
- **From Proximity to Access**
  Trails Crossing converts nearby destinations into safely connected places



View of Pinellas Trail Crossing Zone



ENVIRONMENTAL CONDITIONS

CLIMATE, HEAT, SHADE, + NOISE POLLUTION

The project area is heavily influenced by its urban and infrastructural context, resulting in challenging microclimate conditions that affect comfort, usability, and overall experience. Extensive impervious surfaces—combined with limited tree canopy—contribute to elevated temperatures and urban heat island effects, particularly during peak summer months. These conditions are intensified beneath the elevated interstate, where airflow is restricted and radiant heat from surrounding pavement is retained.

At the same time, the structure of I-275 creates a unique pattern of both shade and exposure. While portions of the site benefit from consistent shade beneath the overpass, other areas experience intense direct sunlight with minimal relief. This uneven distribution of shade highlights the need for a more intentional and cohesive approach to thermal comfort.

Air quality is also a key consideration. Proximity to major highways may result in elevated levels of particulate matter and traffic-related pollutants, although conditions specific to areas beneath elevated interstates are less well-documented and can vary based on airflow and site geometry. These environments may contribute to localized air quality challenges, but they also present opportunities for mitigation through design strategies such as vegetative buffers, improved airflow, and thoughtful programming. Trails Crossing leverages these approaches to help transform a potentially higher-exposure environment into a healthier, more comfortable public space.

Noise pollution is another defining characteristic of the site. Continuous vehicular traffic overhead generates elevated ambient noise levels, impacting the potential for passive recreation, social gathering, and certain types of programming. These conditions contribute to a perception of the space as transitional rather than inhabitable.

KEY INSIGHTS

- **Urban Heat Island Conditions**
  Extensive paving and limited canopy increase temperatures
- **Uneven Shade + Exposure**
  Mix of shaded underpass areas and exposed, heat-prone spaces
- **Potential Air Quality Impacts**
  Proximity to I-275 may contribute to elevated particulate exposure
- **High Ambient Noise Levels**
  Continuous traffic impacts comfort and usability
- **Microclimate Challenges**
  Heat, glare, noise, and air quality influence user experience
- **Opportunity for Climate-Responsive Design**
  Shade, planting, and materials improve comfort and resilience
- **Mitigation Through Design**
  Vegetation, buffers, and airflow strategies can reduce environmental impacts

Despite these challenges, the site presents significant opportunities for improvement. Strategic landscape interventions—such as expanded tree canopy, shade structures, and heat-mitigating materials—can reduce temperatures and enhance comfort. Similarly, integrated design strategies including planting buffers, vertical elements, and active programming can help mitigate both noise and potential air quality impacts while creating more welcoming, human-scaled environments.

By addressing climate, heat, shade, air quality, and noise as core design drivers, Trails Crossing can transform a harsh infrastructure environment into a more comfortable, resilient, and livable public space.

STORMWATER MANAGEMENT + RESILIENCE

The project area is currently dominated by impervious surfaces associated with surface parking lots and roadway infrastructure, resulting in fragmented and inefficient stormwater systems. Existing drainage is largely conveyed through localized systems tied to adjacent streets and FDOT bridge deck runoff, with limited opportunities for on-site treatment or infiltration.

Located within the Booker Creek watershed and ultimately draining to Tampa Bay, the site is part of a broader system facing water quality challenges and regulatory requirements. These conditions present both constraints and opportunities.

The transformation of underutilized paved areas into a linear park creates a significant opportunity to integrate green infrastructure and resilient design strategies. Low-impact development approaches—such as pervious pavements, bioswales, stormwater planters, and subsurface storage—can improve water quality, reduce runoff, and support groundwater recharge. In addition, landscape-based solutions can mitigate heat island effects and enhance microclimate conditions beneath the elevated infrastructure.



ENVIRONMENTAL + NATURAL RESOURCES

Environmental assets within the study area are limited but meaningful. Booker Creek, located adjacent to the site, provides a key ecological corridor with opportunities for improved water quality, habitat enhancement, and greenway connectivity. Existing tree canopy is sparse within the project limits but more established in surrounding neighborhoods and park spaces such as Campbell Park.

The site's location beneath elevated infrastructure introduces challenging environmental conditions, including limited sunlight, heat retention, and noise. However, these constraints also create opportunities for innovative planting strategies using shade-tolerant and drought-resilient species, as well as layered landscapes that respond to varying microclimates.

Enhancing natural systems within the site will not only improve ecological performance but also reconnect people with nature in an otherwise infrastructure-dominated environment.

URBAN DESIGN + SAFETY + ACCESSIBILITY

The current urban design character of the site is defined by auto-oriented infrastructure, wide travel lanes, and underutilized spaces that lack identity, activation, and pedestrian comfort. Lighting is inconsistent and often insufficient for creating a sense of safety, particularly beneath the interstate where visibility is reduced.

Pedestrian and bicycle infrastructure is fragmented, with limited safe crossings and discontinuous connections between neighborhoods and destinations. The scale and configuration of existing roadways prioritize vehicular movement over human experience, contributing to both real and perceived safety concerns.

These conditions present a clear opportunity to apply urban design strategies that prioritize people. Enhancements such as pedestrian-scale lighting, improved sightlines, activated edges, and clearly defined pathways can significantly improve safety and usability. Universal accessibility must also be embedded throughout, ensuring that all users can navigate the space comfortably and safely.

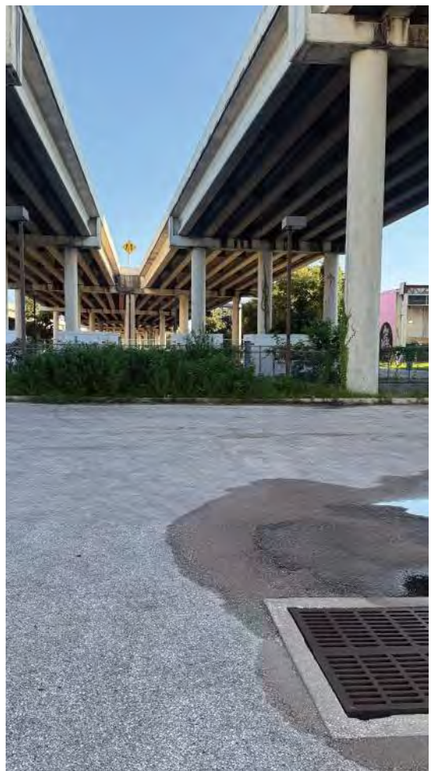
KEY INSIGHTS

- **Impervious + Underutilized Landscape**
  Large areas of surface parking and roadway infrastructure dominate the site
- **Opportunity for Green Infrastructure**
  Potential to integrate stormwater treatment, pervious systems, and resilient landscape strategies
- **Limited Ecological Assets On-Site**
  Booker Creek and surrounding parks provide key environmental connections
- **Challenging Urban Conditions**
  Heat, noise, and low light beneath I-275 impact comfort and usability
- **Fragmented Pedestrian + Bike Network**
  Incomplete connections and limited safe crossings reduce accessibility
- **Safety + Visibility Gaps**
  Inconsistent lighting and lack of activation affect perceived and actual safety
- **Excess Parking Supply**
  Underutilized parking presents opportunity for reallocation to public space
- **Opportunity to Rebalance for People**
  Site can transition from infrastructure-dominated to a connected, human-centered environment











PARKING

PARKING SUPPLY + UTILIZATION

The project area currently contains a significant amount of surface parking, much of which is underutilized. These spaces contribute to the predominance of impervious surfaces and limit opportunities for more active and community-oriented uses.

While parking serves an important functional role, existing patterns indicate that supply exceeds demand in many areas. This creates an opportunity to reconfigure parking more efficiently while freeing up land for public space, programming, and landscape improvements.

A strategic, phased approach to parking reduction and redistribution can maintain necessary access while supporting the transformation of the site. Incorporating green infrastructure—such as landscape buffers, and integrated stormwater systems—can further reduce environmental impacts while enhancing the overall quality of the public realm.



View of existing parking facing North



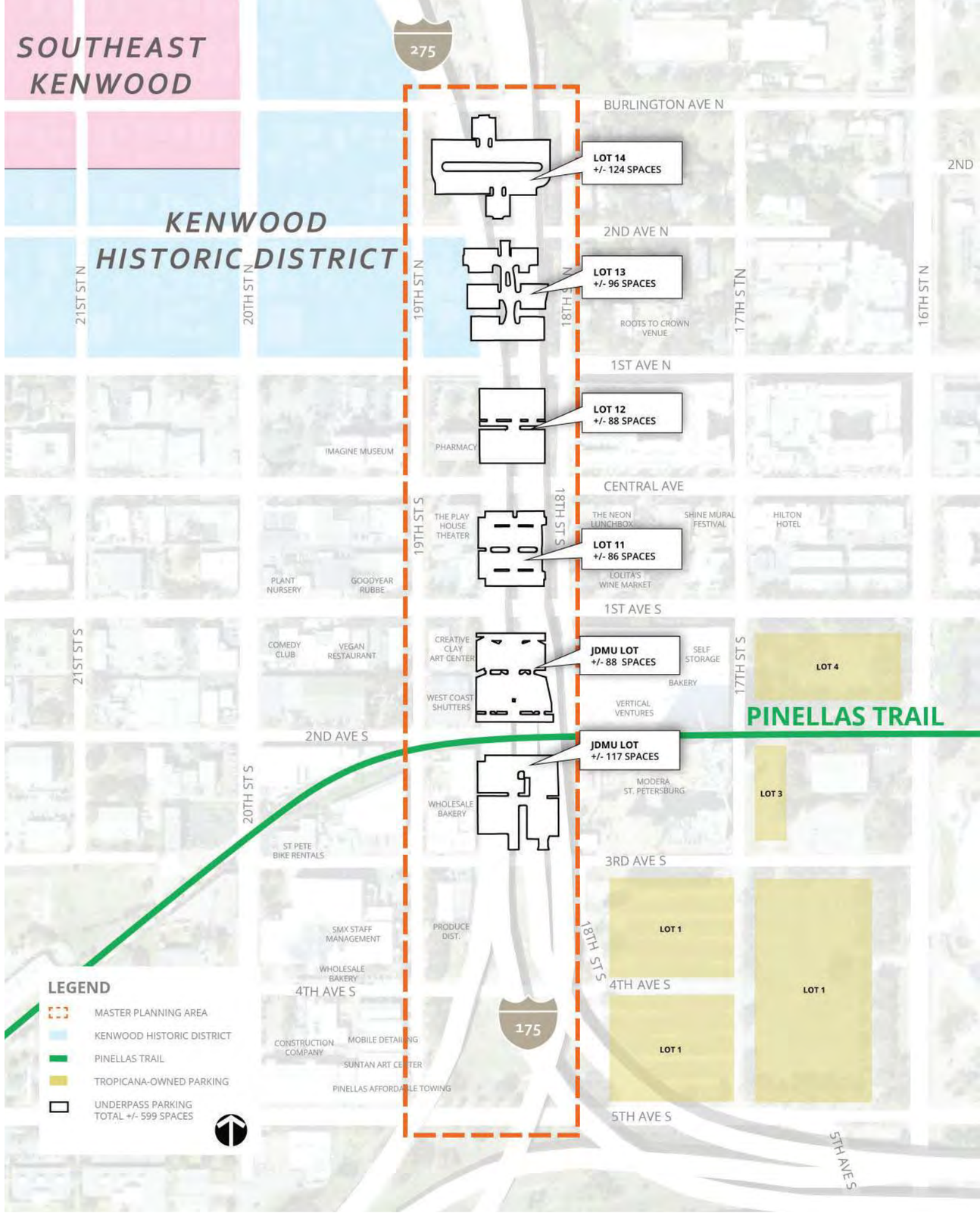
View of street parking along cross street



Parking lot adjacent to Modera apartment complex



Existing parking between 1st Ave S and Central Ave.



UTILITIES + INFRASTRUCTURE

OVERVIEW

The Trails Crossing project area contains a complex network of existing utilities and infrastructure that reflect its urban location and proximity to major transportation corridors. Subsurface and overhead systems—including potable water, sanitary sewer, electric, telecommunications, gas, and stormwater infrastructure—are distributed throughout the site, often following adjacent roadways and extending beneath the I-275 corridor.

Much of this infrastructure was designed to support vehicular-oriented land uses and surface parking, resulting in fragmented systems that are not fully aligned with the vision for an activated public space. In addition, FDOT infrastructure—including bridge supports, lighting, and drainage systems—introduces additional constraints related to clearance, safety, and access.

Utility coordination will be a critical component of implementation. Existing systems may require relocation, protection, or adjustment to accommodate new park features, grading changes, and improved circulation. At the same time, opportunities exist to integrate infrastructure more seamlessly into the public realm—leveraging upgrades to support sustainability, resilience, and long-term performance.

The site also presents opportunities to modernize infrastructure systems through the integration of green infrastructure, smart technologies, and coordinated utility planning. Enhancements such as improved stormwater management, energy-efficient lighting, and potential reclaimed water systems can support both environmental goals and operational efficiency.

Ultimately, the transformation of Trails Crossing will depend on balancing infrastructure constraints with design opportunities—ensuring that essential systems remain functional while enabling the creation of a flexible, safe, and high-quality public environment.

KEY INSIGHTS

- **Complex Utility Network**
  Multiple overlapping systems including water, sewer, electric, telecom, gas, and stormwater
- **Infrastructure-Driven Site Conditions**
  Existing systems designed for parking and roadway use
- **FDOT Constraints**
  Bridge structures, drainage, and safety requirements influence design
- **Coordination Required**
  Utilities may need relocation, protection, or adjustment during implementation
- **Opportunity for Integration**
  Infrastructure can be incorporated into the public realm design
- **Potential for Upgrades**
  Green infrastructure, smart systems, and resilient utilities can enhance performance
- **Foundation for Implementation**
  Successful delivery depends on early and ongoing coordination with agencies and providers



View of existing downspout from overhead highway

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OPPORTUNITIES AND CONSTRAINTS

SWOT ANALYSIS (STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS)



- Significant areas of shade beneath the interstate.
- Proximity to eight (8) surrounding districts and neighborhoods.
- Large open spaces between streets.
- Mix of shade and sunlight allows for native vegetation and tree canopy.
- Strong community interest confirmed through public engagement.
- Pinellas Trail runs through site – vital regional corridor for walking and cycling.
- Ongoing adjacent redevelopment creates synergy with project.
- Existing east-west street and bicycle connections provide a strong framework for improvement.



- Constant traffic noise reduces comfort.
- Perceived safety risks and low visibility.
- Height limitations from interstate structure.
- Low natural light in many areas.
- Structural and regulatory constraints.
- Air and debris pollution from interstate.
- Potential flooding issues.
- Underutilized urban space currently (surface parking only).
- Barrier to connectivity between downtown and nearby neighborhoods.
- Limited north–south connectivity.



- Economic activation: food trucks, local vendors, and small business support.
- Environmental and resilient design: green infrastructure for stormwater/flooding.
- Public art and performances
- Mobility hub leveraging the Pinellas Trail.
- Rebrand space as a landmark destination with cultural and historic storytelling.
- Enhanced landscape and natural features for urban nature experiences.
- Improve multimodal connectivity, walkability, and safety.
- Better integration with surrounding neighborhoods and districts.



- FDOT permitting and approval process may extend project timelines.
- Future interstate expansions or infrastructure changes disrupting site.
- Security, vandalism, and maintenance concerns associated with secluded or low-visibility areas
- Potential impacts to unhoused individuals who currently use the area, requiring coordinated outreach and supportive services.
- Negative public perception of “under the interstate” space.
- Nighttime safety concerns: poor lighting, limited visibility.
- Environmental exposure: flooding, debris, urban pollution.

CASE STUDY ANALYSIS

CASE STUDY OVERVIEW + KEY LESSONS

The reviewed case studies—The Underline (Miami), The Canopy (Orlando), City Walk BHAM (Birmingham), Underground at Ink Block (Boston), The Bentway (Toronto), Platform Park (Culver City), and One Green Mile (Mumbai)—demonstrate a shared approach to transforming infrastructure-adjacent spaces into vibrant, connected, and community-centered public environments. While each project responds to its unique context, together they highlight the growing potential of underutilized urban spaces to become catalysts for connectivity, identity, and public life.


City Walk BHAM

A common thread across these precedents is the reimagining of infrastructure not as a barrier, but as an opportunity. Through thoughtful design, these projects introduce layered experiences—combining mobility, recreation, cultural programming, and ecological strategies—to create destinations that serve both local communities and broader regional audiences. Phased implementation, strong community engagement, and flexible programming emerge as critical components of long-term success.

These case studies also demonstrate the importance of identity and activation. Whether through bold public art, distinctive lighting, or curated programming, each project establishes a recognizable character that draws users and supports ongoing use. Equally important is the integration of green infrastructure and landscape strategies to improve environmental performance and user comfort within challenging urban conditions.

For Trails Crossing, these lessons reinforce a clear direction. The project has the opportunity to build upon these best practices by creating a connected cultural linear park that prioritizes multimodal access, embraces cultural expression, and integrates resilient landscape systems. By combining strong design identity, flexible programming, and strategic phasing, Trails Crossing can transform a historically divided space into a cohesive and activated public realm.


The Bentway


Moral Routes


Underground at Ink Block


The Underline


Platform Park

TOGETHER, THESE PRECEDENTS DEMONSTRATE THAT INFRASTRUCTURE CAN BE REIMAGINED AS CIVIC SPACE–GUIDING TRAILS CROSSING TOWARD BECOMING A CONNECTED, VIBRANT, AND DEFINING PUBLIC DESTINATION FOR ST. PETERSBURG.


Atlanta Beltline

CASE STUDY ANALYSIS

THE UNDERLINE | MIAMI, FL

The Underline is a transformative cultural linear park and an FDOT-coordinated public-private partnership located beneath Miami's Metrorail, converting approximately 120 acres of previously underutilized infrastructure space into a vibrant, multi-functional public realm. Extending across 10 miles of the 24.5-mile Metrorail corridor, the project demonstrates how transportation infrastructure can be reimagined to support community life, mobility, and environmental enhancement.

Initiated in 2012 with a focus on improving safety and connectivity, The Underline has been implemented in phases, allowing for incremental development and continuous community engagement. The project integrates urban trails, enhanced lighting, and wayfinding systems with a diverse range of amenities—including green spaces, playgrounds, dog parks, and fitness areas—creating a dynamic and accessible environment for users of all ages.

The park is designed to celebrate Miami's cultural diversity while fostering a strong connection between people, place, and nature. Through thoughtful programming, public art, and flexible spaces, The Underline supports both everyday use and large-scale community events. Today, it is estimated to attract over 2 million visitors annually, reinforcing its role as both a local amenity and a regional destination.

WHAT INSPIRED US?

- **Distinct Identity + Wayfinding**
  Use of clear signage, mile markers, and branding to create a legible and memorable experience.
- **Integrated Green Space + Environmental Stewardship**
  Introduction of landscape, shade, and ecological plantings that soften infrastructure, support environmental stewardship, and improve comfort.
- **Interactive + Flexible Amenities**
  Diverse programming including play, fitness, and gathering spaces.
- **Phased Implementation Strategy**
  Incremental development that builds momentum and community support.
- **Strong Programming + Activation**
  Continuous events and cultural programming to sustain activity.

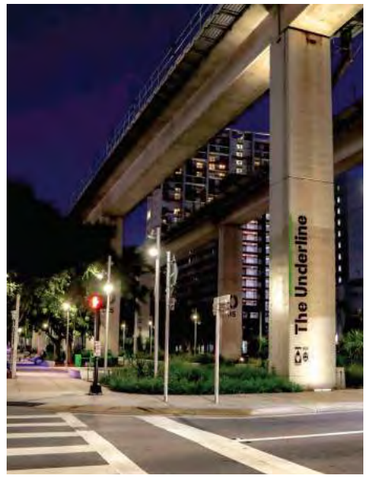


Green Space

Interactive Amenities

Distinct Signage + Mile Markers





CASE STUDY ANALYSIS

THE CANOPY | ORLANDO, FL

The Canopy is a 14.5-acre urban park taking shape beneath Interstate 4 in downtown Orlando, transforming a former surface parking area bounded by Church and Washington Streets and Hughey and Garland Avenues into a connected community hub. Formerly known as the Under-I Project, the park takes its name from Orlando's tree canopy, with the stated goal of creating a vibrant, inclusive, and sustainable urban oasis beneath the interstate.

The design, led by AECOM in partnership with the City of Orlando's Community Redevelopment Agency (CRA), evolved through public workshops and an online survey and is organized around six guiding principles — Connection, Safety, Community, Greenery, Mobility, and Artistic Immersion. These principles are translated into five landscaped zones anchored by seven large-scale metal tree sculptures, a digital projection and mapping system for nighttime video art, an integrated sound system, permanent restrooms, and a dedicated bike path. A festival street at Church Street is designed to host markets, performances, and civic events.

Construction, led by Whiting-Turner Contracting Company, began in summer 2026 and is expected to be complete in 2027. The $30 million project is funded through the CRA's $160 million bond program, financed by a dedicated tax increment within the district. As part of the broader Downtown Orlando (DTO) Action Plan, The Canopy is intended to shift downtown from a daytime work environment into a year-round lifestyle destination.

The Canopy demonstrates the importance of early coordination around parking, funding, transportation-agency agreements, and long-term implementation.

WHAT INSPIRED US?

- **Reimagined Interstate Infrastructure**
  Conversion of underutilized land beneath I-4 into an active, connected community hub
- **Artistic + Immersive Placemaking**
  Large-scale sculptural art, projection mapping, and integrated sound design that establish a distinct identity
- **Integrated Green Infrastructure**
  Five landscaped zones that soften the underpass and improve environmental comfort
- **Multimodal Connectivity**
  A dedicated bike path and pedestrian walkways linking surrounding downtown districts
- **Flexible Community Programming**
  A festival street and gathering spaces designed to host markets, performances, and everyday use







CASE STUDY ANALYSIS

CITY WALK BHAM | BIRMINGHAM, AL

City Walk BHAM is a transformative linear park located beneath the I-59/20 overpass, spanning approximately 10 blocks in downtown Birmingham. Initiated in 2014, the project was driven by a vision to reconnect neighborhoods divided by highway infrastructure while creating a vibrant and iconic civic destination.

Rooted in a community-driven planning process, City Walk BHAM reflects strong public input and local identity. The park integrates a diverse range of spaces that support both active and passive uses, including sports courts, open lawns, event plazas, and shaded gathering areas. This variety allows the park to serve a broad spectrum of users—from families and youth to visitors and community organizations.

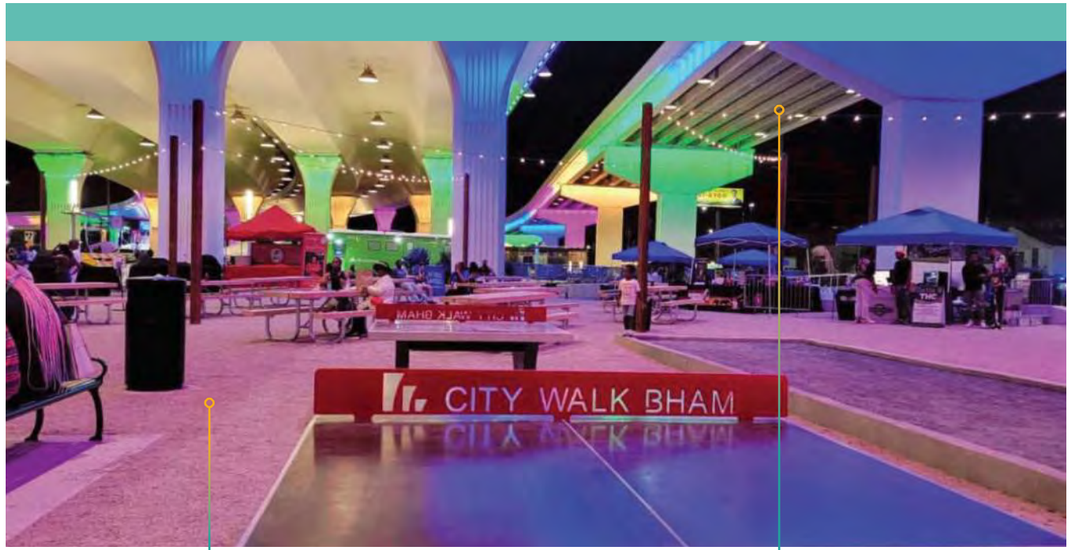
A defining feature of the project is its celebration of local history and culture. Elements such as the Civil Rights Story Zone provide educational and cultural programming that reinforces the site's significance within Birmingham's broader narrative. Public art and design features further enhance the sense of place, creating a destination that is both engaging and meaningful.

Lighting plays a critical role in shaping the park's identity and usability. Accent lighting, integrated beneath the overpass structure, enhances safety while creating a unique visual experience that transforms the space at night. Combined with flexible event and gathering areas, these elements support continuous activation and reinforce the park as a dynamic, year-round destination.

As a precedent, City Walk BHAM demonstrates how infrastructure-adjacent spaces can be reimagined through community-driven design, diverse programming, and strong placemaking—transforming barriers into opportunities for connection and civic life.

WHAT INSPIRED US?

- **Event + Gathering Spaces**
  Flexible plazas and programmed areas support community events and daily use
- **Community-Driven Design**
  Strong public engagement shaping program and identity
- **Active + Passive Mix**
  Balance of recreation, open space, and cultural programming
- **Cultural + Historic Integration**
  Civil Rights Story Zone and local storytelling elements
- **Accent Lighting + Identity**
  Integrated lighting enhances safety and creates a unique nighttime experience







CASE STUDY ANALYSIS

UNDERGROUND AT INK BLOCK | BOSTON, MA

Underground at Ink Block is an innovative urban park located beneath the I-93 overpass, transforming approximately 8 acres of previously underutilized infrastructure space into a vibrant and connected public destination. Strategically positioned near Downtown Boston, the park serves as a critical link between surrounding neighborhoods that were historically divided by highway infrastructure.

The project emphasizes connectivity through a network of multimodal pathways and access points that improve circulation for pedestrians and cyclists while strengthening links between adjacent districts. By reclaiming space beneath the highway, the park creates new opportunities for movement, recreation, and community interaction.

A defining feature of the park is its strong visual identity and cultural expression. The Underground Mural Project introduces large-scale, eye-catching artwork that activates the space, enhances wayfinding, and establishes a unique sense of place. These murals, combined with flexible event and festival spaces, support ongoing programming and attract a wide range of users.

The park offers a diverse mix of amenities, including pickleball courts, open gathering areas, and food and beverage experiences, creating an environment that appeals to both residents and visitors. With an estimated population of over 100,000 within a one-mile radius, Underground at Ink Block functions as both a neighborhood amenity and a regional destination.

As a precedent, the project demonstrates how bold visual design, active programming, and improved connectivity can transform residual infrastructure space into an engaging, highly activated public realm.

WHAT INSPIRED US?

- **Iconic Public Art + Murals**
  Large-scale installations create identity and activate the space
- **Event + Festival Programming**
  Flexible spaces support gatherings, markets, and community events
- **Multimodal Connectivity**
  Pathways and access points reconnect previously divided neighborhoods
- **Active Recreation Amenities**
  Courts and recreational features attract diverse users
- **Urban Activation + Density**
  Serves a large population and functions as both local and regional destination







CASE STUDY ANALYSIS

THE BENTWAY | TORONTO, ON, CANADA

The Bentway is a transformative public space beneath Toronto's Gardiner Expressway, converting approximately 10 acres of underutilized land into a dynamic and flexible urban destination. The project reimagines infrastructure as a series of connected public spaces that support recreation, cultural programming, and community gathering. Through integrated pathways, art installations, and seasonal programming, The Bentway strengthens connections between previously divided neighborhoods while celebrating local history and identity. With its adaptable design and strong emphasis on activation, the space attracts over 164,000 visitors annually and demonstrates how infrastructure-adjacent environments can become vibrant, year-round civic assets.



PLATFORM PARK | CULVER CITY, CA

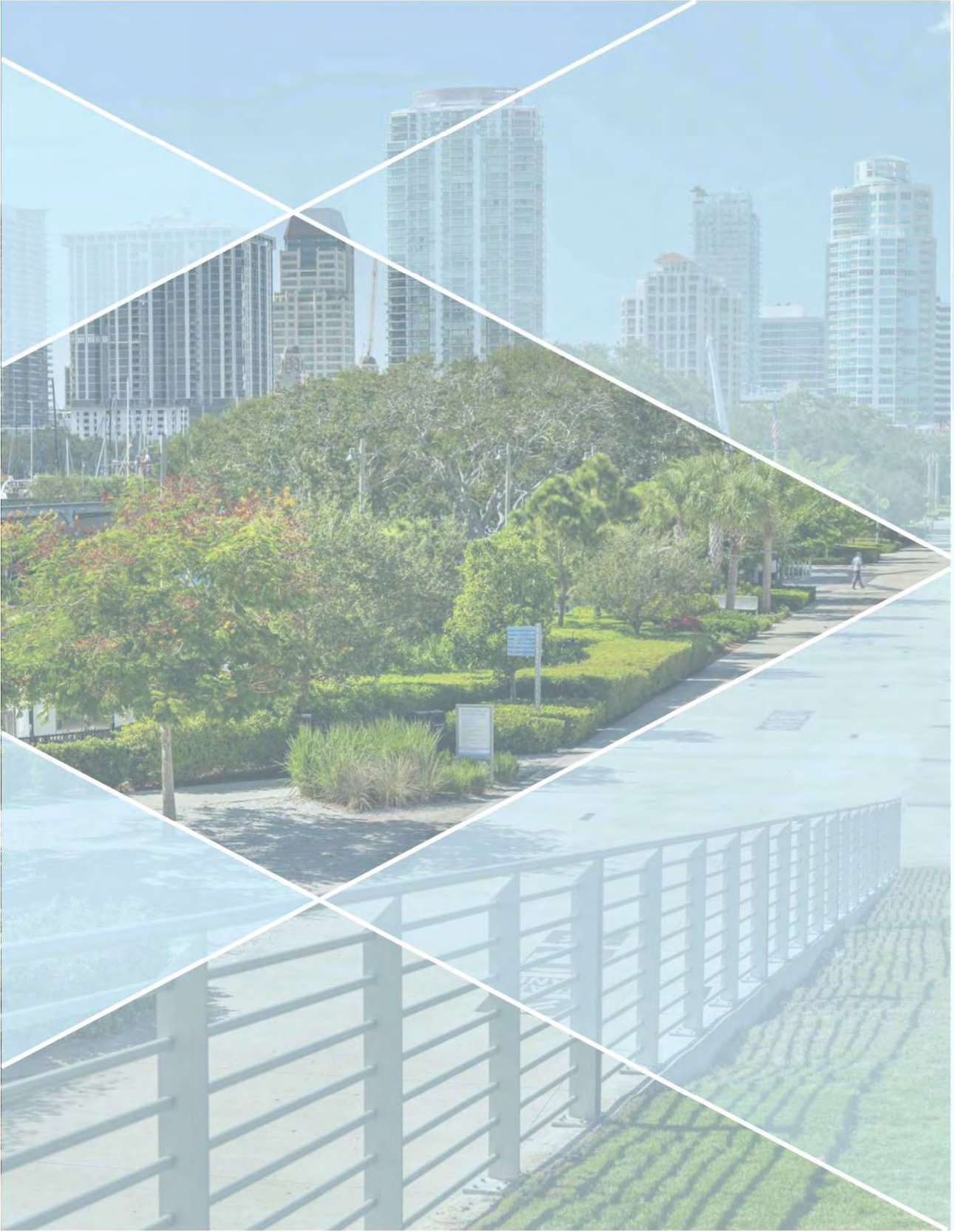
Platform Park transforms a formerly vacant corner lot beneath the Metro Line into an intimate and activated urban open space within a dense retail environment. Designed as a place of respite, the park balances unique seating, greenery, and flexible gathering areas to create a calm and inviting atmosphere amid the surrounding urban activity. Often described as "an eye of the hurricane," the space offers relief from the intensity of the city while maintaining strong connections to adjacent commercial uses. As a precedent, Platform Park demonstrates how even small, underutilized infrastructure-adjacent spaces can be reimagined to support comfort, identity, and everyday community use.



ONE GREEN MILE | MUMBAI, INDIA

Stretching approximately 1.8 kilometers through one of Mumbai's busiest urban corridors, One Green Mile transforms space beneath a flyover into a series of connected "micro-destinations" that offer relief within a dense and fast-paced city. Through the integration of green islands, bioswales, play elements, and seating areas, the project creates a layered landscape that supports both ecological function and everyday use. These interventions not only improve environmental performance but also provide spaces for rest, gathering, and informal recreation. As a precedent, One Green Mile demonstrates how linear infrastructure corridors can be activated through incremental, human-scaled interventions—creating moments of pause, connection, and resilience within an otherwise intense urban environment.



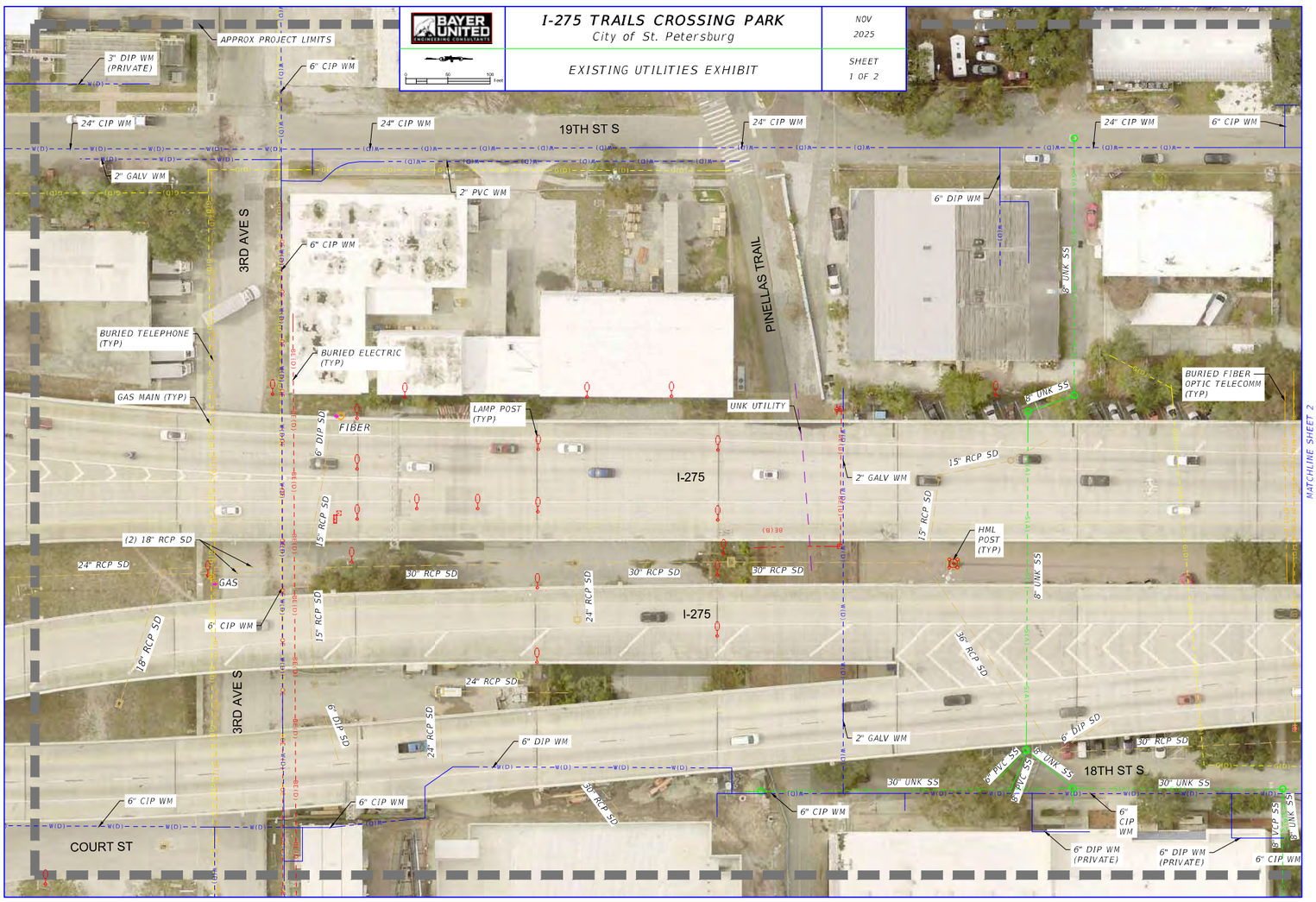


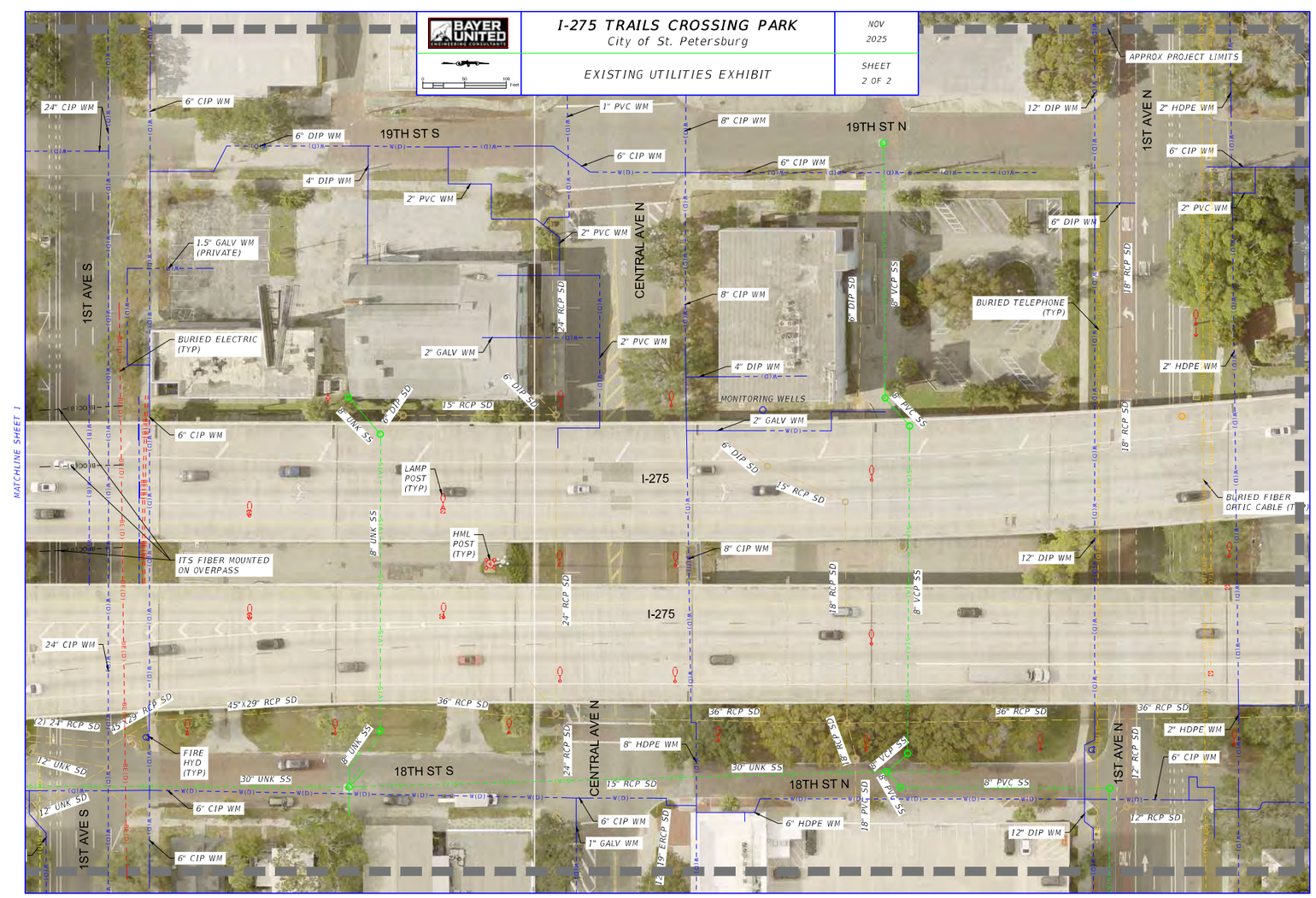
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APPENDIX

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APPENDIX 1 - EXISTING UTILITIES EXHIBIT


I-275 TRAILS CROSSING PARK
City of St. Petersburg
EXISTING UTILITIES EXHIBIT
NOV 2025
SHEET 1 OF 2
APPROX PROJECT LIMITS
19TH ST S
3RD AVE S
PINELLAS TRAIL
I-275
18TH ST S
COURT ST
BURIED TELEPHONE (TYP)
BURIED ELECTRIC (TYP)
GAS MAIN (TYP)
BURIED FIBER OPTIC TELECOMM (TYP)
LAMP POST (TYP)
HML POST (TYP)
UNK UTILITY
FIBER
GAS
MATCHLINE SHEET 2


I-275 TRAILS CROSSING PARK
City of St. Petersburg
EXISTING UTILITIES EXHIBIT
NOV 2025
SHEET 2 OF 2
APPROX PROJECT LIMITS
19TH ST S
19TH ST N
1ST AVE S
1ST AVE N
CENTRAL AVE N
I-275
18TH ST S
18TH ST N
BURIED TELEPHONE (TYP)
BURIED ELECTRIC (TYP)
BURIED FIBER OPTIC CABLE (TYP)
ITS FIBER MOUNTED ON OVERPASS
FIRE HYD (TYP)
LAMP POST (TYP)
HML POST (TYP)
MONITORING WELLS
1.5" GALV WM (PRIVATE)
MATCHLINE SHEET 1

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APPENDIX 2 - DUE DILIGENCE REPORT

STORMWATER MANAGEMENT

Existing Conditions

The proposed project area encompasses approximately 16.0 acres beneath the existing FDOT bridges for I-275 northbound and southbound, and I-175 entering and leaving downtown St. Petersburg. The vast majority of the proposed project area is presently used as existing parking lots; some are paid parking (unfenced), and some are City staff parking lots (fenced), while others are potentially private. These multiple parking lots are divided by the multiple cross streets within the project limits. Each parking lot appears to have its own onsite stormwater drainage system with drainage conveyance outfalls to the adjacent City roadway systems. These stormwater drainage systems also collect roadway runoff from the above FDOT bridge deck drainage systems (I-275 and I-175) via downspouts on the bridge piers.





This existing infrastructure lies beneath the loud and heavily used, shaded FDOT bridges. There are a few city cross streets that lie within the project limits, which include pedestrian sidewalks, and parallel parking spots along both sides of the roadway (ex: Central Avenue). At the far southern end of the project, there is an existing parking lot for the semi-trucks that serve the events at the Tropicana Field where the Tampa Bay Rays play professional baseball. Within the project limits, the existing Pinellas Trail crosses east-west across the project area bringing in potential bicycle and pedestrian users.



Throughout the project area, the existing parking lots appear to be minimally maintained by public agencies, whether state or local. The existing fenced parking lots where City staff park their personal and work vehicles, appear to be compacted gravel and soil. These fenced parking areas are not available to the public. For the traveling public, there are existing paid parking lots available, made of asphalt and striped for hourly parking fees.

System History and Available Records

The existing stormwater system is an older network that has been modified multiple times under different permits and by different owners, operators, and sublessees. Extensive records research and agency coordination produced useful historical plans and recent bridge-drain repair records; however, the available information does not provide a complete and reliable current as-built representation of the interconnected underground drainage system or resolve all ownership and maintenance responsibilities. Accordingly, existing drainage connections, system limits, and available capacity should be treated as unverified until confirmed by field investigation.

FDOT provided the complete final plan set for State Project No. 15190-3418-414 (Federal Aid Project No. I-275-7(39)453). The plans were completely revised October 21, 1975; construction began December 22, 1975; and the work was accepted by FDOT on June 16, 1977. The set includes drainage maps, drainage-structure plans, miscellaneous drainage profiles, and roadway and bridge plans documenting the original drainage basins, bridge drainage, storm-sewer structures, and connections to portions of the surrounding municipal drainage network. These records substantially improve the understanding of the original system but do not reflect all later modifications and should not be considered a complete representation of current field conditions.

A 1998 FDOT drainage study describes roadway runoff being collected by roadside ditches, cross drains, piped outfalls, bridge scuppers, and shoulder gutter inlets and pipes, generally without stormwater treatment or attenuation. The study identifies drainage toward Booker Creek for the project area north and east of the I-275/I-175 interchange and also notes operational deficiencies, including clogged scuppers. More recent FDOT repair plans for Financial Project Identification No. 445830-1-52-01, accepted April 13, 2025, document repairs to deck-drain piping on Bridges 150121, 150122, 150140, and 150143 using 6-inch PVC piping, flexible connections, cleanouts, tie-ins to existing piping, and water testing. The repair plans show reinforced concrete pipes of several sizes in and near the corridor, including 12-, 15-, 18-, 24-, 30-, and 36-inch pipes. The repair work does not establish the hydraulic capacity or condition of the downstream underground system and does not add stormwater treatment or attenuation.

The existing parking lot stormwater conveyance systems discharge offsite via municipal inlets and pipes ultimately toward Booker Creek. This system also receives runoff from the FDOT bridge decks associated with the I-275 and I-175 overpasses. The historical and repair records identify bridge scuppers and deck-drain piping, including repaired 6-inch PVC downspout systems, as well as a 30-inch reinforced concrete pipe (RCP) and other RCP sizes within the corridor. The records do not trace every downstream connection or verify the current condition and capacity of the underground system. A drainage basin inlet (DBI) reportedly constructed by a sublessee discharges to the FDOT system. The ownership, authorization, condition, and exact connection of this DBI require confirmation.

FDOT Coordination

Because the project is located beneath and adjacent to the I-275 overpass, the following requirements and considerations apply. The June 18, 2026 FDOT coordination meeting minutes are included as Attachment C:

- Bridge deck drainage systems discharging below grade must remain functional.
- Modifications affecting bridge drainage require FDOT review and approval.
- Work within FDOT right-of-way requires authorization and permits.
- Structural clearances and column protection must be maintained.
- FDOT access for bridge inspection, maintenance, and emergency response must be maintained.
- Improvements must not adversely affect existing utilities or FDOT infrastructure.
- Flammable materials and activities are not permitted beneath the interstate structures.
- Items may not be attached to bridge columns or piers unless specifically authorized by FDOT.
- The City would be responsible for covering or removing graffiti from bridge elements within the project area as required by FDOT.
- Murals may be considered subject to FDOT approval and an agreement assigning design review, installation, inspection, maintenance, repair, removal, and liability responsibilities.

FDOT further advised that Florida law and FDOT policy restrict commercial activities and private profit within State right-of-way. Food-truck or other revenue-generating operations beneath the interstate should not be assumed permissible. FDOT may delegate certain approval responsibilities to a local agency; the City should obtain written direction for the proposed operating model before design relies on these uses. Stormwater concepts will be refined during preliminary engineering following confirmation of regulatory

requirements, property ownership, easements and other required legal authorization, existing system configuration, and site constraints.

Known and Suspected Drainage Components

The existing systems are understood to include the following components:

- FDOT bridge-deck scuppers and downspouts, including repaired 6-inch PVC drain piping, connected to existing underground drainage piping that includes a 30-inch RCP and other pipe sizes within the corridor.
- Parking lots that drain to shallow ponds or localized storage areas with control structures.
- An open vault storage basin associated with an adjacent development under SWFWMD Permit No. 5110 and not believed to be part of the FDOT system.
- A DBI constructed by a sublessee and reportedly connected to the FDOT drainage system.
- City-owned curb inlets and roadway drainage infrastructure.
- Downstream conveyance to Booker Creek.

Representative examples of the observed drainage components are shown in Figure 2.

Figure 2 – Representative Existing Drainage Features



Shallow storage area with ditch-bottom inlet/control structure



City street curb inlet



Bridge downspout attached to pier



Fenced underground-vault area

The City of St. Petersburg is understood to own the Pinellas Trail within the project area and to maintain Booker Creek. Based on coordination to date, Pinellas County is not believed to have jurisdiction within the project limits; both statements should be confirmed during design.

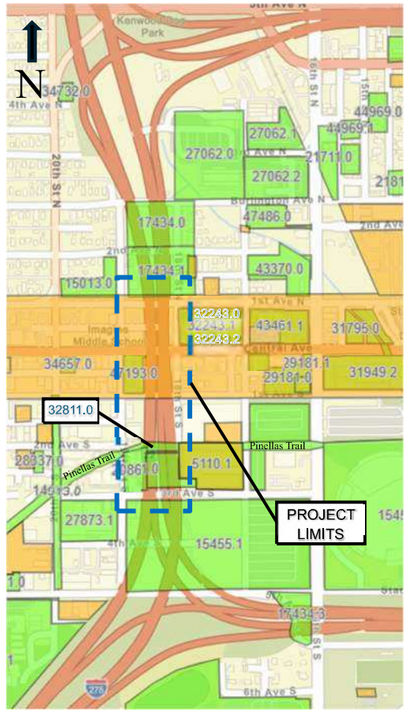
Stormwater Permitting and Environmental Resource Permits (ERPs)

The project area lies within the Booker Creek watershed and ultimately discharges to Tampa Bay through the City of St. Petersburg municipal separate storm sewer system (MS4). Booker Creek and downstream segments of Tampa Bay are listed by the Florida Department of Environmental Protection (FDEP) as impaired waters for nutrient-related parameters. Tampa Bay is designated as an Outstanding Florida Water (OFW) pursuant to Rule 62-302, Florida Administrative Code (F.A.C.). Stormwater treatment must therefore address nutrient-related restoration objectives consistent with the Tampa Bay Basin Management Action Plan (BMAP) and applicable state water-quality standards.

The existing impervious area has not yet been quantified and should be evaluated during preliminary engineering. The project intent is to reduce impervious area by converting existing parking areas to greenspace and other park uses. SWFWMD indicated that the project will likely be evaluated under redevelopment criteria; however, the reduction in impervious area does not eliminate the need to comply with current ERP water-quality and quantity requirements. Redevelopment provisions are governed by Chapter 62-330, F.A.C., and the ERP Applicant's Handbooks.

The site is located within an Area of Minimal Flood Hazard, Zone X, as confirmed on FEMA's website for FIRM Panel 12103C0218G, effective September 2, 2003.

Figure 1 – SWFWMD ERP Permit Mapping in and Adjacent to the Project Area



Source: SWFWMD permit mapping. Permit polygons are provided for screening only and do not establish approved drainage-basin limits, facility ownership, or the current configuration of permitted systems.

ERP Permit No.	Revision No.	Permittee	Project Name
5110	**0**	Rr Donnelley & Sons Company	St. Petersburg Printing Co.
5110	**1**	MCRT Investments, LLC	Trail's Edge – Mixed Use Site
15455	**0**	City of St. Petersburg	City of St. Petersburg – Tropicana Dome Improvements
15455	1	City of St. Petersburg	Tropicana Field parking-area improvements
17434	**0**	City of St. Petersburg	City of St. Pete – Trop Parking Lot (I-1)
17434	**1**	City of St. Petersburg	City of St. Pete – Trop Field Parking Lot I-2
20861	**0**	Euro Bake	EURO-BAKE / Freezer Building Addition
32243	**0**	Mdp 1701 Central LLC One Alliance Center	Central Avenue Lofts
32243	**1**	SCAF, LLC	1701 Central Avenue Apartments
32243	**2**	SCAF, LLC	1701 Central Avenue Apartments
32811	**0**	City of St. Petersburg	Pinellas Trail Extension No. 06103-1
47193	**0**	Penncap, LLC	1850 Central Avenue
27873	**1**	Dealership Solutions, LLC (to be confirmed)	Lantmännen Unibake Expansion

Permit Review Findings

The permit polygons shown in available mapping provide a useful screening tool but do not, by themselves, establish the limits of each permitted drainage system. Approved drainage basins, treatment facilities, pipes, outfalls, ownership, easements, and operation and maintenance responsibilities should govern the evaluation. Review of the available permit documents identified the following potential conflicts and coordination considerations.

Permit(s)	Project Relationship	Due-Diligence Finding
5110.0 and 5110.1	Direct overlap / connection	Permit 5110.0 used an approximately 1.54-acre City sublease beneath or adjacent to I-275 for parking and two exfiltration/attenuation ponds serving approximately 3.34 acres. Both ponds discharged to the existing 30-inch storm sewer. The available 5110.1 plans do not establish whether the original ponds were formally abandoned or replaced. Treat the ponds, controls, and connections as potentially active until SWFWMD records and field conditions confirm otherwise.
47193.0	Appears within project boundary	A recent underground StormBrixx treatment and attenuation system on the south parcel serves both the north and south parcels. Project work should not sever the tributary routing, disturb the underground system, or alter its downstream connection without resolving the permit, property interests, and operation and maintenance responsibilities.
20861.0	Appears within project boundary	A permitted dry retention pond receives roof drainage and provides water-quality treatment and attenuation. The pond, overflow, and discharge path should be preserved or replaced through an approved permit modification if the property is incorporated into the project.

Permit(s)	Project Relationship	Due-Diligence Finding
32811.0	Pinellas Trail crossing	The trail permit relied on construction along an existing compacted railroad bed without an increase in runoff potential or creation of a pollution-generating surface. Widening, regrading, added hardscape, or drainage modifications should be evaluated under the new project ERP rather than assumed to retain the basis of the historical approval.
32243.0 through 32243.2	Adjacent east / downstream coordination	The 1701 Central Avenue development uses an underground stormwater vault and discharges near the southwest corner of the site to existing public drainage. Project work should preserve the receiving inlet and conveyance capacity and avoid increasing tailwater. Permit transfer records assign operation and maintenance responsibility to SCAF, LLC and note that division of a permitted property or system may require permit modification or transfer.
17434.0 and 17434.1	Primarily north / adjacent	The Tropicana Field off-site parking permits include drainage to existing public infrastructure and, for Permit 17434.1, a dry treatment pond on FDOT property under a long-term lease. Inlets, pipes, pond limits, outfall routing, and current lease and maintenance responsibilities should be confirmed where they approach the north project limit.
27873.1	Adjacent west / moderate concern	The 2.36-acre Lantmännen Unibake basin is served by an expanded dry retention pond near 20th Street South and 3rd Avenue South. The pond receives roof drainage and retains an existing control structure and 18-inch RCP outfall on the west side of the property. The immediate discharge appears to be directed away from the project; however, the downstream route should be confirmed, and grading near 19th Street South should not redirect runoff from or affect the permitted facility.
15455.1 (15455.0 outside project limits)	South project area / adjacent	Permit 15455.1 applies to the parking area within the project area. Permit 15455.0 applies to the Tropicana Field/Dome property outside the project limits. The 15455.1 permitted facilities, drainage connections, treatment, and maintenance responsibilities should be confirmed and reconciled with the project ERP modification.

Regulatory Framework

Stormwater design is governed by:

- Southwest Florida Water Management District (SWFWMD)
  - SWFWMD ERP Applicant's Handbooks
  - Chapter 62-330, Florida Administrative Code
  - City of St. Petersburg Land Development Regulations
- City of St. Petersburg Engineering and Capital Improvements Department (ECID) drainage standards
- FDOT District 7 drainage coordination requirements

The project will require an ERP permitting process that reconciles all affected existing permits with the proposed stormwater system. At the June 25, 2026 pre-application meeting, SWFWMD indicated that the project may qualify for an individual permit. The approximately 16-acre project exceeds the less-than-10-acre threshold referenced in the meeting record; therefore, the application type and fee must be reconfirmed with SWFWMD. The final administrative approach—one consolidated modification or coordinated modifications—should be confirmed with SWFWMD based on the verified project limits and phasing. The ERP applicant must also demonstrate sufficient ownership or other legal interest in the property included in the application. The SWFWMD pre-application meeting notes are included as Attachment A.

Because the existing drainage system ultimately discharges to Booker Creek, an impaired waterbody, and downstream to Tampa Bay, an impaired Outstanding Florida Water, stormwater design must demonstrate compliance with current ERP water-quality criteria. SWFWMD advised that nutrient criteria for nitrogen and phosphorus will apply and that no reliance on grandfathering is anticipated. Enhanced nutrient treatment will therefore likely influence design decisions and the selection and sizing of stormwater best management practices. The current stormwater rule performance-standard flow chart is included as Attachment B.

Nutrient Treatment Performance Standard

Under the current stormwater treatment criteria, the required nutrient reduction is determined by first calculating the reduction necessary for postdevelopment loading after treatment to equal predevelopment loading. That reduction is then compared with the applicable location-based total nitrogen (TN) and total phosphorus (TP) performance standard. The more stringent and protective reduction governs the design.

The location-based standard depends on whether the project qualifies as redevelopment and on the site's relationship to an impaired waterbody or Outstanding Florida Water within the applicable Hydrologic Unit Code 12 (HUC 12) watershed. The flow chart defines redevelopment, in part, as construction where the existing land use has not previously been permitted under Part IV of Chapter 373, F.S. Because portions of the project area and drainage system have been modified through multiple historical ERPs, redevelopment eligibility may not be uniform throughout the project. The applicable classification should be confirmed with SWFWMD for each affected drainage basin and project phase.

Based on the currently available information, the project ultimately discharges to impaired Booker Creek and downstream Tampa Bay. If the project qualifies as redevelopment and is confirmed to be within a HUC 12 containing an impaired waterbody and upstream of that waterbody, the flow chart identifies a minimum reduction of 45 percent TN and 80 percent TP from the postdevelopment load before treatment, together with net improvement for the impaired parameter. If the applicable receiving-water relationship instead places the site upstream of an Outstanding Florida Water, a different and potentially more stringent standard may apply. The applicable HUC 12, receiving-water relationship, redevelopment classification, and final treatment standard must therefore be verified during preliminary design and confirmed through the ERP process.

SWFWMD indicated that bridge-deck areas may be excluded from water-quality treatment calculations because the bridge decks predate ERP permitting standards; however, bridge runoff must still be accounted for in conveyance and storage-volume calculations. This determination must be confirmed through the final permit application.

A follow-up SWFWMD pre-application meeting will be required after the field-verification program is substantially complete. That meeting should confirm the affected permits and basins, the modification strategy, project area, nutrient-treatment approach, bridge-runoff accounting, legal authorization, operation and maintenance responsibilities, and phased permitting approach.

Environmental Monitoring / Petroleum Restoration Constraint

A groundwater and vapor monitoring station was observed during the site visit. It is associated with a documented petroleum underground storage tank (UST) release, which was located within the project area, North of Central Ave under the west side of I-275. The site is enrolled in the FDEP Petroleum Restoration Program (FDEP Facility ID: 529814263). The site is an active monitoring station within the project limits. The monitoring wells and air monitoring equipment is maintained by Water & Air Research, Inc. It is assumed that this self-contained and fenced area with power will not be able to be relocated outside the project limits. All proposed improvements included by the project should consider beautification of the existing facility while maintaining and/or modifying thereof, the ingress/egress to the facility. A detailed engineering survey with title search should be obtained so that rights-of-way and existing easements can be confirmed for this facility and the parking areas.



Stormwater Permits and Regulatory Approvals

Agency	Permit / Approval	Basis for Requirement
Southwest Florida Water Management District (SWFWMD)	Environmental Resource Permit (ERP)	Redevelopment and modification of stormwater system discharging to Tampa Bay (Impaired Waters / Outstanding Florida Waters)
City of St. Petersburg (Engineering & Capital Improvements Dept.)	Stormwater Review / Drainage Approval	Compliance with City Code §16.40 and ECID stormwater criteria
City of St. Petersburg (Engineering & Capital Improvements Dept.)	Right-of-Way Use Permit	Stormwater infrastructure or discharge structures within public ROW
FDOT District 7	Drainage Review / Approval	Existing I-275 bridge deck drainage discharges below grade within project limits
FDOT District 7	Right-of-Way Use Permit	Work beneath or within FDOT right-of-way
Florida Department of Environmental Protection (FDEP)	Construction General Permit (NPDES NOI)	Land disturbance ≥ 1 acre
FDEP Petroleum Restoration Program	Coordination – Facility ID 529814263	Subsurface work within active petroleum restoration site

UTILITIES

Existing Conditions

The project site contains a significant amount of existing utility infrastructure including potable water, reclaimed water (adjacent), sanitary sewer, electric power, telecommunications, gas, FDOT lighting foundations and cabinets, FDOT drainage systems including bridge deck downspouts, and environmental air monitoring facilities. Utility coordination will be critical to support the proposed park amenities. To minimize impacts to the existing utilities, the project site grades are anticipated to be raised and leveled above the existing grades. Sanitary sewer manhole rims can be raised or lowered as needed, but vehicle access is important if the utility structure is not relocated. The Existing Utilities Exhibit prepared for the project is included as Attachment D.



Potable Water

Provider

City of St. Petersburg Water Resources Department

Existing Infrastructure

- 12-inch DIP water main on 1st Avenue North
- 8-inch CIP water main on Central Avenue
- 24-inch CIP water main on 1st Avenue South
- 6-inch CIP water main on 3rd Avenue South
- 6-inch CIP/DIP/HDPE water mains along the eastern project boundary

The functional classification of the 24-inch main (distribution versus transmission) requires confirmation with the City.

Reclaimed Water

Provider

City of St. Petersburg Water Resources Department

Existing Infrastructure

- No reclaimed water mains exist within the project limits. A 16-inch DIP reclaimed water main is located approximately one block east along 17th Street North. Extension feasibility will require coordination with the City.

Sanitary Sewer

Provider
City of St. Petersburg

Existing Infrastructure

- 8-inch VCP/PVC gravity mains running east–west through the site
- 30-inch VCP gravity main along 3rd Avenue South
- 30-inch VCP gravity main along the eastern boundary

Approximate manhole depths:

- East–west lines: approximately 6 to 12 feet (typically ~8 feet)
- North–south trunk line: approximately 12 to 22 feet

Sanitary sewer connections and capacity determinations are governed by City standards.

Electric

Provider
Duke Energy

Existing Infrastructure

- Buried electric along 1st Avenue South
- Buried and overhead electric along 3rd Avenue South
- Multiple site light poles
- Two high-mast lighting posts

Communication and Data

Providers
Duke Energy Fiber

Frontier

Existing Infrastructure

- Buried fiber and telephone parallel to 1st Avenue North
- Buried fiber and telephone parallel to 1st Avenue South
- Buried telephone along 3rd Avenue South
- ITS fiber mounted beneath the I-275 overpass

ITS infrastructure within FDOT right-of-way is subject to FDOT oversight.

Gas

Provider
TECO Peoples Gas

Existing Infrastructure

- 6-inch PE gas main along 3rd Avenue South
- 12-inch coated steel gas main along 3rd Avenue South
- 6-inch coated steel gas main between the Pinellas Trail and 1st Avenue South

Utility Permits and Regulatory Approvals

Agency	Permit / Approval	Basis for Requirement
City of St. Petersburg – Water Resources Department (WRD)	New Potable Water Service Approval	New or modified potable service connection
City of St. Petersburg – WRD	Sanitary Sewer Tie-In / Lateral Approval	New or modified sanitary sewer connection
City of St. Petersburg – WRD	Reclaimed Water Service Approval	Irrigation or reclaimed water connection (if pursued)
City of St. Petersburg (Engineering & Capital Improvements Dept.)	Right-of-Way Use Permit	Utility installation within public right-of-way (if not installed by City forces)
FDOT District 7	Utility Permit	Utility work within FDOT right-of-way
Duke Energy	Service Application / Utility Coordination	Electrical service for lighting and park facilities
TECO Peoples Gas	Utility Coordination	Work near existing gas mains
Telecommunications Providers	Utility Coordination	Work near fiber, telephone, and ITS infrastructure

Parking Operations and Agreements

Portions of the existing parking area may be subject to lease, sublease, license, or operating agreements involving the Tampa Bay Rays and/or ParkMobile. The City and design team should obtain and review all agreements affecting the project area and consider pursuing releases, terminations, or amendments where necessary to implement the proposed improvements. This review should also identify any limitations affecting the removal or conversion of existing parking areas.

Proposed Conditions

The proposed project area encompasses approximately 16.0 acres beneath the existing FDOT bridges for I-275 northbound and southbound, and I-175 entering and leaving downtown St. Petersburg. The proposed project aims to add more pedestrian activity to this area while encouraging more economic growth in this part of the City. To facilitate these important target goals, the following elements should be considered:

1. **Parking, for any type of vehicle, appears to be a challenge in this area.** Once the existing parking areas are removed, the situation could become worse. Therefore, adding more on-street parking on the adjacent roadways in all directions should be considered. This would facilitate the future users attending the special events at this recreational facility.
2. **To replace the existing stormwater ponds adjacent to the parking lots, we would recommend durable pervious concrete with stormwater storage below it.** This would accommodate the stormwater attenuation/storage needed for the project. The existing report photograph provides an example of a pervious concrete parking area in a nearby City, together with a pedestrian paver sidewalk. The storage below the pervious concrete is sufficient to hold the design volume, while the pervious



concrete is durable enough for the heavy solid-waste and delivery vehicles that would frequent this location once construction is complete and operations have begun.

3. **Although the proposed project is intended to reduce impervious area and vehicle-related pollutant loading,** significant stormwater treatment requirements should still be anticipated. SWFWMD has indicated that nitrogen and phosphorus criteria will apply under the current stormwater rules and that no grandfathering is anticipated. Pervious pavement, subsurface storage, greenspace, bioswales, and other formalized best management practices should be evaluated using the applicable nutrient-treatment decision flow chart. Final treatment and attenuation requirements will depend on the verified project area, existing-system configuration, design scope, and phasing.

Critical Existing-Conditions Verification

Comprehensive field verification is a prerequisite to preliminary and final drainage design. The reviewed packages consist primarily of historical applications, calculations, permitted plans, and repair records and do not establish that each system was constructed exactly as approved, remains in its permitted configuration, or has adequate condition or capacity for the proposed work. The design team should not rely on record information alone. Before the drainage concept and project limits are finalized, the City should complete a detailed boundary, topographic, and engineering survey; subsurface utility engineering (SUE); and closed-circuit television (CCTV) inspection of accessible stormwater piping. The investigation should locate and verify structures, pipes, inverts, materials, connections, outfalls, treatment facilities, bridge-drain tie-ins, ownership interfaces, and apparent condition. The City should also obtain current SWFWMD permit-status records, permit letters and special conditions, Statements of Completion, certified record drawings, inspection and compliance records, operation and maintenance transfers, and any formal abandonment or superseding approvals.

Property acquisition, lease termination, or division of a parcel should be evaluated for its effect on the associated permitted drainage system. No existing pond, vault, underground treatment system, inlet, pipe, or outfall should be removed, filled, disconnected, or claimed for treatment credit until its configuration, legal access, current permit status, and continued function are verified. A CAD/GIS overlay of the project boundary, parcel limits, approved drainage basins, and field-located facilities should be prepared for the follow-up SWFWMD pre-application meeting.

All ERPs affected by the project must be reconciled through the project permitting process. The permit application should identify every existing ERP drainage basin, treatment facility, conveyance, outfall, property interest, and operation and maintenance obligation affected by the proposed improvements and demonstrate how each will be preserved, replaced, abandoned, transferred, or incorporated into the proposed system. The current expectation is that this reconciliation will be addressed through an ERP modification encompassing the affected systems. SWFWMD should confirm whether the final administrative mechanism will be one consolidated modification or coordinated modifications under an individual permit, particularly if the project is phased.

Attachments

- Attachment A – SWFWMD Pre-Application Meeting Notes, June 25, 2026
- Attachment B – Stormwater Rule Performance Standard Flow Chart
- Attachment C – FDOT Coordination Meeting Minutes, June 18, 2026
- Attachment D – Existing Utilities Exhibit, November 2025

ATTACHMENT A

SWFWMD Pre-Application Meeting Notes

June 25, 2026

THIS FORM IS INTENDED TO FACILITATE AND GUIDE THE DIALOGUE DURING A PRE-APPLICATION MEETING BY PROVIDING A PARTIAL "PROMPT LIST" OF DISCUSSION SUBJECTS. IT IS NOT A LIST OF REQUIREMENTS FOR SUBMITTAL BY THE APPLICANT.

SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
RESOURCE REGULATION DIVISION
PRE-APPLICATION MEETING NOTES

FILE NUMBER
PA 413515

Date:	6/25/2026
Time:	10:00
Project Name:	City of St Petersburg: I-275 Trail Crossing Park
District Engineer:	Brandee Alexander
District ES:	Russell Martin
Attendees:	Carrie Read, Marcello Tavernari, John Barkett, Jen Miranda, Zachary Cross
County: Pinellas	**Sec/Twp/Rge:** 24/31/16
Total Land Acreage:	**Project Acreage:** >10 acres

Prior On-Site/Off-Site Permit Activity:

- 043017434

Project Overview:

- The proposed activity includes an urban linear park under I-275, converting existing parking lots to more greenspace. Planned for Phased Buildouts.
- The proposed activity may qualify for an individual permit. Phased construction results in consecutive permit modifications.

Environmental Discussion: (Wetlands On-Site, Wetlands on Adjacent Properties, Delineation, T&E species, Easements, Drawdown Issues, Setbacks, Justification, Elimination/Reduction, Permanent/Temporary Impacts, Secondary and Cumulative Impacts, Mitigation Options, SHWL, Upland Habitats, Site Visit, etc.)

- A site visit by District staff will be required to verify the presence and extent, or absence of wetlands and/or surface waters. Prior to the site visit, District staff will contact the applicant or authorized agent to provide an approximate date of the site visit and to ensure that the project area is accessible. If wetlands or surface waters are discovered during the site visit, additional information may be required. A site visit will not be scheduled until the appropriate signatures on the application and the fee is submitted.
- There are no anticipated wetlands or dredge and fill locations. Current site consists of surface parking and cross roads.

Site Information Discussion: (SHW Levels, Floodplain, Tailwater Conditions, Adjacent Off-Site Contributing Sources, Receiving Waterbody, etc.)

- Site address – nearest to the trail is 116 18th St S, St. Petersburg, FL 33712.
- Floodplain checked using District's Floodplain Mapping Application
- Check FDEP's HUC 12 Boundaries with Impaired Waters and OFWs to determine status of receiving waterbody. The site appears to be located within Lake Maggiore HUC 12 subwatershed, which connects to Tampa Bay. The HUC 12 subwatershed appears to contain Impaired OFW (Tampa Bay) which also appears to be located downstream of the site.
- Provide documentation to support tailwater conditions for quantity design.
- Minimum flows and levels of receiving waters shall not be disrupted.
- Any wells on site should be identified and their future use/abandonment must be designate
- Majority of Site lies underneath the I-275 bridge decks. No existing permit, decks were constructed prior to permitting standards. Any runoff estimates can exempt out the bridge deck areas. The bridge decks have observed downspouts which do not have any as-builts to confirm the exact connection locations, but they are possibly directly connected to storm drains along the cross roads. There is also currently an open vault storage basin which is permitted for an adjacent development under permit 5110.

Water Quantity Discussions: (Basin Description, Storm Event, Pre/Post Volume, Pre/Post Discharge, etc.)

- Demonstrate the proposed activity meets the Individual Permit requirements per Rule 62-330.350, F.A.C.
- Demonstrate that the project will not increase flood stages up- or down-stream of the project area(s).

Water Quality Discussions: (Type of Treatment, Technical Characteristics, Non-presumptive Alternatives, etc.)

- Nutrient criteria will be applied for nitrogen and phosphorus. This site will is likely to qualify for redevelopment standards. Each phased modification will have the same criteria.
- No treatment for the areas on the bridge decks will be required. Only volume capacity will need to be accounted for
- Formalized BMP treatment methods are outlined in the Applicants Handbook Vol II..
- Formalized

Sovereign Lands Discussion: (Determining Location, Correct Form of Authorization, Content of Application, Assessment of Fees, Coordination with FDEP)

- N/A.

Operation and Maintenance/Legal Information: (Ownership or Perpetual Control, O&M Entity, O&M Instructions, Homeowner Association Documents, Coastal Zone requirements, etc.)

- The permit must be issued to entity that owns or controls the property.
- Provide evidence of ownership or control by deed, easement, contract for purchase, etc.

Application Type and Fee Required:

- Notice of Intent to Use Environmental Resource Individual Permit. Fee is $1092.00.
- SWERP Individual (including Modifications) - Sections A, C, and E of the ERP Application.
- > 10 acres of project area and < 1 acre of wetland or surface water impacts
- Submittal - Consult the fee schedule for different thresholds.

Other: (Future Pre-Application Meetings, Fast Track, Submittal Date, Construction Start Date, Required District Permits – WUP, WOD, Well Construction, etc.)

- The plans and drainage report submitted electronically must include the appropriate information required under Rules 61G15-23.005 and 61G15-23.004 (Digital), F.A.C. [Note: digital signature notes were revised in a rule update on April 21, 2025] The following text is required by the Florida Board of Professional Engineers (FBPE) to meet this requirement when a digitally created seal is not used and must appear where the signature would normally appear:

  ELECTRONIC (Manifest): *[NAME] State of Florida, Professional Engineer, License No. [NUMBER] This item has been electronically signed and sealed by [NAME] on the date indicated here using a SHA authentication code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies*

  DIGITAL: *[NAME] State of Florida, Professional Engineer, License No. [NUMBER]; This item has been digitally signed and sealed by [NAME] on the date indicated here. Signature must be verified on any electronic copies.*

- Provide soil erosion and sediment control measures for use during construction. Refer to ERP A.H.V.I, Part IV "Erosion and Sediment Control".
- If lowering of SHWE is proposed, then burden is on Applicant to demonstrate no adverse onsite or offsite impacts as per Subsection 3.6, A.H.V.II. Groundwater drawdown 'radius of influence' computations may be required to demonstrate no adverse onsite or offsite impacts. Please note that new roadside swales or

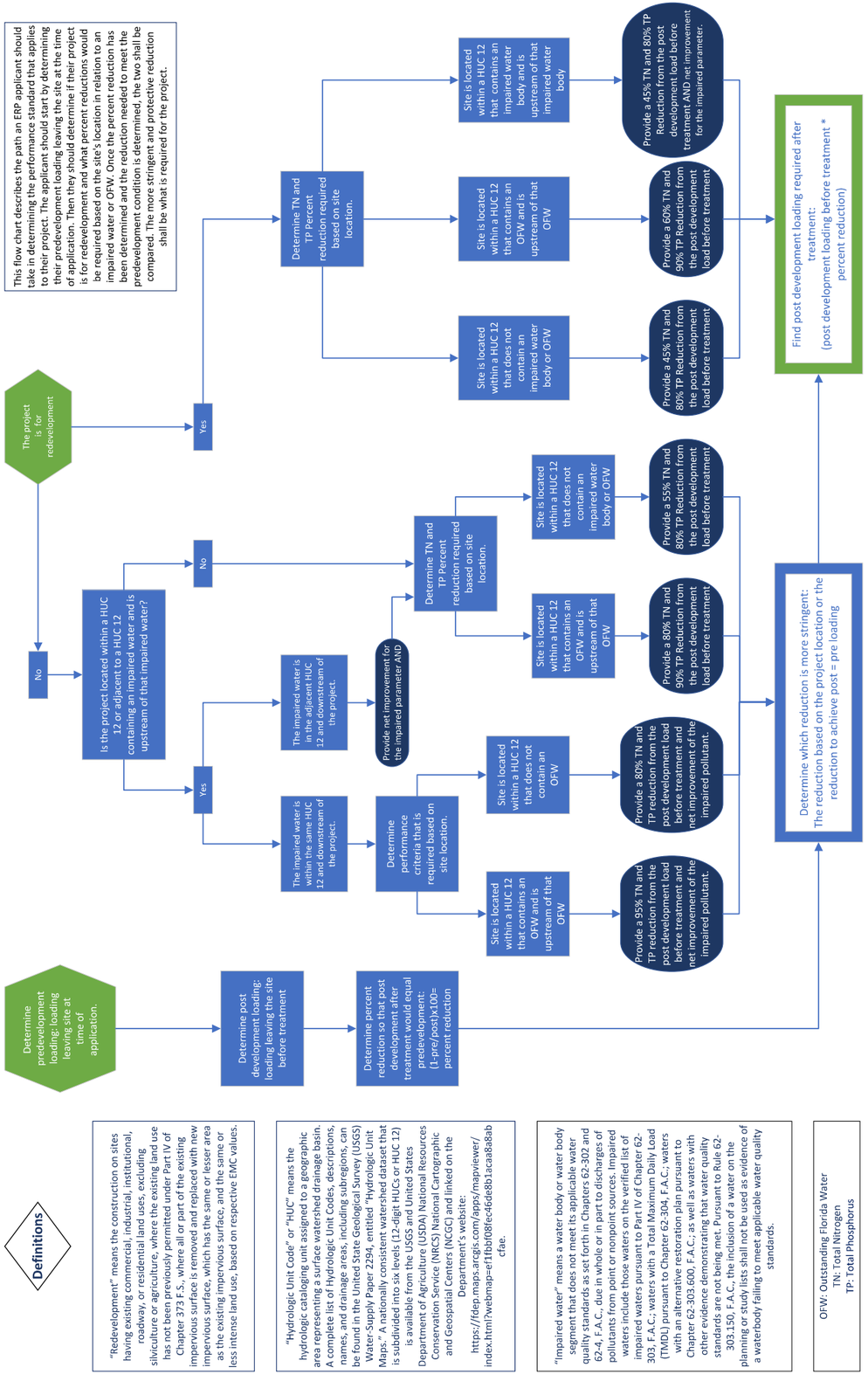
deepening of existing roadside swales may result in lowering of SHWE. Proposed ponds with control elevation less than SHWE may result in adverse lowering of onsite or offsite groundwater.

- On February 15, 2024, the U.S. District Court for the District of Columbia issued a decision vacating the U.S. Environmental Protection Agency's approval of Florida's application to assume Clean Water Act Section 404 permitting responsibilities in certain waters in Florida. In light of this decision, the U.S. Army Corps of Engineers (USACE) is currently the only entity in the State of Florida with authority to issue permits under Section 404 of the Clean Water Act. The USACE recognizes that either the District Court or an Appellate Court may issue a full or partial stay of the February 15th order at some point. In the interim, applicants may submit applications to the USACE for activities involving the discharge of dredged or fill material into formerly state-assumed waters. The USACE will begin processing any applications it receives, however applicants and stakeholders should recognize the uncertainty surrounding the current litigation. Further information can be found at these two links: https://floridadep.gov/water/submerged-lands-environmental-resources-coordination/content/state-404program https://www.saj.usace.army.mil/Missions/Regulatory/
- On June 28, 2024, Senate Bill 7040, which updates Florida's stormwater rules and design criteria, was signed into law. The updates affect the water quality treatment performance standards, Operation & Maintenance (O&M) requirements, and Dam Safety requirements. Further information regarding the updated rules and design criteria, implementation timeline and grandfathering provisions can be found at the following link: https://floridadep.gov/water/engineering-hydrology-geology/content/erp-stormwater-resourcecenter
- **How are we doing?** Take our Customer Service Survey today and share your experiences working with the Regulation Division. Your feedback will be used to identify areas of opportunity as we aim to ensure our level of service goes above your expectations.

Disclaimer: The District ERP pre-application meeting process is a service made available to the public to assist interested parties in preparing for submittal of a permit application. Information shared at pre-application meetings is superseded by the actual permit application submittal. District permit decisions are based upon information submitted during the application process and Rules in effect at the time the application is complete.

ATTACHMENT B

Stormwater Rule Performance Standard Flow Chart



ATTACHMENT C

FDOT Coordination Meeting Minutes

June 18, 2026

St Pete Trails Crossing Park- Meeting With FDOT Drainage & Ops for I-275 Deck Drainage

6-18-26

- Land Design: Carrie Read
- BUEC: Mark Bayer, Marcello Tavernari, Zach Cross, Elizabeth McAlister
- Friends of Trails Crossing: John Barkett, Jen Miranda, Tara Hubbard, Gordon Crozier, Mark Lawson
- St Pete: Cheryl Stacks
- FDOT: Melissa Mulvaney, Abdullah Antar, Michael Lenhart (pinellas ops)

Scope: Trails Crossing Park is being set below I-275 bridge decks. This park will reduce impervious area.

Purpose: Define the runoff accounted for in the deck drainage downspouts and the connection locations.

- Downspouts have had recent replacement due to clogging/flooding. This project came from Pinellas Ops, did not go underground.
- Downspouts clarified to connect to a 30” RCP along cross road, and goes to local system which outfalls to Booker Creek (impaired water).
- Pinellas County does not have jurisdiction. COSP owns pinellas trail and maintains the drainage system and Booker Creek.
- There are existing ponds/control structures managing the existing parking lots. Deep structures/pipes, expensive to relocate but may be eliminated due to park redev (landscaping/pervious surfaces)
- Michael needs a formal request for Bridge As-builts with a waiver form.
    - Follow-up: Bridge plans obtained, no details on downspout outfalls are included.
- Located open vault storage basin- this was from a prior adjacent development, not connected to FDOT system.
- Permitting discussion: anticipate a new permit, no “grandfathering”. New stormwater criteria based on nutrient reductions will apply, even with the reduction in impervious.
- Additional Structural Discussion: FDOT needs access for bridge inspection/ maintenance. Florida statutes have rules on business/profit in State R/W. No flammable items under bridge. COSP needs to cover any graffiti, and cannot attach anything to bridge piers.



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APPENDIX 3 - INITIAL PUBLIC MEETING

Trails Cro

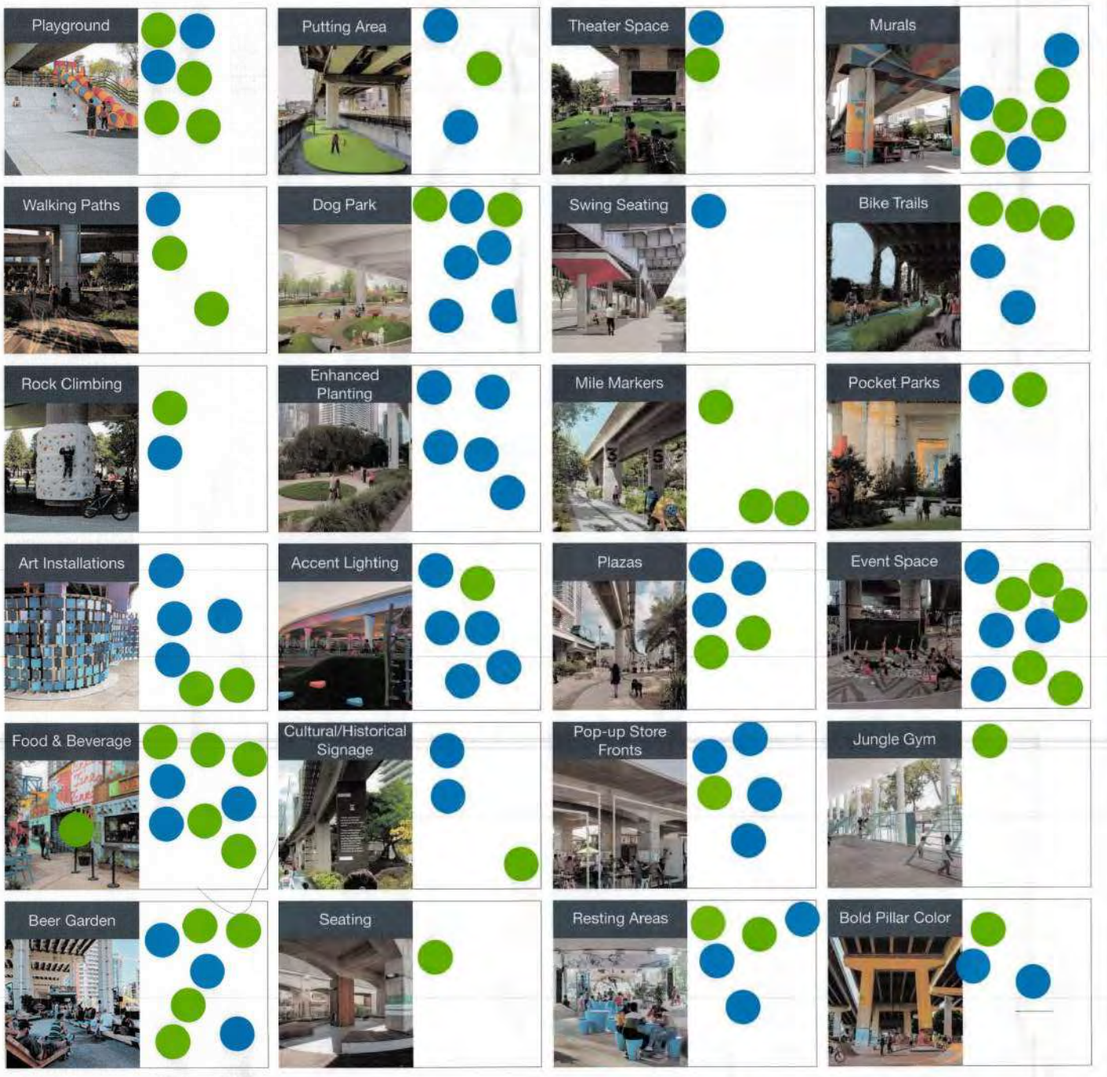
Avoid competing w/ local business. Don't put a rock climbing gym. Vertical Ventures is nearby

AMENITY PREFERENCES

What would you like to see in the St. Pete Trails Crossing area?

Place a sticker on your **TOP 5 CHOICES:**

LandDesign





LandDesign

AERIAL MAP 120

TRAILS CROSSING • ST. PETERSBURG, FL

PN 6123063 | 08.15.2025 | ST. PETERSBURG

Trails Crossing

AMENITY PREFERENCES

What would you like to see in the St. Pete Trails Crossing area?

Place a sticker on your **TOP 5 CHOICES:**

LandDesign

(2) paved trail routes — Splash - water play area

Public Restrooms

Splash Pad

Playground

Walking Paths

Rock Climbing

Art Installations

Food & Beverage

Beer Garden

Murals

Pocket Parks

Bike Trails

Event Space

Jungle Gym

Outdoor workout equipment

Bold Pillar Color

Theater Space

Swing Seating

Mile Markers

Why finding

Plazas

Pop-up Store Fronts

Resting Areas

Putting Area

Dog Park

Enhanced Planting

Accent Lighting

Cultural/Historical Signage

Seating

COMPARABLE PROJECTS

INSTRUCTIONS: PLACE A STICKER ON THE TWO IMAGES YOU LIKE BEST

THE BENTWAY - Toronto, CA

UNDERGROUND AT INK BLOCK - Boston, MA

CITY WALK BHAM - Hoover, AL

THE UNDERLINE - Miami, FL

TRAILS CROSSING • ST. PETERSBURG, FL

PN 8123063 | 08.20.2025 | ST. PETERSBURG

st.petersburg

LandDesign

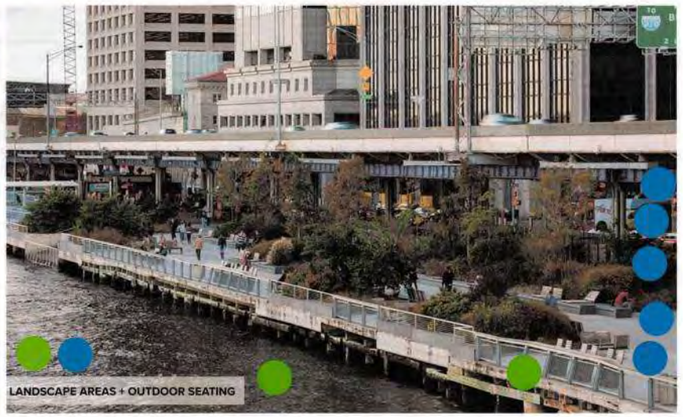
COMPARABLE PROJECTS

INSTRUCTIONS: PLACE A STICKER ON THE TWO IMAGES YOU LIKE BEST

EAST RIVER ESPLANADE - Manhattan, NY

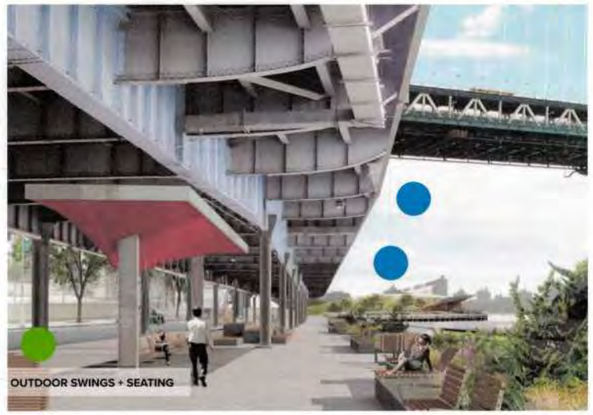

ACCENT LIGHTING


PROMANADE + PAVER DESIGN


LANDSCAPE AREAS + OUTDOOR SEATING


GATHERING SPACES + INFORMAL SEATING


LANDSCAPE AREAS + OUTDOOR SEATING


OUTDOOR SWINGS + SEATING


YOGA LAWN + EVENT SPACE


DOG PARK

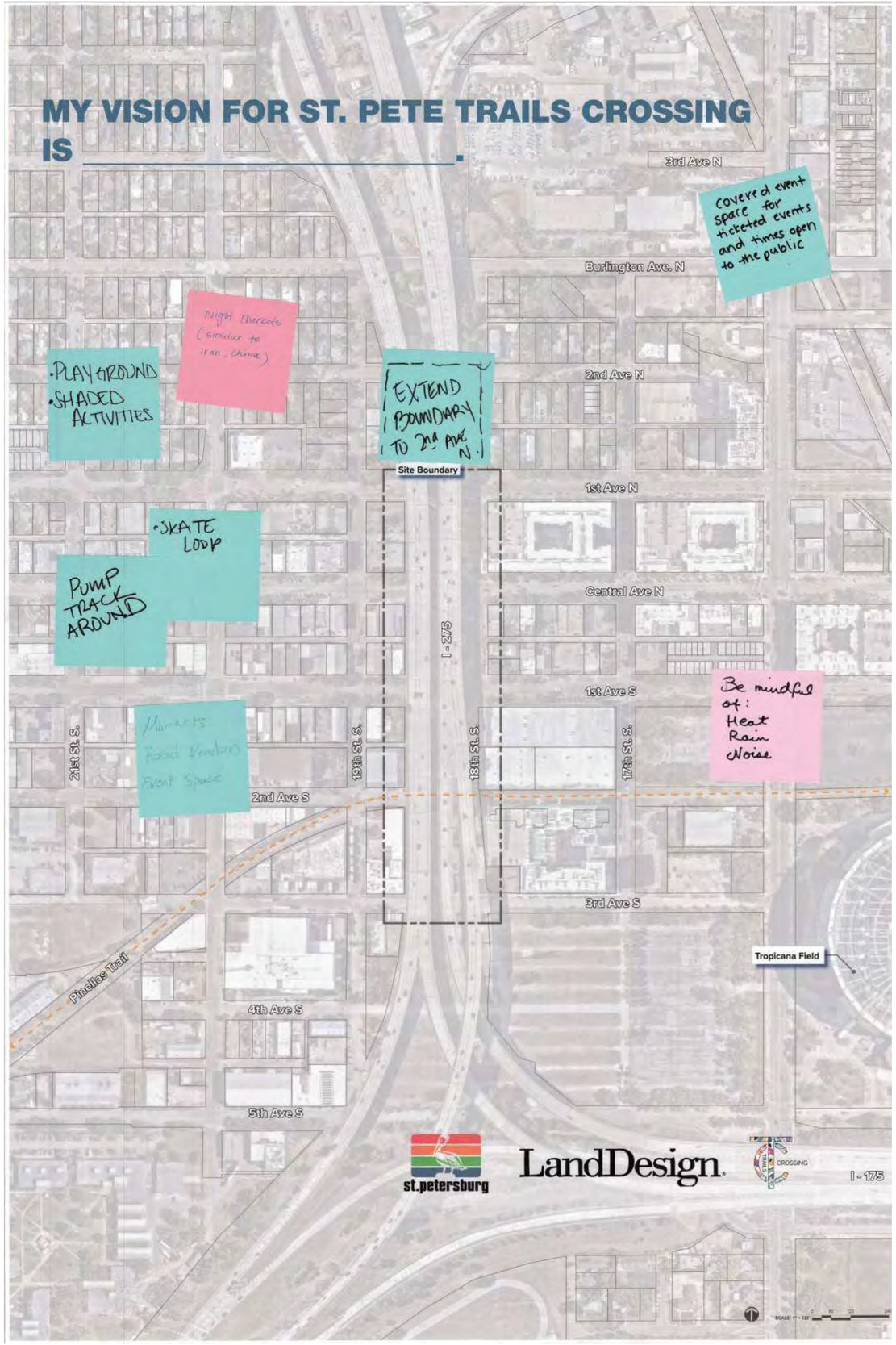

OUTDOOR SEATING + GATHERING SPACE

TRAIL CROSSING • ST. PETERSBURG, FL

PN 8123063 | 08.19.2025 | ST. PETERSBURG

LandDesign.

MY VISION FOR ST. PETE TRAILS CROSSING IS _____.



1ST AVE N - WESTBOUND



WHAT DO YOU ENVISION HERE?

Please put red light for crossing. Cars ignore yellow flashers

Vegitation

Public Art

CENTRAL AVE N.



WHAT DO YOU ENVISION HERE?

Live mural painting competitions

Vegitation trees

PUMP TRACK

SKATE PARK

1ST AVE S - EASTBOUND



WHAT DO YOU ENVISION HERE?

A GOOD CROSSWALK

Please put in red light,

crosswalk

PINELLAS TRAIL



WHAT DO YOU ENVISION HERE?

3D ARTWORK + SCULPTURES ON SIDE

Beer garden and cafe

LARGE CIRULAR AREA FOR EVENTS WHERE THE TRAIL CROSSES THE PARK

Bench

Vegitation trees

3RD AVE S



WHAT DO YOU ENVISION HERE?

Crosswalk(s)

Benches - Sitting / relaxing / take a load off

Dog park

REMOVE FENCE

Public Art

PINELLAS TRAIL



WHAT DO YOU ENVISION HERE?

WATER FOUNTAINS (DRINKING)

TIE-IN TO EXISTING TRAIL

PLAY GROUND (NEAR TRAIL)

PUBLIC BATHROOMS

DOG PARK

WATER FEATURE TO BIKE THROUGH

PARKING LOT 11 - NORTHBOUND



WHAT DO YOU ENVISION HERE?

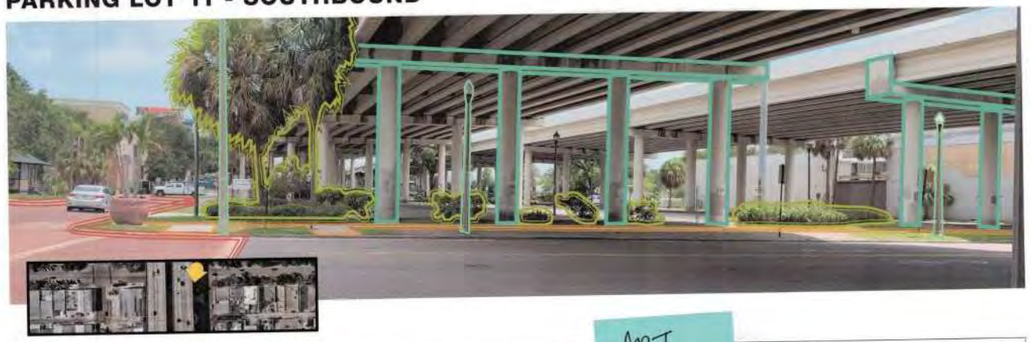
FARMERS MARKET

FARMERS MARKET

EVENT SPACE

bathrooms/amenities

PARKING LOT 11 - SOUTHBOUND

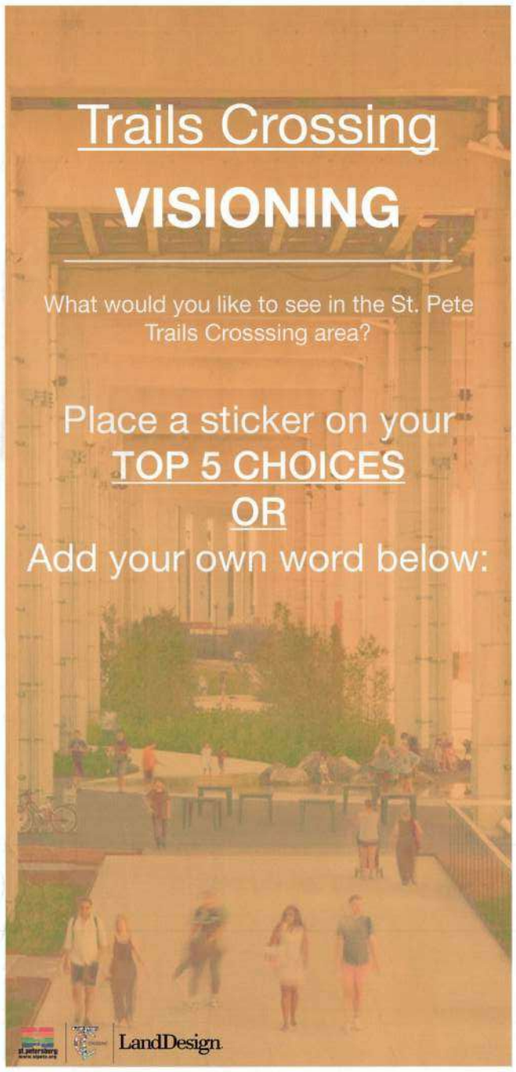


WHAT DO YOU ENVISION HERE?

DOG PARK

ST. PETE BIKE COOP

ART INSTALLATIONS (GIVE INSTITUTION A BLANK CANVAS)


Trails Crossing
VISIONING
What would you like to see in the St. Pete Trails Crosssing area?
Place a sticker on your TOP 5 CHOICES OR Add your own word below:
LandDesign


Imaginative
Colorful
Shade
Safe
Comfortable + Relaxing
Celebration
Discovery
Creative
Educational
Vibrant
Community + Local Culture
Welcoming
Engaging
Clean
Meaningful
Accessible
Walkable
Resilient
Sustainable
Dynamic
Nature + Landscape

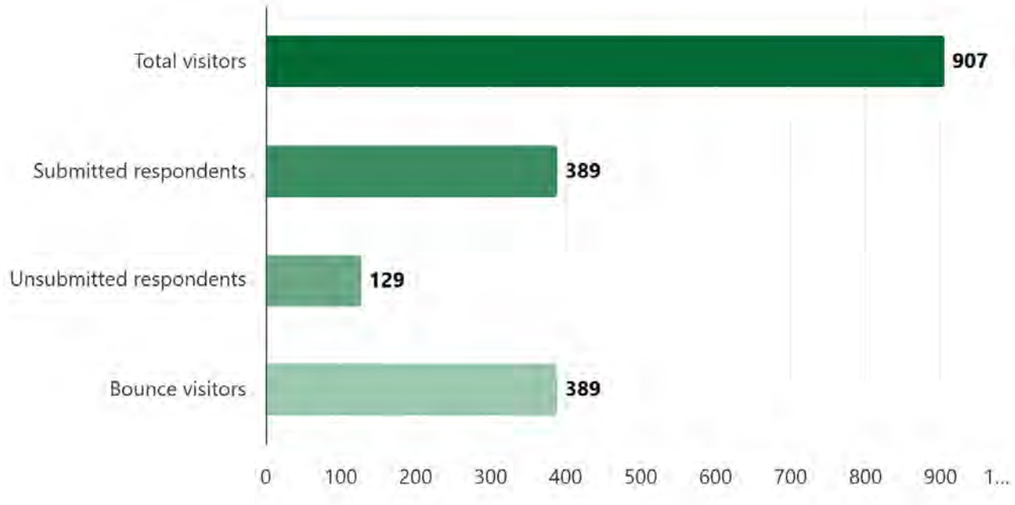

Trails Crossing
VISIONING
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Accessible
Walkable
Resilient
Sustainable
Dynam
Nature + Landscape

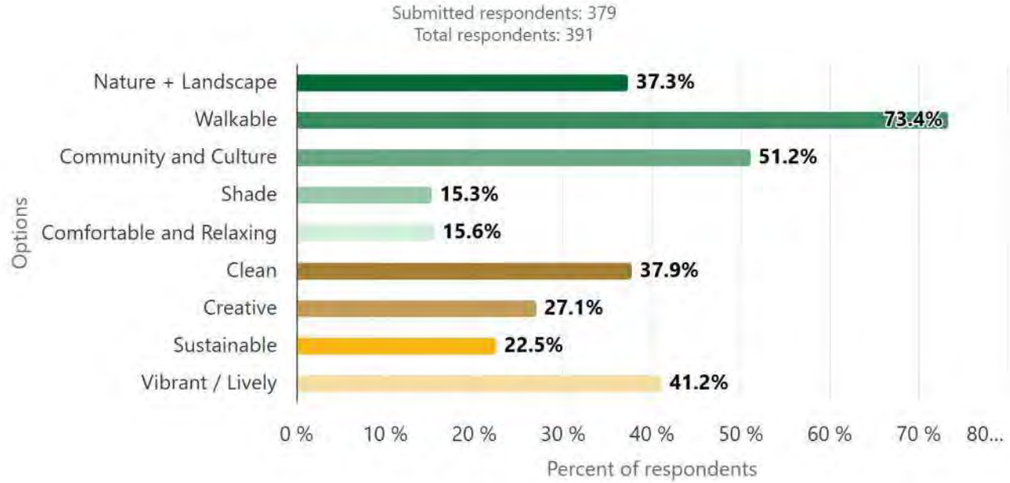
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APPENDIX 4 - ONLINE SURVEY RESULTS

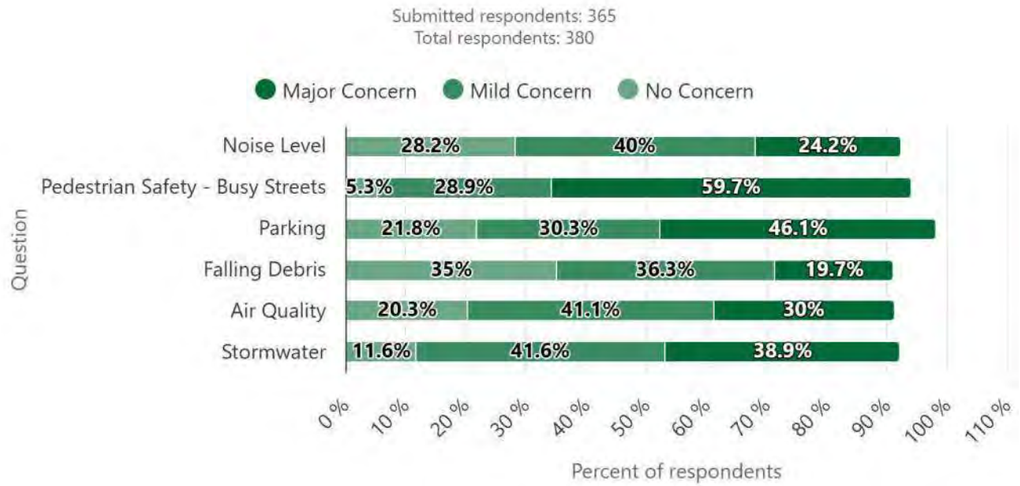
Total visitors



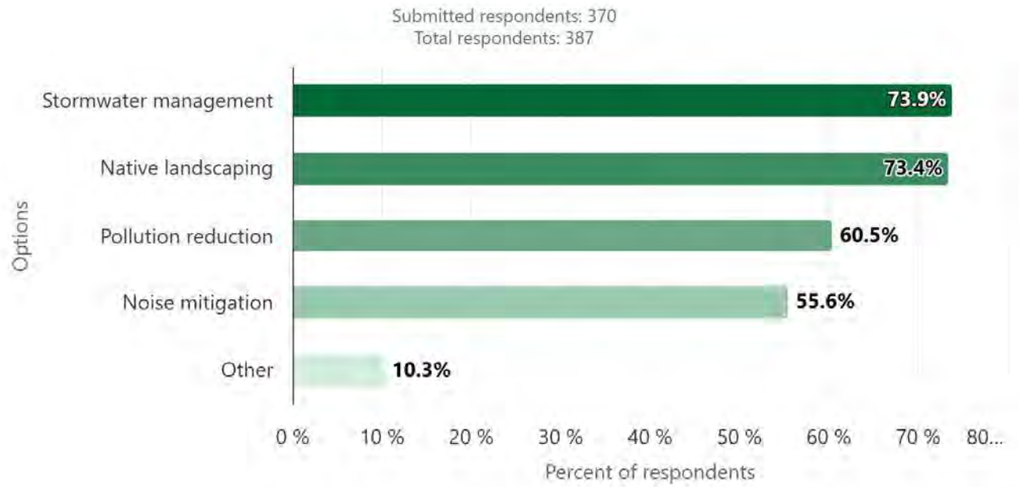
If I had to choose three words that capture what I believe downtown St. Petersburg should be, they would be? (select your top three)



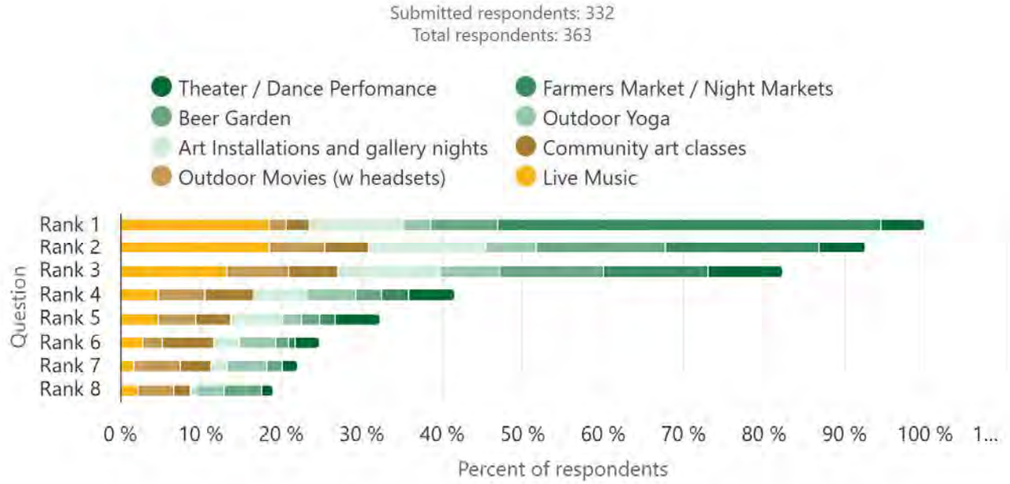
What challenges or concerns do you have in the project area? (select all that apply)



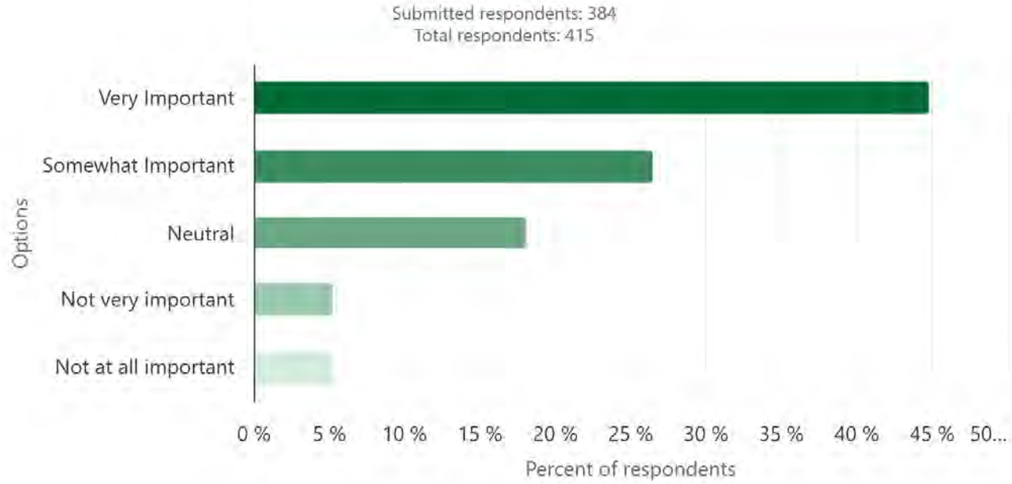
What environmental considerations should be prioritized in the development of the Trails Crossing area? (select all that apply)



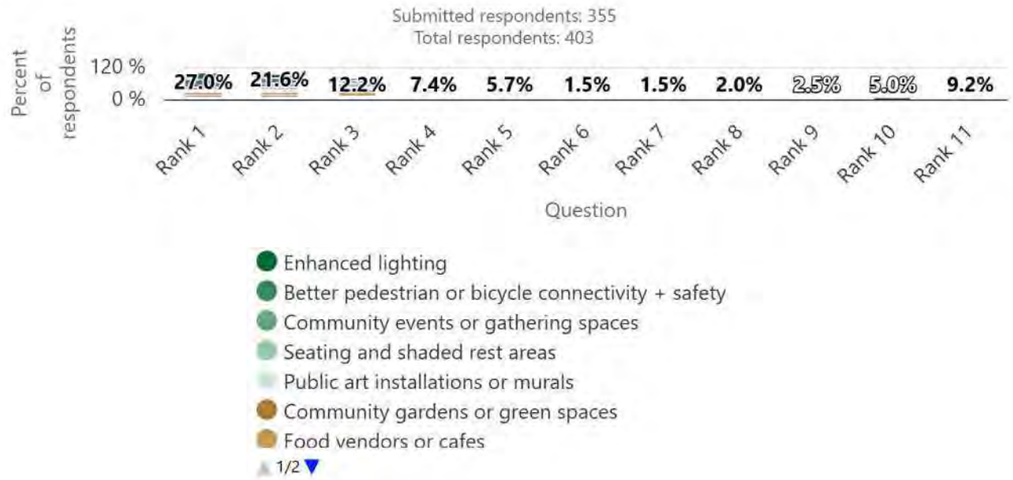
What types of events or activities would you like to see hosted in the Trails Crossing Area? (rank your top choices)



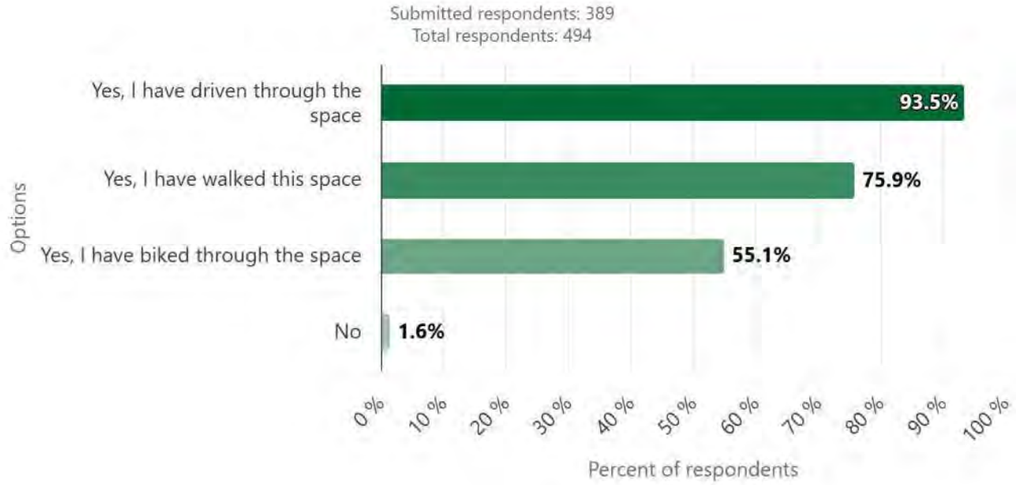
How important is it to you that the Trails Crossing area reflects the cultural and historical identity of St. Petersburg?



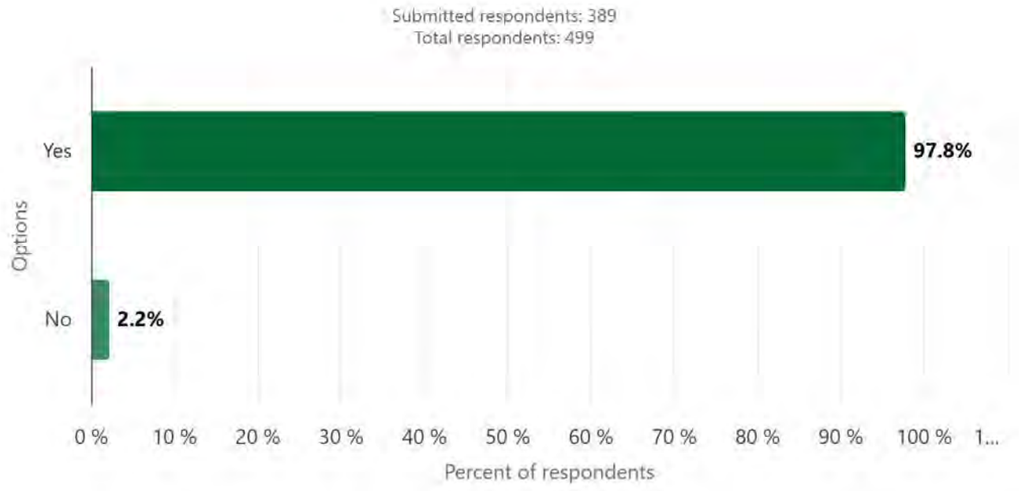
What features or amenities would encourage you to spend more time in the Trails Crossing area? (click the arrows to rank your top choices)



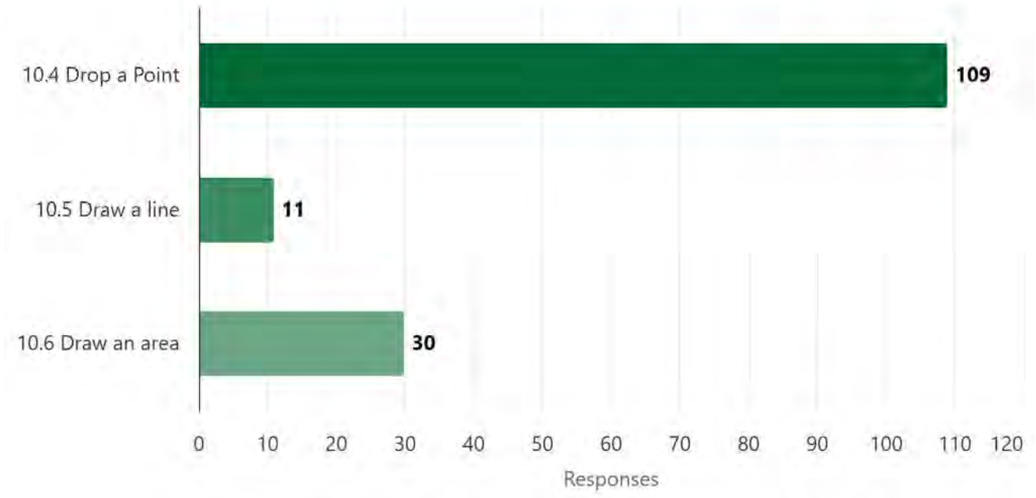
Have you ever traveled in the project area? (choose all that apply)



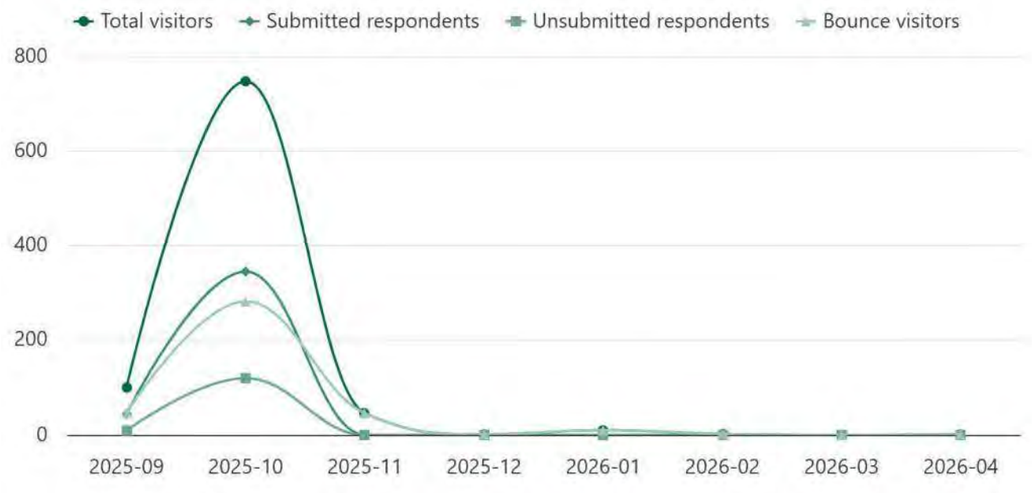
Are you familiar with this space?



Map Questions



Visitors over time



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APPENDIX 5 - OPEN HOUSE MEETING BOARDS AND MATERIALS

1 INTRODUCTION



THE BIG IDEA

This area plays a unique role in St. Pete, connecting several diverse districts within an underutilized space beneath I-275. **By improving connections and bringing new activity to this underused space, we can create a more welcoming place for residents and visitors to enjoy.** Your insights and experiences are essential in shaping a vision that truly reflects and supports the community.

DEMOGRAPHICS*

WITHIN A 1/2 MILE WALK (~10 MINUTE WALK) OF THE PROJECT AREA:

~1,442 HOUSEHOLDS

$64,825 MEDIAN HOUSEHOLD INCOME

~2,366 PEOPLE
WITH A MEDIAN AGE OF 42.8

- **33%** MILLENIALS (1981 - 1998)
- **23%** BABY BOOMERS (1946 - 1964)
- **19%** GEN X (1965 - 1980)
- **15%** GEN Z (1999 - 2016)
- **5%** GEN ALPHA (2017 - PRESENT)
- **5%** GREATEST GEN (BEFORE 1945)

~363 BUSINESSES
EMPLOYING ~2,481 PEOPLE

- **13%** RETAIL TRADE
- **12%** OTHER SERVICE
- **11%** PROFESSIONAL / SCIENTIFIC / TECH
- **9%** FOOD + BEVERAGE
- **7%** WHOLESALE TRADE

*SOURCE: ESRI 2025; BUSINESSES REFLECT THE TOP FIVE MARKETS OUT OF 27 TOTAL CATEGORIES

SWOT ANALYSIS

STRENGTHS

- Year-round shade provided by overhead interstate
- Proximity to eight (8) surrounding districts and neighborhoods
- Large open spaces between streets
- Mix of shade and sunlight allows for native vegetation and tree canopy
- Strong community interest confirmed through public engagement
- Pinellas Trail runs through site – vital regional corridor for walking and cycling
- Ongoing adjacent redevelopment creates synergy with project
- Strong east–west vehicular and bike connectivity

WEAKNESSES

- Constant traffic noise reduces comfort
- Perceived safety risks and low visibility
- Height limitations from interstate structure
- Low natural light in many areas
- Structural and regulatory constraints
- Air and debris pollution from interstate
- Potential flooding issues
- Underutilized urban space currently (surface parking only)
- Barrier to connectivity between downtown and nearby neighborhoods
- Limited north–south connectivity

OPPORTUNITIES

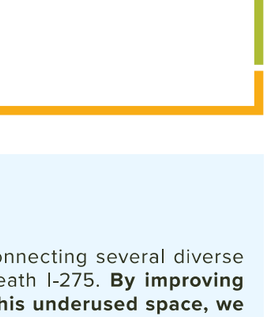
- Economic activation: food trucks, local vendors, and small business support
- Environmental and resilient design: green infrastructure for stormwater / flooding
- Public art and performance spaces tied to the local arts community
- Flexible event space for festivals, markets, and gatherings
- Mobility hub leveraging the Pinellas Trail
- Rebrand space as a landmark destination with cultural and historic storytelling
- Enhanced landscape and natural features for urban nature experiences
- Improve multi-modal connectivity, walkability, and safety
- Better integration with surrounding neighborhoods and districts

THREATS

- Regulatory agency permitting and approval process may extend project timelines
- Future interstate expansions or infrastructure changes disrupting site
- Crime, vandalism, and misuse due to secluded spaces
- Displacement of unhoused population currently using site
- Negative public perception of "under the interstate" space
- Nighttime safety concerns: poor lighting, limited visibility
- Environmental exposure: flooding, debris, urban pollution

EXISTING SITE PHOTOS


View from Pinellas Trail looking West


View from 3rd Ave S looking South


View from 18th St S looking North


View from 4st Ave S looking North



View from 1st Ave S looking North

1 WHAT WE HEARD...

OVERVIEW OF THE ENGAGEMENT PROCESS

SUMMER/FALL 2025 Stakeholder Meetings → **AUG 20, 2025** Public Workshop #1 → **SEP 12 - OCT 31, 2025** Online Survey → **TONIGHT! (JAN 29, 2026)** Public Workshop #2

DESIGN PRINCIPLES

CONNECTED

Access and movement that reconnect people and place

- Strengthen multi-modal connections (walking, biking, transit)
- Bridge barriers between neighborhoods and downtown
- Create seamless flow through and around the site

ROOTED

Grounded in community, culture, and resilience

- Reflect local history and identity
- Celebrate neighborhood voices and traditions
- Integrate resilient, climate-adaptive design

EXPRESSIVE

Active, Engaging, and creative for the community.

- Spaces for art, performance, and storytelling
- Flexible programming for events and daily use
- Transform under-utilized areas into vibrant destinations

THRIVING

Comfortable, safe, and nature-rich urban environment

- Prioritize shade, landscape, and human comfort
- Support mental and physical well-being
- Design for visibility, safety, and inclusivity at all hours

BELONGING

Inclusive and intergenerational design for all

- Create spaces accessible to all ages, and abilities
- Support intergenerational gathering play, and learning
- Foster a sense of belonging and shared ownership

The online survey opened after three days of stakeholder meetings and the first workshop on August 20, 2025, to gather additional community input.

OVER 49 DAYS, THE SURVEY RECEIVED 389 RESPONSES.

Survey results helped the design team understand the community's view of the site, including its assets, gaps, and opportunities, and this input informed much of the draft concept plan you will review tonight.

ONLY 2% OF SURVEY RESPONDENTS WERE UNFAMILIAR WITH THE SPACE.







WAYS YOU TRAVEL THROUGH THE PROJECT AREA:

1 DRIVING
462 RESPONDENTS

2 WALKING
375 RESPONDENTS

3 BIKING
272 RESPONDENTS

We asked survey respondents about perceived barriers to walking and biking around the study area, an essential step in developing targeted strategies to improve street infrastructure and the overall experience of Trails Crossing.

The survey results indicate that the vast majority of respondents have direct experience traveling through the project area and that the area supports and attracts a range of transportation modes.

SAFETY:

Safety emerged as a consistent theme in the open-response questions, suggesting that perceptions of safety strongly shape how residents experience the study area.

~29% of open-ended responses referenced safety.

60% of survey respondents reported that pedestrian safety is a major concern for the Trails Crossing area


View from 1st Ave N looking North


View from 18th St S / Central Ave looking South


View from Central Ave looking North


View from Central Ave looking West

1 WHAT WE HEARD...

VISION - WHAT COULD THE TRAILS CROSSING BE?

We asked survey respondents to describe what downtown St. Petersburg should be by selecting three words from a list.

OVERWHELMINGLY, RESPONDENTS EMPHASIZED WALKABILITY.

Nearly three-quarters of respondents (73%) selected "Walkable" as a top priority, followed by "Community and Culture" (51%) and "Vibrant/Lively" (41%). These preferences highlight a strong desire for street and public-space enhancements that support vibrant, authentic placemaking and make walking and biking more practical and appealing.

'IF I HAD TO CHOOSE THREE WORDS THAT CAPTURE WHAT I BELIEVE DOWNTOWN ST. PETERSBURG SHOULD BE, THEY WOULD BE?"

1	WALKABLE	73%
2	COMMUNITY + CULTURE	51%
3	VIBRANT / LIVELY	41%



WHAT AMENITIES + FEATURES DO RESPONDENTS WANT?

Safety and connectivity stood out as the strongest priorities.

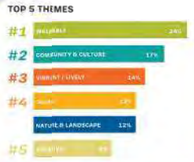
ENHANCED LIGHTING
27.8% CHOSE AS #1 PRIORITY
WITH AN AVERAGE RANK OF 2.95

BETTER PEDESTRIAN + BICYCLE CONNECTIVITY + SAFETY
27.0% CHOSE AS #1 PRIORITY
WITH AN AVERAGE RANK OF 2.42

COMMUNITY VISION



TOP 5 THEMES




Murals


Pickleball Courts


Food Vendors


Seating

WHAT EVENTS + ACTIVITIES DO RESPONDENTS WANT?

FARMER'S MARKETS + NIGHT MARKETS
WERE THE TOP ANSWER FROM SURVEY RESPONDENTS
WITH AN AVERAGE RANK OF 1.77


Farmers Market

TOP 3 DESIRED ACTIVITIES



CULTURE:

Nearly three-quarters of survey respondents (72%) feel it is somewhat or very important that the Trails Crossing area reflect St. Petersburg's cultural and historic identity.

WE ARE ST. PETE

"Resilient and adaptive in the face of increasingly intense climatic events."

"We have creative events that draw people to St. Pete. Our economy thrives off of tourism."

"Local – St. Pete centers around small businesses that help enrich us, and it is different from other places I've lived."

"We must stay local and eclectic"

"WHAT SURVEY RESPONDENTS ARE SAYING ABOUT..."

...SAFETY

"Safe, well lit, walkable, and bike path."

"Right now I don't always feel comfortable walking alone as a woman... better lighting and visibility could help."

"Dedicated bike lanes and pedestrian walkways safe from car traffic."

"Enabling safe pedestrian travel through designated lanes for foot traffic vs wheeled traffic..."

...CONNECTIVITY

"Easier to move from one part of the city to another. The highway is currently too dividing."

"Reducing the dead zone between downtown and surrounding districts."

"Must connect the different neighborhoods to each other and to downtown."

"Connecting the Pinellas Trail to the Central Ave district."

...CLEANLINESS

"Clean, safe and free of industrial pollution."

"Really just clean it up with more landscaping and better lighting overall."

"Air quality might need to be assessed too as it's under a working major road system..."

...CULTURE

"With a big emphasis on black culture as that area has rich history."

"Reflecting the community-driven and arts focused nature of St Pete!"

"Each section should participate in the aesthetic of the existing district/neighborhood."

...PARKING

"It would be cool to feel the roads are safer... But also, we desperately need more parking."

"Parking is critically important as this area is seriously underserved with accessibility."

"Bike lanes. No parking whatsoever."

"FREE PARKING so people can travel here."

2 CONNECTIVITY DIAGRAM

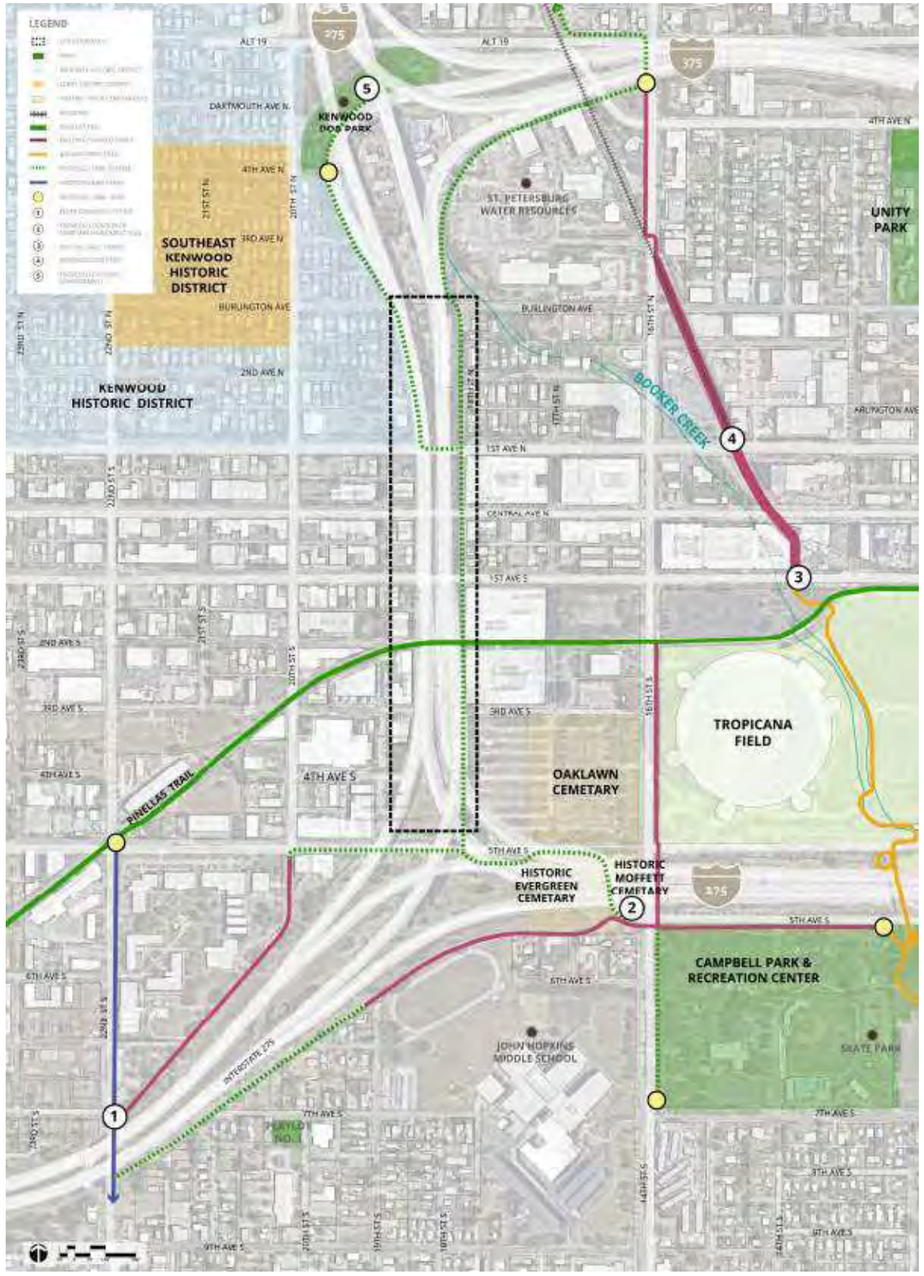

Elder Jordan Sr. Statue 1


Proposed Crossing Enhancement Location 2


Existing Pedestrian Bridge 3


Proposed Crossing Enhancement Location 4


Kenwood Dog Park 5



3 DRAFT CONCEPT PLAN - NORTH

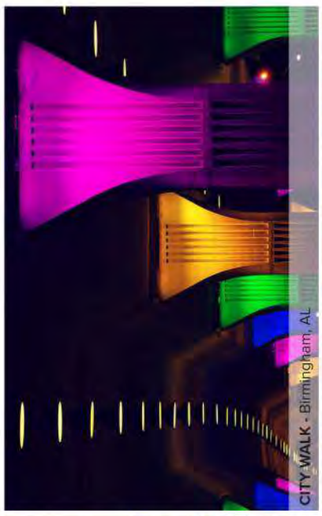


3 DRAFT CONCEPT PLAN - SOUTH



ARTS + CULTURE

SPACES AND OPPORTUNITIES FOR PERFORMANCES, PUBLIC ART, AND CREATIVE EXPRESSION THAT REFLECT COMMUNITY IDENTITY

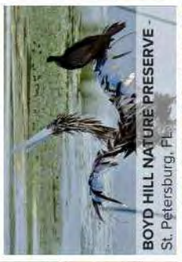

CITY WALK - Birmingham, AL


CITY WALK - Birmingham, AL


CITY WALK - Birmingham, AL


THE ATLANTA BELTLINE - Atlanta, GA


THE BENTWAY PARADE - Toronto, Canada


BOYD HILL NATURE PRESERVE - St. Petersburg, FL


BOYD HILL NATURE PRESERVE - St. Petersburg, FL


THE ATLANTA BELTLINE - Atlanta, GA


CITY WALK - Birmingham, AL


THE ATLANTA BELTLINE - Atlanta, GA


CITY WALK - Birmingham, AL

ST. PETERSBURG, FL
TRAILS CROSSING PARK MASTER PLAN

4 AMENITY + FEATURE PRIORITIZATION

1ST PRIORITY
5 POINTS

2ND PRIORITY
3 POINTS

3RD PRIORITY
1 POINT

ACTIVITY: USE THE PROVIDED COLORED CHIPS TO TELL US WHICH THREE (3) AMENITIES AND FEATURES ARE MOST IMPORTANT TO YOU. PLEASE REVIEW THE CATEGORIES AND PLACE ONE CHIP IN THE CORRESPONDING CONTAINER USING THE COLOR GUIDE TO THE LEFT.

ARTS + CULTURE
SPACES AND OPPORTUNITIES FOR PERFORMANCES, PUBLIC ART, AND CREATIVE EXPRESSION THAT REFLECT COMMUNITY IDENTITY

CONNECTED + WALKABLE
TRAILS, WALKWAYS, AND BICYCLE PATHS THAT MAKE IT EASY, SAFE, AND COMFORTABLE TO MOVE IN AND THROUGHOUT THE SPACES

COMMUNITY
EVENT VENUES AND GATHERING SPACES WHERE PEOPLE CAN MEET, CELEBRATE, AND SPEND TIME TOGETHER



NATURE + LANDSCAPE
TREES, SHADE, GARDENS, AND NATURAL AREAS THAT SUPPORT ECOLOGY, COMFORT, AND A SENSE OF CALM

PARKING
CONVENIENT, ACCESSIBLE PARKING THAT SUPPORTS EASY ARRIVAL TO THE PROJECT AREA AND NEARBY LOCAL BUSINESSES

PLAY SPACES
PLAYGROUNDS AND CHILDREN'S AREAS DESIGNED FOR FUN, EXPLORATION, AND SAFE ACTIVITY

VIBRANT + LIVELY
ACTIVE RECREATION AREAS THAT SUPPORT SPORTS, FITNESS, AND ENERGETIC ACTIVITY FOR ALL AGES

CONNECTED + WALKABLE

TRAILS, WALKWAYS, AND BICYCLE PATHS THAT MAKE IT EASY, SAFE, AND COMFORTABLE TO MOVE IN AND THROUGHOUT THE SPACES



THE ATLANTA BELTLINE - Atlanta, GA



CITY WALK - Birmingham, AL



THE HIGH LINE - New York, NY



CITY WALK - Birmingham, AL



WATER STREET -Tampa, FL



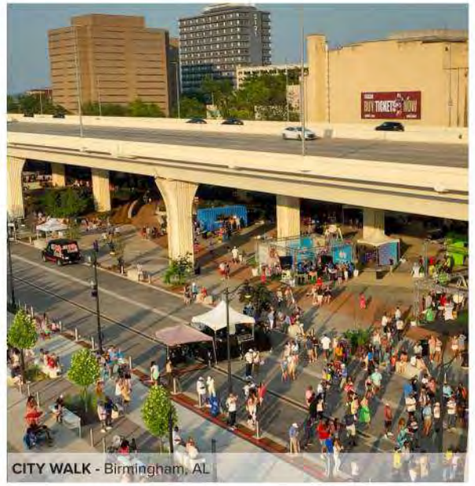
THE UNDERLINE - Miami, FL

COMMUNITY

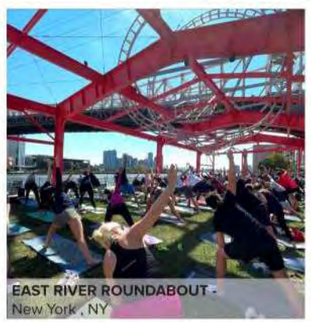
EVENT VENUES AND GATHERING SPACES WHERE PEOPLE CAN MEET, CELEBRATE, AND SPEND TIME TOGETHER



SPARKMAN WHARF - Tampa, FL



CITY WALK - Birmingham, AL



EAST RIVER ROUNDABOUT - New York , NY



SPARKMAN WHARF - Tampa, FL



THE UNDERLINE - Miami, FL



BOXI PARK - Lake Nona, FL

NATURE + LANDSCAPE

TREES, SHADE, GARDENS, AND NATURAL AREAS THAT SUPPORT ECOLOGY, COMFORT, AND A SENSE OF CALM



HAMMOCK HOLLOW, BOK TOWER GARDENS - Lakeland, FL



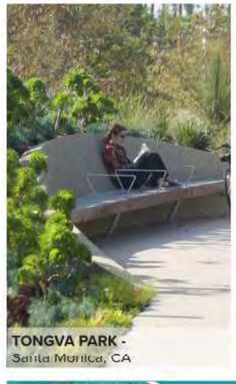
BONNET SPRINGS PARK - Lakeland, FL



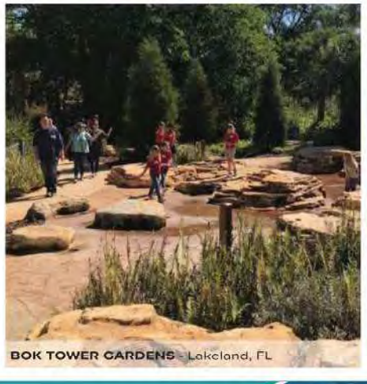
HISTORIC FOURTH WARD PARK - Atlanta, GA



BROOKLYN BRIDGE PARK - New York City, NY



TONGVA PARK - Santa Monica, CA



BOK TOWER GARDENS - Lakeland, FL



CITY WALK - Birmingham, AL

PARKING

CONVENIENT, ACCESSIBLE PARKING THAT SUPPORTS EASY ARRIVAL TO THE PROJECT AREA AND NEARBY LOCAL BUSINESSES













PLAY SPACES

PLAYGROUNDS AND CHILDREN'S AREAS DESIGNED FOR FUN, EXPLORATION, AND SAFE ACTIVITY


BOK TOWER GARDENS - Lakeland, FL


BROOKLYN BRIDGE PARK - New York, NY


BROOKLYN BRIDGE PARK - New York, NY


HAMMOCK HOLLOW - Lakeland, FL


BOYD HILL NATURE PRESERVE - St. Petersburg, FL


BOK TOWER GARDENS - Lakeland, FL


BROOKLYN BRIDGE PARK - New York, NY


BROOKLYN BRIDGE PARK - New York, NY


BONNET SPRINGS PARK - Lakeland, FL


BONNET SPRINGS PARK - Lakeland, FL


BROOKLYN BRIDGE PARK - New York, NY


CITY WALK - Birmingham, AL


BONNET SPRINGS PARK - Lakeland, FL


BOYD HILL NATURE PRESERVE - St. Petersburg, FL


FLORIDA CHILDREN'S MUSEUM - Lakeland, FL

VIBRANT + LIVELY

ACTIVE RECREATION AREAS THAT SUPPORT SPORTS, FITNESS, AND ENERGETIC ACTIVITY FOR ALL AGES


BOXI PARK - Lake Nona, FL


BOCCE BALL COURTS - Carmichael, CA


BICYCLE "FIXIT" STATION


COLTS FITNESS AREA - RIVERSIDE PARK - Indianapolis, IN


UNDERGROUND AT INK BLOCK - Boston, MA



CITY WALK - Birmingham, AL


GARFIELD FITNESS PARK - Santa Ana, CA


BROOKLYN BRIDGE PARK - New York, NY


RIVERWALK COMMONS - Milwaukee, WI


BLUE:BEACH SPORT CENTER - Witten, Germany

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APPENDIX 6- OPEN HOUSE COMMENT FORMS

TRAILS CROSSING PARK OPEN HOUSE

ACTIVITY GUIDE + COMMENT FORM

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OPTIONAL: Please include your name, email, and/or phone number if you'd like to be contacted about your feedback.

NAME: Patrick Farese

EMAIL: pfmoxiemakers@gmail.com PHONE: (817) 417-2742

STATION 1 - INTRODUCTION + WHAT WE HEARD

At this station you will review **Key Findings** from past engagement and analysis activities, as well as the **Design Principles** that guide the plan.

Which Design Principle resonates most with you, and why?

N-S & E-W continuity. Active space. Trash cans. Lighting. ~~Water~~ Water fountains. Containers. Murals. Market place.

What did you find most surprising or meaningful at this station?

STATION 2 - CONNECTIVITY DIAGRAM

This station illustrates the site boundary and its **connections** to surrounding neighborhoods, schools, parks, and landmarks. The board shows existing trails, proposed trails, proposed trail enhancement locations, and images of existing features and destinations.

Which streets or intersections feel safest for pedestrians or bicyclists?

16th & P-Trail while safe needs a Ped Bridge (Pre Fab?)

Which streets or intersections do you feel could be improved for pedestrian or bicycle safety?

20th b/t 2nd & 3rd ~~the~~ south need attn. (High Speed Traffic)

STATION 3 - DRAFT CONCEPT PLAN

This station depicts an overall view of the **draft** master plan. The plan was shaped using the **Design Principles** which are based on community feedback, stakeholder input, and our observations and analyses of the site.

Which elements of the draft concept plan stand out as most impactful to you?

Market plaza, play ground, containers

Which elements of the draft concept plan do you feel need improvement, clarification, or reconsideration?

Reduce pickle to two courts or eliminate.
+Trashcans
+Bike Playground (See REI Denver, Bentonville, AR, etc.)

STATION 4 - AMENITY + FEATURE PRIORITIZATION

At this station, you will be provided three colored chips: one blue (5 points), one orange (3 points), and one white (1 point) to prioritize the amenities and features that **matter most to you**. Each amenity or feature has a corresponding board with representative images and a chip container. **Please use only one chip for each amenity or feature.**

- **1st Priority** 5 Points
- **2nd Priority** 3 Points
- **3rd Priority** 1 Point

Which three amenities or features did you prioritize, and why?

Are there amenities or features you feel are missing or underrepresented?

OVERALL

Please share any additional thoughts, ideas, or information you feel would be helpful for us to consider.

On track but need to increase activity zones.
P-Trail is your biggest asset. (Often criticized as a choppy Bike-ride)
Need ~~pickle~~ picnic tables, trash cans, lighting, safety phones cameras, more climber parking. Shade, restrooms & water features/fountains

TRAILS CROSSING PARK OPEN HOUSE

ACTIVITY GUIDE + COMMENT FORM

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OPTIONAL: Please include your name, email, and/or phone number if you'd like to be contacted about your feedback.

NAME: Brannon Gerling

EMAIL: Brangerling@gmail.com PHONE: 732-789-7896

STATION 1 - INTRODUCTION + WHAT WE HEARD

At this station you will review **Key Findings** from past engagement and analysis activities, as well as the **Design Principles** that guide the plan.

Which Design Principle resonates most with you, and why?

"Top 3 Desired Activities": markets, live music, art installs.

What did you find most surprising or meaningful at this station?

I know the above aren't design principles per se, but markets, live music space(s), + art installs can drive some wonderful experiences and catalyze positive growth.

STATION 2 - CONNECTIVITY DIAGRAM

This station illustrates the site boundary and its **connections** to surrounding neighborhoods, schools, parks, and landmarks. The board shows existing trails, proposed trails, proposed trail enhancement locations, and images of existing features and destinations.

Which streets or intersections feel safest for pedestrians or bicyclists?

The bike path feels safest.

Which streets or intersections do you feel could be improved for pedestrian or bicycle safety?

1st Ave S. is tricky to cross. A walkable overpass or pedestrian controlled light is essential.

STATION 3 - DRAFT CONCEPT PLAN

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Which elements of the draft concept plan stand out as most impactful to you?

Amphitheater, adult gym, green spaces.

Which elements of the draft concept plan do you feel need improvement, clarification, or reconsideration?

The "Synthetic lawn" area seems a little half-baked. Humans and animals are drawn to authentic green spaces. I feel the synthetic space could wind up as dead space.

STATION 4 - AMENITY + FEATURE PRIORITIZATION

1st Priority 5 Points

2nd Priority 3 Points

3rd Priority 1 Point

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Which three amenities or features did you prioritize, and why?

1 - Native or landscape
2 - connected / walkable
3 - Arts + Culture

Are there amenities or features you feel are missing or underrepresented?

N/A

OVERALL

Please share any additional thoughts, ideas, or information you feel would be helpful for us to consider.

I want to make Ken Swan + all involved in this project. This is a wonderful thing for St. Pete. I would encourage real plants (native would be the most sustainable) + warn against any corporate takeover. Install cameras all over as a deterrent to crime. Thank you!!

TRAILS CROSSING PARK OPEN HOUSE

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NAME: Yalew kb Bedima

EMAIL: ykberhan@outlook.com PHONE: 314 665 4683

STATION 1 - INTRODUCTION + WHAT WE HEARD

At this station you will review **Key Findings** from past engagement and analysis activities, as well as the **Design Principles** that guide the plan.

Which Design Principle resonates most with you, and why? Thriving. It has to be connected by design. Thriving bring life to that region which is the priority. All other principles work only if its thriving

What did you find most surprising or meaningful at this station?

N/A

STATION 2 - CONNECTIVITY DIAGRAM

This station illustrates the site boundary and its **connections** to surrounding neighborhoods, schools, parks, and landmarks. The board shows existing trails, proposed trails, proposed trail enhancement locations, and images of existing features and destinations.

Which streets or intersections feel safest for pedestrians or bicyclists?

Central

Which streets or intersections do you feel could be improved for pedestrian or bicycle safety?

1st Ave S

STATION 3 - DRAFT CONCEPT PLAN

This station depicts an overall view of the **draft** master plan. The plan was shaped using the **Design Principles** which are based on community feedback, stakeholder input, and our observations and analyses of the site.

Which elements of the draft concept plan stand out as most impactful to you?

Trail / Market

Which elements of the draft concept plan do you feel need improvement, clarification, or reconsideration?

In lieu of fountain, natural ponds connected by water way

STATION 4 - AMENITY + FEATURE PRIORITIZATION

1st Priority 5 Points

2nd Priority 3 Points

3rd Priority 1 Point

At this station, you will be provided three colored chips: one blue (5 points), one orange (3 points), and one white (1 point) to prioritize the amenities and features that **matter most to you**. Each amenity or feature has a corresponding board with representative images and a chip container. **Please use only one chip for each amenity or feature.**

Which three amenities or features did you prioritize, and why?

1 Nature & landscape 3 community 2 Walkable

I feel these features will draw people to this area. It will be a waste of energy if public are not attracted

Are there amenities or features you feel are missing or underrepresented?

OVERALL

Please share any additional thoughts, ideas, or information you feel would be helpful for us to consider.

Use media to collect better data for a better result.

Thank you.

TRAILS CROSSING PARK OPEN HOUSE

ACTIVITY GUIDE + COMMENT FORM

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STATION 1 - INTRODUCTION + WHAT WE HEARD

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Which Design Principle resonates most with you, and why?

What did you find most surprising or meaningful at this station?

STATION 2 - CONNECTIVITY DIAGRAM

This station illustrates the site boundary and its **connections** to surrounding neighborhoods, schools, parks, and landmarks. The board shows existing trails, proposed trails, proposed trail enhancement locations, and images of existing features and destinations.

Which streets or intersections feel safest for pedestrians or bicyclists?

Which streets or intersections do you feel could be improved for pedestrian or bicycle safety?

Please turn over ⟶

STATION 3 - DRAFT CONCEPT PLAN

This station depicts an overall view of the **draft** master plan. The plan was shaped using the **Design Principles** which are based on community feedback, stakeholder input, and our observations and analyses of the site.

Which elements of the draft concept plan stand out as most impactful to you?

Which elements of the draft concept plan do you feel need improvement, clarification, or reconsideration?

- For food areas, concerned w. pollution run off from highway + documented public health concerns - can we add overhead barriers?
- For open green space - consider bike / skateboard pump track. this community already utilizes underpass + is an easy audience + tourist attraction

STATION 4 - AMENITY + FEATURE PRIORITIZATION

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1st Priority 5 Points

2nd Priority 3 Points

3rd Priority 1 Point

Which three amenities or features did you prioritize, and why?

Are there amenities or features you feel are missing or underrepresented?

OVERALL

Please share any additional thoughts, ideas, or information you feel would be helpful for us to consider.

TRAILS CROSSING PARK OPEN HOUSE

ACTIVITY GUIDE + COMMENT FORM

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STATION 1 - INTRODUCTION + WHAT WE HEARD

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Which Design Principle resonates most with you, and why?

What did you find most surprising or meaningful at this station?

STATION 2 - CONNECTIVITY DIAGRAM

This station illustrates the site boundary and its **connections** to surrounding neighborhoods, schools, parks, and landmarks. The board shows existing trails, proposed trails, proposed trail enhancement locations, and images of existing features and destinations.

Which streets or intersections feel safest for pedestrians or bicyclists?

Which streets or intersections do you feel could be improved for pedestrian or bicycle safety?

Please turn over ⟶

STATION 3 - DRAFT CONCEPT PLAN

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Which elements of the draft concept plan stand out as most impactful to you?

Which elements of the draft concept plan do you feel need improvement, clarification, or reconsideration?

STATION 4 - AMENITY + FEATURE PRIORITIZATION

1st Priority 5 Points

2nd Priority 3 Points

3rd Priority 1 Point

At this station, you will be provided three colored chips: one blue (5 points), one orange (3 points), and one white (1 point) to prioritize the amenities and features that **matter most to you**. Each amenity or feature has a corresponding board with representative images and a chip container. **Please use only one chip for each amenity or feature.**

Which three amenities or features did you prioritize, and why?

Are there amenities or features you feel are missing or underrepresented?

OVERALL

Please share any additional thoughts, ideas, or information you feel would be helpful for us to consider.

1) I see very standard St. Pete park stuff but nothing unique to this space. I would LOVE to see a QUALITY EXHIBIT SPACE (maybe Air Conditioned) where our outstanding museums could place temporary exhibits. I like to LEARN. Or permanent educational exhibits like Central Ave. in Tampa. Something should distinguish this area. Not just another park.
2) Very noisy under there today! Pickle ball seems a bad idea. And be prepared: vegetation may not be enough dampening! Artificial dampening?
3) What kind of performances wd be realistic here? It will not be quiet. Better uses?
4) How can the space be made MORE ST. PETE and less a park anywhere?

TRAILS CROSSING PARK OPEN HOUSE

ACTIVITY GUIDE + COMMENT FORM

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STATION 1 - INTRODUCTION + WHAT WE HEARD

At this station you will review **Key Findings** from past engagement and analysis activities, as well as the **Design Principles** that guide the plan.

Which Design Principle resonates most with you, and why?

What did you find most surprising or meaningful at this station?

A lot of walkers + bikers already which suggests need is there for improvements

STATION 2 - CONNECTIVITY DIAGRAM

This station illustrates the site boundary and its **connections** to surrounding neighborhoods, schools, parks, and landmarks. The board shows existing trails, proposed trails, proposed trail enhancement locations, and images of existing features and destinations.

Which streets or intersections feel safest for pedestrians or bicyclists?

Crossing the streets is generally not bad

Which streets or intersections do you feel could be improved for pedestrian or bicycle safety?

Crossing the avenues particularly 1st Ave N + S always feels like you're taking your life in your hands

Noise issue + interaction w/ performance space?

STATION 3 - DRAFT CONCEPT PLAN

This station depicts an overall view of the **draft** master plan. The plan was shaped using the **Design Principles** which are based on community feedback, stakeholder input, and our observations and analyses of the site.

Which elements of the draft concept plan stand out as most impactful to you?

connectivity to other areas
Addition of green space
Hwy 18th Street pedestrianized would be great
Market plaza would be great for making the space active

Which elements of the draft concept plan do you feel need improvement, clarification, or reconsideration?

Slow traffic more on the avenues (1st Ave N + S in particular) - lights?
How will the noise of highway be addressed - might be a deterrent to use? Any innovative ways to deal with?
- fountain more toward center as an attractive feature near existing fountain

Need high-visibility crosswalks at 5th Ave N + Ave S

STATION 4 - AMENITY + FEATURE PRIORITIZATION

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- 1st Priority — 5 Points
- 2nd Priority — 3 Points
- 3rd Priority — 1 Point

Which three amenities or features did you prioritize, and why?

Are there amenities or features you feel are missing or underrepresented?

parking overrepresented? More than what might be necessary?

OVERALL

Please share any additional thoughts, ideas, or information you feel would be helpful for us to consider.

I think the arts + culture and community elements might have some overlap / synergy
↓
tough to choose between the two

Anyway to show potential bleeder

connectivity in future story / presentation

TRAILS CROSSING PARK OPEN HOUSE

ACTIVITY GUIDE + COMMENT FORM

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NAME: Matt Meister

EMAIL: Mad Science greater Tampabay @ gmail.com PHONE: 727 488-8072

STATION 1 - INTRODUCTION + WHAT WE HEARD

At this station you will review **Key Findings** from past engagement and analysis activities, as well as the **Design Principles** that guide the plan.

Which Design Principle resonates most with you, and why?

Nature green spaces

What did you find most surprising or meaningful at this station?

STATION 2 - CONNECTIVITY DIAGRAM

This station illustrates the site boundary and its **connections** to surrounding neighborhoods, schools, parks, and landmarks. The board shows existing trails, proposed trails, proposed trail enhancement locations, and images of existing features and destinations.

Which streets or intersections feel safest for pedestrians or bicyclists?

2nd Ave N + Burlington People speed on 1st Aves N + S

Which streets or intersections do you feel could be improved for pedestrian or bicycle safety?

1st + 9th Aves N + S need to slow down

Please turn over ⟶

STATION 3 - DRAFT CONCEPT PLAN

This station depicts an overall view of the **draft** master plan. The plan was shaped using the **Design Principles** which are based on community feedback, stakeholder input, and our observations and analyses of the site.

Which elements of the draft concept plan stand out as most impactful to you?

Nature green spaces + community -

Which elements of the draft concept plan do you feel need improvement, clarification, or reconsideration?

A Large field somewhere for Soccer games

STATION 4 - AMENITY + FEATURE PRIORITIZATION

1st Priority 5 Points

2nd Priority 3 Points

3rd Priority 1 Point

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Which three amenities or features did you prioritize, and why?

Green Spaces, community & Arts + culture

Are there amenities or features you feel are missing or underrepresented?

More open space for Athletics

OVERALL

Please share any additional thoughts, ideas, or information you feel would be helpful for us to consider.

Great Plan!

TRAILS CROSSING PARK OPEN HOUSE

ACTIVITY GUIDE + COMMENT FORM

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OPTIONAL: Please include your name, email, and/or phone number if you'd like to be contacted about your feedback.

NAME: DAN AYERS

EMAIL: dayers714@duck.com PHONE: 727-460-2169

STATION 1 - INTRODUCTION + WHAT WE HEARD

At this station you will review **Key Findings** from past engagement and analysis activities, as well as the **Design Principles** that guide the plan.

Which Design Principle resonates most with you, and why?

LOVE IT. NEEDS BRIDGE -OVER BUSY STREET FOR TRAFFIC CONTROL. SKATE BOARDING AREAS. CONNECT TO CURRENT PARK. DOG PARK. OPEN UP BOOKER CREEK & CONNECT TO THIS. GREAT. STUFF.

What did you find most surprising or meaningful at this station?

STATION 2 - CONNECTIVITY DIAGRAM

This station illustrates the site boundary and its **connections** to surrounding neighborhoods, schools, parks, and landmarks. The board shows existing trails, proposed trails, proposed trail enhancement locations, and images of existing features and destinations.

Which streets or intersections feel safest for pedestrians or bicyclists?

Which streets or intersections do you feel could be improved for pedestrian or bicycle safety?

Please turn over ⟶

STATION 3 - DRAFT CONCEPT PLAN

This station depicts an overall view of the **draft** master plan. The plan was shaped using the **Design Principles** which are based on community feedback, stakeholder input, and our observations and analyses of the site.

Which elements of the draft concept plan stand out as most impactful to you?

Which elements of the draft concept plan do you feel need improvement, clarification, or reconsideration?

STATION 4 - AMENITY + FEATURE PRIORITIZATION

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- **1st Priority** 5 Points
- **2nd Priority** 3 Points
- **3rd Priority** 1 Point

Which three amenities or features did you prioritize, and why?

Are there amenities or features you feel are missing or underrepresented?

OVERALL

Please share any additional thoughts, ideas, or information you feel would be helpful for us to consider.

TRAILS CROSSING PARK OPEN HOUSE

ACTIVITY GUIDE + COMMENT FORM

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OPTIONAL: Please include your name, email, and/or phone number if you'd like to be contacted about your feedback.

NAME: Scott Perelstein

EMAIL: Scott@AlchemicAcademy.com PHONE: 928.853.6379

STATION 1 - INTRODUCTION + WHAT WE HEARD

At this station you will review **Key Findings** from past engagement and analysis activities, as well as the **Design Principles** that guide the plan.

Which Design Principle resonates most with you, and why?

Taking advantage of a shadowed, ignored space. If you can't hide it, highlight it!

What did you find most surprising or meaningful at this station?

The integration at the 2 ends. The green spaces as bookends clearly defining the park.
The variety of uses within a couple of blocks.

STATION 2 - CONNECTIVITY DIAGRAM

This station illustrates the site boundary and its **connections** to surrounding neighborhoods, schools, parks, and landmarks. The board shows existing trails, proposed trails, proposed trail enhancement locations, and images of existing features and destinations.

Which streets or intersections feel safest for pedestrians or bicyclists?

The bike access feels workable to me.

Which streets or intersections do you feel could be improved for pedestrian or bicycle safety?

Please turn over ⟶

STATION 3 - DRAFT CONCEPT PLAN

This station depicts an overall view of the **draft** master plan. The plan was shaped using the **Design Principles** which are based on community feedback, stakeholder input, and our observations and analyses of the site.

Which elements of the draft concept plan stand out as most impactful to you?

Landscaping, Community, active uses to draw people in.

Which elements of the draft concept plan do you feel need improvement, clarification, or reconsideration?

Love the draft. Love the direction. Listen + tweak.

STATION 4 - AMENITY + FEATURE PRIORITIZATION

1st Priority 5 Points

2nd Priority 3 Points

3rd Priority 1 Point

At this station, you will be provided three colored chips: one blue (5 points), one orange (3 points), and one white (1 point) to prioritize the amenities and features that **matter most to you**. Each amenity or feature has a corresponding board with representative images and a chip container. **Please use only one chip for each amenity or feature.**

Which three amenities or features did you prioritize, and why?

1) Connected - Access points and a draw. Fun to have a N-S draw across the driveway
2) Play elements, when families use the parks, they remain safe & accessible
3) Landscaping - details attract! The concept drawings seem to draw people in around the edges.

Are there amenities or features you feel are missing or underrepresented?

No.

OVERALL

Please share any additional thoughts, ideas, or information you feel would be helpful for us to consider.

TRAILS CROSSING PARK OPEN HOUSE

ACTIVITY GUIDE + COMMENT FORM

Welcome! You are invited to explore a series of exhibits that highlight key findings from site visits, stakeholder interviews, and past community feedback. These insights have shaped the Vision (the "Big Idea"), the Design Principles, and the draft concept plan that you will review today.

Visit the four stations and respond to the prompts below. Please return this form before you leave. Thank you for sharing your thoughts today. Your voice is a vital part of the process!

OPTIONAL: Please include your name, email, and/or phone number if you'd like to be contacted about your feedback.

NAME: THOMAS SULLIVAN

EMAIL: T.SULLIVAN@BRIDGES2ASIA.COM PHONE: 727-303-1229

STATION 1 - INTRODUCTION + WHAT WE HEARD

At this station you will review **Key Findings** from past engagement and analysis activities, as well as the **Design Principles** that guide the plan.

Which Design Principle resonates most with you, and why?

What did you find most surprising or meaningful at this station?

STATION 2 - CONNECTIVITY DIAGRAM

This station illustrates the site boundary and its **connections** to surrounding neighborhoods, schools, parks, and landmarks. The board shows existing trails, proposed trails, proposed trail enhancement locations, and images of existing features and destinations.

Which streets or intersections feel safest for pedestrians or bicyclists?

CENTRAL AVE (OF COURSE). 1ST AVENUES N. + S. HAVE DRIVERS GOING WAY TOO FAST. I'D ADVICE PEDESTRIANS + CYCLISTS TO ("STICK TO CENTRAL.")

Which streets or intersections do you feel could be improved for pedestrian or bicycle safety?

ONCE STREETWORK IS FINISHED ON 1ST AVE S. BETWEEN 18TH ST. S. + FORG'S SPORTS BAR, A DEDICATED BIKE LANE FOR CYCLISTS WOULD BE APPRECIATED. IT COULD BE THE FAR RIGHT LANE OF 1ST AVE. S.

Please turn over ⟶

STATION 3 - DRAFT CONCEPT PLAN

This station depicts an overall view of the **draft** master plan. The plan was shaped using the **Design Principles** which are based on community feedback, stakeholder input, and our observations and analyses of the site.

Which elements of the draft concept plan stand out as most impactful to you?

Which elements of the draft concept plan do you feel need improvement, clarification, or reconsideration?

STATION 4 - AMENITY + FEATURE PRIORITIZATION

1st Priority 5 Points

2nd Priority 3 Points

3rd Priority 1 Point

At this station, you will be provided three colored chips: one blue (5 points), one orange (3 points), and one white (1 point) to prioritize the amenities and features that **matter most to you**. Each amenity or feature has a corresponding board with representative images and a chip container. **Please use only one chip for each amenity or feature.**

Which three amenities or features did you prioritize, and why?

Are there amenities or features you feel are missing or underrepresented?

OVERALL

Please share any additional thoughts, ideas, or information you feel would be helpful for us to consider.

I BELIEVE THAT VERY BRIGHT OVERHEAD LIGHTING OVER THE ABOVE THE PARKING AREAS UNDER I-275 + 18TH STREETS + NORTH + SOUTH OF CENTRAL COULD POSSIBLY DETER HOMELESS SLEEPING + CONGREGATING + THE RESULTANT ANTI-SOCIAL ACTIVITIES THAT KEEP PEOPLE FROM FREELY EXPLORING THIS AMAZING PART OF OUR CITY. I WELCOME THE COMING CHANGES!!

TRAILS CROSSING PARK OPEN HOUSE

ACTIVITY GUIDE + COMMENT FORM

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Visit the four stations and respond to the prompts below. **Please return this form before you leave.** Thank you for sharing your thoughts today. Your voice is a vital part of the process!

OPTIONAL: Please include your name, email, and/or phone number if you'd like to be contacted about your feedback.

NAME: Neil Cammardella

EMAIL: @gmail.com PHONE: 727-280-5060

STATION 1 - INTRODUCTION + WHAT WE HEARD

At this station you will review **Key Findings** from past engagement and analysis activities, as well as the **Design Principles** that guide the plan.

Which Design Principle resonates most with you, and why? connected. It would be great for fewer ped & cyclist deaths.

What did you find most surprising or meaningful at this station?
More people walk & bike through this area than drive.

STATION 2 - CONNECTIVITY DIAGRAM

This station illustrates the site boundary and its **connections** to surrounding neighborhoods, schools, parks, and landmarks. The board shows existing trails, proposed trails, proposed trail enhancement locations, and images of existing features and destinations.

Which streets or intersections feel safest for pedestrians or bicyclists? Areas w/ ≤ 2 lanes of traffic to cross

Which streets or intersections do you feel could be improved for pedestrian or bicycle safety?
Two lanes max, no beg button

Please turn over ⟶

STATION 3 - DRAFT CONCEPT PLAN

This station depicts an overall view of the **draft** master plan. The plan was shaped using the **Design Principles** which are based on community feedback, stakeholder input, and our observations and analyses of the site.

Which elements of the draft concept plan stand out as most impactful to you?
connecting the grid

Which elements of the draft concept plan do you feel need improvement, clarification, or reconsideration?
I'm Not sure about Kids playing under an interstate, could be unhealthy

STATION 4 - AMENITY + FEATURE PRIORITIZATION

1st Priority 5 Points

2nd Priority 3 Points

3rd Priority 1 Point

At this station, you will be provided three colored chips: one blue (5 points), one orange (3 points), and one white (1 point) to prioritize the amenities and features that **matter most to you**. Each amenity or feature has a corresponding board with representative images and a chip container. **Please use only one chip for each amenity or feature.**

Which three amenities or features did you prioritize, and why?
1) Connected & walkable 3) Art
2) Nature

Are there amenities or features you feel are missing or underrepresented?

OVERALL

Please share any additional thoughts, ideas, or information you feel would be helpful for us to consider.
I'm looking forward to the connectivity & having more safe ways to traverse the area. What design features could mitigate the pollutants that will rain down from the interstate & accumulate over time?

TRAILS CROSSING PARK OPEN HOUSE

ACTIVITY GUIDE + COMMENT FORM

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Visit the four stations and respond to the prompts below. Please return this form before you leave. Thank you for sharing your thoughts today. Your voice is a vital part of the process!

OPTIONAL: Please include your name, email, and/or phone number if you'd like to be contacted about your feedback.

NAME: Bert Waterman

EMAIL: Bert@USIroofing.com PHONE: 727.410.1214

STATION 1 - INTRODUCTION + WHAT WE HEARD

At this station you will review **Key Findings** from past engagement and analysis activities, as well as the **Design Principles** that guide the plan.

Which Design Principle resonates most with you, and why?

Parking, it's needed.

What did you find most surprising or meaningful at this station?

The potential of Designing using the maps from 1926.

STATION 2 - CONNECTIVITY DIAGRAM

This station illustrates the site boundary and its **connections** to surrounding neighborhoods, schools, parks, and landmarks. The board shows existing trails, proposed trails, proposed trail enhancement locations, and images of existing features and destinations.

Which streets or intersections feel safest for pedestrians or bicyclists?

1st Ave S.

Which streets or intersections do you feel could be improved for pedestrian or bicycle safety?

2nd Ave N.

Please turn over ⟶

STATION 3 - DRAFT CONCEPT PLAN

This station depicts an overall view of the **draft** master plan. The plan was shaped using the **Design Principles** which are based on community feedback, stakeholder input, and our observations and analyses of the site.

Which elements of the draft concept plan stand out as most impactful to you?

future green park expansion.

Which elements of the draft concept plan do you feel need improvement, clarification, or reconsideration?

N/A

STATION 4 - AMENITY + FEATURE PRIORITIZATION

- **1st Priority** 5 Points
- **2nd Priority** 3 Points
- **3rd Priority** 1 Point

At this station, you will be provided three colored chips: one blue (5 points), one orange (3 points), and one white (1 point) to prioritize the amenities and features that **matter most to you**. Each amenity or feature has a corresponding board with representative images and a chip container. **Please use only one chip for each amenity or feature.**

Which three amenities or features did you prioritize, and why?

Culture, nature, and parking
soul life needed

Are there amenities or features you feel are missing or underrepresented?

What will it look like at night?

OVERALL

Please share any additional thoughts, ideas, or information you feel would be helpful for us to consider.

I'm grateful.

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APPENDIX 7- COST ESTIMATE DETAILED BREAKDOWN

9/23/2026

Blue Cord Design Construction, LLC
dba Blue Cord Professional Services
835 Bennett Road, Suite 100
Orlando, FL 32803
(407) 425-1390

Project: St. Petersburg Trails Crossing
REV Budget To Increase Phase 1

Date: 9/23/2026
Bid
Project Number: 8622

Coordinator: Land Design Group
Estimator: Timothy Kansy

DIVISION	ITEM		ESTIMATE	SUBCONTRACTOR	BUILDING	SITEWORK
01-013-01	PROJECT SUPERVISON		2,880,902		$0.00	$0.00
01-000-01	GENERAL CONDITIONS		666,590		$0.00	$0.00
01-400-00	TESTING		5,940	0	$0.00	$0.00
	CONSULTING		0	0	$0.00	$0.00
02-026-00	ABATEMENT		0	0	$0.00	$0.00
02-041-00	DEMOLITION		1,413,510	0	$0.00	$0.00
03-000-00	CONCRETE		976,500	0	$0.00	$0.00
04-000-00	MASONRY		0	0	$0.00	$0.00
05-010-00	METALS		0	0	$0.00	$0.00
06-000-00	CABINETS		0	0	$0.00	$0.00
06-010-00	ROUGH CARPETRY		0	0	$0.00	$0.00
07-000-00	FIRESTOP		0	0	$0.00	$0.00
07-010-00	FIREPROOF		0	0	$0.00	$0.00
07-050-00	ROOFING		0	0	$0.00	$0.00
08-081-00	GLASS & GLAZING		0	0	$0.00	$0.00
08-110-00.	DOORS AND HARDWARE		0	0	$0.00	$0.00
09-010-00	STUCCO		0	0	$0.00	$0.00
09-020-00	METAL STUDS, DRYWALL		0	0	$0.00	$0.00
09-030-00	FLOORING		0	0	$0.00	$0.00
09-053-00	ACOUSTICS		0	0	$0.00	$0.00
09-091-00	PAINTING		0	0	$0.00	$0.00
10-000-00	SIGNAGE		800,000	0	$0.00	$0.00
10-010-00	SPECIALTY		6,616,782	0	$0.00	$0.00
10-020-00	TOILET ACCESSORIES		0	0	$0.00	$0.00
21-000-00	FIRE PROTECTION		0	0	$0.00	$0.00
22-000-00	PLUMBING		0	0	$0.00	$0.00
23-000-00	HVAC		0	0	$0.00	$0.00
26-000-00	ELECTRICAL		1,322,000	0	$0.00	$0.00
28-000-00	LOW-VOLTAGE		755,075	0	$0.00	$0.00
32-000-00	EXTERIOR IMPROVEMENTS		12,558,699	0	$0.00	$0.00
33-011-00	UTILITIES		785,000	0	$0.00	$0.00
00--61--00	SUB BOND (SUBCONTRACT ONLY)	1.20%	302,731		$0.00	$0.00
	SUBTOTAL		29,083,729		$0.00	$0.00
50--00--00	DESIGN CONTINGENCIES	20.00%	5,816,746		$0.00	$0.00
	SUBTOTAL		34,900,474		$0.00	$0.00
51--00--00	CONTRACTOR'S PROFIT & OVERHEAD	8.00%	2,792,038		$0.00	$0.00
	CONSTRUCTION COST		37,692,512		$0.00	$0.00
00--61--00	PERFORMANCE/PAYMENT BOND	0.62%	459,849		$0.00	
	BUILDERS RISK	0.00%	0		$0.00	
	TOTAL CONSTRUCTION COST		38,152,361		$0.00	
00--02--00	PERMITTING / SURVEYS	8.00%	3,052,189		$0.00	
01--41--26	DESIGN / ENGINEERING	12.00%	4,578,283		$0.00	
	CONSTRUCTION CONTINGENCY	5.00%	1,907,618		$0.00	
	ESCALATION PHASE 1 - 3.88 PER ANNUM	11.64%	2,045,616			
	ESCALATION PHASE 2 - 3.88 PER ANNUM	19.40%	2,119,737			
	ESCALATION PHASE 3 - 3.88 PER ANNUM	27.16%	2,621,445		$0.00	
			54,477,249		$0.00	
	TOTAL COST PHASE 1		24,013,146			
	TOTAL COST PHASE 2		15,777,833			
	TOTAL COST PHASE 3		14,686,270			
	BUILDING AREA		0	SQ. FT.	UNIT COST	
	SITE AREA		0	ACRES		

UNIT COST

9/23/2026

Blue Cord Design Construction, LLC
dba Blue Cord Professional Services
835 Bennett Road, Suite 100
Orlando, FL 32803
(407) 425-1390

PHASE 1		
ITEM		ESTIMATE
PROJECT SUPERVISON		864,271
GENERAL CONDITIONS		199,977
TESTING		1,980
CONSULTING		0
ABATEMENT		0
DEMOLITION		413,651
CONCRETE		239,900
MASONRY		0
METALS		0
CABINETS		0
ROUGH CARPETRY		0
FIRESTOP		0
FIREPROOF		0
ROOFING		0
GLASS & GLAZING		0
DOORS AND HARDWARE		0
STUCCO		0
METAL STUDS, DRYWALL		0
FLOORING		0
ACOUSTICS		0
PAINTING		0
SIGNAGE		100,000
SPECIALTY		3,723,583
TOILET ACCESSORIES		0
FIRE PROTECTION		0
PLUMBING		0
HVAC		0
ELECTRICAL		440,667
LOW-VOLTAGE		469,784
EXTERIOR IMPROVEMENTS		6,535,073
UTILITIES		261,667
SUB BOND (SUBCONTRACT ONLY)	1.20%	146,212
SUBTOTAL		13,396,763
DESIGN CONTINGENCIES	20.00%	2,679,353
SUBTOTAL		16,076,116
CONTRACTOR'S PROFIT & OVERHEAD	8.00%	1,286,089
CONSTRUCTION COST		17,362,205
PERFORMANCE/PAYMENT BOND	1.22%	211,819
BUILDERS RISK	0.00%	0
TOTAL CONSTRUCTION COST		17,574,024
CIVIL PERMIT/SURVEYS	8.00%	1,405,922
DESIGN / ENGINEERING	12.00%	2,108,883
CONSTRUCTION CONTINGENCY	5.00%	878,701
ESCALATION PHASE 1 - 3.88 PER ANNUM	11.64%	2,045,616
ESCALATION PHASE 2 - 3.88 PER ANNUM	0.00%	0
ESCALATION PHASE 3 - 3.88 PER ANNUM	0.00%	0
		24,013,146

PHASE 2		
46,129.00		ESTIMATE
PROJECT SUPERVISON		1,440,451
GENERAL CONDITIONS		333,295
TESTING		1,980
CONSULTING		0
ABATEMENT		0
DEMOLITION		507,595
CONCRETE		656,634
MASONRY		0
METALS		0
CABINETS		0
ROUGH CARPETRY		0
FIRESTOP		0
FIREPROOF		0
ROOFING		0
GLASS & GLAZING		0
DOORS AND HARDWARE		0
STUCCO		0
METAL STUDS, DRYWALL		0
FLOORING		0
ACOUSTICS		0
PAINTING		0
SIGNAGE		600,000
SPECIALTY		799,565
TOILET ACCESSORIES		0
FIRE PROTECTION		0
PLUMBING		0
HVAC		0
ELECTRICAL		440,667
LOW-VOLTAGE		161,523
EXTERIOR IMPROVEMENTS		3,048,220
UTILITIES		261,667
SUB BOND (SUBCONTRACT ONLY)	1.20%	77,710
SUBTOTAL		8,329,306
DESIGN CONTINGENCIES	20.00%	1,665,861
SUBTOTAL		9,995,167
CONTRACTOR'S PROFIT & OVERHEAD	8.00%	799,613
CONSTRUCTION COST		10,794,781
PERFORMANCE/PAYMENT BOND	1.22%	131,696
BUILDERS RISK	0.00%	0
TOTAL CONSTRUCTION COST		10,926,477
CIVIL PERMIT/SURVEYS	8.00%	874,118
DESIGN / ENGINEERING	12.00%	1,311,177
CONSTRUCTION CONTINGENCY	5.00%	546,324
ESCALATION PHASE 1 - 3.88 PER ANNUM	0.00%	0
ESCALATION PHASE 2 - 3.88 PER ANNUM	19.40%	2,119,737
ESCALATION PHASE 3 - 3.88 PER ANNUM	0.00%	0
		15,777,833

PHASE 3		
ITEM		ESTIMATE
PROJECT SUPERVISON		576,180
GENERAL CONDITIONS		133,318
TESTING		1,980
CONSULTING		0
ABATEMENT		0
DEMOLITION		492,263
CONCRETE		79,967
MASONRY		0
METALS		0
CABINETS		0
ROUGH CARPETRY		0
FIRESTOP		0
FIREPROOF		0
ROOFING		0
GLASS & GLAZING		0
DOORS AND HARDWARE		0
STUCCO		0
METAL STUDS, DRYWALL		0
FLOORING		0
ACOUSTICS		0
PAINTING		0
SIGNAGE		100,000
SPECIALTY		2,093,634
TOILET ACCESSORIES		0
FIRE PROTECTION		0
PLUMBING		0
HVAC		0
ELECTRICAL		440,667
LOW-VOLTAGE		123,769
EXTERIOR IMPROVEMENTS		2,975,407
UTILITIES		261,667
SUB BOND (SUBCONTRACT ONLY)	1.20%	78,808
SUBTOTAL		7,357,659
DESIGN CONTINGENCIES	20.00%	1,471,532
SUBTOTAL		8,829,191
CONTRACTOR'S PROFIT & OVERHEAD	8.00%	706,335
CONSTRUCTION COST		9,535,527
PERFORMANCE/PAYMENT BOND	1.22%	116,333
BUILDERS RISK	0.00%	0
TOTAL CONSTRUCTION COST		9,651,860
CIVIL PERMIT/SURVEYS	8.00%	772,149
DESIGN / ENGINEERING	12.00%	1,158,223
CONSTRUCTION CONTINGENCY	5.00%	482,593
ESCALATION PHASE 1 - 3.88 PER ANNUM	0.00%	0
ESCALATION PHASE 2 - 3.88 PER ANNUM	0.00%	0
ESCALATION PHASE 3 - 3.88 PER ANNUM	27.16%	2,621,445
		14,686,270

$ 2,401,314.63

9/23/2026

Blue Cord Design Construction, LLC
dba Blue Cord Professional Services
835 Bennett Road, Suite 100
Orlando, FL 32803
(407) 425-1390

SUB BID EVALUATION

PROJECT: St. Petersburg Trails Crossing **JOB #** 8622

TRADE: Concrete/Soil/Lead/Asbestos

DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	BUDGET		PH 1	PH 2	PH 3	
TESTING									
TOTAL BASE BID					$ 5,940				
Testing Proctor	0	each	$253.00	$ -					
Testing Soil Density	0	each	$21.00	$ -					
Testing LBR Subgrade	0	each	$150.00	$ -					
Testing LBR Base	0	each	$150.00	$ -					
Testing Asphalt	0	each	$275.00	$ -					
Thickness Checks Sub Grade	0	each	$20.00	$ -					
Thickness Checks Base	0	each	$20.00	$ -					
Welding Inspection	0	hour	$100.00	$ -					
Bolt Torque Inspection	0	hour	$100.00	$ -					
Asbestos Inspection	0	hour	$50.00	$ -					
Mold Inspection	0	hour	$50.00	$ -					
Testing Concrete	49	each	$111.00	$ 5,400		$ 1,800	$ 1,800	$ 1,800	
Engineering Inspection	1	ls	$539.99	$ 540		$ 180	$ 180	$ 180	
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
TOTAL BASE BID				$ 5,940	$ 5,940	$ 1,980	$ 1,980	$ 1,980	
LABOR					$ 5,346				
MATERIALS					$ 594				
				$ -					
TOTAL				$ 5,940	$ 5,940				

9/23/2026

Blue Cord Design Construction, LLC
dba Blue Cord Professional Services
835 Bennett Road, Suite 100
Orlando, FL 32803
(407) 425-1390

SUB BID EVALUATION

PROJECT: St. Petersburg Trails Crossing **JOB #** 8622

TRADE: DEMOLITION

DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	BUDGET		PH 1	PH 2	PH 3	
DEMOLITION									
TOTAL BASE BID					$ 1,413,510				
		ls		$ -					
Asphalt Ph 1	80886	sf	$4.00	$ 323,544		$ 323,544			
Concrete Demo Ph1	16177.2	sf	$5.57	$ 90,107		$ 90,107			
Asphalt Ph 2	99256	sf	$4.00	$ 397,024			$ 397,024		
Concrete Demo Ph2	19851.2	sf	$5.57	$ 110,571			$ 110,571		
Asphalt Ph 3	96258	sf	$4.00	$ 385,032				$ 385,032	
Concrete Demo Ph3	19251.6	sf	$5.57	$ 107,231				$ 107,231	
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
TOTAL BASE BID				$ 1,413,510	$ 1,413,510	$ 413,651	$ 507,595	$ 492,263	
				$ -					
LABOR				$ -	$ 1,130,808				
				$ -					
MATERIALS				$ -	$ 282,702				
TOTAL				$1,413,510	$ 1,413,510	$ 827,302	$ 1,015,190	$ 984,527	$ -

9/23/2026

Blue Cord Design Construction, LLC
dba Blue Cord Professional Services
835 Bennett Road, Suite 100
Orlando, FL 32803
(407) 425-1390

SUB BID EVALUATION

PROJECT: St. Petersburg Trails Crossing **JOB #** 8622

TRADE: Concrete

DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	BUDGET					
CONCRETE									
TOTAL BASE BID					$ 976,500	Ph1	Ph2	Ph3	
Strip Foundations	0	lf	$18.00	$ -					
Isolated Foundations	16	each	$550.00	$ 8,800		$ 2,640.00	$ 5,280.00	$ 880	
Slab on Grade	0	sf	$2.50	$ -					
Walks	131568	sf	$2.85	$ 374,969		$ 112,490.64	$ 224,981.28	$ 37,497	
Thickened Edge Foundations		lf	$4.00	$ -					
Detectable Warning Strips		sf	$3.00	$ -					
Rectangular Columns	0	sfcs	$8.00	$ -					
Round Columns	0	lf	$12.00	$ -					
Beams	0	sfcs	$8.00	$ -					
Beam Bottoms	0	sfcs	$8.00	$ -					
Walls	0	sfcs	$8.00	$ -					
Lintel Beams	0	lf	$14.00	$ -					
Filled Masonry Cells	0	lf	$2.50	$ -					
Formed elevated Slab	0	sf	$12.00	$ -					
Concrete Paving	0	sf	$1.50	$ -					
Seal Concrete drive	0	sf	$1.25	$ -					
3000 psi Reg. Concrete	14	cy	$194.50	$ 2,698		$ 809	$ 1,619	$ 270	
3000 psi Pump Mix	0	cy	$214.00	$ -					
3000 psi Fiber Mix	1689	cy	$222.00	$ 374,914		$ 112,474	$ 224,948	$ 37,491	
4000 psi Pump Mix Concrete	0	cy	$238.00	$ -					
Environmental & fuel Surcharge	171	each	$58.00	$ 9,934		$ 2,980	$ 5,960	$ 993	
Reinforcing Steel	0	ton	$2,230.00	$ 521		$ 156	$ 313	$ 52	
Steel Accessories, chairs, ties etc.	0	each	$600.00	$ 280		$ 84	$ 168	$ 28	
Visqueen 15 Mil	0	roll	$496.00	$ -					
Visqueen tape	0	roll	$88.50	$ -					
Welded Wire Fabric (Mesh)	145	each	$190.00	$ 27,550		$ 8,265	$ 16,530	$ 2,755	
Colored Concrete Add	69895	sf	$2.53	$ 176,834			$ 176,834		
Slab Pump	0	ls	$1,250.00	$ -					
TOTAL BASE BID				$ 976,500	$ 976,500	$ 239,900	$ 656,634	$ 79,967	
LABOR					$ 654,255				
MATERIALS					$ 322,245				
				$ -					
TOTAL				$ 976,500	$ 976,500				

9/23/2026

Blue Cord Design Construction, LLC
dba Blue Cord Professional Services
835 Bennett Road, Suite 100
Orlando, FL 32803
(407) 425-1390

SUB BID EVALUATION

PROJECT: St. Petersburg Trails Crossing **JOB #** 8622

TRADE: SIGNAGE

DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	BUDGET		PH 1	PH 2	PH 3	
SPECIALTIES									
TOTAL BASE BID					$ 800,000				
				$ -					
Identity Pylons Ph 1	2	each	$50,000.00	$ 100,000		$ 100,000.00			
Identity Pylons Ph 2	12	each	$50,000.00	$ 600,000			$ 600,000		
Identity Pylons Ph 3	2	each	$50,000.00	$ 100,000				$ 100,000	
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
TOTAL BASE BID				$ 800,000	$ 800,000	$ 100,000	$ 600,000	$ 100,000	
LABOR					$ 200,000				
MATERIALS					$ 600,000				
				$ -					
TOTAL				$ 800,000	$ 800,000				

9/23/2026

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SUB BID EVALUATION

PROJECT: St. Petersburg Trails Crossing **JOB #** 8622

TRADE: SPECIALTIES

DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	BUDGET		PH 1	PH 2	PH 3	
SPECIALTIES									
TOTAL BASE BID					$ 6,616,782				
Low Bollards	44	each	$6,015.55	$ 264,684		$ 264,684			
Wood Foot Bridges Ph 1	1171	sf	$63.53	$ 74,399		$ 74,399			
Conex Ph 1	6	each	$200,000.00	$ 1,200,000		$ 1,200,000			
Adult Exercise Ph 1	1	ls	$225,000.00	$ 225,000		$ 225,000			
Terraced Lawn Amphitheater Ph 1	1	ls	$1,500,000.00	$ 1,500,000		$ 1,500,000			
Comfort Station - Standard Precast Ph 1	290	sf	$550.00	$ 159,500		$ 159,500			
Art Play Area Ph 1	1	ls	$300,000.00	$ 300,000		$ 300,000			
Performance Terraces Ph 2	1	ls	$425,000.00	$ 425,000			$ 425,000		
Wood Foot Bridges Ph 2	1269	sf	$63.53	$ 80,625			$ 80,625		
Chill zone Ph 2	12420	sf	$22	$ 273,240			$ 273,240		
Small Seating/Game Area	1	ls	$20,700	$ 20,700			$ 20,700		
Wood Foot Bridges Ph 3	3491	sf	$63.53	$ 221,799				$ 221,799	
Playground equipment Ph 3	1	ls	$1,000,000.00	$ 1,000,000				$ 1,000,000	
Bocce courtPh 3	3000	sf	$19.75	$ 59,250				$ 59,250	
Fountain Ph 3	1	ls	$350,000.00	$ 350,000				$ 350,000	
Rubberized Area Ph 3	23980	sf	$18.25	$ 437,635				$ 437,635	
Sand Volleyball Ph 3	3295	sf	$7.57	$ 24,950				$ 24,950	
				$ -					
TOTAL BASE BID				$ 6,616,782	$ 6,616,782	$ 3,723,583	$ 799,565	$ 2,093,634	$ -
				$ -					
LABOR				$ -	$ 330,839				
				$ -					
MATERIALS				$ -	$ 6,285,943				
				$ -					
TOTAL				$ 6,616,782	$ 6,616,782	$ 7,447,166	$ 1,599,131	$ 4,187,268	$ -

9/23/2026

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SUB BID EVALUATION

PROJECT: St. Petersburg Trails Crossing **JOB #** 8622

TRADE: ELECTRICAL

DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	BUDGET		PH 1	PH 2	PH 3	
ELECTRICAL									
TOTAL BASE BID					$ 1,322,000				
				$ -					
				$ -					
Lighting and power needs	1	ls	$ 1,322,000	$ 1,322,000		$ 440,667	$ 440,667	$ 440,667	
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -		$ -			
				$ -					
TOTAL BASE BID				$ 1,322,000	$ 1,322,000	$ 440,667	$ 440,667	$ 440,667	
				$ -					
LABOR				$ -	$ 859,300				
				$ -					
MATERIALS				$ -	$ 462,700				
				$ -					
				$ -					
TOTAL				$ 1,322,000	$ 1,322,000	$ -	$ -	$ -	$ -

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(407) 425-1390

SUB BID EVALUATION

PROJECT: St. Petersburg Trails Crossing **JOB #** 8622

TRADE: LOW VOLTAGE

DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	BUDGET					
						PH 1	PH 2	PH 3	
LOW VOLTAGE									
TOTAL BASE BID					$ 755,075				
				$ -					
CCTV	45	each	$ 2,335.00	$ 105,075		$ 47,284	$ 31,523	$ 26,269	
AV Infastructure	1	ls	$ 650,000.00	$ 650,000		$ 422,500	$ 130,000	$ 97,500	
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
				$ -					
TOTAL BASE BID				$ 755,075	$ 755,075	$ 469,784	$ 161,523	$ 123,769	
				$ -					
LABOR				$ -	$ 490,799				
				$ -					
MATERIALS				$ -	$ 264,276				
				$ -					
				$ -					
TOTAL				$ 755,075	$ 755,075	$ -	$ -	$ -	$ -

9/23/2026

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(407) 425-1390

SUB BID EVALUATION

PROJECT: St. Petersburg Trails Crossing **JOB #** 8622

TRADE: EXTERIOR IMPROVEMENTS

DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	BUDGET					
EXTERIOR IMPROVEMENTS									
TOTAL BASE BID					$ 12,558,699	Ph1	PH 2	Ph 3	
Clearing p1	8.0	Acres	$ 6,339	$ 50,940		$ 50,940			
Clearing p2	3.7	Acres	$ 6,339	$ 23,454			$ 23,454		
Clearing p3	3.5	Acres	$ 6,339	$ 22,234				$ 22,234	
Stripping p1	40942	sy	$ 2.20	$ 90,072		$ 90,072			
Stripping p2	17138	sy	$ 3.20	$ 54,842			$ 54,842		
Stripping p3	19360	sy	$ 4.20	$ 81,312				$ 81,312	
Silt Fence p1	3960	lf	$ 4.55	$ 18,018		$ 18,018			
Silt Fence p2	715	lf	$ 5.55	$ 3,968			$ 3,968		
Silt Fence p3	935	lf	$ 6.55	$ 6,124				$ 6,124	
Silt Fence Maintenance p1	3960	lf	$ 0.85	$ 3,366		$ 3,366			
Silt Fence Maintenance p2	715	lf	$ 1.85	$ 1,323			$ 1,323		
Silt Fence Maintenance p3	935	lf	$ 2.85	$ 2,665				$ 2,665	
SWIPP Weekly Reports	139	wk	$ 250.00	$ 34,667		$ 10,400	$ 17,333	$ 6,933	
Mobilization p1	1	ls	$ 19,750.00	$ 19,750		$ 19,750			
Mobilization p2	1	ls	$ 19,750.00	$ 19,750			$ 19,750		
Mobilization p3	1	ls	$ 19,750.00	$ 19,750				$ 19,750	
Maintenance of Traffic	5	ls	$ 10,000.00	$ 50,000		$ 50,000			
Construction Entrance p1	5	each	$ 4,845.00	$ 24,225		$ 24,225			
Fill	20100	cy	$ 44.91	$ 902,691		$ 902,691			
Compaction and Earthwork	20100	cy	$ 3.78	$ 75,978		$ 75,978			
Fill	8940	cy	$ 44.91	$ 401,495			$ 401,495		
Compaction and Earthwork	8940	cy	$ 3.78	$ 33,793			$ 33,793		
Fill	12100	cy	$ 44.91	$ 543,411				$ 543,411	
Compaction and Earthwork	12100	cy	$ 3.78	$ 45,738				$ 45,738	
Onsite Paving Sub Base	23417	sy	$ 25.45	$ 595,974		$ 327,786	$ 89,396	$ 178,792	
Onsite Paving Base	23417	sy	$ 30.83	$ 721,960		$ 397,078	$ 108,294	$ 216,588	
Onsite Paving Prime	23417	sy	$ 1.45	$ 33,955		$ 18,675	$ 5,093	$ 10,187	
Onsite Paving Type S-1 Ashpalt	23417	sy	$ 35.85	$ 839,515		$ 461,733	$ 125,927	$ 251,855	
Handicap Signs and Markings	0	each	$ 300.00	$ -					
Vehicle & Pedestrian Signalization 1st Ave S (4 Way Intersection)	1	ls	$ 691,400.00	$ 691,400		$ 691,400			
Vehicle & Pedestrian Signalization 1st Ave N (4 Way Intersection)	1	ls	$ 691,400.00	$ 691,400		$ 691,400	$ -		
Thermoplastic stripes Ph 1	2	ls	$ 15,000.00	$ 30,000		$ 30,000			
Thermoplastic stripes Ph 3	1	ls	$ 15,000.00	$ 15,000				$ 15,000	
Concrete Curbs Type "D" Header Curb Ph 1	1650	lf	$ 48.66	$ 80,289		$ 80,289			
Concrete Curbs Type "D" Header Curb Ph 2	2750	lf	$ 48.66	$ 133,815			$ 133,815		
Concrete Curbs Type "D" Header Curb Ph 3	1100	lf	$ 48.66	$ 53,526				$ 53,526	
Landscaping p1	1	ls	$ 445,718.82	$ 445,719		$ 445,719			
Landscaping p2	1	ls	$ 60,922.85	$ 60,923			$ 60,923		
Landscaping p3	1	ls	$ 306,431.69	$ 306,432				$ 306,432	
Sod - Floratam p1	160851	sf	$ 0.35	$ 56,298		$ 56,298			
Irrigation - New p1	160851	sf	$ 0.75	$ 120,638		$ 120,638			
Sod - Floratam p3	160851	sf	$ 0.35	$ 56,298				$ 56,298	
Irrigation - New p3	160851	sf	$ 0.75	$ 120,638				$ 120,638	
Performance Turf Ph 2	18000	sf	$ 8.50	$ 153,000			$ 153,000		
Architectual Sidewalk Pavers Ph 1	3319	sy	$ 134.38	$ 446,037		$ 446,037			
Architectual Sidewalk Pavers Ph 2	3456	sy	$ 135.38	$ 467,873			$ 467,873		
Architectual Sidewalk Pavers Ph 3	3774	sy	$ 136.38	$ 514,638				$ 514,638	
Pourous Joint Concrete Pavers	29575	sf	$ 25.01	$ 739,597		$ 369,798	$ 369,798		
Retaining Wall System P1	11711	sf	$ 53.28	$ 623,962		$ 623,962			
Retaining Wall System P2 - @ Senthetic Lawn	7714	sf	$ 53.28	$ 411,002			$ 411,002		
Rock Formations @ Bio Swale p1	424	cy	$ 250.00	$ 105,963		$ 105,963			
Rock Formations @ Bio Swale p2	295	cy	$ 250.00	$ 73,639			$ 73,639		
Rock Formations @ Bio Swale p3	493	cy	$ 250.00	$ 123,287				$ 123,287	
Coquina Stone Ph 1	21	ton	$ 1,100.00	$ 22,856		$ 22,856			
Coquina Stone Ph 2	85	ton	$ 1,100.00	$ 93,500			$ 93,500		
Site Furnishings	3	ls	$ 400,000.00	$ 1,200,000		$ 400,000	$ 400,000	$ 400,000	
TOTAL BASE BID				$ 12,558,699	$ 12,558,699	$ 6,535,073	$ 3,048,220	$ 2,975,407	
				$ -					
LABOR				$ -	$ 8,163,155				
				$ -					
MATERIALS				$ -	$ 4,395,545				
				$ -					
				$ -					
TOTAL				$ 12,558,699	$ 12,558,699	$ -	$ -	$ -	$ -

9/23/2026

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SUB BID EVALUATION

PROJECT: St. Petersburg Trails Crossing **JOB #** 8622

TRADE: UTILITIES

DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	BUDGET					
						PH 1	PH2	PH3	
UTILITIES									
TOTAL BASE BID					$ 785,000				
Drainage	1	ls	$ 675,000.00	$ 675,000		$ 225,000	$ 225,000	$ 225,000	
Sanitary Sewer	1	ls	$ 45,000.00	$ 45,000		$ 15,000	$ 15,000	$ 15,000	
Water	1	ls	$ 65,000.00	$ 65,000		$ 21,667	$ 21,667	$ 21,667	
				$ -					
TOTAL BASE BID				$ 785,000	$ 785,000	$ 261,667	$ 261,667	$ 261,667	
LABOR				$ -	$ 510,250				
				$ -					
MATERIALS				$ -	$ 274,750				
				$ -					
				$ -					
TOTAL				$ 785,000	$ 785,000	$ -	$ -	$ -	$ -

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APPENDIX 8- PARTNERSHIP ROADMAP

Partnership Roadmap

Action Plan -

- **Step 1 | Establish the Partnership Framework – Initial MOU**
- **Step 2A | Update the FDOT Agreement**
- **Step 2B | Develop the Business Plan**
- **Step 3 | Launch the Capital Campaign – Fundraising Collateral**
- **Step 4 | Execute the Operations + Management Agreement**
- **Step 5A | Organizational Capacity Building**
- **Step 5B | Phased Implementation**

Partnership Roadmap

Step 1 | Establish the Partnership Framework

Deliverable: Memorandum of Understanding (MOU)

Establish a formal partnership between the City of St. Petersburg and Friends of Trails Crossing (FTC) that defines the shared vision, preliminary roles, and implementation strategy.

Key Decisions

- Confirm City and FTC roles and decision-making responsibilities
- Establish project leadership and organizational chart
- Define partnership expectations by outlining high-level areas of responsibility for each phase of the project
- Establish bounds and parameters around key terms and issues for the future Operations & Management Agreement, including the length of the agreement, revenue rights, and event permitting
- Identify implementation team and stakeholders
- Fundraising framework

Step 2A | Update the FDOT Agreement

Deliverable: Updated FDOT Lease, Joint Participation Agreement, or Operating Agreement

Because the project is located beneath I-275 on land governed by an existing FDOT agreement, the City should initiate discussions with FDOT early in the implementation process. The City must closely coordinate with Friends of Trails Crossing at each step of the negotiation and the Friends should directly participate in meetings as a key stakeholder and presumed future operator throughout these negotiations to ensure the long-term operational vision is reflected in the agreement. For this key reason, FDOT negotiations and the development of a business plan for FTC and the park should be completed in parallel.

Key Decisions

- Allowable park uses and programming envelopes
- Permanent versus temporary structures
- Restroom and building allowances
- Public art and lighting
- Event operations & permitting
- Maintenance responsibilities and FDOT access requirements
- Emergency access requirements
- Utility improvements and responsibilities
- Long-term ownership of improvements
- Lease terms and disposition of improvements
- Insurance and liability considerations

This step informs the Business Plan by establishing the operational parameters within which the park must function.

Step 2B | Develop the Business Plan

Deliverable: Business Plan + Financial Sustainability Strategy

Coordinated with the terms of the FDOT agreement, prepare a comprehensive Business Plan that defines the long-term organizational, operational, and financial model for Friends of Trails Crossing and the park.

Key Decisions

- Governance structure
- Organizational staffing maturity model
- Operating budgets (multiyear, from opening through stabilization)
- Maintenance responsibilities
- Revenue plan based on commercial viability and overall feasibility, and multiyear revenue budgets
- Capital campaign strategy
- Interplay between naming opportunities and recurring sponsorships
- Programming and activation strategy, plan, and budgets
- Ongoing stakeholder engagement framework

This step answers questions such as:

- Who maintains the park?
- How are operations funded?
- Who responds to complaints?
- What are the long-term revenue sources?
- How much City funding is anticipated?
- How do the answers to these questions change over time?

Step 3 | Launch the Capital Campaign

Deliverable: Capital Campaign Plan + Fundraising Materials

Once the operating model and business strategy are established, Friends of Trails Crossing can begin a coordinated capital campaign.

Key Decisions

- Campaign goals
- Public vs. private funding responsibilities
- Naming rights opportunities for individuals, families, and various types of foundations
- Corporate naming attribution and activation packages
- Grant pursuits
- Major donor strategy
- Real estate value capture financing analysis

Step 4 | Execute the Operations + Management Agreement

Deliverable: Long-Term Management Agreement

Develop the formal agreement between the City and Friends of Trails Crossing governing long-term operations.

Key Decisions

- Length of the agreement

- Operations and maintenance responsibilities, including shared staffing and outside vendors
- Lifecycle replacement funding
- Procurement processes
- Contracting authority
- Event permitting
- Revenue rights
- Additional, future capital improvement approvals process
- Insurance
- Performance standards
- Reporting requirements
- Security and code enforcement
- City oversight
- Default provisions and operational transition

This step answers questions such as:

- Who maintains and replaces park amenities?
- What procurement rules apply?
- What happens if FTC cannot perform? How is performance measured?
- How much autonomy does FTC have?
- How are City codes and FDOT requirements administered?

Step 5A | Organizational Capacity Building
Deliverable: Organizational Development Plan
Build Friends of Trails Crossing into a professionally staffed organization capable of managing the park. This will be scheduled in coordination with phased construction, with staff hired or contractors procured

Key Decisions

- Board development
- Executive Director hiring
- Staffing and contracting
- Volunteer program
- Advisory committees
- Financial systems
- Communications
- Partnership development
    - Sponsors and donors
    - City agencies
    - Programming partners (local businesses, artists, dance/fitness instructors, etc.)
- Public/private governance interface

Step 5B | Phased Implementation
Deliverable: Design, Permitting, Construction, and Transition to Operations
Advance design, permitting, funding, procurement, and construction while gradually transitioning operational responsibilities to Friends of Trails Crossing.

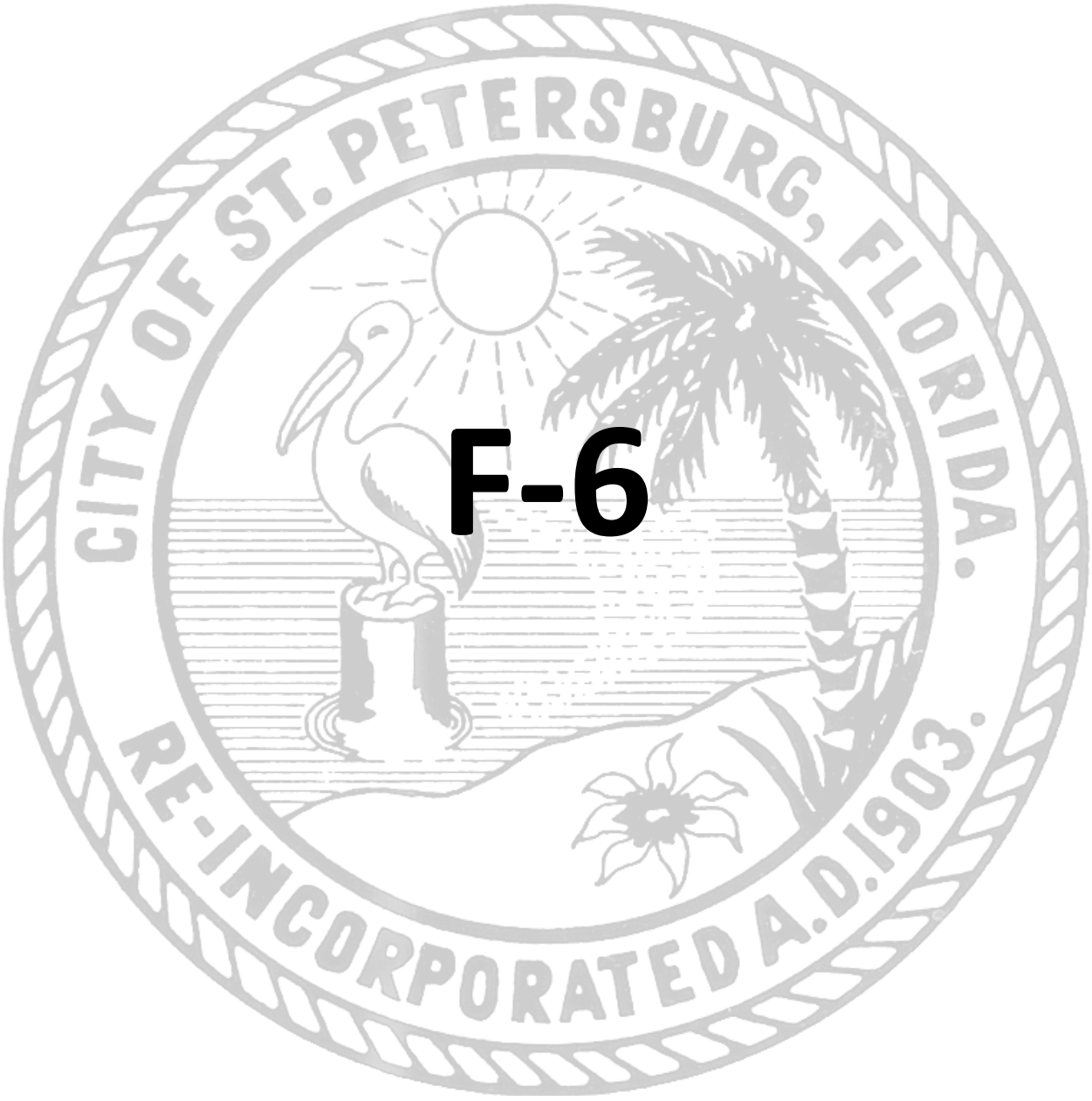
Key Decisions

- Phase priorities, including development, construction, and staffing
- Funding allocation
- Construction sequencing
- Operational transition timing
- Ongoing community engagement
- Performance monitoring

Overall Outcome
This sequence recognizes that the **FDOT agreement is foundational** to the project's long-term success, but that the FDOT agreement should be constrained by long-term operating and financial considerations. By establishing the regulatory and operational framework first, the City and Friends of Trails Crossing can develop a Business Plan grounded in realistic assumptions, launch a focused fundraising campaign, and ultimately execute a Management Agreement that clearly defines responsibilities, funding commitments, and accountability. This phased approach reduces uncertainty, strengthens partnerships, and provides a clear roadmap from master planning to long-term stewardship.

Vision for Partnership
The long-term success of Trails Crossing will depend on a partnership that leverages the strengths of both the public and private sectors. The City of St. Petersburg will lead project delivery through design, permitting, procurement, and construction, while Friends of Trails Crossing will cultivate the partnerships, philanthropy, earned income, programming, and stewardship that bring the park to life. As FTC builds organizational capacity, it will gradually assume more operational responsibilities in coordination with the City. Together, this collaborative model creates a financially and socially resilient, community-driven public space that can evolve and thrive for generations to come.

The following page(s) contain the backup material for Agenda Item: Appointment of Brian W. Grodotzke and Dustin W. Henderson to the Board of Trustees of the Police Pension Fund
Please scroll down to view the backup material.



F-6

R (10/27/26)

ST. PETERSBURG CITY COUNCIL

Consent Agenda

Meeting of November 5, 2026

TO: The Honorable Lisset Hanewicz, Chair and Members of City Council

SUBJECT: Appointment of Brian W. Grodotzke and Dustin W. Henderson to the Board of Trustees of the Police Pension Fund

EXPLANATION:

Florida Statutes Section 185.05, Section 3 of the Prior Plan, City of St. Petersburg City Code Section 22-240 of the 1970 Supplemental Police Officer's Retirement System, and City Code Section 22-279 of the 1984 Police Officer's Retirement System require that the Police Pension Board be constituted in a certain manner.

City Code Section 22-279(b) states as follows:

> *(b) For terms beginning after September 30, 2010, the board shall consist of five members who shall serve four year terms as follows:*
> *(1) Two members who shall be legal residents of the City, who shall be appointed by the City Council.*
> *(2) Two members who shall be full-time police officers, as defined in F.S. § 185.02, who shall be elected by a majority of the actively employed members of the 1984 Supplemental Police Officer's Retirement System who are not participating in the DROP.*
> *(3) The fifth member who shall be chosen by a majority of the previous four members as provided for herein, and whose name shall be submitted to the City Council. Upon receipt of such person's name, the City Council shall, as a ministerial duty, appoint such person to the Board as its fifth member.*

The terms of all five (5) present Board members end September 30, 2026. Florida Statutes Section 185.05 states that Trustees may succeed themselves.

Prior to December 2025, all five (5) trustee terms ended on the same date. The Police Pension Board expressed concern with continuity of knowledge, and in December 2025, Section 22-279 was amended to begin a process of staggering the employee-elected seats. Similarly, the proposed resolution herein would begin the same process of staggering the City Council appointed seats, with one appointment for two (2) years and the other for four (4) years.

It is recommended that City Council appoint the following individuals to the Police Pension Board:

Police Pension Board - Council-Appointed

Brian W. Grodotzke, Financial Operations Manager (City employee and St. Petersburg resident)

Dustin W. Henderson (St. Petersburg resident)

Attachments:
(1) Resolution of Appointment

APPROVALS:

Administrative:

Christopher M. Guella — Signature

10/27/2026 — Date

Resolution No. 2026-_____

A RESOLUTION APPOINTING TRUSTEES TO THE BOARD OF TRUSTEES OF THE POLICE PENSION FUND; AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that this Council appoints Brian W. Grodotzke to the Board of Trustees of the Police Pension Fund for a four-year term beginning October 1, 2026 and ending September 30, 2030.

BE IT FURTHER RESOLVED that this Council appoints Dustin W. Henderson to the Board of Trustees of the Police Pension Fund for a two-year term beginning October 1, 2026 and ending September 30, 2028.

This resolution shall become effective immediately upon its adoption.

LEGAL:

Jane Wallace

Citylaw 00926975

The following page(s) contain the backup material for Agenda Item: Respectfully requesting City Council's consideration of a resolution to initiate a local historic landmark application for the Greenwood Cemetery located at the corner of Dr. Martin Luther King, Jr. Street South and 11th Avenue South in the Historic Roser Park Neighborhood. (Council Member Driscoll)
Please scroll down to view the backup material.



G-1

CITY COUNCIL AGENDA
NEW BUSINESS ITEM

TO: Members of City Council

DATE: October 23, 2026

COUNCIL DATE: November 5, 2026

RE: A Resolution to Initiate a Local Historic Landmark Application for the Greenwood Cemetery

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ACTION DESIRED:

Respectfully requesting City Council's consideration of a resolution to initiate a local historic landmark application for the Greenwood Cemetery located at the corner of Dr. Martin Luther King, Jr. Street South and 11th Avenue South in the Historic Roser Park Neighborhood.

ATTACHMENTS:

1. Resolution
2. Maps of the Subject Area

Gina Driscoll
City Council Member, District 6

Resolution ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ST. PETERSBURG, FLORIDA, INITIATING A LOCAL LANDMARK DESIGNATION APPLICATION FOR GREENWOOD CEMETERY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on November 5, 2026, the City Council of the City of St. Petersburg ("City") considered a New Business Item concerning the initiation of a local landmark designation process for Greenwood Cemetery. Greenwood Cemetery is located at the corner of Dr. Martin Luther King, Jr. Street South and 11th Avenue South in the Historic Roser Park Neighborhood (Parcel ID No. 30-31-17-00000-220-0100) ; and

WHEREAS, at the Housing, Land Use, and Transportation Committee (HLUT) meeting held on October 8, 2026 the record owner of Greenwood Cemetery, the Greenwood Cemetery Association, through its representative Rui Farias, indicated that the ownership consents to and supports the individual designation of the property and its inclusion on the St. Petersburg Register of Historic Places; and

WHEREAS, after HLUT approved commencement of a City-initiated designation application, Councilmember Gina Driscoll subsequently submitted this New Business Item and corresponding Resolution to city-initiate a local landmark designation application; and

WHEREAS, Section 16.30.070.2.5 of the City Code authorizes the initiation and filing of a local landmark designation application by the City.

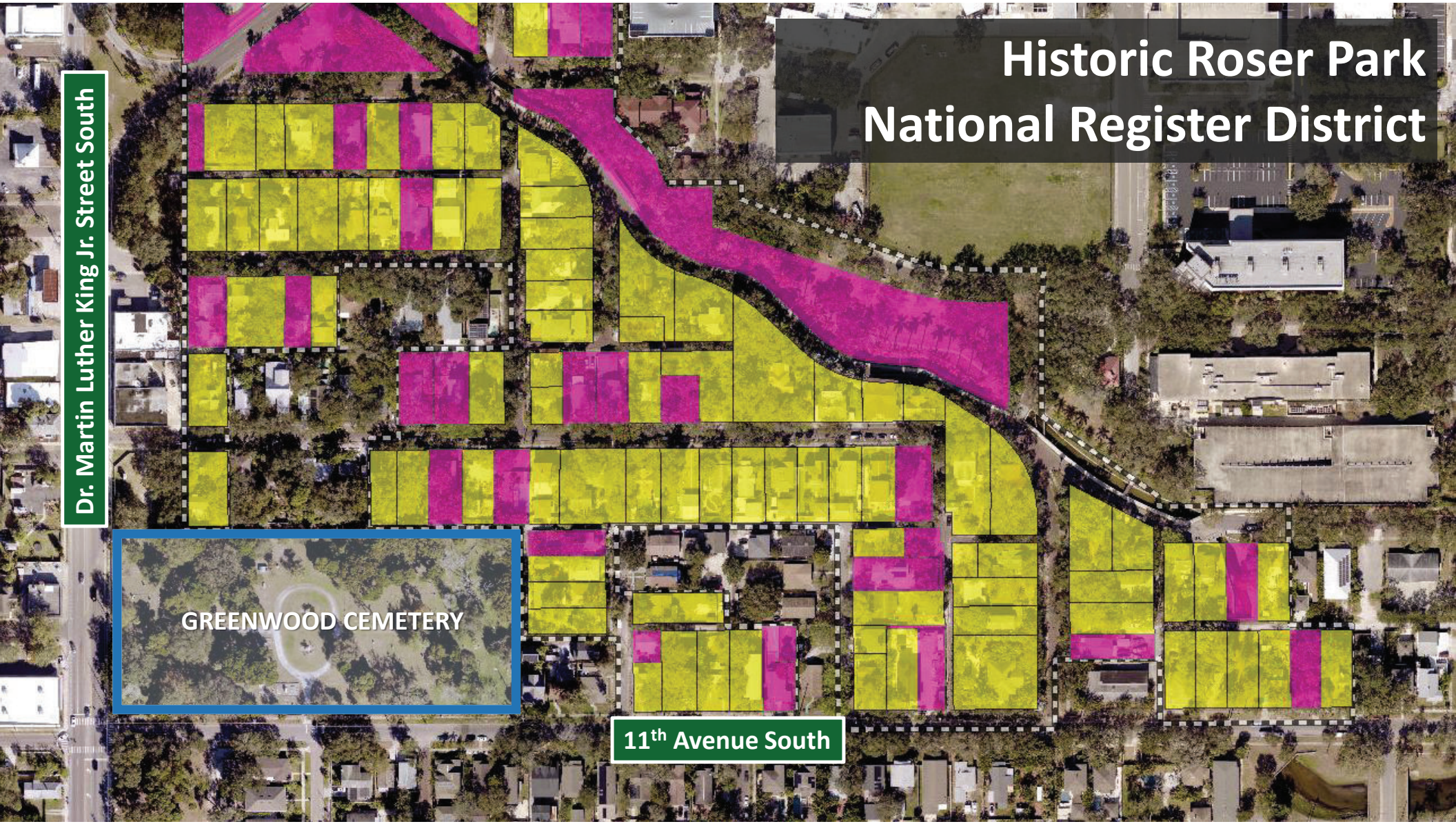
NOW THEREFORE, BE IT RESOLVED, by the City Council of the City that, pursuant to Section 16.30.070.2.5, the City Council hereby initiates the local landmark designation process for the *Greenwood Cemetery* and requests that City staff prepare and process a local landmark application for listing in the St. Petersburg Register of Historic Places.

This resolution shall become effective immediately upon its adoption.

Approved as to form and content

Heather Judd, Assistant City Attorney
City Attorney's Office

Derek Kilborn, Director
Planning Department


Historic Roser Park
National Register District
Dr. Martin Luther King Jr. Street South
GREENWOOD CEMETERY
11th Avenue South


Historic Roser Park
Local Landmark District
Dr. Martin Luther King Jr. Street South
Historic Roser Park
Local Landmark District
GREENWOOD CEMETERY
11th Avenue South

The following page(s) contain the backup material for Agenda Item: Respectfully requesting that the City Attorneys Office draft an ordinance amending City Code Section 2-512 to formally name the auditorium within the Enoch Davis Center, located at 1111 18th Avenue South, Reverend Watson L. Haynes II Auditorium. (Council Member Figgs-Sanders)
Please scroll down to view the backup material.



G-2

CITY COUNCIL AGENDA
NEW BUSINESS ITEM

TO: Members of City Council

DATE: October 30, 2026

COUNCIL DATE: November 5, 2026

RE: Respectfully requesting that the City Attorney's Office draft an ordinance amending City Code Section 2-512 to formally name the auditorium within the Enoch Davis Center, located at 1111 18th Avenue South, "Reverend L. Watson Haynes II Auditorium."

ACTION DESIRED:

Respectfully requesting that the City Attorney's Office draft an ordinance amending City Code Section 2-512 to formally name the auditorium within the Enoch Davis Center, located at 1111 18th Avenue South, **"Reverend Watson L. Haynes II Auditorium."**

Council Member Deborah Figgs-Sanders
District 5

The following page(s) contain the backup material for Agenda Item: A Resolution approving settlement of the lawsuit of Jessica Ortiz Vargas v. City of St. Petersburg, Circuit Court for Pinellas County, Florida, Case No. 22-001268-CI, and providing an effective date.
Please scroll down to view the backup material.



I-1

RESOLUTION NO. _____

A RESOLUTION APPROVING SETTLEMENT OF THE LAWSUIT OF JESSICA ORTIZ VARGAS V. CITY OF ST. PETERSBURG, FLORIDA, CIRCUIT COURT FOR PINELLAS COUNTY, FLORIDA, CASE NO. 22-001268-CI, AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED, By the City Council of the City of St. Petersburg, Florida, that the settlement by and between the City of St. Petersburg and Plaintiff, Jessica Ortiz Vargas, in the case of Jessica Ortiz Vargas v. City of St. Petersburg, Case No. 22-001268-CI, Circuit Court for Pinellas County, Florida, in the amount of $125,000.00 is approved.

BE IT FURTHER RESOLVED that the City Administration and the City Attorney's Office are authorized to execute the necessary paperwork and pay the funds in accordance with such settlement.

BE IT FURTHER RESOLVED that this Resolution shall become effective immediately upon its adoption.

Approved as to Form and Content:

/S/: *Joseph P. Kelly*

City Attorney (designee)

The following page(s) contain the backup material for Agenda Item: A resolution approving the appointment and retention of Jones Walker LLP as Special Legal Counsel to the City to perform legal services related to benefits and pension matters for an initial not to exceed amount of $35,000; authorizing payment for such services; and providing an effective date.
Please scroll down to view the backup material.



I-2

M E M O R A N D U M

TO: **Honorable Lisset Hanewicz, Chair, and Members of City Council**

FROM: **Jane Wallace, Assistant City Attorney**

DATE: **October 30, 2026**

RE: **Retention of Jones Walker LLP**

The City's Human Resources Department utilizes the services of outside legal counsel for various benefits and pension matters such as reviewing pension, deferred compensation, 401(a) and premium payments plans for compliance with federal tax qualification rules and other laws, completing and submitting IRS filings for letters of determination, preparing and/or reviewing plan amendments (whether due to tax law changes or negotiated changes or other), providing legal opinions and interpretations on benefit issues and plan design, and other pension and benefit related legal services.

Since 2012, the law firm of Sugarman & Susskind has been engaged to perform these specialized services. For the past several years, the primary attorney at Sugarman & Susskind providing these legal services has been Pedro Herrera. Mr. Herrera has now joined the national firm Jones Walker LLP. Through his work at Jones Walker LLP, Mr. Herrera continues to provide to his clients the type of services described above, and Jones Walker LLP has the necessary qualifications and experience and offers competitive rates.

In accordance with the City Charter regarding the retention of special legal counsel to represent the City, and the policies established by the Mayor and City Council, the City Attorney's Office recommended to the Mayor and the Mayor has agreed to appoint and to retain Jones Walker LLP, subject to City Council approval, to perform legal services related to benefits and pension matters.

The attached resolution approves the retention of Jones Walker LLP and authorizes payment for this representation for an initial not to exceed amount of $35,000 to be paid from the funds available in the General Fund, Human Resources, Pension Management and Group Insurance Divisions (Fund 0001, Department 090, Divisions 1921 and 1177).

Cost/Funding/Assessment Information: Funding has been previously appropriated in the in the General Fund (0001), Human Resources Department (090), Pension Management (1921) and Group Insurance Divisions (1177).

If you have any questions regarding this matter, please feel free to call me.

Attachment: Resolution, Engagement Letter

Resolution No. 2026- _____

A RESOLUTION APPROVING THE APPOINTMENT AND RETENTION OF JONES WALKER LLP AS SPECIAL LEGAL COUNSEL TO THE CITY TO PERFORM LEGAL SERVICES RELATED TO BENEFITS AND PENSION MATTERS FOR AN INITIAL NOT TO EXCEED AMOUNT OF $35,000; AUTHORIZING PAYMENT FOR SUCH SERVICES; AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida that the appointment by the Mayor and the retention of Jones Walker LLP as Special Legal Counsel to the City to perform legal services related to benefits and pension matters for an initial not to exceed amount of $35,000 is hereby approved.

BE IT FURTHER RESOLVED that pursuant to Section 3.06 of the City Charter, the services to be performed by the Special Legal Counsel will be as delegated by the City Attorney.

BE IT FURTHER RESOLVED that the City Council of the City of St. Petersburg authorizes payment for these services to be paid from the funds available in the General Fund, Human Resources, Pension Management and Group Insurance Divisions (Fund 0001, Department 090, Divisions 1921 and 1177).

BE IT FURTHER RESOLVED that this resolution shall become effective immediately upon its adoption.

LEGAL:

Jane Wallace

00927830

JONES WALKER

October 28, 2026

City of St. Petersburg, Florida
c/o Jane Wallace
Assistant City Attorney, 727.892.5214
jane.wallace@stpete.org

St. Petersburg City Attorney's Office
PO Box 2842
Saint Petersburg, FL 33731-2842

Re: Legal Services Representing the City of St. Petersburg

Dear Jane,

We are delighted to represent the City of St. Petersburg (the "City") as benefits counsel. This letter and the enclosed Standard Terms of Representation describe the basis on which our firm will provide legal services to the City. This letter and the enclosed Standard Terms of Representation describe the basis on which our firm will provide legal services to the City.

Client. City of St. Petersburg

Scope of Engagement. We would be engaged to advise the City in connection with all legal matters arising on its behalf, including, but not limited to, employee benefits matters such as reviewing defined benefit pension, deferred compensation, 401(a), 457 and premium payment plans for compliance with federal tax qualification rules and other laws, completing and submitting IRS filings for letters of determination or Private Letter Rulings, preparing and/or reviewing plan amendments (whether due to tax law changes, collectively bargained changes or other), providing legal opinions and interpretations on benefit eligibility and plan design, as well as any other pension and benefit related legal services that may be requested. As attorneys for the City, our role would be to assist the City Attorney in complying with all legal and regulatory matters arising from the administration of the City's benefits programs. We will be focused on analyzing all relevant legal issues affecting the City and addressing each in accordance with the City of St. Petersburg Code of Ordinances, Florida Statutes as well as all pertinent Internal Revenue Code provisions and Treasury regulations.

Pedro A. Herrera would serve as your lead attorney with Madison Levine assisting in serving the

City in all capacities as outlined herein.

Fees. The principal basis for computing our fees will be the amount of time spent on the matter by various lawyers and legal assistants multiplied by their individual hourly billing rates. In an effort to provide the City with continuity and avoid any possible disruptions in its administration and budgeting, we propose maintaining the same hourly billing rate of $300.00 per hour for all attorneys' time and any paralegal hourly rate or additional costs that may be incurred during the course of our engagement would be charged at the same rate and under the same terms as previously agreed to by the City effectively mirroring its current terms of engagement with its existing legal counsel.

Standard Terms of Representation. Additional information regarding fees and other important matters appears in the enclosed Standard Terms of Representation, which are incorporated as part of this letter. Please review this letter and the Standard Terms of Representation carefully. If they meet with the City's approval, promptly sign the letter in the space below and return a copy to me so that we may begin work.

Florida Statutory Requirements.

(a) The City represents and warrants to us that it is a governmental agency of the State of Florida and subject to certain statutory requirements thereof. Pursuant to Florida Statutes Section 287.133 (Public Entity Crimes) and only to the extent required thereby, we confirm that, during the past five (5) years from the date hereof, neither Jones Walker nor, to the best of its knowledge after due inquiry, any of its officers, directors or senior employees or employees actively involved in the provision of services to the City, have been: (i) convicted of or pleaded guilty (or nolo contendere) to a felony or misdemeanor involving: (1) an investment or investment related business; (2) fraud, false statements or omissions; or (3) the wrongful taking of property, bribery, forgery, counterfeiting or extortion; (ii) found by a court to be in violation of any federal or state investment (or investment-related) statutes or regulations; or (iii) found in any action, proceedings or investigations (other than routine examinations) brought by the U.S. Securities and Exchange Commission or any other federal or state regulatory agency to have: (1) made a false statement or omission; (2) materially violated regulations or statutes applicable to the General Partner or the Partnership; or (3) caused an investment related business having its authorization to do business denied, suspended, revoked or restricted.

(b) The City represents and warrants to Jones Walker, LLP that effective January 1, 2021, Fla. Stat. § 448.095 requires all contractors entering into a contract with the City is to register with the E-Verify system operated by the United States Department of Homeland Security to verify the employment eligibility of all of its newly hired employees, and we meet the definition of "Contractor" as defined in Fla. Stat. § 448.095. Based solely on the foregoing representation and warranty, Jones Walker, LLP confirms that it has registered with and, to the extent required, will use the E-Verify system to verify work authorization status of all newly hired employees.

(c) Pursuant to Florida Statutes Section 287.138 (Foreign Countries of Concern) (the "Foreign Countries of Concern Statute"), and only to the extent required thereby, Jones Walker, LLP confirms that: (i) it is not owned by a government of a "foreign country of concern" (as defined in the Foreign Countries of Concern Statute); (ii) no government of a "foreign country of concern" (as defined in the Foreign Countries of Concern Statute) has a "controlling interest" (as defined in the Foreign Countries of Concern Statute) in it; and (iii) Jones Walker, LLP is not organized under the laws of, or does not have its principal place of business in, a "foreign country of concern" (as defined in the Foreign Countries of Concern Statute).

(d) Pursuant to Florida Statutes Section 787.06(13), and only to the extent required thereby, Jones Walker, LLP hereby represents that it does not use “coercion for labor or services” as defined and described therein.

This engagement is terminable upon notice from the City. Any pending or outstanding payments owed by City for work already performed would remain due and be payable immediately upon such notice of termination. Should Jones Walker, LLP wish to terminate the relationship, it shall provide sixty (60) calendar days’ notice to the City.

Please call or email me if you have any questions.

Very truly yours,

Pedro A. Herrera

Encl. Jones Walker LLP’s Standard Terms of Engagement

Agreed and accepted, including consent to identify the City as a client of Jones Walker LLP.

City of St. Petersburg, Florida

By: _____

Title: _____

Date: _____

Approved as to Form and Content:

Jane Wallace
_____

City Attorney (designee)

JONES WALKER LLP'S STANDARD TERMS OF REPRESENTATION

Entire Agreement

The engagement letter and these Standard Terms of Representation constitute the entire understanding and agreement between the client identified in the engagement letter (the client) and Jones Walker LLP ("Jones Walker" or the "firm") regarding our representation of the client in the matter described in the engagement letter. The client should review this document carefully and contact us promptly with any questions. The client should retain this document in its file.

Who Will Provide the Legal Services

The representation will be serviced by a principal lawyer. Clients are free to request a change of principal lawyer at any time. Subject to the supervisory role of the principal lawyer, our work or parts of it may be performed by other lawyers and legal assistants in the firm. Such delegation may be for the purpose of involving lawyers or legal assistants with special expertise in a given area or for the purpose of providing services on the most efficient and timely basis.

Client Responsibilities

The client agrees to pay our statements for services and expenses as provided below. In addition, the client agrees to be candid and cooperative with us and keep us informed with complete and accurate factual information, documents, electronically stored information and other data, and other communications relevant to the subject matter of our representation or otherwise reasonably requested by us. The client also agrees to make any necessary business and strategy decisions in a timely manner.

Because it is important that we be able to contact the client at all times regarding the representation, the client agrees to inform us, in writing, of any changes in the name, address, telephone number, contact person, e-mail address, state of incorporation, or other relevant changes regarding it or its business. Whenever we need instructions or authorization in order to proceed with legal work on the client's behalf, we will contact the client at the latest business address we have received. If the client affiliates with, acquires, is acquired by, or merges with another client, it will provide us with sufficient notice to permit us to withdraw as its lawyers if we determine that such affiliation, acquisition, or merger creates a conflict of interest between any of our clients and the other party to such affiliation, acquisition, or merger, or if we determine that it is not in the best interests of the firm to represent the new entity.

Advice about Possible Outcomes

Either at the commencement or during the course of our representation, we may express opinions or beliefs concerning the matter or various courses of action and the results that might be anticipated. Any such statement made by any lawyer of our firm is intended to be an expression of opinion only, based on information available to us at the time, and should not be construed by the client as a promise or guarantee.

Termination of Engagement

The client may terminate, at any time, our representation upon written notice to us. Such termination shall not, however, relieve the client of the obligation to pay for all services already rendered, including work in progress and remaining incomplete at the time of termination, and to pay for all expenses incurred on its behalf through the date of termination.

We reserve the right to withdraw from our representation as required or permitted by the applicable rules of professional conduct upon written notice to the client. In the event that we terminate the engagement, we will take such steps as are reasonably practicable to protect the client's interests in the specified matter, and the client agrees to take all steps necessary to free us of any obligation to perform further, including the execution of any documents necessary to perfect our withdrawal. We will be entitled to be paid for all services rendered and costs or expenses incurred on the client's behalf through the date of withdrawal. If permission for withdrawal is required by a court or arbitration panel, we will promptly request such permission, and the client agrees not to oppose our request.

Fees

The principal basis for computing our fees for the legal services we provide will be the amount of time spent on the matter by various lawyers and legal assistants multiplied by their individual hourly billing rates. We will also take other factors into consideration in determining our fees, such as the novelty and difficulty of the questions involved, the skill requisite to perform the services properly, the experience, reputation, and ability of those performing the services, the time limitations imposed by the Company or the circumstances, the amount involved, and the results obtained.

Costs

We will charge the client not only for legal services rendered, but also for other ancillary services provided. We will include on our statements separate charges directly at cost for performing services, such as bulk copying, messenger and delivery service, travel, and filing fees. Any such additional costs shall be approved by the client prior to being incurred.

The client authorizes us to retain any investigators, consultants, or experts necessary in our judgment to represent its interests in the representation. Their fees and expenses generally will not be paid by us, but will be billed directly to the client.

Payment of Statements

Normally, we will send monthly statements for work performed and expenses recorded on our books during the previous month. Payment is due promptly upon receipt of our statement. We will provide notice if the client's account becomes delinquent, and the client agrees to bring the account or the retainer deposit current. If the delinquency continues and the client does not arrange satisfactory payment terms, we may withdraw from the representation and pursue collection of the account.

Retainer and Trust Deposits

You may be required to deposit a retainer with the firm. Unless otherwise agreed, the retainer deposit will be credited toward the client's unpaid invoices, if any, at the conclusion of services. At the conclusion of our legal representation or at such time as the deposit is unnecessary or is appropriately reduced, the remaining balance or an appropriate part of it will be returned to the client. If the retainer deposit proves insufficient to cover current expenses and fees at some point during the representation, it may have to be increased.

All trust deposits we receive, including retainers, will be placed in a trust account for the client's benefit. Normally, pursuant to court rule, deposits will be placed in a pooled account, and the interest earned on the pooled account will be payable to a charitable foundation. Other trust deposits will also be placed in the pooled account unless the client requests a segregated account.

Estimates

We are often requested to estimate the amount of fees and costs likely to be incurred in connection with a particular matter. But fees and costs are usually not predictable. Accordingly, we make no commitment to the client concerning the maximum fees and costs that will be necessary to resolve or complete this matter. Any estimate of fees and costs that we may have discussed represents only an estimate of such fees and costs. It is also expressly understood that the client's obligation to pay the firm's fees and costs is in no way contingent on the ultimate outcome of the matter.

In-Firm Privilege Consent

As you know, Jones Walker is a large law firm. We represent many clients and handle a great number of complex matters each year. In part because of the number of clients that Jones Walker represents and the complexity of the matters we become involved in, from time to time issues arise that raise questions as to our duties under the professional conduct rules that apply to lawyers. These might include, *e.g.*, conflict of interest issues, and could even include issues raised because of a dispute between us and a client over the handling of a matter. Under normal circumstances when such issues arise, we would seek the advice of our General Counsel, Claims Counsel or attorneys on our Committee on Practice Standards who are experts in such matters. Historically, we have considered such consultations to be attorney-client privileged communications between firm personnel and the counsel for the firm. In recent years, however, there have been judicial decisions indicating that under some circumstances such communications involve a conflict of interest between the client and Jones Walker and that our consultation with attorneys on Jones Walker's General Counsel, Claims Counsel, or members of our firm's Committee on Practice Standards may not be privileged, unless we either withdraw from the representation of the client or obtain the client's consent.

We believe that it is in our clients' interest, as well as Jones Walker's interest, that in the event legal ethics or related issues arise during a representation, we receive expert analysis of our obligations. Accordingly, as part of our agreement concerning our representation of the client, it agrees that if we determine in our own discretion during the course of the representation that it is either necessary or appropriate to consult with Jones Walker's General Counsel, Claims Counsel or member of our Committee on Practice Standards, or, if we choose, outside counsel, we have the client's consent to do so and that our representation of the client shall not, thereby, waive any attorney-client privilege that Jones Walker may have to protect the confidentiality of our communications with counsel.

Conclusion of Representation; Retention and Disposition of Documents

Unless previously terminated, our representation of the client in the specified matter will terminate upon our sending it our final statement for services rendered in the matter.

At its request, the client's documents and property will be delivered to it, although we reserve the right to copy any documents we deem appropriate. Our own files pertaining to the matter will be retained by the firm. These firm files include, for example, firm administrative records, time and expense reports, personnel and staffing materials, credit and accounting records, and internal lawyers' work product, such as drafts, notes, internal memoranda, and legal and factual research, including investigative reports, prepared by or for the internal use of lawyers. All such documents retained by the firm will be transferred to the person responsible for administering our records retention program. For various reasons, including the minimization of unnecessary storage expenses, we reserve the right to destroy or otherwise dispose of any such documents or other materials retained by us at the end of the firm's retention period, which is 10 years, without further notice to the client.

Post Engagement Matters

After the conclusion of our representation, changes may occur in the applicable laws or regulations that could have an impact upon the client's future rights and liabilities. Unless the client engages us after the conclusion of the matter to provide additional advice on issues arising from the matter, the firm has no continuing obligation to provide advice with respect to future legal developments.

Choice of Law

The relationship between the client and the firm, including the validity, construction, and enforceability of this engagement letter, shall be governed in all respects by the applicable law and professional conduct rules of the state of Florida, without regard to conflicts of laws principles.

The following page(s) contain the backup material for Agenda Item: Ordinance 654-H, An ordinance of the City of St. Petersburg, Florida creating a vessel exclusion zone within the lagoon at Coquina Key Park; amending the City Code to add a new Section 7-104 Coquina Key Park Lagoon; limiting the Lagoon to vessels under oars or under sail only; providing boundaries; providing penalties; providing for severability; and providing an effective date.
Please scroll down to view the backup material.



J-1

MEMORANDUM
Council Meeting of November 5, 2026
Public Hearing

TO: The Honorable Lisset Hanewicz, Chair and Members of City Council

FROM: Heather Judd, Assistant City Attorney

SUBJECT: An ordinance of the City of St. Petersburg, Florida creating a vessel exclusion zone within the lagoon at Coquina Key Park; amending the City Code to add a new Section 7-104 Coquina Key Park Lagoon; limiting the Lagoon to vessels under oars or under sail only; providing boundaries; providing penalties; providing for severability; and providing an effective date.

EXPLANATION: This matter was initiated by New Business Item filed on March 5, 2026 by Councilmember Driscoll and approved by Council and referred to PSI on March 26, 2026. At the June 11, 2026 Public Services and Infrastructure Committee Meeting, a vote of the members approved submitting an application to FWC for ordinance review and approval of a vessel exclusion zone for the Coquina Key Park Lagoon as an area reserved as a canoe trail or otherwise limited to vessels under oars or under sail. During the ordinance review process, the FWC permit technician that was assigned to the City's application recommended revising the ordinance to instead create a swim area. An ordinance establishing a swim area does not have to be pre-approved by FWC and may be established by Council through the regular ordinance adoption process. Post-adoption the City would apply to FWC for signage permits for the entrances to the Lagoon.

Attachments**:** Ordinance, Historic Newspaper clippings related to the Lagoon

Approvals:

_____	10/06/26
Administration	Date
_____	10-6-26
Legal	Date

Ord. No.: 654-H

AN ORDINANCE OF THE CITY OF ST. PETERSBURG, FLORIDA CREATING A VESSEL EXCLUSION ZONE WITHIN THE LAGOON AT COQUINA KEY PARK; AMENDING THE CITY CODE TO ADD A NEW SECTION 7-104 COQUINA KEY PARK LAGOON; LIMITING THE LAGOON TO VESSELS UNDER OARS OR UNDER SAIL ONLY; PROVIDING BOUNDARIES; PROVIDING PENALTIES; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Florida Statutes Section 327.46(1)(b) (3)(a) provides municipalities the authority to establish by ordinance certain boating restricted areas, including swim areas limited to vessels under oars or sail only; and,

WHEREAS, Coquina Key Park has been used since its inception as a public swim area and launch point for small craft under sail or oar power, including but not limited to, kayaks and canoes; and

WHEREAS, the presence of larger motor-powered vessels creates hazardous conditions for these swimmers and small crafts; and,

WHEREAS, the environmental conditions of the lagoon being completely enclosed by mature mangrove forest make it an ideal habitat for wildlife, including the West Indian Manatee; and,

WHEREAS, due to the lagoon's enclosure, with an entry point or opening of only around 25 feet, water circulation and tidal articulation is restricted; and,

WHEREAS, allowing motorized vessels, especially those powered by gasoline or other fuels contributes to oil slicks and other runoff detritus becoming trapped within the lagoon; and,

WHEREAS, the City seeks to maintain the lagoon in its natural condition and provide a healthy ecosystem for wildlife and for citizens to continue to enjoy.

THE CITY OF ST. PETERSBURG, FLORIDA DOES ORDAIN:

SECTION 1. There is hereby established a vessel exclusion zone within the Coquina Key Park lagoon swim area. The lagoon shall only be used by vessels under oars or under sail.

The boundaries of the vessel exclusion zone are more particularly described in Exhibit A to this ordinance.

SECTION 2. Chapter 7 of the St. Petersburg City Code is hereby amended to add a new section 7-104 Coquina Key Park Lagoon to read as follows:

Sec. 7-104. Coquina Key Park Lagoon

(a) No person shall operate any motorized vessel upon the lagoon area within Coquina Key Park swim area. This prohibition shall not apply to vessels exclusively under sail or oar power.
(b) This section shall not apply to any government owned vessel engaged in the performance of its official duties.
(c) The provisions of this section shall be read in pari materia with F.S. ch. 327.
(d) Whoever violates any provision of this section shall be deemed to be charged with a noncriminal infraction and be subject to the penalties and procedures set forth in F.S. § 327.73 and Section 1-7 of this Code.

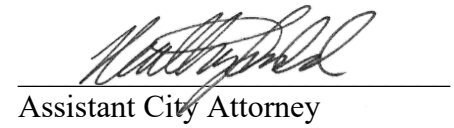
SECTION 3. Coding: As used in this ordinance, language appearing in struck-through type is language to be deleted from the City Code, and <u>underlined</u> language is language to be added to the City Code, in the section, subsection, or other location where indicated. Language in the City Code not appearing in this ordinance continues in full force and effect unless the context clearly indicates otherwise. Sections of this ordinance that amend the City Code to add new sections or subsections are generally not underlined.

SECTION 4. The provisions of this ordinance shall be deemed to be severable. If any provision of this ordinance is determined unconstitutional or otherwise invalid, such determination shall not affect the validity of any other provisions of this ordinance.

SECTION 5. COMPLIANCE WITH § 166.041(4), FLORIDA STATUTES. Pursuant to City Council resolution 2023-507, a business impact estimate was prepared for this ordinance and posted on the City's website no later than the date the notice of the proposed ordinance was published.

SECTION 6. In the event this Ordinance is not vetoed by the Mayor in accordance with the City Charter, it shall become effective after the expiration of the fifth business day after adoption unless the Mayor notifies the City Council through written notice filed with the City Clerk that the Mayor will not veto this Ordinance, in which case this Ordinance shall become effective immediately upon filing such written notice with the City Clerk. In the event this Ordinance is vetoed by the Mayor in accordance with the City Charter, it shall not become effective unless and until the City Council overrides the veto in accordance with the City Charter, in which case it shall become effective immediately upon a successful vote to override the veto.

LEGAL:



Assistant City Attorney

EXHIBIT "A"

Boundary of Swim Area & Vessel Exclusion Zone within Coquina Key Park Lagoon



CERTIFICATE OF COMPLIANCE WITH SECTION 166.041(4), FLORIDA STATUTES

This certificate of compliance with Section 166.041(4), Florida Statutes, concerns the proposed ordinance of the City of St. Petersburg, Florida, that can be described as follows:

> AN ORDINANCE OF THE CITY OF ST. PETERSBURG, FLORIDA CREATING A VESSEL EXCLUSION ZONE WITHIN THE LAGOON AT COQUINA KEY PARK; AMENDING THE CITY CODE TO ADD A NEW SECTION 7-104 COQUINA KEY PARK LAGOON; LIMITING THE PARK LAGOON TO VESSELS UNDER OARS OR UNDER SAIL ONLY; PROVIDING BOUNDARIES; PROVIDING PENALTIES; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

Based on a review of that proposed ordinance:

☐ The City has determined that the statutory exemption(s) identified below apply to the proposed ordinance, and no Business Impact Estimate has been prepared.

☐ The City has determined that the statutory exemption(s) identified below apply to the proposed ordinance. The City is, nevertheless, providing the Business Impact Estimate below as a courtesy and to avoid any procedural issues that could impact the enactment of the proposed ordinance.

X The City has prepared a Business Impact Estimate Pursuant to Section 166.041(4), Florida Statutes.

EXEMPTIONS

If one or more boxes are checked below, this means the City is of the view that a business impact estimate is not required by state law for the proposed ordinance:

☐ The proposed ordinance is required for compliance with Federal or State law or regulation;

☐ The proposed ordinance relates to the issuance or refinancing of debt;

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;

☐ The proposed ordinance is an emergency ordinance;

☐ The ordinance relates to procurement; or

☐ The proposed ordinance is enacted to implement the following:

- ☐ Development orders and development permits, as those terms are defined in s. 163.3164, and development agreements, as authorized by the Florida Local Government Development Agreement Act under ss. 163.3220-163.3243;
- ☐ Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality;
- ☐ Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
- ☐ Section 553.73, Florida Statutes, relating to the Florida Building Code; or
- ☐ Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

BUSINESS IMPACT ESTIMATE

The City provides the following Business Impact Estimate, which may be revised following its initial posting:

Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

The proposed ordinance will create a swim area in the lagoon at Coquina Key Park. The ordinance will create a new section of City Code 7-104 which will prohibit the operation of motorized vessels within the lagoon. This will preserve the area for its traditional use by swimmers, small sail craft, canoeists and kayakers and will ensure that the lagoon can continue its historic use as a safe

place for these activities, especially for children and those learning these activities.

An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City, if any:

The lagoon area is wholly located within a City park and should not negatively affect any private for-profit business. It may create additional opportunities for business and other groups who specialize in lessons for non-motorized boating or eco-tourism.

An estimate of direct compliance costs that businesses may reasonably incur;

There is no costs to businesses for compliance.

Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible; and

No new fees or charges will be imposed as the swim area will remain open to the public free of charge as a City park.

An estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs.

There will be costs associated with signage at the entrances to the lagoon posting the area as a swim zone and vessel exclusion area, subject to sign permits issued by FWC.

Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

Less than 20

Additional information the governing body deems useful (if any):

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Times Woman's Page

DIANA P. ROWELL, Editor

Excerpts From Club Record Books, Both Brief and Current

April meeting of the Women's Overseas Service league will take the form of a covered dish supper at 6 o'clock tomorrow night at the pier. Any women who served overseas during the World war are invited. Reservations may be made with Betty Arnold at the Motor club.

• • •

Through the flowering beauty and tree-filled acres of Soule's gardens, Woodlawn circle of the Garden club made an extensive pilgrimage yesterday under direction of Mrs. Rowena Wedding . . . and main objectives of observation were trees suitable for parkway plantings, one of the projects of the Garden club.

• • •

Spring's balmy breezes drew Woman's Town Improvement association to find inspiration al fresco yesterday . . . under shade trees at Turner's sunken gardens, members ate a box luncheon and later wandered among shrubs and flowers which Hazel Spence, an honorary member, described . . . later the discussion turned to domestic and foreign political and economic situation . . . and the need for everyone to vote, regardless of party affiliations.

• • •

Ladies of Civitan board meeting yesterday was definitely on the informal side . . . involving a short business session, refreshments . . . and plans for the monthly luncheon at 12:15 o'clock Wednesday, April 12, in the Pennsylvania hotel . . . highlight of the program will be election of new officers.

• • •

With perfect outdoor weather, members of Five Point club of Bethlehem chapter, OES, yesterday decided to enjoy themselves at the beach . . . they drove to Florida Power corporation's beach club and there swam, enjoyed a covered dish luncheon, danced and played games with Mesdames M. Garrett, Elizabeth Watkins, C. Wills, Christine Heim, Margaret Wilson, Nona Ryder and Irma Hauser winning prizes.

• • •

Stimulation and fun in sports . . . so Monday evening members of DD club decided to adjourn their meeting early and enjoy a roller skating party . . . they'll meet April 17 with Mrs. Joseph McGeehean.

• • •

Prelude to Sunday . . . Mrs. Mabel McFayden's Easter luncheon and party for members of MM club yesterday . . . white snapdragons forming a centerpiece were surrounded by yellow tapers upon the table. . . . yellow baskets filled with candies held chickens upon the handles and even tallies and menu notes carried out the theme . . . prizes were won by Ada Paine, Mrs. Carrie Kohner and Mrs. H. D. James . . . Mrs. James will be hostess April 18.

• • •

Some of the city's patriotic organization are rallying around to prepare for tomorrow and one of the most important events on their calendars . . . Grand Army of the Republic day . . . Daughters of Union Veterans, Lucy Webb Hayes tent No. 2, will join with other groups in celebration, to begin at 2:30 o'clock at GAR hall . . . committee from Lucy Webb Hayes tent includes Mrs. Rosetta Quick, Mrs. Anna Tremor and Mrs. Rose Williams . . . and another outstanding event draws nearer reality for the organization . . . Daughters of Union Veterans state department encampment convenes in Miami next week . . . and from here will go as delegates and interested members — Mrs. Lona Fraze, Mrs. Luella Ames, Mrs. Mattie Miller, Mrs. Carrie Sweet and Mrs. Ida Salter . . . At Monday night's meeting, members were interested in Mrs. Martha Long's story of a soldier who died recently in Philadelphia . . . he was one of the men who helped carry Lincoln from the Ford theater after his assassination.

• • •

Business and Professional Women's club swerved from talk of crowns and kings, current events and world crisis, to have an all-musical program Monday night . . . and special guests in the audience were Mrs. Mary W. Derthick of Cleveland; Mrs. Lydia Hunt McCay of Fayville, Mass., and Mrs. Edith Bean of Andover, Mass. . . . Lillian Lee Grassie, dramatic soprano from Cohasset, Mass., had as her accompanist, Mrs. Ione Miller Brubaker. "Florida, My Florida," written by Mrs. Alena M. Jones and adapted to the theme of "America the Beautiful," was sung by Mrs. Josephine Fox . . . Viola Chamberlain's accompanist for her violin solos was Mrs. Florence B. Sackett . . . and Vesta Stokes, soprano, was accompanied by her mother.

• • •

Did you know? . . . Walt Whitman laid the foundation for modern poetry . . . Mrs. W. F. Cody stressed this fact Monday evening when she discussed "Lyric Poets" during meeting of Poet's hour . . . and read excerpts from works of modern poets including Edwin Arlington Robinson, Joyce and Arlene Kilmer, Bliss Carmen, Amelia J. Peabody, Margaret Widdemer, Fannie Sterns Davis and Sara Teasdale . . . another interesting fact: America is a country most kindly disposed toward lyric poetry . . . George Lewis, W. E. Houghton, Frank Boyd, Ada E. Marshall, Jean Shiel, Annah Ray and Mesdames Hayes, Grace Madelon Frame, Nina Darling, Elizabeth Short and Nora Russell read original selections . . . "A Tribute Expressed in Poetry" will be the topic of the meeting next Monday.

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Tampa Bay Times (St. Petersburg, Florida) · Thu, Mar 9, 1978 · Page 96
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goings on

■ Recreation events listed must be open to the public and all notices will be printed as space permits. Organizations, parks, clubs, etc., with open events should send information, which must be received 10 days before publication, to Mary Lavers, City Desk, *The St. Petersburg Times*, P.O. Box 1121, St. Petersburg 33731. Telephone calls will not be accepted. ■

ART

EXERCISE

Friday dances: Roberts Adult Center, 1330 50th Ave. N, social, square, round and folk dancing from 7:30 to 10 p.m. Center membership required. For more information call 893-7755.

Azalea Neighborhood Center, 1400 72nd St. N, is offering classes in beginning and advanced ballet, preballet, tap and jazz dancing. For more informaton call 893-7443.

SAILING

Red Cross basic sailing and canoeing classes offered year-round at the Coquina Key Neighborhood Center, 3595 Locust St. SE. For more information call 893-7737.

Lessons: Flotilla 72 U.S. Coast Guard Auxiliary, 1300 Beach Drive SE, 7:30 p.m. Tuesdays and Fridays, seven lessons in four weeks. For more information call 391-4291.

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the great outdoors

for smugglers. We've seen an increase in smuggling of ocelot and jaguar skins."

The furs are thought to have been trucked across the border during January and February and brought to a 37,000-acre range owned by David Adams. Arrested with Adams were employees Juventino Martinez, Castillo Jose Leon Flores, Jose Louis Cabello Diaz and Chavez Ramos Riojas. They were charged with illegally transporting animal skins in interstate and foreign commerce, conspiracy to smuggle, and importing an endangered species.

Passage Key closing is for the birds

Passage Key, a 37-acre island at the mouth of Tampa Bay, will be closed from April 1 through Sept 1 to allow birds to nest and raise young without human intrusion. The island, part of the National Wildlife Refuge System, is a nesting area for laughing gulls, black skimmers and American oyster catchers. Boating traffic in the area and island visitors might frighten birds from their nests.

Canoe-kayak races at Coquina Key

The Coquina Key Canoe and Kayak derby continues today with races beginning at 10 a.m. Races include men's competition cruising, mixed couples, juniors, fledgling, aluminum canoes, sprints and a showdown between any hand-propelled boats. Registration for competitors will take place at 10 a.m. at the Coquina Key Recreation Complex on Locus Drive just of Wahoo Drive on Southeast St. Peterburg's Coquina Key. The public is invited. No fees are charged spectators.

Sink your fangs into rattlesnake

The Wyoming Antelope Club's popular annual wild game dinner at 7 p.m. next Saturday at the Pinellas Park Boy's Club will include deer, elk, wild hog, wild turkey and — gulp — fresh rattlesnake. Admission is $6. The Boys Club is at 7748 61 St. N. For ticket information call 898-1942.

Hunting course at Pinellas Park

A two-day hunting safety course will be offered next Saturday at Pinellas Park's Wyoming Antelope Club, located half a mile south of the blinking light at Ulmerton Road. Sponsored by the Game and Fresh Water Fish Commission, and open to anyone at least 10 years of age, the course will offer instruction in safety, ethics, black powder, archery, first aid, survival and wildlife identification and management. Classes will last 8 a.m. to 5 p.m. on both Saturday and Sunday. The Florida Safe Hunter Certification is recognized in all 50 states and required for hunting license purchase in 27 states. Call this toll free number for information: 1-800-282-8002.

Coming up

Today — Coquina Key Canoe and Kayak Derby, registration for competitors at 9 a.m.; races at 10. At Coquina Key Recreation Complex off Wahoo Drive. No admission charge for spectators.

Today — Last day of Spring Boat Show at Tampa's Curtis Hixon Convention Hall. Show hours noon-6 p.m. Admission is $1.50 for adults, 50 cents for children.

Today — Spring gobbler turkey season ends south of State Road 50.

March 27 — Free fly fishing and fly tying clinic at home of Carl Hanson, 7:30 p.m., 8421 57 St. S.

March 31 — Wyoming Antelope Club's annual wild game dinner at Pinellas Park Boys Club, 7748 61 St. N. at 7 p.m. Admission is $6. Call 898-1942 for information.

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STREETS AND TRANSPORTATION

St. Petersburg needs to move rapidly to protect its investment in its residential and arterial streets and to insure better traffic flow and safety. An overall transportation plan addresses the deterioration of these streets and corrective measures that need to be taken over the next several years so that major and more costly reconstruction of roads will not become necessary. The plan also addresses the city's need to repair or improve the condition of bridges, seawalls, culverts, sidewalks, alleys, railroad crossings and other streets and transportation networks.

In many parts of the city neighborhood and arterial streets are in bad need of repair or resurfacing and, with local roads carrying a heavy traffic load, street conditions are worsening. The plan for these streets is to carry on a major repair and resurfacing program that will eliminate current problems and improve traffic flow and safety throughout the city. The need for the city to complete such improvements is immediate. Any delay in street repair and resurfacing will mean that more major street reconstruction will become necessary in the future at a much higher cost.

In the same way, the city's bridges, seawalls and culverts need immediate attention. These structures are considered part of the transportation network and also relate significantly to storm drainage systems. Inspections of the city's large number of bridges, seawalls and culverts are conducted to insure their safety, but many of the older structures are showing deterioration due to age. Others are showing obstructions which can catch debris, causing it to build up and inhibit the natural flow of water for proper drainage. Quick attention to needed repairs will again insure the city's investment and keep more major and expensive reconstruction projects from becoming necessary.

Good pedestrian systems and pedestrian safety are also addressed in the city's transportation program, by pinpointing needed sidewalk installation projects along arterial roadways, around schools, and in other congested areas. Repair to older sidewalks that have deteriorated, or installation of new neighborhood sidewalks which are called for by petition, are also part of this overall program.

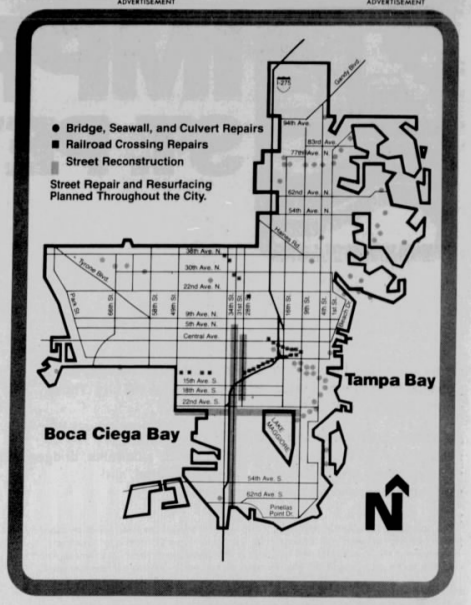
There are also concerns for the environment and the attractiveness of the city that need to be addressed through the transportation program. In order to keep the city attractive, and to provide natural noise and air pollution buffers, a tree planting program has been developed. The city has lost trees over the years and the program calls for a major tree planting effort along arterial roadways.

Another badly needed program for arterial streets concerns the city's obligation to improve three streets to provide good traffic flow through the city and good access to and from Interstate 275. Severe road deterioration now exists on 28th and 31st Streets South, and widening and intersection channelling are needed on 22nd Avenue South. These street improvements will involve major reconstruction.

What Will Street and Transportation Improvements Do?

A total of $20-million is needed and proposed for streets and transportation improvements over the next four years. If approved by voters the projects will address concerns ranging from major street improvements to street repaving, railroad crossing upgrading, better pedestrian systems, alley improvements, bridge, seawall and culvert repair, channel dredging, and tree planting. The projects are designed as a total effort to improve traffic safety and movement and to maintain a sound investment for St. Petersburg.

The adjacent map shows examples of the types of improvements that are planned for streets and transportation systems. If the $20-million in bond funding for streets and transportation is approved November 13, improvements throughout the city can take place over the next four years.







PARK AND RECREATION FACILITIES

St. Petersburg's recreation department began in the early 1920's and was combined with the parks department in 1959. The city's first youth center was also opened during the 1950's. Park and recreation facilities now serve thousands of adults and children every year through 2400 acres of parkland, ten neighborhood centers, seven community centers, and three adult centers. The programs now operate under the department known as Leisure Services.

The last three decades have shown the responsiveness of city residents for park and recreation facilities and programs. Today, age and decades of hard and enthusiastic use have left many facilities in need of attention. Structural problems in tired buildings must be corrected, restrooms need to be brought up to modern standards and adapted to the needs of the handicapped and security lighting at many park and recreation locations must be provided or upgraded. Gymnasiums, athletic fields and courts need work, and parking lots need repair and improvements.

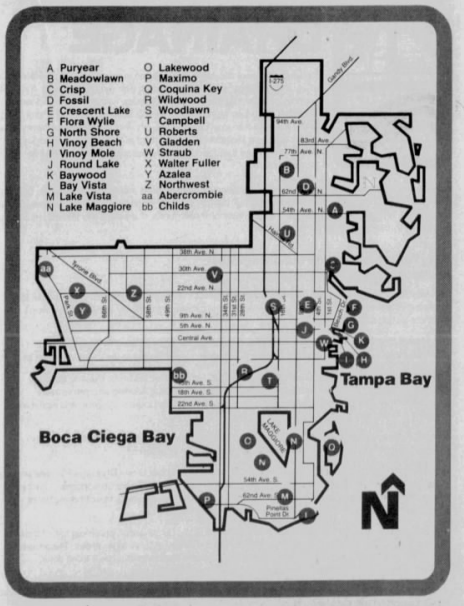
There are over 25 park and recreation areas throughout the city that now require improvements to correct deteriorated conditions, protect the city's investment in current structures, and insure safety and adequate facilities to the public. In addition, even more major improvements are necessary for Coquina Key and Campbell Park serving the south side and a new facility is needed to serve the far northeast section of the city.

What Will Park and Recreation Facilities Improvements Be?

A total of $5-million in bond funding is needed and proposed for the city's park and recreation facilities. Examples of needed improvements that can be accomplished if voters approve the funding are:

- Upgrading restrooms throughout many community and neighborhood centers and parks.
- Repair of structures to eliminate such problems as roof leaks or deteriorated flooring.
- Upgrading athletic fields and tennis courts throughout the city.
- Providing security lighting. Lighting is especially needed throughout neighborhood and waterfront parks.
- Improvements to parking lots. Examples of locations where improvements are needed are Azalea Adult Center, Crescent Lake, Gladden Park and Northwest Community Center.
- Major improvements to Coquina Key Park. The park is the only one in the city located on a natural bay or inlet, making it an ideal place to learn sailing, canoeing and other boating sports. Severe erosion problems now make major seawall improvements necessary.
- Providing a needed gymnasium at Campbell Park and improving gym conditions at other centers.
- Making needed stage renovations at Bayfront Center. The auditorium and arena facility opened in 1965. It now serves over 800,000 people a year and is working to become self-sustaining. Improvements to its stage can play an important part in Bayfront Center's ability to attract more shows and conventions to St. Petersburg.
- Construction of Puryear Park to serve the far northeast part of the city. The park would be developed in phases over the next four years, including construction of a ballfield, seven tennis courts, one soccer field, picnic areas, a playground, walkways, an all-purpose court, landscaping and a community center.

The adjacent map shows the locations of park and recreation facilities that are scheduled for improvements over the next four years if the $5-million bond issue is approved.







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Tampa Bay Times (St. Petersburg, Florida) · Fri, Jan 30, 1981 · Page 21
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SPIFFS offers children's classes

The St. Petersburg International Folk Fair Society's (SPIFFS) International Children's Ensemble will offer classes beginning Feb. 5.

The ensemble teaches children ethnic folk dances and songs in original languages. The organization is designed to teach brotherhood and encourage pride in and understanding of all ethnic heritages.

Enrollment may be made by calling Helen Hithersay, dance director at 522-5256. Classes meet at SPIFFS, 2201 First Ave. N.

Red Cross offers canoeing course

A canoeing course will be offered by the South Pinellas County Chapter of the American Red Cross at the Coquina Key Park beginning Feb. 28 at 9 a.m.

The cost is $10 per person. For more information call Safety Services at 898-3111.

IMPORTANT
BRUSH SITES NOTICE

CHANGE OF HOURS EFFECTIVE MON. FEB. 2.

December - April	May - November
Mon-Fri 9 A.M.-5:30 P.M.	Mon-Fri 10 A.M.-6:30 P.M.
Sat-Sun 8 A.M.-5:30 P.M.	Sat-Sun 8 A.M.-6:30 P.M.

Brush Site Locations: 26th Ave. at 77th St. N., 62nd Ave. at 12th St. N., 20th Ave. at 24th St. N., 40th Ave. at 9th St. S., 26th Ave. at 26th St. S., 54th Ave. at 41st St. S.

CITY OF ST. PETERSBURG SANITATION DIVISION

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St. Petersburg Sailing Club

The St. Petersburg Sailing Club, a singles sailing club, meets the third Friday of every month at the Coquina Key Arms clubhouse. Sailboat owners and prospective crew members are invited to attend club meetings, which begin at 8 p.m.

For further information, contact Millie at 447-0789.

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The following page(s) contain the backup material for Agenda Item: Consider an APPEAL of a Community Planning and Preservation Commission (CPPC) decision to DENY a private-initiated application requesting amendments to Future Land Use and Zoning maps for a 0.26-acre MOL portion of a parcel located at 4201 4th Street North. [Quasi-judicial]
Please scroll down to view the backup material.



J-2

ST. PETERSBURG CITY COUNCIL

Meeting of November 5, 2026

TO: The Honorable Chair Lisset Hanewicz and Members of City Council

SUBJECT: **FLUM-85**: An APPEAL of a Community Planning and Preservation Commission (CPPC) decision to DENY a private-initiated application requesting amendments to Future Land Use and Zoning maps for a 0.26-acre MOL portion of a parcel located at 4201 4th Street North.

(a) ORDINANCE 768-L, amending the Future Land Use Map of the Comprehensive Plan for the City of St. Petersburg, Florida by changing the Future Land Use Map designation for a 0.26-acre MOL portion of a parcel located at 4201 4th Street North, from Planned Redevelopment – Residential (PR-R) to Planned Redevelopment - Mixed-Use (PR-MU); providing for repeal of conflicting ordinances and provisions thereof; and providing an effective date.

(b) ORDINANCE 803-Z, amending the Official Zoning Map of the City of St. Petersburg, Florida by changing the zoning for a 0.26-acre MOL portion of a parcel located at 4201 4th Street North, from Neighborhood Traditional -1 (NT-1) to Corridor Commercial Suburban – 1 (CCS-1); providing for repeal of conflicting ordinances and provisions thereof; and providing an effective date.

RECOMMENDATION:

Administration: City staff recommends APPROVAL of the requested appeal.

Public Input: Staff has received three letters of opposition, two from the same residential neighbor and one from a tenant of the Village Shoppes. The applicant submitted a letter of support from the abutting neighbor to the east. No members of the public spoke at the public hearing.

Community Planning and Preservation Commission (CPPC): On August 11, 2026, the CPPC held a public hearing regarding this matter and voted 4 to 3 making a finding of inconsistency with the Comprehensive Plan thereby denying the requested amendments to the Future Land Use and Zoning maps.

During their deliberation, the Commissioners made statements and findings related to the review criteria and the comprehensive plan. Commissioners stated concerns related to the loss of the existing seven-unit apartment building and commercial encroachment into the neighborhood. Commissioners also stated that it was consistent with the Comprehensive Plan. The CPPC vote record and meeting minutes are attached.

Pursuant to City Code Section 16.70.040.1.1.D.1.b.(2), If the Commission determines that the application does not comply with the applicable requirements of law, the Commission

shall deny the application. A denial of an application is final except in the case of an application initiated by the City Council, unless an appeal is taken to the City Council.

Appeal: On August 26, 2026, Megan Smith, with Gardner Brewer Hudson, registered agent, filed a Notice of Appeal of the CPPC decision. Pursuant to City Code Section 16.70.010.6.G, a notice of appeal shall include a summary of the basis for the appeal and is attached.

Procedures:
Pursuant to City Code, Section 16.70.010.6.J.2, *If the decision appealed is a recommended denial of a proposed ordinance, the hearing on the appeal shall also be the public hearing for the ordinance. The City Council shall have all the powers concerning the item on appeal as the Commission had initially. The City Council shall follow all applicable ordinances in arriving at its decision, may receive new evidence and shall not be bound by the strict rules of evidence.*

Pursuant to City Code, Section 16.70.010.6.J.5, *A supermajority vote of the City Council shall be required in order to reverse a decision made by the … Community Planning and Preservation Commission … Supermajority means, if eight members are present and voting, an affirmative vote of at least six members and, if less than eight members are present and voting, an affirmative vote of at least five members*. The standard of review for the appeal is de novo, which means that City Council may hear new evidence and may substitute its judgment for that of the CPPC. The burden of proof for all appeals is on the Appellant.

The relevant criteria for the application to amend the Future Land Use Map and Official Zoning Map, Comprehensive Plan in Chapter 16, Section 16.70.040.1.4.E. are shown below. It is the responsibility of City Council to evaluate and weigh these criteria in making a determination:

> *1. Compliance of the proposed use with the goals, objectives, polices and guidelines of the Comprehensive Plan;*
> *2. Whether the proposed amendment would adversely affect environmentally sensitive lands or properties which are documented as habitat for the listed species as defined by the conservation element of the Comprehensive Plan;*
> *3. Whether the proposed changes would alter the population density pattern and thereby adversely affect residential dwelling units or public schools;*
> *4. Impact of the proposed amendment upon the adopted level of service (LOS) for public services and facilities including, but not limited to: water, sewer, sanitation, recreation and stormwater management and impact on LOS standards for traffic and mass transit. The POD may require the applicant to prepare and present with the application whatever studies are necessary to determine what effects the amendment will have on the LOS;*
> *5. Appropriate and adequate land area sufficient for the use and reasonably anticipated operations and expansions;*
> *6. The amount and availability of vacant land or land suitable for redevelopment for similar uses in the City or on contiguous properties;*
> *7. Whether the proposed change is consistent with the established land use pattern of the areas in reasonable proximity;*
> *8. Whether the exiting district boundaries are logically drawn in relation to existing conditions on the property proposed for change;*

9. If the proposed amendment involves a change from residential to a nonresidential use or a mixed use, whether more nonresidential land is needed in the proposed location to provide services or employment to residents of the City;
10. Whether the subject property is within the 100-year floodplain, hurricane evacuation level zone A or coastal high hazard areas as identified in the coastal management element of the Comprehensive Plan;
11. Other pertinent facts.

The CPPC staff report and CPPC presentation provide staff analysis of the review criteria and consistency review of St. Petersburg's Comprehensive Plan, see attached.

Previous City Council Action: On October 15, 2026, City Council conducted the first reading of the proposed ordinances and set the public hearing for November 5, 2026.

City Council Action: 1) CONDUCT the second reading and public hearing of the attached proposed ordinances; AND 2) GRANT the APPEAL thereby OVERTURNING the DENIAL, APPROVING the request and ADOPTING the associated ordinances.

Attachments: Ordinance 768-L, Ordinance 803-Z, Submitted Appeal, Public Comment Letters, CPPC Staff Report, CPPC Minutes and CPPC Voting Record.

ORDINANCE NO. 768-L

AN ORDINANCE AMENDING THE FUTURE LAND USE MAP OF THE COMPREHENSIVE PLAN FOR THE CITY OF ST. PETERSBURG, FLORIDA; BY CHANGING THE FUTURE LAND USE MAP DESIGNATION FOR A 0.26-ACRE MOL PORTION OF A PARCEL LOCATED AT 4201 4TH STREET NORTH, FROM PLANNED REDEVELOPMENT – RESIDENTIAL (PR-R) TO PLANNED REDEVELOPMENT - MIXED USE (PR-MU); PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES AND PROVISIONS THEREOF; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Chapter 163, Florida Statutes, established the Community Planning Act; and

WHEREAS, the City of St. Petersburg Comprehensive Plan and Future Land Use Map are required by law to be consistent with the Countywide Comprehensive Plan and Future Land Use Map and the Pinellas Planning Council, Forward Pinellas, is authorized to develop rules to implement the Countywide Future Land Use Map; and

WHEREAS, the Community Planning & Preservation Commission of the City has reviewed the proposed amendments to the Comprehensive Plan at a public hearing on August 11, 2026, and has DENIED the request; and

WHEREAS, the St. Petersburg City Council has considered and approved the proposed St. Petersburg land use amendment provided herein as being consistent with the Countywide Future Land Use Map; now, therefore

THE CITY OF ST. PETERSBURG DOES ORDAIN:

SECTION 1. Pursuant to the provisions of the Community Planning Act, as amended, and pursuant to all applicable provisions of law, the Future Land Use Map of the City of St. Petersburg Comprehensive Plan is amended by placing the hereinafter described property in the land use category as follows:

Property

The following 0.26-acre MOL portion of a parcel is currently designated Planned Redevelopment – Residential (PR-R) as shown on "Attachment A":

LOTS 25 AND 26 OF LAUGHNER'S SUBDIVISION

Parcel ID Number: 06-31-17-50364-000-0010, eastern portion of

Land Use Category

From: Planned Redevelopment – Residential (PR-R)
To: Planned Redevelopment – Mixed Use (PR-MU)

SECTION 2. All ordinances or portions of ordinances in conflict with or inconsistent with this ordinance are hereby repealed to the extent of such inconsistency or conflict.

SECTION 3. COMPLIANCE WITH § 166.041(4), FLORIDA STATUTES. This ordinance is enacted to implement comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the City, therefore, a business impact estimate was not required.

SECTION 4. In the event this ordinance is not vetoed by the Mayor in accordance with the City Charter, it shall become effective upon approval of the required Land Use Plan change by the Pinellas County Board of County Commissioners (acting in their capacity as the Countywide Planning Authority) and pursuant to Section 163.3187, F.S. In the event this ordinance is vetoed by the Mayor in accordance with the City Charter, it shall not become effective unless and until the City Council overrides the veto in accordance with the City Charter, in which case it shall become effective as set forth above.

APPROVED AS TO FORM AND SUBSTANCE: FLUM-85
(Land Use)



09-29-26

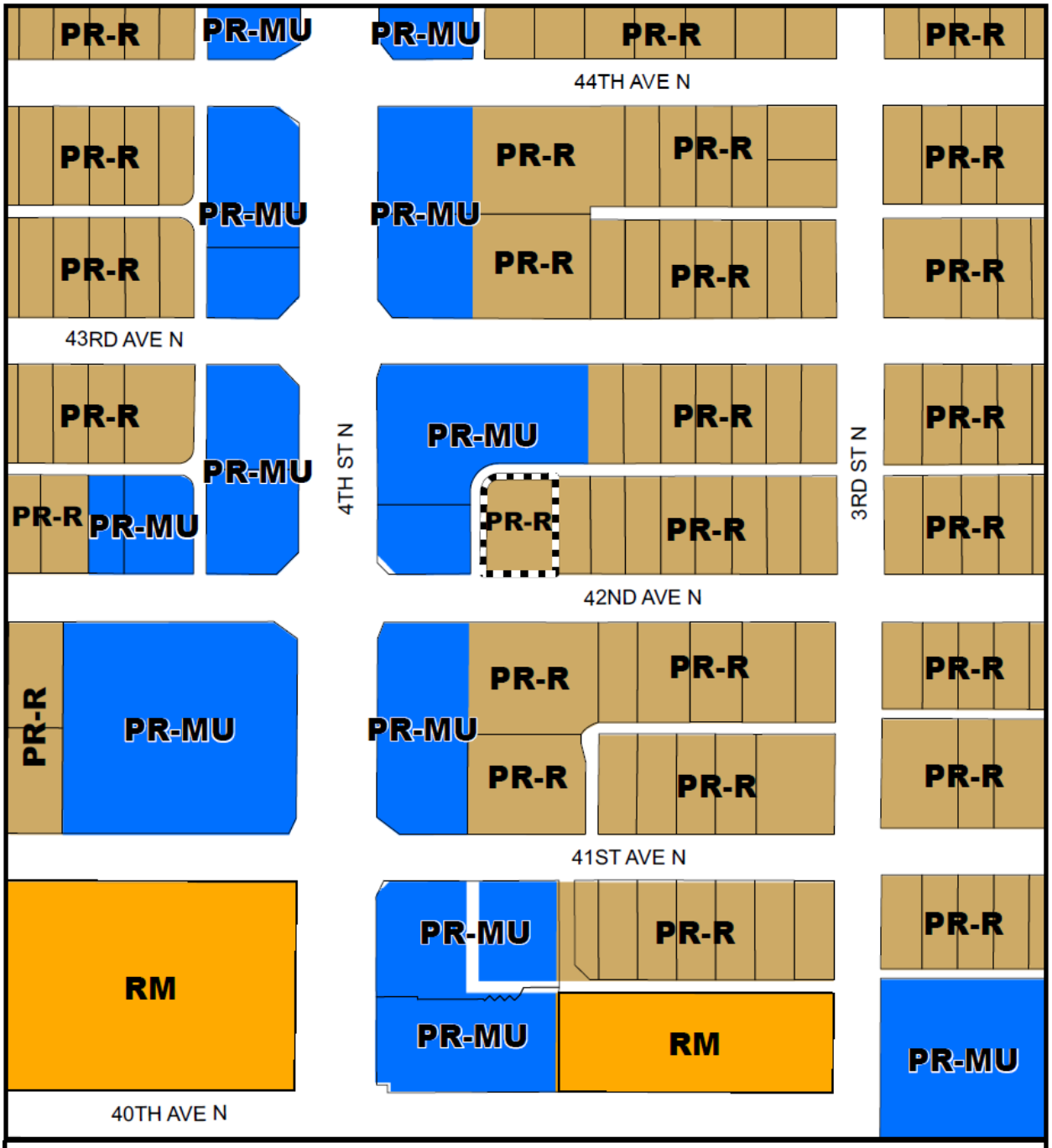
PLANNING DEPARTMENT DATE



9-24-26

ASSISTANT CITY ATTORNEY DATE

ATTACHMENT A



FUTURE LAND USE

CITY FILE	From: PR-R (Planned Redevelopment - Residential)	PR-MU (Planned Redevelopment - Mixed Use)
FLUM-85	SUBJECT AREA	
SCALE: 1 " = 160 '		

ORDINANCE NO. 803-Z

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF ST. PETERSBURG, FLORIDA, BY CHANGING THE ZONING FOR A 0.26-ACRE MOL PORTION OF A PARCEL LOCATED AT 4201 4TH STREET NORTH, FROM NEIGHBORHOOD TRADITIONAL -1 (NT-1) TO CORRIDOR COMMERCIAL SUBURBAN – 1 (CCS-1); PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES AND PROVISIONS THEREOF; AND PROVIDING AN EFFECTIVE DATE.

THE CITY OF ST. PETERSBURG DOES ORDAIN:

SECTION 1. The Official Zoning Map of the City of St. Petersburg is amended by placing the hereinafter described property in a Zoning District as follows:

Property

The following 0.26-acre MOL portion of a parcel is currently designated Neighborhood Traditional – 1 (NT-1) as shown on "Attachment A":

LOTS 25 AND 26 OF LAUGHNER'S SUBDIVISION

Parcel ID Number: 06-31-17-50364-000-0010, eastern portion of

Zoning District

From: Neighborhood Traditional -1 (NT-1)

To: Corridor Commercial Suburban – 1 (CCS-1)

SECTION 2. All ordinances or portions of ordinances in conflict with or inconsistent with this ordinance are hereby repealed to the extent of such inconsistency or conflict.

SECTION 3. COMPLIANCE WITH § 166.041(4), FLORIDA STATUTES. This ordinance is enacted to implement comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the City, therefore, a business impact estimate was not required.

SECTION 4. This ordinance shall become effective upon the date the ordinance adopting the required amendment to the City of St. Petersburg Comprehensive Plan's Future Land Use Map becomes effective (Ordinance 768-L).

APPROVED AS TO FORM AND SUBSTANCE: FLUM-85 (Zoning)

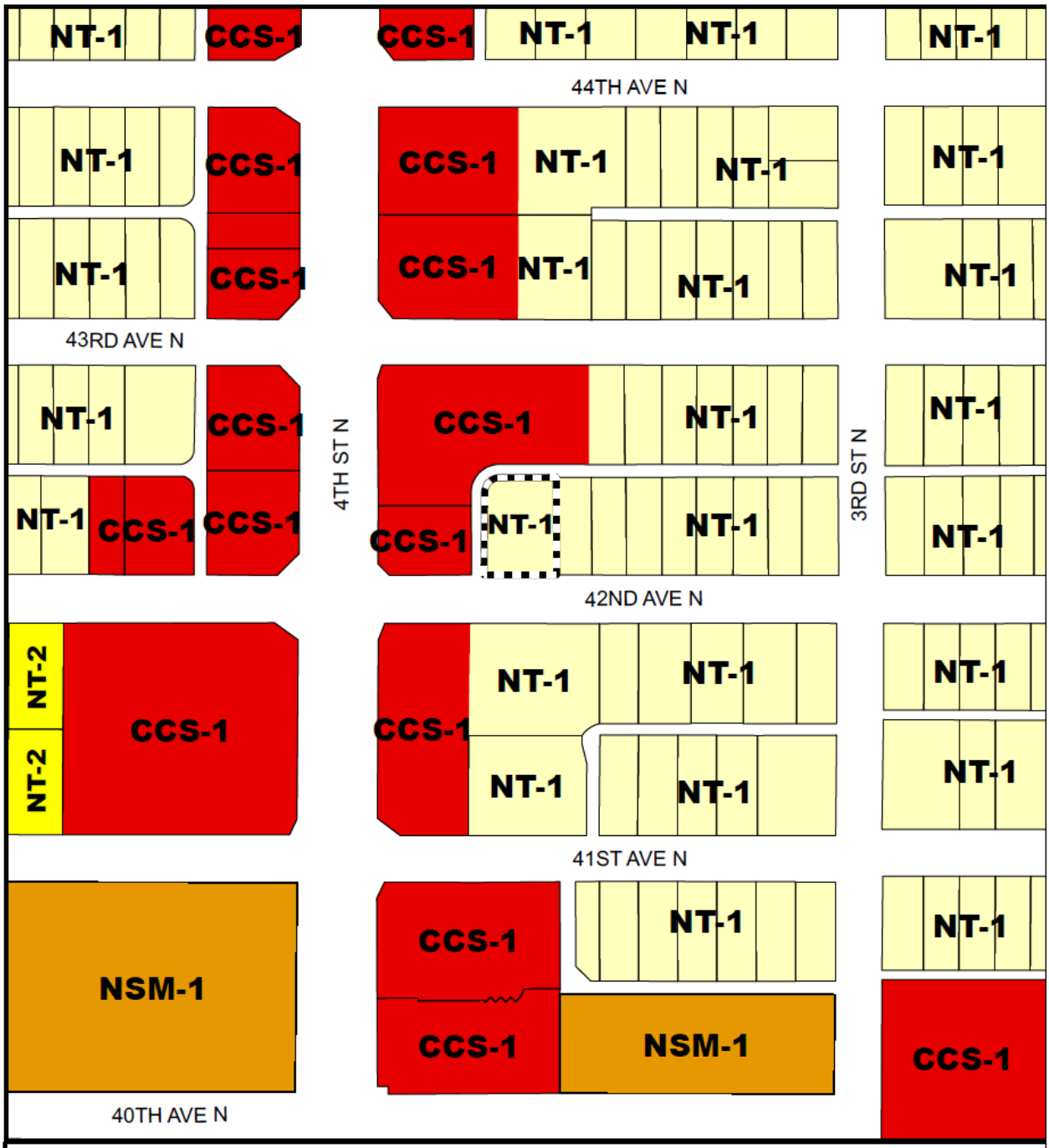
09-29-26

PLANNING DEPARTMENT DATE

9-24-26

ASSISTANT CITY ATTORNEY DATE

ATTACHMENT A



EXISTING ZONING

CITY FILE	From: NT-1 (Neighborhood Traditional – 1)	To: CCS-1 (Corridor Commercial Suburban -1)	
FLUM-85	SUBJECT AREA		N W E S
SCALE: 1 " = 160 '			

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PLANNING & DEVELOPMENT SERVICES DEPARTMENT
APPEALS FORM



Appeal From: ☐ Person Officially Designated (POD) ☐ Development Review Commission ☑ Community Planning and Preservation Commission

Appeal to: ☐ Development Review Commission ☐ Community Planning and Preservation Commission ☑ City Council

Contact Information:

Name	GARDNER BREWER HUDSON
Street Address	400 N ASHLEY DRIVE, STE 1100
City ST ZIP Code	TAMPA FL 33602
Telephone	813-221-1584
E-Mail Address	MSMITH@GARDNERBREWER.COM
Signature	Date 8/26/26

Date of Hearing

Date of Decision	AUGUST 11, 2026

Case No.

Case No.	FLUM 85

Case Address

Case Address	4201 4TH STREET N, ST PETERSBURG, FL 33703

Submittal Requirements

1. Narrative describing grounds for appeal.

SEE ATTACHED NARRATIVE

City of St. Petersburg – One 4th Street North – PO Box 2842 – St. Petersburg, FL 33731-2842 – (727) 893-7471
www.stpete.org/ldr

Information on Procedures for Hearing

1) Staff, appellant, applicant, and registered opponent (registered opponent ONLY allowable if timely registered and appellant is the applicant/owner) will have a total of ten (10) minutes each to present their case.
2) The cross-examination phase allows each participant five (5) minutes to ask questions of any individual or party that presented testimony in the presentation phase or public hearing. All questions shall be directed to the Chair who will direct the question to the appropriate person.
3) The rebuttal/closing statements phase allows each participant five (5) minutes to rebut prior arguments and make closing statements.
4) The Commission Chair will then close the proceedings and go into Executive Session and make a decision. The Commission members may ask questions at any time during the Quasi-Judicial process.

Return form to the Office of City Clerk, at

175 5th Street North, St. Petersburg, FL 33701

Patricia.Beliveau@stpete.org (727) 893-7131

***Fee to Appeal Person Officially Designated: $250.00**
***Fee to Appeal to City Council: $300.00**

***Note: Appellant is also responsible for required public notice and any associated post office mailing fees.**



NARRATIVE DESCRIBING GROUNDS FOR APPEAL

Appellant: LANNAR LLC

Legal Counsel for Appellant: Gardner Brewer Hudson, P.A.

Case Number: FLUM 85

Property: 4201 4th Street North

Decision Appealed: August 11, 2026 denial by the Community Planning and Preservation Commission

LANNAR LLC appeals the 4 – 3 decision of the Community Planning and Preservation Commission (CPPC) denying the requested Future Land Use Map amendment from Planned Redevelopment - Residential (PR-R) to Planned Redevelopment-Mixed Use (PR-MU) and the concurrent zoning map amendment from Neighborhood Traditional-1 (NT-1) to Corridor Commercial Suburban-1 (CCS-1) for the 0.26 acre eastern portion of the property at 4201 4th Street North.

Basis for the Appeal:

Planning staff reviewed the application under the applicable Comprehensive Plan policies and amendment criteria and recommended approval of both the Future Land Use Map amendment and rezoning requests. Staff found that the amendments are consistent with the Comprehensive Plan, compatible with the surrounding development pattern, and that the increase in potential density and intensity allowed with the proposed designations is adequately served by public facilities.

The requests are intended to support the coordinated and thoughtful redevelopment of the existing Chick-fil-A restaurant that has operated along 4th Street North for nearly three decades. As indicated in the staff report and during the public hearing, there are existing safety and operational concerns with the current access, parking, and circulation. The proposed amendments would allow for the opportunity to utilize the 0.26-acre parcel for a more thoughtful and comprehensive approach to improving safety operations at the existing restaurant.

As mentioned above, the CPPC denied the amendments by a vote of four to three. The dissenting Commissioners expressed concerns during the hearing that focused primarily on the removal of the existing seven-unit rental building and perceived commercial encroachment into the neighborhood.

Further, a least one commissioner based their denial on the loss of businesses within the Village Shoppes even though those are not included in the Future Land Use Map amendment or zoning amendment area. The proposed amendment is only for the 0.26-acre parcel east of the existing alley. The Village Shoppes are not subject to the proposed amendment.

As detailed below and within the staff report, the record contains competent substantial evidence demonstrating that the amendments satisfy criteria of City Code Section 16.70.040.1.1. The

amendments clearly indicate compliance with the Comprehensive Plan and Land Development Regulations, as discussed in more detail below.

1. The amendments were found to be consistent with the Goals, Objectives, Policies, and Guidelines of the Comprehensive Plan.

Competent substantial evidence was provided to the record from the City's professional planning staff who found the Future Land Use map amendment to be consistent with the Comprehensive Plan and the rezoning request "appropriate at this location" (Staff Report, page 3). Specifically, the staff report found the amendments consistent with Policies LU2.5, LU3.4, LU3.6, LU3.7, LU3.8, LU5.3, LU19.3, LU20.2, and LU23.1.

The requests support infill redevelopment on a site served by existing public infrastructure. Further, Comprehensive Plan Land Use Policy LU 19.3 supports increased usage of mass transit systems through the land use pattern, and T 13.2 states that "additional weight shall be given to amendments that increase densities for projects that are located in close proximity to Activity Centers or along corridors where transit or facilities for high occupant vehicles exist [...]."4th Street North is currently served by high frequency mass transit and is identified on the City of St Petersburg Zoning Map as a "High Frequency Transit Route." The requested designations are consistent with the character and function of this corridor.

2. The requests do not constitute inappropriate commercial encroachment.

The amendment area is immediately north of a surface parking lot, and immediately south of the existing restaurant which carries the Future Land Use designation and zoning that were requested through this application. The designations extend to a comparable depth to the north and further south along 40th Avenue and 41st Avenue. Staff reached this same conclusion in its analysis of Policies LU 3.4, LU 3.6, LU 3.8 and Criterion 7 under City Code Section 16.70.040.1.1 which requires that any change in land use and zoning designations is "consistent with the established land use pattern of the areas in reasonable proximity."

It is also important to note that the immediately adjacent homeowner met with the applicant and submitted a letter of no objection to the requested amendments.

3. The concern about the existing use does not establish that the amendments fail the applicable criteria.

The applicant and staff acknowledge that the proposed amendments have the potential to increase the *allowable* residential and commercial intensity of the property. The existing residential building is a legal nonconforming use developed at approximately 27 dwelling units per acre, which exceeds the density permitted by the current PR-R land use and NT-1 zoning district. If developed today with the current Future Land Use designation, the subject parcel could include only 3 residential units. If developed in the future with the proposed Future Land Use designation, up to 6 residential units could be considered. The concern regarding the existing, nonconforming

residential building is understandable, but the application must be evaluated under the adopted review criteria and the competent substantial evidence in the record.

City Code Section 16.70.040.1.1 lists the eleven (11) criteria that "shall" guide the review of amendments to the Comprehensive Plan and Land Development Regulations. The record includes competent and substantial evidence indicating how the proposed amendments satisfy the criteria of City Code Section 16.70.040.1.1 and pages 3 through 9 of the staff report further detail consistency with each criterion. In summary, there is substantial evidence that the proposed amendments are consistent with adopted policy and surrounding development patterns, do not pose environmental and hazard-area harm, do not overload density or service capacity, and are proposed along a major arterial roadway where an increase in density and commercial activity is encouraged and appropriate.

The amendments to the 0.26-acre parcel will not materially alter the City's population density pattern or adversely affect public school capacity. Both the existing and proposed classifications permit residential use. The amendment itself does not eliminate residential use as an allowable development option in the future.

4. The amendments increase the residential and commercial development potential of the area.

The CPPC's concerns expressed during the hearing focused primarily on the removal of the existing seven-unit rental building and perceived commercial encroachment into the neighborhood. The oral arguments posed failed to recognize that the proposed Future Land Use Map amendment has the ***potential*** to increase not only commercial intensity but residential density from 15 dwelling units per acre (per existing PR-R land use designation) to 24 dwelling units per acre (per proposed PR-MU land use designation). The amendments requested have the potential to increase overall residential capacity in the City.

	Adopted FLU	Proposed FLU	Adopted Zoning	Proposed Zoning
	PR-R	PR-MU	NT-1	CCS-1
Floor Area Ratio	N/A	1.25 FAR	N/A	0.55 FAR
Dwelling Units per Acre	Low to moderate density residential uses not to exceed 15 dwelling units per net acre	24	7.5	15 Bonus options up to 24 dwelling units per acre

5. Adequate public services and transportation capacity are available.

Planning staff concluded that the amendments will not have a significant impact on adopted levels of service for potable water, sanitary sewer, solid waste, recreation, stormwater management, traffic, or mass transit.

The staff report identified excess water, wastewater, solid waste, recreation, and roadway capacity. The relevant segment of 4th Street North operates at Level of Service C and has substantial excess peak hour capacity. PSTA Route 4 serves the corridor with approximately 15-minute headways.

Final development remains subject to site plan review, stormwater permitting through the City and SWFWMD, concurrency review, approval of the traffic impact study, and construction of a sidewalk along 42nd Avenue North. No level of service deficiency was identified by staff, and nothing to the contrary was introduced by any party at the hearing.

Requested Action

The staff report, the Forward Pinellas correspondence, the neighbor outreach summary, and the balance of the record demonstrate that the requested amendments satisfy the amendment approval criteria and are consistent with the Comprehensive Plan and the Countywide Plan.

LANNAR LLC respectfully requests that City Council:

1. Reverse the CPPC's denial of the Future Land Use Map amendment from Planned Redevelopment-Residential (PR-R) to Planned Redevelopment-Mixed Use (PR-MU);
2. Reverse the CPPC's denial of the concurrent Official Zoning Map amendment from Neighborhood Traditional-1 (NT-1) to Corridor Commercial Suburban-1 (CCS-1); and
3. Approve both amendments for the 0.26-acre eastern portion of the property at 4201 4th Street North.

City of St. Petersburg, Florida
*** CUSTOMER RECEIPT ***

Oper: KLLITTLE Type: CC Drawer: 1
Date: 8/27/26 01 Receipt no: 785722

Description	Quantity	Amount
12DRC	DEVELOPMENT REVIEW COMM	
	1.00	$300.00
Trans number:		31883828

GARDNER BREWER HUDSON

Tender detail

CK CHECK	17054	$300.00
Total tendered		$300.00
Total payment		$300.00

Trans date: 8/26/26 Time: 15:54:45

*** THANK YOU FOR YOUR PAYMENT***

NEIGHBOR OUTREACH MEETING SUMMARY

Project: Chick-fil-A Redevelopment
Property Address: 4241 4th Street North, St. Petersburg, Florida
Meeting Date: April 18, 2026

Participants:
Anna M. Gentry, Neighboring Property Owner
363 42nd Avenue North, St. Petersburg, FL
David Neely, Chick-fil-A Franchisee

Summary of Discussion:

Ms. Gentry was unable to attend the neighborhood meeting regarding the proposed redevelopment of the Chick-fil-A restaurant located at 4241 4th Street North. At her request, Mr. Neely met with Ms. Gentry on April 18, 2026, to discuss the project and answer any questions she had regarding the proposed redevelopment.

During the meeting, Ms. Gentry's primary question related to the buffering and landscaping that would be provided between the redevelopment site and neighboring properties. Mr. Neely explained that the project would meet all applicable code-required buffering standards and agreed to the erecting of concrete wall between Ms. Gentry's home and the alleyway.

Ms. Gentry indicated that her questions had been addressed and expressed appreciation for the opportunity to discuss the project directly with Mr. Neely. Based on the information presented during the meeting, Ms. Gentry stated that she had no objections to the proposed redevelopment.

This summary is intended to accurately reflect the discussion that occurred on April 18, 2026.

Anna M. Gentry
Date: 7/10/26

David Neely
Chick-fil-A Fourth Street North, Owner/Operator
Date: 7-10-26

From: Skanecar@tampabay.rr.com
To: MSmith@gardnerbrewer.com
Cc: Britton N. Wilson
Subject: Chic-Fil-A
Date: Thursday, September 3, 2026 3:45:00 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

I am writing because of the appeal that Chic-Fil-A has filed regarding their restaurant on 4th Street and 43rd Avenue N., in St. Petersburg that Chic-Fil-A is wanting to expand to include the property at 4201 4th Street N., St. Petersburg, FL.

I understand that Chic-Fil-A likes the current location and has more business than that location can handle. I totally agree that it is a great location, but expanding it in the current location is a bad business move since it would **go Against Chic-Fil-A's Own Mission Statement** and the City of St. Petersburg's Vision and Core Focus of **increasing Affordable Housing since it involves the demolition of 7 units of Affordable Housing** of which some are occupied by waiters and waitresses that walk to work. I don't want to be unreasonable so I am proposing that Chic-Fil-A has other options. Chic-Fil-A is better suited to being in a shopping center or surrounded by commercial properties rather than removing access to homeowners properties and **devaluing homeowners properties.** I would like to propose 3 other locations that make more sense.

1. The old Winn-Dixie on 4th Street and 74th Avenue N. - This property has been sitting vacant, has plenty of parking and no single family homes that Chic-Fil-A would interfere with. This location is just a couple of blocks from Holy Family a private school which would increase business.
2. Popeye's Chicken is closed on Dr. Martin Luther King Street and 64th Avenue N. This is between the bowling alley and commercail properties to the South. There is a large piece of property behind Popeye's Chicken and the combination would be large enough to accomodate the traffic from Chic-Fil-A.
3. Across from Popeye's in the Rutland Plaza, Checkers has been sitting vacant for a few years. There is plenty of parking and space.

Both the Popeye's and the Checkers locations would be absolutely a great place for Chic-Fil-A because it would increase Chic-Fil-A's business since it sits between 5 schools, and is just a couple of blocks (walking distance) from Fossil Park Recreation Center and Park which has lots of activities for both children and adults. It is also on the way for many families to or from: the Target shopping center on Dr. Martin Luther King St, the new YMCA, Mangrove Bay golf course and many other places. Also, McDonalds has successfully had a restaurant at Rutland Plaza and Northeast Shopping Center (a few blocks from the current Chic-Fil-A) for over 50 years, which shows that the 2 locations that Chic-Fil-A could have would not impact the current Chic-Fil-A's business.

If you have any questions please feel free to contact me at 727-424-2238.

Respectfully,

Susan Carr

August 5, 2026

RE: FLUM-85 – Chick-fil-A

Subject Property: 4201 4th Street N., St. Petersburg, FL 33703

In regards to the property located at 4201 4th Street N., St. Petersburg, FL that Chick-fil-A is wanting the City of St. Petersburg to amend the Future Land Use Map to Remove the Residential land use and to ultimately make the property Corridor Commercial Suburban. I am against this request for the following reasons.

1. It removes ***7 Existing Units of Affordable Housing*** from an area of the City of St. Petersburg that has ***Very Little AFFORDABLE HOUSING.***
2. The current 7 units of affordable housing currently creates a buffer between the commercial and residential housing in the neighborhood.
3. A couple of the residents in the ***Existing Affordable Housine Units work across the street at Hooter's and will have to move if this goes through.*** These units provide ***"workforce housing".*** Where can these tenants find another rental in the same area, at a comparable price where they can walk to work?
4. The current Chick-fil-A already creates a trash issue where trash gathers behind the fence and down the alley. This will only get worse.
5. A multi-lane drive through will create noise, and traffic issues for the neighbors.
6. Currently Hooters does not have enough parking and the overflow parks down 41st and 42nd Avenues and the additional traffic that a multi-lane drive through would create will cause ***"UNSAFE ROAD CONDITIONS".***
7. Access to the alley for the residents will be blocked by the additional traffic which will prevent the residents from accessing their homes since the City of St. Petersburg **requires the alley access for the driveways of all homes on both 42nd Avenue and 43rd Avenue.**
8. **What about the increase in traffic in the alley from people trying to get to Chick-fil-A?**
9. As shown by the many other Chick-fil-A locations, the traffic will substantially increase. Many people will cut down 42nd Avenue heading West from 1st Street N. causing the drive through line to be from 2 directions turning 42nd Avenue N from a residential road to a Commercial busy street that already has limited road space.
10. This will also impact Hooters already existing business since it will be hard to access the restaurants parking.

11. This will ***Decrease the property values in the neighborhood.*** If the City decides to change the Land Use/Zoning the City could be responsible to pay the neighbors for the decrease in property values.
12. New million dollar homes have just been built and are being built in the neighborhood. Why should the builders and new owners have to deal with all the traffic that this will create in a residential neighborhood and these homes will become less desirable and less valuable. If you paid a Million Dollars for a home would you want to be across from a Chick-fil-A multi-lane drive through?
13. Currently there is some ***Impervious surface on the property to absorb rain water,*** the property is partly in a ***FEMA "AE Flood Zone"*** and the properties to the East are in an ***"AE" Flood Zone.*** The additional pavement will create run off into the ***road and Stormwater*** *System that is already overburdened.* The construction will add stormwater to the existing stormwater system and possibly create **FLOODING** to the properties and neighborhoods to the East of the proposed property.

This project goes totally against Chick-fil-A's mission statement of :

"To glorify God by being a faithful steward of all that is entrusted to us, and to have a positive influence on all who come in contact with Chick-fil-A".

There is **NO POSITIVE IMPACT** on the neighborhood. Chick-fil-A is not being a faithful steward by displacing people who are renting some of the lowest rentals available in the area, causing unsafe traffic conditions, increasing the noise level, trash, odors, and possibly flooding in the neighborhood.

This project also goes against the City of St. Petersburg's Affordable Housing, Sustainability, and Stormwater Plan to reduce flooding.

Respectfully,

Susan Kane Carr

skanecar@tampabay.rr.com

-----Original Message-----
From: Troy Barton <troy.barton71@gmail.com>
Sent: Wednesday, September 30, 2026 9:11 AM
To: Lisset G. Hanewicz <Lisset.Hanewicz@stpete.org>
Cc: Jayne E. Ohlman <Jayne.Ohlman@stpete.org>
Subject: Please oppose the Chick-fil-A expansion at the Village Shoppes on 4th Street N

Dear Councilmember Hanewicz,

I am writing as the owner of Aquatic Galleria, a locally owned small business in the Village Shoppes on 4th Street and as a homeowner in your district to ask you to oppose the proposed Chick-fil-A expansion affecting our property. Although our business is located in District 3, this decision will come before the full Council, and its consequences reach well beyond one district.

This proposal is much bigger than one restaurant wanting additional space. It raises a fundamental question about what kind of development St. Petersburg wants to encourage.

The proposal would displace existing small businesses in the Village Shoppes and eliminate seven residential units in order to provide substantially more land for the expansion of Chick-fil-A, a massive Atlanta-based corporation. At a time when St. Petersburg repeatedly identifies affordable and attainable housing as one of our most serious challenges, demolishing seven existing homes to create more space for a fast-food operation and automobile use sends exactly the wrong message.

Aquatic Galleria is not a vacant storefront waiting for redevelopment. We are a St. Petersburg business that has invested in this community, employs people here, pays taxes here, purchases from other businesses, and is working to grow. The other businesses at the Village Shoppes have their own customers, employees, investments and livelihoods at stake as well.

I am not opposed to Chick-fil-A operating a successful restaurant. I am opposed to sacrificing existing local businesses and housing so that an already successful national company can acquire a dramatically larger footprint.

There is also a broader land-use issue. Fourth Street is one of St. Petersburg's most important commercial corridors. Using valuable urban land for additional vehicle-oriented development and parking while simultaneously eliminating housing and neighborhood-scale businesses deserves serious scrutiny. Once these businesses and residential units are demolished, they are not coming back.

I respectfully ask you to consider several questions before supporting any approval necessary for this project:

1. Does eliminating seven existing residential units advance the City's housing objectives?
2. Is displacing multiple locally owned businesses an acceptable consequence of expanding a national fast-food chain?
3. Does increasing the automobile-oriented footprint along 4th Street represent the type of development St. Petersburg wants for this corridor?
4. What precedent does approval establish for other small commercial properties and residential units when a much larger corporation wants the land?

This isn't simply a private transaction between property owners. When a project requires City approval, the City has an obligation to consider its impact on residents, small businesses, traffic, housing and the long-term character of the community.

Aquatic Galleria has put real money, work and faith into St. Petersburg. We are asking our City to recognize that businesses like ours have value too.

Please oppose the Chick-fil-A expansion in its present form and protect the existing businesses and housing at the Village Shoppes.

I would also welcome the opportunity to speak with you personally and show you exactly what this proposal would mean for Aquatic Galleria, our neighboring businesses, and the residents who would lose their homes.

Thank you for your consideration and your service to St. Petersburg.

Sincerely,

Troy Barton
Owner, Aquatic Galleria
4201 4th St N, St. Petersburg, FL

The Chamber Building
100 Second Ave. N., Suite 150
St. Petersburg, FL 33701
(727) 821-4069
stpete.com

Members of St. Petersburg City Council
City of St. Petersburg
175 5th Street North
St. Petersburg, FL 33701

Dear Honorable Members of St. Petersburg City Council:

On behalf of the St. Petersburg Area Chamber of Commerce, we write in support of the requested land use and zoning changes for the property at 4201 Fourth Street North. The Chamber supports thoughtful reinvestment along St. Petersburg's established commercial corridors, particularly when it provides an opportunity to improve an existing site, strengthen its long-term viability, and provide additional jobs.

The Chamber agrees with the City staff's recommendation for approval. The application is consistent with the adjacent and existing CCS 1 usage. It's also consistent with previous approvals granted in CCS-1. The existing short term rental properties are not designated historic. They could be demolished or repurposed without DRC approval therefore the focus of this approval should be the actual land use and site plan that staff support. The requested land use and zoning changes are specific to a portion of the property which carries split designations. Approval of this request would align the subject site with the established commercial development depth immediately north and south along the Fourth Street corridor and provide a compatible opportunity for continued reinvestment in the site.

As presented by the applicant, the proposed redevelopment concept includes improvements to access, parking and on-site circulation, as well as additional landscaping, buffering commercial operations and the residential neighborhood and pedestrian improvements. The Chamber recognizes the importance of compatibility between commercial activity and nearby residential neighborhoods, and these proposed site improvements demonstrate an effort to provide an appropriate transition between the Fourth Street commercial corridor and the surrounding neighborhood. The current draft identifies these improvements as components of the redevelopment proposal.

The project represents continued investment by an established St. Petersburg business that currently supports more than 130 local jobs, with additional employment anticipated as part of the redevelopment.

For these reasons, the St. Petersburg Area Chamber of Commerce supports the applicant's appeal and respectfully encourages City Council to approve the requested land use and zoning changes.

Thank you for your consideration and your continued service to St. Petersburg.

Sincerely,

Chris Steinocher
President and CEO

Cc: St. Petersburg Area Chamber of Commerce Executive Committee

From: josecarter4750@yahoo.com
To: Britton N. Wilson
Subject: Chick fil a appeal
Date: Wednesday, October 21, 2026 6:33:05 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I’m writing to you as a local worker tenant a local resident to tell you I am totally against this Chick fil a 4th Street North. Y'all shut them down the first time, and you need to do it again. We really can't afford to lose any more affordable housing in this city. These are affordable units right now, and people actually live here and need a place to stay. If you let a massive fast food chain buy them out and tear them down, you're just kicking people out and making our housing crisis even worse. We need homes for families, not another drive thru.

On top of that, traffic around there is already a nightmare. Chick fil a already causes bad backups and messes up the street. If they expand, it's going to make the traffic and safety issues so much worse for everyone trying to drive or walk through the neighborhood. Please listen to the people who actually live here, protect our affordable housing, and vote down this appeal on November 5. Thanks

Staff Report to the St. Petersburg Community Planning & Preservation Commission
Prepared by the Planning Department,
Planning and Historic Preservation Division

For Public Hearing and Executive Action on Tuesday, August 11, 2026
at 2:00 p.m. in City Council Chambers, City Hall
175 5th St North, St. Petersburg, FL 33701

According to Planning and Development Services records, there are no Community Planning & Preservation Commission members that have a direct or indirect ownership interest in real property located within 1,000 linear feet of real property contained within the application (measured by a straight line between the nearest points on the property lines). All other possible conflicts should be declared upon announcement of the item.

City File: FLUM-85

4201 4th Street North – Chick-fil-A

This is a private-initiated application requesting the Community Planning and Preservation Commission ("CPPC"), in its capacity as the Local Planning Agency ("LPA"), make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of the following Future Land Use Map amendment from Planned Redevelopment – Residential (PR-R) to Planned Redevelopment – Mixed Use (PR-MU) and a concurrent amendment to the Official Zoning Map from Neighborhood Traditional – 1 (NT-1) to Corridor Commercial Suburban -1 (CCS-1) for a 0.26-acre eastern portion of a parcel located at 4201 4th Street North adjacent to the south of the existing Chick-fil-A fast food restaurant.

APPLICANT INFORMATION

OWNER/APPLICANT: **LANNAR LLC**
384 15th Street North
St. Petersburg, FL 33713

AGENT: **T. Truett Gardner, Gardner Brewer Hudson**
400 N Ashley Drive, STE 1100
msmith@gardnerbrewer.com

CITY STAFF: **Britton Wilson, AICP**
Planning and Historic Preservation Division
Planning Department
One 4th Street North
St. Petersburg, Florida 33701
Britton.wilson@stpete.org
(727) 551-3542

REQUEST

The applicant is requesting an amendment to the Future Land Use Map from Planned Redevelopment – Residential (PR-R) to Planned Redevelopment – Mixed Use (PR-MU) and a concurrent amendment to the Official Zoning Map from Neighborhood Traditional – 1 (NT-1) to Corridor Commercial Suburban -1 (CCS-

1) for a 0.26-acre eastern portion of a parcel located at 4201 4th Street North adjacent to the south of the existing Chick-fil-A fast food restaurant. The purpose of the amendments is to allow for redevelopment and expansion of the existing Chick-fil-A fast food restaurant that was constructed in 1999. The proposed redevelopment plan includes the entire parcel located at the subject address; however, the western portion is already zoned CCS-1 and therefore is not subject to the amendments.

SITE DESCRIPTION

Street Address:	4201 4th Street North, eastern portion only, lots 25 and 26
Parcel ID Nos.:	06-31-17-50364-000-0010, portion of
Acreage:	0.26-acres
Future Land Use:	From Planned Redevelopment – Residential (PR-R) To Planned Redevelopment – Mixed Use (PR-MU)
Zoning:	From Neighborhood Traditional – 1 (NT-1) To Corridor Commercial Suburban -1 (CCS-1)
Countywide Plan Map:	From Residential Medium (RM) To Multimodal Corridor (MMC)
Existing Use:	Single-story seven-unit rental apartment building
Surrounding Uses:	North: Chick-fil-A fast food restaurant South: Hooters Restaurant West: The Village Shoppes, a seven-bay commercial strip building followed by 4th Street North East: Single-family neighborhood of Northeast Park
Neighborhood Association:	Not within an active neighborhood or business association. Within 300 feet of the Allendale Oaks Neighborhood Association.

BACKGROUND

The subject parcel is located at 4201 4th Street North and consists of four (4) platted lots separated in the middle by a 16-foot alleyway. The two (2) western lots are not subject to the proposed amendments as they are already zoned Corridor Commercial Suburban -1 (CCS-1) and are the site of the Village Shoppes, which is a seven-bay commercial strip building. The subject eastern two (2) lots are zoned Neighborhood Traditional – 1 (NT-1) and currently consists of a single-story seven-unit multifamily rental apartment building, which is a legal nonconforming use in the current single-family zoning designation. The property to the north and northeast of the subject lots is the existing Chick-fil-A fast food restaurant. To the south is the Hooters on 4th Street restaurant and associated surface parking. Adjacent to the east is a single-family home within the Northeast Park Neighborhood Association which is currently in inactive status. The applicant has met with the adjacent single-family homeowner to the east at 363 42nd Avenue North who signed the attached letter of no objection to the proposed amendments and redevelopment and expansion of the Chick-fil-A fast food restaurant.

From 1977 to 2007, the subject lots as well as the lots to the north, northeast and east were all zoned Residential Single-family - 75 (RS-75), which was intended for single-family residential development at a density of seven (7) dwelling units per acre. In September 2007 following the implementation of the City's Vision 2020 Plan and the Citywide rezoning and update of the Land Development Regulations, the subject site and the neighboring residential lots were rezoned to NT-1, which was an equivalent designation. In 2017, the adjacent lot directly north was rezoned to CCS-1 to accommodate needed improvements to the Chick-fil-A drive-thru service area.

CONSISTENCY AND COMPATIBILITY

The primary criteria associated with this private application are consistency and compatibility of the requested designation with the established surrounding land use and zoning patterns, and the provision of adequate public services and facilities.

The current multifamily use of the 0.26-acre site is inconsistent with the current Planned Redevelopment – Residential (PR-R) Future Land Use designation and NT-1 zoning district. The PR-R land use designation *allows low to moderate density residential uses not to exceed 15 dwelling units per net acre*. The NT-1 zoning district is reserved for single-family residential neighborhoods of the traditional style at a density of 7.5 dwelling units per acre. However, when including the allowed accessory dwellings units, NT-1 zoning allows for a density of 15 dwelling units per acre. The existing single-story, seven-unit rental apartment building is built out at a density of approximately 27 units per acre and is considered a legal nonconforming use as it existed prior to the implementation of the single-family zoning.

The proposed Planned Redevelopment – Mixed Use (PR-MU) Future Land Use designation *allows for mixed use retail, office, service and medium density residential uses not to exceed a floor area ratio of 1.25 and a net residential density of 24 dwelling units per acre.* The proposed CCS-1 zoning district allows for mixed uses to include commercial at a FAR of 0.55 and multifamily housing at a density of 15 dwelling units per acre, a workforce housing density bonus of eight dwelling units per acre, and a TDR density bonus option of 0.2 FAR and nine (9) dwelling units per acre.

The requested amendment to the PR-MU land use designation with CCS-1 zoning is appropriate at this location as it is consistent with several Comprehensive Plan goals, objectives, and policies, which are included in the following section of the report. For example, Policy LU3.6 calls for *Land use planning decisions to weigh heavily on the established character of predominately developed areas where changes of use or intensity of development are contemplated* and Policy LU3.4 that calls for …*providing compatible land use transitions through an orderly land use arrangement.*

RELEVANT CONSIDERATIONS ON AMENDMENTS TO THE FUTURE LAND USE MAP

The Planning & Historic Preservation Division staff reviewed this application in the context of the following criteria excerpted from the City Code *Section 16.70.040.1.1 Amendments to the Comprehensive Plan and Land Development Regulations*, the review and decision shall be guided by the following factors:

1. **Compliance of the proposed use with the goals, objectives, policies, and guidelines of the Comprehensive Plan.**

   The following staff analysis is provided to address compliance with the following policies and objectives from the Comprehensive Plan:

   LU 2.5 *The Land Use Plan shall make the maximum use of available public facilities and minimize the need for new facilities by directing new development to infill and redevelopment locations where excess capacity is available.*

   The subject amendment is supporting development of a site that is served by public facilities with excess capacity available. There is excess roadway capacity, as well as water and sewer capacity to accommodate the existing development and future expansion of the Chick-fil-A fast food restaurant.

   LU3.4 *The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.*

The subject address has road frontage on 4th Street North, which is classified as a minor arterial state roadway on the Future Major Streets Map (Comprehensive Plan Map 20) and is primary commercial corridor serving the eastern portion of the City. The CCS-1 zoning district is applied to parcels fronting this roadway from Gandy Boulevard down to 29th Avenue North and averages a multiple lot depth on both the east and west sides. The proposed amendments are consistent with this average with limited encroachment into the neighborhood and not exceeding that which is designated to the north which is the Chick-fil-A parking lot and the commercial uses to the south which is the Hooter's parking lot. The applicant also proposes to relocate the alleyway further east, which will act as a buffer to the neighborhood to the east. Additionally, the applicant has met with the adjacent single-family homeowner to the east at 363 42nd Avenue North who signed the attached letter of no objection to the proposed amendments and redevelopment and expansion of the Chick-fil-A fast food restaurant. The letter also states that the applicant intends to protect the neighboring home by constructing a perimeter wall to act as a buffer between the proposed new alleyway and the home.

LU3.6 *Land use planning decisions shall weigh heavily on the established character of predominately developed areas where changes of use or intensity of development are contemplated.*

The proposed PR-MU Future Land Use designation and CCS-1 zoning district and the proposed expansion of the automobile-oriented, Chick-fil-A fast food restaurant is in keeping with the surrounding section of 4th Street North's existing auto-oriented, suburban development character, which is a bustling, arterial corridor defined by a dynamic mix of local and national retail chains supporting heavy commuter traffic moving between downtown, Gandy Bridge and I-275.

LU3.7 *Land use planning decisions shall include a review to determine whether existing Land Use Plan boundaries are logically drawn in relation to existing conditions and expected future conditions.*

The proposed land use boundary would be logically drawn in relation to existing and expected future conditions. The applicant proposes to relocate the existing alleyway to the east in order to better accommodate the expansion of Chick-fil-A while providing a buffer to the adjacent neighborhood to the east.

LU3.8 *The City shall protect existing and future residential uses from incompatible uses, noise, traffic, and other intrusions that detract from the long-term desirability of an area through appropriate land development regulations.*

The amendments are proposing to allow for further commercial encroachment into the single-family neighborhood than the existing zoning district boundary. However, the site contains an established multifamily, single-story apartment building that is proposed for redevelopment and will not extend deeper into the neighborhood than the existing commercial establishments to the immediate north and south. Additionally, the applicant has met with the adjacent single-family homeowner to the east at 363 42nd Avenue North who signed the attached letter of no objection to the proposed amendments and redevelopment and expansion of the Chick-fil-A fast food restaurant. The letter also states that the applicant intends to protect the neighboring home by constructing a perimeter wall between the proposed new alleyway and the home.

LU5.3 *The Concurrency Management System shall continue to be implemented to ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities and that such facilities and services be available, at the adopted level of service standards, concurrent with the impacts of development.*

LOS impact analysis concludes that the proposed amendments will not have a significant impact on the City's adopted LOS standards for public services and facilities including potable water, sanitary sewer, solid waste, traffic, mass transit, recreation, and stormwater management.

LU19.3 The land use pattern shall contribute to minimizing travel requirements and anticipate and support increased usage of mass transit systems.

The subject address has road frontage on 4th Street North, which is classified as a minor arterial state roadway on the Future Major Streets Map (Comprehensive Plan Map 20) and is a primary commercial corridor serving the eastern portion of the City. Additionally, 4th Street North is classified as a secondary multimodal corridor and a secondary future transit corridor on the Countywide Land Use Strategy map. Secondary corridors are corridors identified as appropriate for investment in improved transit route frequency. The site is currently served with high frequency mass transit, where PSTA Route 4 offer 15-headways with stops located directly in front of the restaurant on both side of 4th Street North.

LU20.2 The Future Land Use Element of the St. Petersburg Comprehensive Plan shall be consistent with the Countywide Future Land Use Plan, including the categories, rules, policies, and procedures thereof.

The proposed amendments to the City's Future Land Use Map and Official Zoning Map will require amendments to the Future Land Use map of the Countywide Rules from Residential Medium (RM) to Multimodal Corridor (MMC), which is appropriate at this location as 4th Street North is classified as a secondary multimodal corridor and a secondary future transit corridor on the Countywide Land Use Strategy map.

LU23.1 The City's development review policies and procedures shall continue to integrate land use and transportation planning so that land development patterns support mobility choices and reduced trip lengths.

See above response to LU19.3.

2. Whether the proposed amendment would adversely affect environmentally sensitive lands or properties which are documented as habitat for listed species as defined by the Conservation Element of the Comprehensive Plan.

The subject parcel is currently developed and does not contain environmentally sensitive land.

3. Whether the proposed changes would alter the population density pattern and thereby adversely affect residential dwelling units.

The proposed amendments do not directly alter the population density pattern as the allowed density remains the same. However, the purpose of the amendments is to expand the existing footprint of the Chic-fil-A fast food restaurant, which would remove seven (7) existing, multifamily dwelling units from the City's rental stock.

4. Impact of the proposed amendment upon the adopted level of service (LOS) for public services and facilities including, but not limited to: water, sewer, sanitation, recreation and stormwater management and impact on LOS standards for traffic and mass transit. The POD may require the applicant to prepare and present with the application whatever studies are necessary to determine what effects the amendment will have on the LOS.

The following LOS impact analysis concludes that the proposed amendments will not have a significant impact on the City's adopted LOS standards for public services and facilities including potable water, sanitary sewer, solid waste, traffic, mass transit, recreation, and stormwater

management. Upon application for site plan review, or development permits, a concurrency review will be completed to determine whether the proposed development may proceed. The property owner must comply with all laws and ordinances in effect at the time development permits are requested.

POTABLE WATER

Under the existing inter-local agreement with Tampa Bay Water (TBW), the region's local governments are required to project and submit, on or before February 1st of each year the anticipated water demand for the following year. TBW is contractually obligated to meet the City's and other member government's water supply needs. The City's adopted LOS standard is 125 gallons per capita per day (gpcd), while the actual current usage equates to approximately 74 gpcd. The City's overall potable water demand is approximately 28 million gallons per day (mgd), while the systemwide capacity is 68 mgd. With only 41% of capacity systemwide currently being used, there is excess water capacity to serve the amendment area.

SANITARY SEWER

The adopted LOS for sanitary sewer is 166 gallons per capita per day (gpcd). The City provides wastewater treatment and disposal to residents of St. Petersburg, Gulfport, South Pasadena, St. Pete Beach, Treasure Island, Tierra Verde, and Ft. Desoto with a 2024 estimated functional population of 346,992 people. The City's average flow rate for Calendar Year (CY) 2024 was 38.7 mgd, while the aggregated sanitary sewer system's annual average capacity for its three wastewater treatment facilities is 56 mgd, resulting in an estimated excess annual average capacity of 17.3 mgd.

Following several major rain events in 2015-2016, the City increased its' peak wet weather wastewater treatment capacity from 112 mgd to approximately 157 mgd – a 40% increase in peak flow capacity. As outlined in the St. Pete Water Plan, the City is implementing system reliability improvements at the WRFs, aggressively improving the gravity collection system to decrease Inflow and Infiltration (I&I) which reduces peak flows at the WRFs, and addressing sea level rise system vulnerabilities at lift stations.

The City remains committed to continued I&I reduction. Also, the City is fully committed to implementing selected recommendations from the St. Pete Water Plan, which incorporates growth projections and outlines the required system and network improvements needed to provide a resilient wastewater collection and treatment system.

SOLID WASTE/SANITATION

Solid waste collection is the responsibility of the City, while solid waste disposal is the responsibility of Pinellas County. The City and the County have the same designated LOS of 1.3 tons per person per year. The County currently receives and disposes of municipal solid waste generated throughout Pinellas County. All solid waste disposed of at Pinellas County Solid Waste is recycled, combusted, or buried at the Bridgeway Acres sanitary landfill. The City and County's commitment to recycling and waste reduction programs have assisted in keeping down the actual demand for solid waste disposal, which continues to extend the life span of Bridgeway Acres Sanitary Landfill. The landfill is expected to remain in use for approximately 80 years, based on current design (grading) and disposal rates. Thus, there is excess solid waste capacity to serve the amendment area.

RECREATION

The City's adopted LOS for recreation and open space is 9 acres/1,000 population, the actual LOS City-wide is estimated to be 19.8 acres/1,000 population. With a LOS rate of 9 acres/1,000 permanent and seasonal residents, the City would still have 19.8 acres/1,000 permanent and seasonal residents. If approved, there will be no noticeable impact on the adopted LOS standard for recreation and open space.

STORMWATER MANAGEMENT/DRAINAGE

Drainage LOS identifies minimum criteria for existing and future facilities impacted by rain events. This is often quantified by a "design storm" with a specific duration, rainfall amount and return frequency. Currently the design storm used by the City is a 10-year return frequency, 1-hour duration storm as outlined in Drainage Ordinance, Section 16.40.030 of the Land Development Regulations (LDR). Unlike the other concurrency related facilities, stormwater LOS is not calculated with a per capita formula. Instead, the City implements the LOS standard through review of drainage plans for new development and redevelopment where all new construction of and improvements to existing surface water management systems will be required to meet design standards outlined in LDR Section 16.40.030. This ordinance requires all new development projects to be permitted through the City and SWFWMD to ensure projects meet quantity and quality design standards for stormwater treatment.

Prior to any future redevelopment of the subject property, site plan approval will be required. At that time, City Code and Southwest Florida Water Management District (SWFWMD) site requirements for stormwater management criteria will be implemented. The city performed a Stormwater Management Plan Update in 2020-2024 that consisted of four (4) reports:

- Watershed Evaluation Report (2020) addressing how information was collected and developed for use in updating the Stormwater Management Master Plan.
- Watershed Model Development and Floodplain Analysis Report (2023) addressing hydrologic and hydraulic model development, model calibration/verification, and 100-year/24-hour floodplain analysis.
- Level of Service Analysis Report (2023) addressing the identification of level of service of various roadways and structures in the City.
- Best Management Practices (BMPs) Alternative Analysis Report (2024) that describes a selection of proposed BMP projects to reduce flooding and improve water quality.

Based on the level of service analysis, flooding complaints from the City's SeeClickFix database, and ongoing projects at the City, 73 BMPs were developed and conceptual solutions are presented in the BMP Alternative Analysis Report. The City will use these BMPs to guide future project development through the annual 5-year Capital Improvements Program (CIP) process.

TRAFFIC

The City eliminated LOS standards for major roads and transit when it adopted the Pinellas County Mobility Plan in 2016. The Mobility Plan provides a countywide framework for a coordinated multimodal approach to managing the traffic impacts of development projects as a replacement for local transportation concurrency systems, which the State of Florida no longer requires. The City continues to monitor the LOS for motor vehicles on major roadways and the availability of transit service. The City also continues to assess the impact of land development projects, proposed rezonings, and Future Land Use Map amendments on the transportation system.

Existing Roadway Network

The subject property is bordered by 42nd Avenue North and a public alley, which are maintained by the City of St. Petersburg. Forty-second Avenue North is a two-lane, undivided local road. The subject property is in close proximity to 4th Street North. The FDOT maintains 4th Street North, which is a six-lane, divided road and classified as a minor arterial on the Future Major Streets map (Map 20) of the City's Comprehensive Plan.

The City utilizes the Forward Pinellas "2026 Annual Level of Service Report" to monitor roadway LOS for major streets, per Policy T3.2 of the City's Comprehensive Plan. According to the FDOT, roadway LOS is a quantitative performance measure that represents quality of service, measured on an "A" to "F" scale, with LOS "A" representing the best operating conditions from the traveler's perspective and LOS "F" representing the worst. Before the elimination of state-mandated

transportation concurrency regulations, the City's LOS standard was "D" for major roads. The FDOT's current target for state highways in urbanized areas is "D." LOS "D" can also be viewed as a target for roads not on the state highway system, but it is no longer the City's standard, as noted.

According to the 2026 Annual LOS Report, there is a significant amount of spare capacity on 4th Street North between 38th Avenue and 62nd Avenue to accommodate new vehicular trips, as shown in the table below. Traffic count and LOS data is not available for 42nd Avenue North.

Roadway	Average Annual Daily Traffic	Peak Hour Directional Volume	Peak Hour Directional Physical Capacity	Volume-to-Capacity Ratio	LOS	Peak Hour Directional Excess Capacity
4th Street North	34,500	1,802	3,020	0.597	C	1,218

Trip Generation

The purpose of the proposed rezoning and land use change is to enable the property owner to provide surface parking for a new Chick-Fil-A restaurant, which would be built on a larger site than the existing Chick-Fil-A restaurant. The north-south section of the alley will need to be relocated to the east. The applicant is preparing a traffic impact study. The traffic consultant will utilize the Institute of Transportation Engineers' (ITE') "Trip Generation Manual" (12th Edition) to estimate the trip generation for a fast-food restaurant with a drive-through window (Land Use Code 934). The ITE data will be applied to the existing and proposed restaurants. Since the proposed restaurant will be larger than the existing restaurant, it is anticipated that it will generate more vehicular trips. There is a significant amount of spare capacity on 4th Street North to accommodate more vehicular trips, but approval of the traffic impact study will be required for the applicant to proceed with the proposed development. The traffic impact study will estimate changes in traffic volumes on roads adjacent to the proposed development and assess the impact of the project on 4th Street and adjacent intersections.

Sidewalks

There are sidewalks on both sides of 4th Street North. There are no sidewalks on 42nd Avenue North. If the applicant receives the necessary approvals to build the new restaurant, a sidewalk will be required on 42nd Avenue North.

Bicycle Network

There are no bicycle facilities adjacent to the subject property.

TRANSIT

The Citywide level of service for mass transit will not be affected. Route 4 serves 4th Street North. Route 4 has a headway of 15 minutes.

PSTA offers several programs that provide discounted or late-night bus service to qualifying individuals, including the Late Night, Direct Connect, and Access Programs. The City fully buys down the cost for 10-day and monthly passes for City residents who qualify for PSTA's Transportation Disadvantaged Program.

MAX Index

Forward Pinellas has developed a multimodal accessibility index (MAX index). MAX scores are assigned to individual quarter-mile grid cells, which Forward Pinellas defines as a reasonable walkable travel shed. The MAX score is based on factors such as bicycle facilities, premium transit services, walkability, roadway LOS, scooter/bike-share locations, transit access, and programmed transportation projects. The subject property is in a grid cell that has a MAX score of 13. The countywide average MAX score is 8.1.

5. **Appropriate and adequate land area sufficient for the use and reasonably anticipated operations and expansions;**

   The subject amendment area is to be included with the larger 1.56-acre redevelopment are of Chick-fil-A fast food restaurant and together the lots areas are sufficient for the anticipated expansion.

6. **The amount and availability of vacant land or land suitable for redevelopment for similar uses in the City or on contiguous properties;**

   The amendments directly support the redevelopment of an existing fast-food restaurant located contiguous to the north of the subject area.

7. **Whether the proposed change is consistent with the established land use pattern of the areas in reasonable proximity;**

   As stated above in Policy LU3.4, the subject address has road frontage on 4th Street North, which is classified as a minor arterial state roadway on the Future Major Streets Map (Comprehensive Plan Map 20) and is primary commercial corridor serving the eastern portion of the City. The CCS-1 zoning district is applied to parcels fronting this roadway from Gandy Boulevard down to 29th Avenue North and averages a multiple lot depth on both the east and west sides. The proposed amendments are consistent with this average with limited encroachment into the neighborhood and not exceeding that which is designated to the north that is the Chick-fil-A parking lot and the commercial uses to the south which is the Hooter's parking lot. Additionally, the applicant has met with the adjacent single-family homeowner to the east at 363 42nd Avenue North who signed the attached letter of no objection to the proposed amendments and redevelopment and expansion of the Chick-fil-A fast food restaurant.

8. **Whether the existing district boundaries are logically drawn in relation to existing conditions on the property proposed for change;**

   The existing district boundaries are logically drawn related to the existing development and existing and proposed zoning district development standards.

9. **If the proposed amendment involves a change from residential to a nonresidential use or mixed use, whether more nonresidential land is needed in the proposed location to provide services or employment to residents of the City;**

   Both the existing and requesting zoning districts allow for residential use.

10. **Whether the subject property is within the 100-year floodplain, hurricane evacuation level zone A or Coastal High Hazard Area as identified in the coastal management element of the Comprehensive Plan;**

    The subject property is not within the 100-year flood plain, hurricane evacuation level zone A or the Coastal High Hazard Area.

11. **Other pertinent facts.**

    The Community Planning and Preservation Commission and City Council may bring up other pertinent information as necessary.

CONSISTENCY WITH THE COUNTYWIDE PLAN:

Proposed amendments to local future land use plans and land development regulations are required to be consistent with the Countywide Plan Map and the criteria and standards set forth in the Countywide Rules. The subject property's Countywide Plan Map designation of Residential Medium (RM) is inconsistent with the proposed City land use designation of Planned Redevelopment – Mixed Use (PR-MU), therefore an amendment to the Countywide Map to Multimodal Corridor (MMC) is required.

PUBLIC HEARING PROCESS

The proposed ordinances associated with the Future Land Use Map and Official Zoning Map amendment require one (1) public hearing with the Community Planning & Preservation Commission (CPPC) and one (1) public hearing with City Council. If approved by City Council the application will then be processed through the Countywide Planning system requiring review and recommendation by the Planners Advisory Committee, one (1) public hearing before the Forward Pinellas Planning Board and one (1) public hearing before the County Planning Authority (CPA) for final approval.

SUMMARY

The Staff analysis is to determine whether the proposed Amendments are consistent with the policies of the Comprehensive Plan. Based on the analysis contained in this report. City staff finds that the proposed Future Land Use and Official Zoning Map amendments at the subject location are consistent with the Comprehensive Plan in the review of the Land Use, Utilities, and Transportation Elements.

RECOMMENDATION

Staff recommends that the Community Planning and Preservation Commission (CPPC), in its capacity as the Local Planning Agency, make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of the Comprehensive Plan Future Land Use Map and Official Zoning Map amendments described herein.

REPORT PREPARED BY:

Britton Wilson 7/29/2026

Britton Wilson, AICP, Planner II — DATE
Planning and Historic Preservation Division
Planning & Development Services Department

REPORT APPROVED BY:

Derek A. Kilborn 07/30/26

Derek Kilborn, Director — DATE
Planning Department

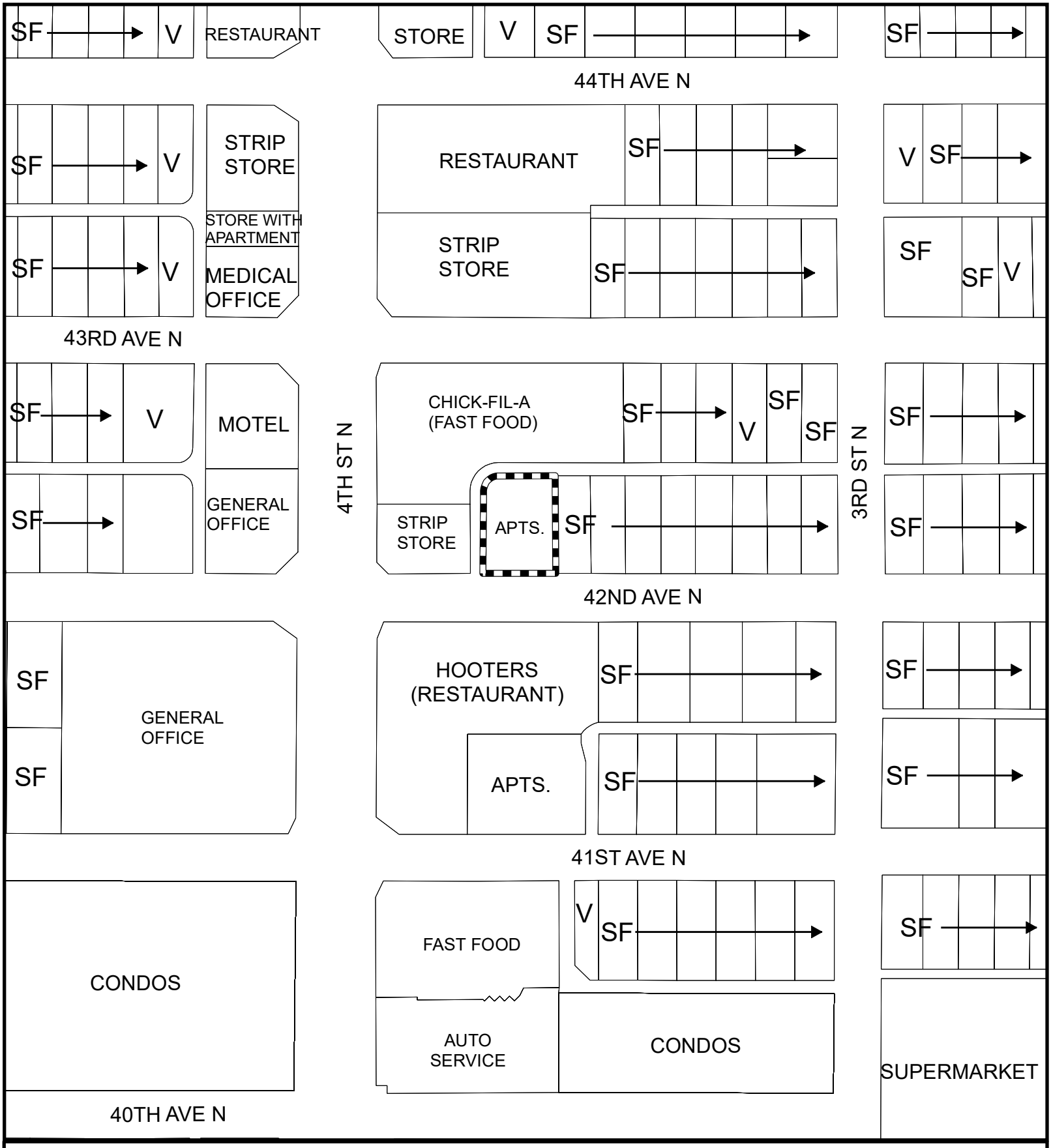
ATTACHMENTS

1. Subject Area Maps
2. Application
3. Neighborhood Participation Letter

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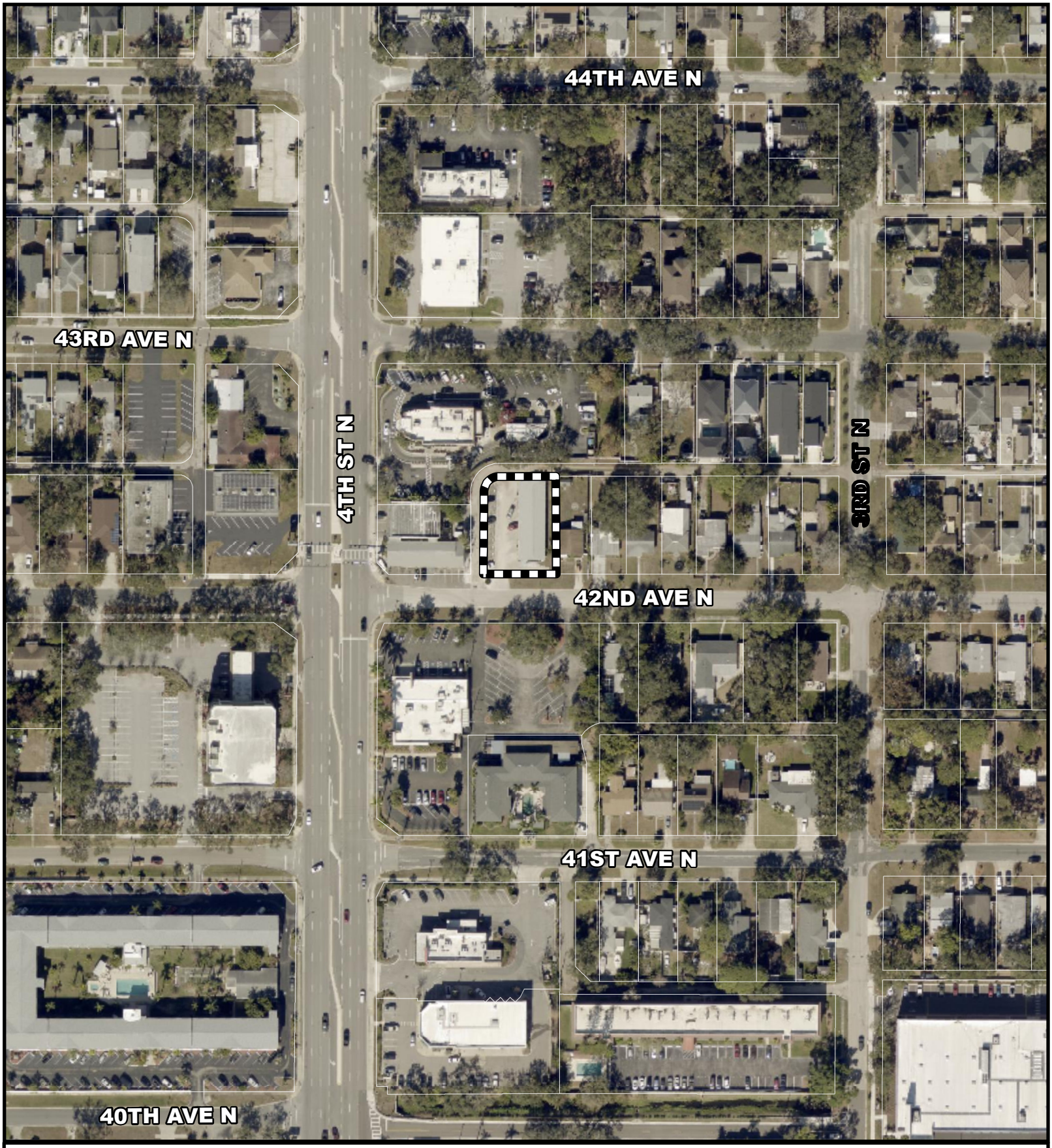
ATTACHMENT NO. 1

Map Series



EXISTING USES

CITY FILE	SUBJECT AREA	N W E S
FLUM-85		
SCALE: 1 " = 160 '		



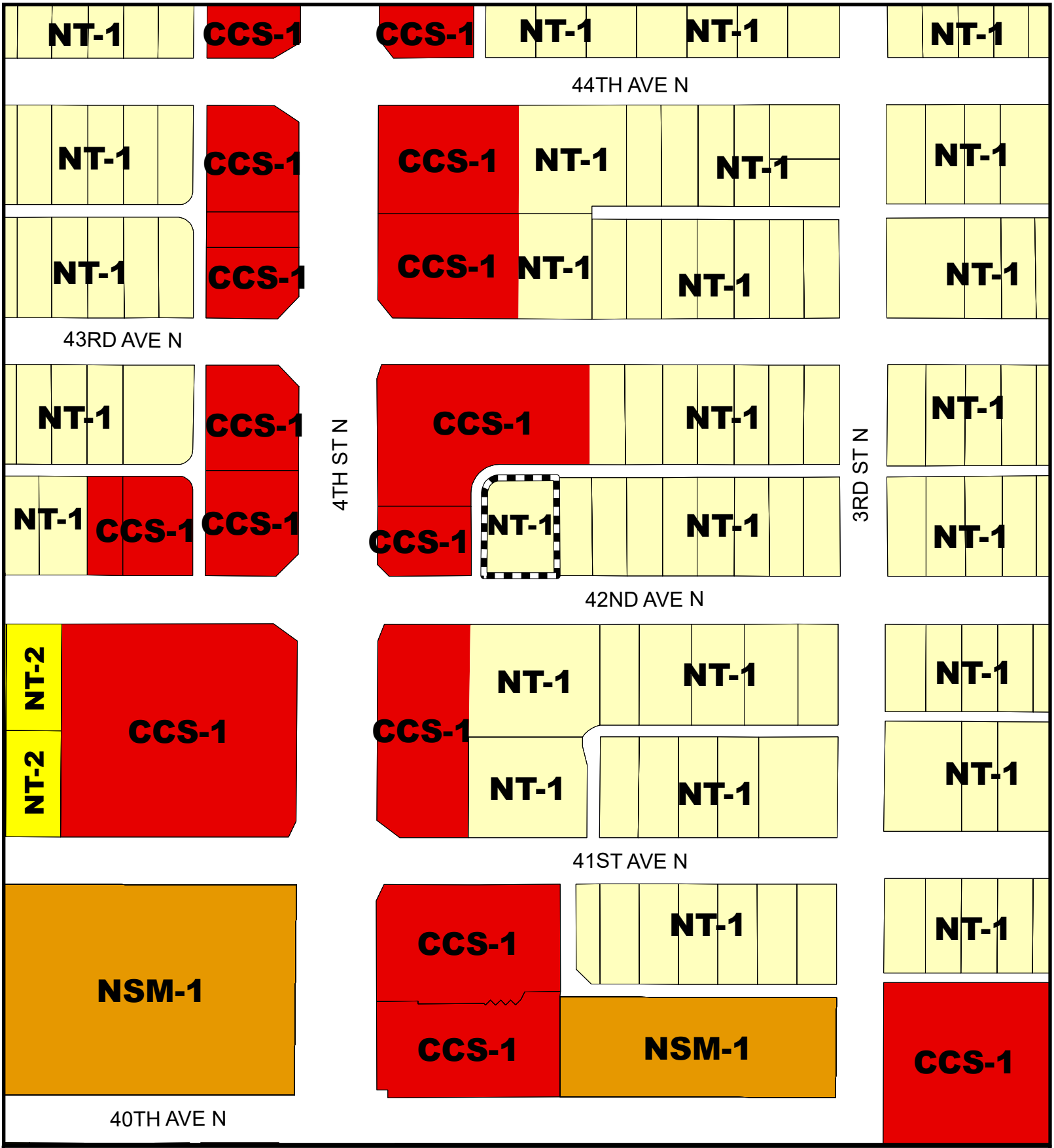
AERIAL

CITY FILE		
FLUM-85	SUBJECT AREA	N W E S
SCALE: 1 " = 160 '		



FUTURE LAND USE

CITY FILE	From: PR-R (Planned Redevelopment - Residential)	PR-MU (Planned Redevelopment - Mixed Use)
FLUM-85	SUBJECT AREA	
SCALE: 1 " = 160 '		



EXISTING ZONING

CITY FILE **FLUM-85** SCALE: 1 " = 160 '	**From: NT-1** **(Neighborhood Traditional – 1)**	**To: CCS-1** **(Corridor Commercial Suburban -1)**

SUBJECT AREA

N
W E
S

ATTACHMENT NO. 2

Application

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☑ FUTURE LAND USE PLAN CHANGE
☑ REZONING

Application No. FLUM-85
(To Be Assigned)

All applications are to be filled out completely and correctly. The application shall be submitted to the City of St. Petersburg's Planning and Economic Development Department, located on the 8th floor of the Municipal Services Building, One Fourth Street North, St. Petersburg, Florida.

GENERAL INFORMATION

APPLICATION

Date of Submittal:

Street Address: 4201 4TH STREET N

Parcel ID or Tract Number: 06-31-17-50364-000-0010

Zoning Classification: *Present:* NT-1 *Proposed:* CCS-1

Future Land Use Plan Category: *Present:* PR-R *Proposed:* PR-MU

NAME of APPLICANT (Property Owner): LANNAR LLC

Street Address: 4201 4TH STREET N

City, State, Zip: ST PETERSBURG FL 33602

Telephone No: 813-221-1584

Email Address: LANDUSE@GARDNERBREWER.COM

CITY OF ST. PETERSBURG
JUN 12 2026
PLANNING & DEVELOPMENT SERVICES

NAME of any others PERSONS (Having ownership interest in property):

Specify Interest Held:

Is such Interest Contingent or Absolute:

Street Address:

City, State, Zip:

Telephone No:

Email Address:

NAME of AGENT OR REPRESENTATIVE: T. TRUETT GARDNER, GARDNER BREWER HUDSON

Street Address: 400 N ASHLEY DRIVE, STE 1100

City, State, Zip: TAMPA FL 33602

Telephone No: 813-221-1584

Email Address: MSMITH@GARDNERBREWER.COM

AUTHORIZATION

Future Land Use Plan amendment and / or rezoning requiring a change to the Countywide Map	$ 2,400.00
Future Land Use Plan amendment and / or rezoning NOT requiring a change to the Countywide Map	$ 2,000.00
Rezoning only	$ 2,000.00

Cash or credit card or check made payable to the "City of St. Petersburg"

The UNDERSIGNED CERTIFIES that the ownership of all property within this application has been fully divulged, whether such ownership be contingent or absolute, and that the names of all parties to any contract for sale in existence or any options to purchase are filed with the application. Further, this application must be complete and accurate, before the public hearings can be advertised, with attached justification form completed and filed as part of this application.

Signature: T. Truett Gardner or authorized agent Date: June 11, 2026

Must be signed by title holder(s), or by an authorized agent with letter attached.

UPDATED 08-23-2012

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☑ FUTURE LAND USE PLAN CHANGE
☑ REZONING

NARRATIVE *(PAGE 1 of 1)*

NARRATIVE
PROPERTY INFORMATION:
Street Address: 4201 4th St N
Parcel ID or Tract Number: 06-31-17-50364-000-0010
Square Feet:
Acreage: ±0.26
Proposed Legal Description:
Lots 25 and 26 of Laughners Subdivision, according to the plat thereof as recorded in Plat Book 5, page 82, public records of Pinellas County, Florida
Is there any existing contract for sale on the subject property: No
If so, list names of all parties to the contract:
Is contract conditional or absolute:
Are there any options to purchase on the subject property: No
Is so, list the names of all parties to option:
REQUEST:
The applicant is of the opinion that this request would be an appropriate land use and / or rezoning for the above described property, and conforms with the Relevant Considerations of the Zoning Ordinance for the following reasons:
See attached memorandum.

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CITY OF ST. PETERSBURG
PLANNING & ECONOMIC DEVELOPMENT DEPT.
DEVELOPMENT REVIEW SERVICES DIVISION

DEVELOPMENT REVIEW COMMISSION
AFFIDAVIT TO AUTHORIZE AGENT

I am (we are) the owner(s) and record title holder(s) of the property noted herein

Property Owner's Name: CHICK-FIL-A INC

This property constitutes the property for which the following request is made

Property Address: 4241 4TH STREET N

Parcel ID Number: 06-31-17-12937-000-0010

Request: LAND USE/ZONING AMENDMENT

The undersigned has(have) appointed and does(do) appoint the following agent(s) to execute any application(s) or other documentation necessary to effectuate such application(s)

Agent's Name(s): T. TRUETT GARDNER, GARDNER BREWER HUDSON

This affidavit has been executed to induce the City of St. Petersburg, Florida, to consider and act on the above described property.

I (we), the undersigned authority, hereby certify that the foregoing is true and correct.

Signature (owner): _____ JOHN ROMANELLO
Printed Name

Sworn to and subscribed on this date

Identification or personally known: personally known

Notary Signature: (Print): Sara Bourcier Sara Bourcier Date: 6/10/2024
Commission Expiration (Stamp or date): 9/15/2029

STATE OF GEORGIA
SARA BOURCIER
Notary Public, Georgia
Paulding County
My Commission Expires
September 15, 2029

City of St. Petersburg – One 4th Street North – PO Box 2842 – St. Petersburg, FL 33731-2842 – (727) 893-7471
www.stpete.org/ldr

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CITY OF ST. PETERSBURG
PLANNING & ECONOMIC DEVELOPMENT DEPT.
DEVELOPMENT REVIEW SERVICES DIVISION

DEVELOPMENT REVIEW COMMISSION
AFFIDAVIT TO AUTHORIZE AGENT

I am (we are) the owner(s) and record title holder(s) of the property noted herein

Property Owner's Name: LANNAR LLC

This property constitutes the property for which the following request is made

Property Address: 4201 4TH STREET N

Parcel ID Number: 06-31-17-50364-000-0010

Request: VACATE ALLEY

The undersigned has(have) appointed and does(do) appoint the following agent(s) to execute any application(s) or other documentation necessary to effectuate such application(s)

Agent's Name(s): T. TRUETT GARDNER, GARDNER BREWER HUDSON

This affidavit has been executed to induce the City of St. Petersburg, Florida, to consider and act on the above described property.

I (we), the undersigned authority, hereby certify that the foregoing is true and correct.

Signature (owner): Mohan S. Reddy MOHAN S. REDDY
Printed Name

Sworn to and subscribed on this date

Identification or personally known: Mohan Reddy

Notary Signature: (Print): Sandra Collier Date: 4/10/2026

Commission Expiration (Stamp or date):

Notary Public State of Florida
Sandra Collier
My Commission HH 474266
Expires 2/4/2028

gbh Gardner Brewer Hudson

MEMORANDUM

To: City of St Petersburg

From: Truett Gardner

Date: May 19, 2026

Re: Narrative Statement – Land Use/Zoning Amendment

Request

This application requests approval of:

1. A Future Land Use Map Amendment from PR-R (Residential Medium) to PR-MU (Planned Redevelopment Mixed Use) for the rear portion of the subject property; and
2. A Rezoning from NT-1 (Neighborhood Traditional) to CCS-1 (Corridor Commercial Suburban) for the same area.

These requests are submitted in conjunction with a related application to vacate and relocate an existing public alley in order to create a unified and contiguous development parcel that supports the comprehensive redevelopment of the existing Chick-fil-A property located at 4241 4th Street North.

The requested land use and zoning changes are necessary to eliminate split zoning and split future land use conditions across the site and to allow the property to function cohesively as a single commercial redevelopment parcel along the 4th Street North corridor.

Property and Existing Conditions

The subject property consists of approximately 1.56 acres located along the west side of 4th Street North. The site is currently developed with an existing Chick-fil-A restaurant and associated parking and access areas.

The property is presently divided between multiple zoning districts and future land use designations, including commercial frontage along 4th Street North and residentially designated property at the rear of the site. In addition, an existing 16-foot-wide public alley traverses the property, creating a fragmented development pattern and limiting the site's ability to function efficiently.

The rear portions of the property currently designated PR-R and zoned NT-1 are not utilized as a standalone residential area and instead function as part of the existing commercial site. These split entitlements are remnants of historic development patterns that no longer reflect the operational realities or corridor context of the property.

Proposed Redevelopment

The Applicant proposes to redevelop the site with a modern Chick-fil-A restaurant prototype consisting of approximately 5,000 square feet together with substantial site and infrastructure improvements.

The redevelopment includes:

- Improved vehicular circulation and drive-through operations

- Enhanced pedestrian safety and accessibility
- Modernized landscaping and buffering
- Upgraded stormwater and utility infrastructure
- Improved internal organization of parking and service functions
- Relocation of the existing alley to a new alignment that better supports safe and efficient site operations

The proposed alley relocation is a critical component of the redevelopment plan because it allows the site to operate as a unified commercial parcel while maintaining alley connectivity and utility access.

Narrative

This application requests approval of a Future Land Use Map Amendment from PR-R (Residential Medium) to PR-MU (Planned Redevelopment Mixed Use), together with a rezoning from NT-1 (Neighborhood Traditional) to CCS-1 (Corridor Commercial Suburban) for the rear portion of the subject property located at 4241 4th Street North. These requests are being submitted in conjunction with a related alley vacation and relocation application that will allow the property to function as a unified and contiguous development parcel as part of the proposed redevelopment of the existing Chick-fil-A site.

The subject property consists of approximately 1.56 acres located along the west side of 4th Street North. The property is currently developed with an existing Chick-fil-A restaurant and associated parking and circulation areas. Although the site has historically functioned as a single commercial property, portions of the rear area retain residential future land use and zoning classifications that no longer reflect the established development pattern or operational character of the site. In addition, an existing 16-foot-wide public alley bisects the property and creates physical and operational constraints that limit the ability to modernize and improve the site.

The Applicant is proposing a comprehensive redevelopment of the property with a modern Chick-fil-A restaurant prototype and substantial site improvements intended to enhance circulation, improve pedestrian safety, modernize infrastructure, and create a more efficient and organized site layout. As part of this effort, the existing alley is proposed to be relocated to a new alignment that preserves public access and utility functions while allowing the redevelopment site to operate cohesively. The relocation of the alley is critical to the overall redevelopment plan because it removes conflicts between customer circulation, service activity, and pedestrian movement that currently exist under the existing configuration.

The requested Future Land Use Map Amendment and rezoning are necessary to establish a consistent planning and regulatory framework across the entire property. The current split land use and zoning pattern creates unnecessary limitations on site design and does not reflect the corridor-oriented commercial character of the property or surrounding area. The rear portions of the site currently designated PR-R and zoned NT-1 are not utilized as independent residential property and instead function as part of the existing commercial development. Retaining residential entitlements on these portions of the site creates fragmented development conditions that are inconsistent with the intended redevelopment and with the broader land use pattern along 4th Street North.

The proposed PR-MU future land use designation and CCS-1 zoning district are appropriate for this location because they support coordinated commercial redevelopment along a major corridor while allowing the property to function as a unified site. The request does not introduce a new commercial use into an established residential neighborhood, but instead aligns the rear portions of the property with the existing and long-standing commercial use of the site. The proposed amendment and rezoning eliminate split entitlements, improve site planning opportunities, and facilitate a safer and more efficient development pattern.

The redevelopment will significantly improve existing conditions on the property and along the surrounding corridor. The proposed site plan is designed to improve internal circulation, reduce conflicts between vehicles and pedestrians, modernize stormwater and utility infrastructure, and provide updated landscaping and buffering. The relocation of the alley further enhances compatibility by separating service functions from customer areas and organizing operational activity in a more predictable and efficient manner.

gbh

The proposed Future Land Use Map Amendment and rezoning are consistent with the goals, objectives, and policies of the City of St. Petersburg Comprehensive Plan related to corridor redevelopment, reinvestment, efficient land utilization, and transportation safety. The requests support continued investment along the 4th Street North corridor and allow redevelopment to occur within an existing urbanized area where infrastructure and services are already available. The proposal also promotes a more coordinated land use pattern and removes outdated entitlement conditions that no longer reflect the character or function of the property.

Surrounding properties along the corridor are characterized by a mixture of commercial, office, service, and institutional uses that support the role of 4th Street North as a major commercial corridor within the City. The proposed land use and zoning designations are therefore compatible with the surrounding development pattern and consistent with the evolving character of the corridor. The redevelopment of the property represents a substantial reinvestment into the area and will improve both the appearance and functionality of the site.

Overall, the requested Future Land Use Map Amendment from PR-R to PR-MU and rezoning from NT-1 to CCS-1 are appropriate and justified based on the existing character of the property, the surrounding corridor context, and the proposed redevelopment plan. The requests will allow the site to function as a cohesive commercial parcel, facilitate the relocation of the existing alley in a safer and more efficient manner, and support continued reinvestment along 4th Street North. For these reasons, the Applicant respectfully requests approval of the applications.

gbh

FORWARD PINELLAS
P: (727) 464.8250
F: (727) 464.8212
forwardpinellas.org
310 Court Street
Clearwater, FL 33756

May 27, 2026

RE: Pre-Application Meeting for Potential Countywide Plan Map Amendment

Good morning,

Thank you for meeting with Forward Pinellas staff on May 27, 2026, to discuss your potential Countywide Plan Map amendment for 4201 & 4241 4th St N. The potential amendment includes changing the parcel designation from Residential Medium to Multimodal Corridor.

Based on our preliminary review and discussion during the pre-application meeting, we have no additional comments or concerns regarding the proposed amendment at this time. We encourage you to proceed with the next steps in the application process as discussed during the meeting.

As a reminder, this meeting does not constitute an official filing of your application. The proposed amendment will be formally reviewed once a complete application packet has been submitted.

If you have any questions, please feel free to call me at 727-464-8220 or email me at ewennick@forwardpinellas.org.

Sincerely,

Emma Wennick

Emma Wennick
Program Planner

Outlook

Fw: Notice of Intent to File Application – 4201 & 4241 4th St N (Chick-fil-A Alley Vacation)

From Megan Smith <msmith@gardnerbrewer.com>
Date Wed 5/20/2026 11:58 AM
To Britton N. Wilson <britton.wilson@stpete.org>

3 attachments (1 MB)
EXECUTED LU-REZ AFFIDAVITS.pdf; FLU_REZ APPLICATION FOR LANNAR PARCEL.pdf; lu_rez Narrative.pdf;

For your records.

Megan Smith
signature_634041323
O: (813) 221-1584
M: (727) 483-3531
E: msmith@gardnerbrewer.com
gardnerbrewer.com

From: Megan Smith <msmith@gardnerbrewer.com>
Sent: Wednesday, May 20, 2026 11:42:22 AM
To: CONA <president@stpetecona.org>; Allendale Oaks Neighborhood Association <allendaleoaks2016@gmail.com>
Subject: Notice of Intent to File Application – 4201 & 4241 4th St N (Chick-fil-A Alley Vacation)

Dear CONA and Allendale Oaks Neighborhood Association Members,

I hope you are doing well.

On behalf of the Applicant, I am writing to provide formal **Notice of Intent to File an Application** for the proposed alley vacation associated with the Chick-fil-A redevelopment project located at **4201 & 4241 4th Street North**.

In accordance with City of St. Petersburg pre-application requirements, we are providing this notice at least 10 days prior to submission of the formal signed application. Attached for your review is a draft of the application materials for your reference.

We welcome any questions or feedback you may have and are happy to provide additional information as needed as the project moves through the review process.

We appreciate your time and look forward to continued coordination.

Megan Smith
Land Use

gbh Gardner Brewer Hudson

O: (813) 221-9600 | D: (813) 221-1584
E: msmith@gardnerbrewer.com
400 N. Ashley Dr., Ste. 1100, Tampa, FL 33602
gardnerbrewer.com

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Outlook

FW: 4th St Chick Fil A Pre-app Land Use and Zoning Change

Organizer	Britton N. Wilson <Britton.Wilson@stpete.org>
Meeting time	This event occurred 4 months ago (Tue 1/27/2026 3:30 PM - 4:15 PM)
Location	Microsoft Teams Meeting
My response	Accepted
Required attendees	Britton N. Wilson, Derek Kilborn, Megan Smith
Message sent	Tue 1/27/2026 3:25 PM

From: Britton N. Wilson <Britton.Wilson@stpete.org>
Sent: Tuesday, January 20, 2026 11:32:10 AM (UTC-05:00) Eastern Time (US & Canada)
To: Britton N. Wilson <Britton.Wilson@stpete.org>; Derek Kilborn <Derek.Kilborn@stpete.org>; Megan Smith <msmith@gardnerbrewer.com>
Subject: 4th St Chick Fil A Pre-app Land Use and Zoning Change
When: Tuesday, January 27, 2026 3:30 PM-4:15 PM.
Where: Microsoft Teams Meeting

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 259 229 805 518 83

Passcode: qs9j5Tw3

Dial in by phone

+1 727-767-9690,,246901109# United States, St Petersburg

Find a local number

Phone conference ID: 246 901 109#

For organizers: Meeting options | Reset dial-in PIN

ATTACHMENT NO. 3

Neighborhood Participation Letter

NEIGHBOR OUTREACH MEETING SUMMARY

Project: Chick-fil-A Redevelopment
Property Address: 4241 4th Street North, St. Petersburg, Florida
Meeting Date: April 18, 2026

Participants:
Anna M. Gentry, Neighboring Property Owner
363 42nd Avenue North, St. Petersburg, FL
David Neely, Chick-fil-A Franchisee

Summary of Discussion:

Ms. Gentry was unable to attend the neighborhood meeting regarding the proposed redevelopment of the Chick-fil-A restaurant located at 4241 4th Street North. At her request, Mr. Neely met with Ms. Gentry on April 18, 2026, to discuss the project and answer any questions she had regarding the proposed redevelopment.

During the meeting, Ms. Gentry's primary question related to the buffering and landscaping that would be provided between the redevelopment site and neighboring properties. Mr. Neely explained that the project would meet all applicable code-required buffering standards and agreed to the erecting of concrete wall between Ms. Gentry's home and the alleyway.

Ms. Gentry indicated that her questions had been addressed and expressed appreciation for the opportunity to discuss the project directly with Mr. Neely. Based on the information presented during the meeting, Ms. Gentry stated that she had no objections to the proposed redevelopment.

This summary is intended to accurately reflect the discussion that occurred on April 18, 2026.

Anna M. Gentry
Date: 7/10/26

David Neely
Chick-fil-A Fourth Street North, Owner/Operator
Date: 7-10-26

CITY OF ST. PETERSBURG
COMMUNITY PLANNING & PRESERVATION COMMISSION
PUBLIC HEARING

Council Chambers, City Hall **August 11, 2026**
175 – 5th Street North **Tuesday**
St. Petersburg, Florida 33701 **2:00 P.M.**

MEETING MINUTES

Commissioners Present: Shannon Nelson, Chair
Ashley Nuccio
Abel Carrasco
Treva Davis
Domenico Pontoriero
Monica Drake, 1st Alternate
Dr. William "Will" Michaels, 3rd Alternate

Commissioners Absent: Joseph Magnello, Vice Chair
Robert "Bob" Jeffrey
Lisa Wannemacher, 2nd Alternate

Staff Present: Derek Kilborn, Director, Planning Department
Mark Vanlue, Housing and Community Development Assistant Director
Britton Wilson, Planner II
Kelly Perkins, Historic Preservationist II
Cindy Kochanek, Historic Preservationist II
Heather Judd, Assistant City Attorney
Anastasia Underwood, Assistant City Attorney
Iris Winn, CPPC Clerk

The public hearing was called to order by Madam Chair Shannon Nelson at 2:00 p.m., with a quorum present.

A. OPENING REMARKS OF CHAIR

B. ROLL CALL

C. PLEDGE OF ALLEGIANCE AND SWEARING IN OF WITNESSES

D. APPROVAL OF MINUTES (Approval of July 14, 2026, Meeting Minutes)

The minutes from the July 14, 2026, meeting were approved by a unanimous vote of the commission.

DRAFT

E. PUBLIC COMMENTS

No public comments were made during this portion of the meeting.

AGENDA ITEM F.2 CITY FILE NO. FLUM-85 – Chick-fil-A

Request: Private-initiated application requesting an amendment to the Future Land Use Map from Planned Redevelopment – Residential (PR-R) to Planned Redevelopment – Mixed Use (PR-MU) and a concurrent amendment to the Official Zoning Map from Neighborhood Traditional – 1 (NT-1) to Corridor Commercial Suburban -1 (CCS-1) for the eastern portion of the subject parcel totaling a 0.26-acres. The purpose of the proposed amendments is to allow for expansion of the existing Chick-fil-A fast food restaurant located to the north.

Owner/Applicant: Lannar LLC

Address: 4201 4th Street North, eastern portion only, lots 25 and 26

Parcel Id No.: 06-31-17-50364-000-0010

Staff Contact: Britton Wilson, Planner II | Britton.Wilson@stpete.org

CPPC Conflict: None

Council District: District 3 | Council Member Mike Harting

City Staff PowerPoint Presentation – Britton Wilson: Again, Britton Wilson, City Planner, for the record, presenting proposed Land Use and Zoning Amendments for 4201 4th Street North, initiated by Chick-fil-A. And the purpose of the amendments is to allow for redevelopment and expansion of the existing Chick-fil-A fast food restaurant. The subject property consists of a 0.26 acre portion of a lot that is adjacent to the south of the existing Chick-fil-A fast food restaurant that has road frontage on 4th Street North, which is a minor arterial roadway consisting predominantly of suburban auto-oriented commercial development. The subject site was developed in the 1950s with a seven-unit single-story multi-family apartment building, where directly west of the site, under common ownership, is the Village Shops commercial strip. To the south is the Hooters restaurant and surface parking, followed by apartments, and then to the west of 4th Street North is office, retail, and banking. Then a motel and more medical office space, and directly east is the Northeast Park single-family neighborhood. This is a Future Land Use map showing the subject property as designated Planned Redevelopment Residential or PRR, which is proposed for amendment to Planned Redevelopment Mixed Use or PRMU to match the adjacent property to the west and north and other lots fronting 4th Street North. This is a zoning map where the subject property is currently zoned Neighborhood Traditional or NT-1 and is proposed for change to corridor commercial suburban or CCS-1, shown in red, to match the adjacent property to the north and west and those fronting 4th Street, and is consistent with the CCS-1 depth as it extends on 4th Street North from 29th Avenue North up to Gandy Boulevard. So the star represents the subject property, and it shows that it is in keeping with the commercial depth average on this roadway. The change in zoning from NT-1 to CCS-1 will provide for increases in development potential and allow commercial uses that will prevent permit the expansion of the neighboring Chick-fil-A.

DRAFT

So, as noted in the staff report, the proposed amendments are consistent with many policies of the Comp Plan, and to highlight a few, the proposal furthers these policies as the proposal is in keeping with the established development character of 4th Street North, which is predominantly consists of auto-oriented suburban development that is supported by heavy commuter traffic, moving between downtown Gandy Bridge and I-275. Staff has received one public comment letter in opposition that was emailed to the commission that had many concerns, such as the proliferation of trash, debris, flooding, and the removal of existing affordable housing. An applicant did meet with the adjacent neighbor abutting the property, who signed a letter of no objection, which is also included in the agenda packet. And with that, staff recommends a finding of consistency with the Comprehensive Plan for the proposed Future Land Use change from Planned Redevelopment Residential to Planned Redevelopment Mixed Use, and concurrent rezoning change from Neighborhood Traditional to Corridor Commercial Suburban, because it is consistent with the neighborhood's established Land Use and Suburban zoning pattern. And while the zoning does encroach into the neighborhood further than existing, it is in keeping with the zoning depth to the north and south and much of the 4th Street corridor, and that concludes my presentation. And this applicant also has a presentation.

Agent PowerPoint Presentation – Megan Smith:

Good afternoon. Megan Smith with Gardner for Hudson, 400 North Ashley Drive, here on behalf of the applicant. Subject site…I'm going to kind of hit a little quickly. I know Britton covered all of it very well. So, 4201 4th Street…we are talking about that eastern 0.26 portion of the property. The entire parcel is outlined in red. That alley bifurcates the property and actually creates a split zoning and split Comp Plan amendments. We are requesting limited commercial expansion, which does align with the commercial development to the north and to the south. It's proposing an existing development for the commercial properties and creates a logical land use boundary between those two pieces. We are also proposing to relocate the alley, so it's actually going to turn in a little bit sooner, which will create a nice boundary between the neighborhood use and the Chick-fil-A use as it exists today.

Diving into the request, we are requesting to amend the zoning map from NT-1 to CCS-1. Again, it does not extend beyond the commercial development as it exists today to the north and the…excuse me…north and the south. In proposing to change the Comp Plan from PRR to PRMU, this is in alliance with the land use boundaries that we're already seeing in existence and supports a logical transition. Kind of diving into why we're here. So Chick-fil-A currently, as we all know, is located on 4th Street location to the north of the subject site. They are looking to create a unified development using the entire 1.56 acres and improve the landscaping, green space, and construct a nice perimeter wall and landscape boundary to separate those eastern properties from the Chick-fil-A as it exists today.

The development also will bring in sidewalks on 42nd Avenue North that don't exist today with the new developments. Vehicle maneuvering that we're currently kind of shaking around and looking at is going to double the parking spaces on the subject property. It will create a true double drive-through. Currently, if you've been to that location, it can wrap the building at times, and so this will create that double drive-through that we see, similar to the Tyrone location, and then it will have additional stacking. Again, we're going to relocate that alley, and I want to make clear that there is no access from the alley to the Chick-fil-A site.

DRAFT

Both will come onto 42nd Avenue separately from each other. And this is the rendering as it exists today of what we're looking to develop. And so, with that, I'm going to pause for a moment and hand it over to Dave. He is the operator on site, so he can really talk to you about the community outreach and why this location is best.

Applicant Presentation (Continued) – David Neely:
Good afternoon. My name is David Neely, and I'm the owner and operator of Chick-fil-A, 4th Street. Additionally, I'm a third-generation resident of St. Petersburg. In 1996, at the age of 25, I became a Chick-fil-A franchisee. My goal was simple: to bring a freestanding Chick-fil-A to my hometown. Three years later, in 1999, that dream became a reality when we opened our restaurant at 4241 4th Street, the first standalone Chick-fil-A in Pinellas County. For the past 27 years, this community has generously embraced us. In return, we have worked hard to support the people and organizations that make St. Pete a special place to live. We truly believe we are a neighborhood restaurant, and that relationship with our community is something we value deeply. This is why this project is so important to me. It represents an opportunity to serve our community, invest back into our community that has supported us for nearly three decades, and to create a restaurant that is truly special that we can all be proud of. My personal mission is to serve each guest with the highest level of civility and hospitality, and to make St. Petersburg a better place to live and work. We're excited about this project, and we look forward to continuing to serve St. Pete for years to come. Thank you.

Megan Smith: And just want to kind of touch on it a little bit further too for neighborhood outreach. Dave and his team, starting in March, when we were looking at the site, went and met with all of the neighbors. We also then invited and hosted a neighborhood meeting at the Spear YMCA location to again just meet with everybody, hear thoughts, hear feedback, hear concerns, and then the immediately adjacent owner to this location so that south side, Miss Gendry, she was unable to attend the meeting. So Dave went and met with her separately, and then also got her letter of no opposition and support, understanding with what the changes were being proposed. You want to add anything to that part?

David Neely: Yeah. At the meeting, able to have an open house, answer any questions, share a proposal, our excitement for the project. The meeting was very well received. Residents and business owners adjacent to our property were invited, and in between that time, we have been able to circulate the neighborhood. And the feedback that we received has been very positive.

Megan Smith: Thank you. And then with that, I just wanted to kind of touch on some criteria. I know that you guys are reviewing it and wanted to make sure that we were kind of dotting all of our i's and crossing all of our t's in review. This is consistent with multiple Land Use policies and it supports that infill redevelopment objective that you guys have on your books. Additionally, there are no environmentally sensitive lands, and we're talking about a 0.26 acre eastern portion of this property. So it's again split zone. So we're just bringing that eastern piece up to with the western portion of the property. There is existing capacity with public services and utilities. The proposal will increase the internal circulation, improve the increase…improve the internal circulation, increase the parking, increase that on-site stacking, and just create a more efficient running facility. The final development will come back for further review when we start shaking out just those nitty gritty details.

DRAFT

But wanted to give you guys an overview of what we're looking at today with this proposal, and it'll accommodate everything that we're proposing on site. Again, everything is efficient and running with the redevelopment that we're proposing, and it's consistent with that mixed-use corridor that we see along 4th Street to the north and the south. And relocating that alleyway will create an additional buffer between the residents to the east and then this property. And finally, staff, as noted, they are finding everything consistent with the Comprehensive Plan and recommending approval. And we respectfully ask the same. And available for any questions.

Madam Chair Nelson: Thank you. I did not receive any comment cards on this application, so we're going to move into cross examination. Does city staff have any cross for the applicant?

Britton Wilson: Staff waives.

Madam Chair Nelson: Does the applicant have any cross? All right. And then any closing remarks from the city?

Britton Wilson: Staff waives.

Madam Chair Nelson: And then, does the applicant have any closing remarks?

Megan Smith: We'll waive closing remarks, but available for questions.

Madam Chair Nelson: Thank you. So now we're going to move into executive session. I'll make my comments really quickly. First, I know for a Land Use Map, we are not supposed to be considering the redevelopment of the property and proposed future use into it. So I am attempting to separate that. I am concerned about the loss of residential units and particularly small-scale residential structures in our city that we are actively losing. One of my other biggest concerns was the location of the alleyway, which you guys did describe, which is going to the east. Additionally, another one of my concerns, and then I'll kind of step away from this, is the ingress and egress points along the neighborhood streets, not on 4th Street North. Those are concerns of mine, and I, I'm not going to be voting in favor of this application for the rezoning. So, I don't know if any of my other commissioners have any questions.

Commissioner Davis: Yeah, I have a question. In the apartments, are there currently residents living in the apartments? And if there are, what are your plans to, I guess, move? Are there any plans to help those residents move if they…they are living in there?

Megan Smith: No, excellent question. So, when we had our neighborhood meeting, we did have a couple of residents in attendance. One of the gentlemen that was there that spoke during it was a hurricane displacement while he was renovating his home, so it was a temporary lodging situation. We have been working in coordination with the landlord to help make sure that anybody that is using it more long term is able to find different options available to them, and also very clear about like what the timeline would be. Obviously, getting through this process, permitting, so it's not anything that would be like an expeditious manner. So that is the insight that we've been given.

DRAFT

Commissioner Davis: So, that…that…and I'll just go and record. That is my concern again. Piggybacking on what Commission Chair has said, my concern is losing affordable housing when we're already in a crisis, and if those residents need to move, what assistance will they have with moving, and what assistance will they have with finding another comparable place to live? I know that's something we're not supposed to consider, but we're humans, right? So, those are my really big concerns, and I remember if…if there is if there would be any assistance also with helping them find something that is equivalent that they would be able to afford if this passes, and…and so that that is why I'm very hesitant on this.

Megan Smith: Would you like me to?

Commissioner Davis: Yes.

Megan Smith: Sorry, I just wasn't sure. So, like I said, we have been working with them. We've been looking at the rent rates. It's actually not deemed affordable, and I know Britton covered it a bit in her staff report. They were originally designed as hotels, so it's small units that are going there, and the price per square footage appears to be pretty much shaking out to close to market rate or maybe higher upper AMI, but we are making every effort to help them and…and help find them…the people that are still there that weren't using it for temporary lodging for hotel dis- sorry, hurricane displacement to make sure that they are finding housing that works for them and is within the time and again working within like a longer time period so that they can find the right home and the right fit for them. So definitely want to make sure we're continuing to be a good partner and continue having those dialogs with the residents that use it, do use it longer term.

Commissioner Davis: Thank you.

Commissioner Drake: I…I enjoy that there are…it seems to me some safety aspects to this. Adding a sidewalk to 42nd Avenue North. Will that go around 4th onto 42nd, and then just stop at that property to the east?

Megan Smith: Yes, ma'am.

Commissioner Drake: And then I also like the fact because I…I…I go past a lot of Chick-fil-A's and they are backed out actually into traffic, so that's a huge concern. So, kind of widening the space and kind of directing them into the parking lot and having that double wide drive-through seems like a safer option than having them kind of lined up on 34th Street. So I…I really like that. I've seen at other Chick-fil-A 's they actually have like drive-through valets. Do you intend to have any anything like that or signage that helps people understand this is a…you know if you go east that's residential so please slow down. Any…any comments on what…what the plan is for that?

Megan Smith: Definitely. I'm going to touch on a couple and then I'm going to pass over to Addie Clark is from Gardner Brew as well just make sure we're hitting all the questions there. So in terms of operations, completely spot on. Our goal is to make sure it's well signage, keeping everything in. If you've been on the site currently, there are signs to make sure that we're keeping people out of that residential neighbor as much as possible. There's a median on…make sure I'm orienting my streets properly, on 43rd.

DRAFT

There's kind of like that center median going to push these people to the left. Similarly, 42nd, there's that Hooters directly across, and so our drives and everybody will kind of align. So it'll push everything back towards 4th Street and then let everybody kind of continue on along how they would like to. I'm gonna give it to Addie real fast. It's just I know the 4th Street conversation has come up, and why we're using those access points so that she can highlight onto that. But definitely, they are looking at all efficient operations twofold. One, I don't know if you've been to this location, making sure Saturday sports day games there's ample parking, so that all of that parking that does occasionally happen on neighborhood streets, it's all going to be able to be kept onto the site. Double drive through, more stacking when needed, and then also kind of being able to use like that mobile order pickup, the valet pickup, just really implementing all of those tools that Chick-fil-A has brought into process to make it as efficient as possible but also give us the quality of care that we're all looking to.

Commissioner Drake: It sounds like there was a traffic study done in…

Megan Smith: …there…yeah, they are working through traffic study. We've got the preliminary piece back just as we continue to progress this forward. So, is traffic study has been completed or not been completed, has been in progress, and then meetings with FDOT have occurred for 4th Street in that location. So, both of those pieces have been brought into play, but definitely extending pedestrian sidewalks and making sure that it's safe for the neighborhood residents that want to walk up and get a banana milkshake. Not…not clearing out what I'm after, but those different pieces, so making sure that everything is well allocated, signage professional, you know, buffering to that resident community and everything along that nature. So with that, I'm going to let Addie speak to the 4th Street piece of it, just make sure we're covering all those questions you guys have.

Addie Clark: Good afternoon, Addie Clark for Entertainer Ashley Drive with Gardner Brewer Hudson as well, but I also am a licensed Professional Engineer in the state of Florida. So, Megan did a great job, she actually covered most of what I was going to say, but just a little bit to touch back on the 4th Street location. The group did meet with FDOT early on in the process to discuss that. 4th Street is an Access Class Seven roadway. There's currently that driveway there, and actually FDOT requested that that driveway be removed for safety and operational purposes. So, and we definitely agree that the closure of that current access point is the safest option here, and that the two options to the north and south really provide that site circulation that we…we love to see in inclusion with those two driveways that we have for stacking that will really just improve operations. And then, in terms of the question about the valet ordering, the…the folks that you see out there typically with the iPads and such that really help that efficient maneuvering of…of vehicles through the drive-through. Those will still be out there, so you'll see those…those folk out there doing what they do best and getting our orders as quickly as possible and make sure that people go from point A to point B as safely as possible as well. So, so that's the question about FDOT and available for any questions at all. But again, we were requested to remove that driveway from…from that department.

Madam Chair Nelson:

Megan Smith: Thank you.

DRAFT

Commissioner Drake: Thank you. Yeah, I would be. I think this looks like a great design. I'd be in favor of approving this. It's consistent with the Future Land Use, and it's got all the safety features that you talked about. Sounds like a good plan.

Commissioner Nuccio: I share the same concern with the housing. Of course, I get that. I live in Allendale Oaks, actually, so Chick-fil-A is kind of our landmark, I would guess. Everybody knows it's like turn left to Chick-fil-A. So I'm trying to take it that out of the equation, but the crosswalks have come in recently, and so I, as we mentioned, I think the crosswalks were a really big deal because that connected us over to the other side, and people can get to Coffee Pot Bayou, and there's…there's more walkability because of it, so looking at this plan, I do think that having those sidewalks there is also going to improve both of the neighborhoods on either side of 4th Street. As the staff outlined in the report, it's consistent with the Comprehensive Plan. So I would say that I would weigh that a little bit heavier, and I would approve this rezoning.

Madam Chair Nelson: Yes.

Commissioner Carrasco: I have a quick question for the applicant on this. This is just for my personal clarification, probably edification on this, really. So, obviously, our subject parcel is owned by Lennar LLC, but it looks like the adjacent Chick-fil-A, the existing Chick-fil-A, is actually owned by Chick-fil-A corporate is that correct? How does how do those logistics work if we don't own the same parcels?

Megan Smith: We hold hands and have a lease agreement, so we're working with landlord, have a great relationship with them, and so it'll be a partnership between the two…for…Chick-fil-A is not at this time purchasing property.

Commissioner Carrasco: Okay. Thank you.

Madam Chair Nelson: Yes?

Commissioner Pontoriero: So my concern again is…is the zoning, which is really what we're voting on. The…the change to quarter Commercial Suburban and the creeping commercialization of the corridor into the residential neighborhood, and the reason I'm concerned about this is because, I…I'm…4th Street in particular is a business corridor that is known for having a lot of smaller businesses along…along its…along its…along that corridor. I'm worried about creating an environment that might be more akin to what we see over on the west side of our city, Tyrone, which is you know rampant with…with pedestrian issues and…and other urban problems that we are that are challenging.

So that's what I am most concerned with. I actually commend all the work that you've done. I've studied access management, so I appreciate the way you have thoughtfully planned out the flow of traffic through the space. And so I'm…I'm a little bit on the fence with this one. There's no…no one here in opposition or support. I tend to…I like to lean onto the residents in the area and people that have the you know are invested in that area. I like to…I think everything is contextual, and so I like to…to lean on them.

DRAFT

And I would have liked to like to have seen and…and heard, you know, heard people speak to what they want to see in this space, and so yeah, I'm…I'm kind of on the fence. Just to clarify, so are there plans to…from your presentation? I'm getting the impression you're planning to…are there plans to demolish what is on those sites currently and then expand the parking lot south. Is that what I'm seeing?

Megan Smith: Correct. And Iris, would you pull back up the just so we can? I'm a visual person, so that we can all…all be on the same page. Thank you. So, kind of just give you an existing. So, yeah, currently Chick Fil A is orientated running east and west on the property. The proposal would shift it. So that's now the entire site showing the alley being relocated more easterly to be able to buffer between the two, and so it would be a demo of the site, including the existing Chick-fil-A from 1999, and then reconstructing it and almost rotating. Well, not almost rotating that orientation with that closure of the 4th Street access from FDOT and then being able to really create that vehicle circulation…

Commissioner Pontoriero: I see, I see. I again…I appreciate the engineering that went into this and the…the flow of traffic, and you got lots of parking. But also, again, this is what I'm concerned about, right? So, this is an entire city block that that is occupied really by a parking lot, and that's unfortunately what I'm really concerned with, I'm…you know, I don't have a problem with the project itself. I have a problem with, from a sort of city planning perspective, what we would accomplish if we sort of move forward with this. So that's…that's where I'm standing. So I'm leaning towards no, unfortunately.

Madam Chair Nelson: I have a question. So, we've been discussing that residential to the east or southeast, but this picture also shows the removal of those, you know, small strip stores as well, fronting 4th Street.

Megan Smith: Correct.

Madam Chair Nelson: Okay.

Megan Smith: Yes, the landlord…

Madam Chair Nelson: So we'd be getting rid of retail and residential…?

Megan Smith: The landlord would, yeah, give up the entire property through a ground lease, and then the Chick-fil-A would be relocated to that location.

Madam Chair Nelson: And we did not receive any comments from the village shops as well. Oop, sorry. Okay. Yeah, that does not change my answer. I will still be voting no.

Commissioner Michaels: Well, I'm on the fence on this as well. I am troubled by the loss of the apartment complex there again. That speaks to the concern about the need for housing in our city. But you know, we do need to balance that with commercial development, and we certainly have a lot of commercial development along 4th Street. Overall, regarding the policies, it seems to be a very similar application to the one we just approved.

DRAFT

The neighborhood input is also important here. You know, it would be nice to hear from the immediate surrounding neighbors regarding their feeling about the plan. I mean, we…we have this tension here of commercial development along 4th Street, and then we have the…the housing. You know, just in some cases, not even a block off, but certainly a block off and two blocks off. So, as our community evolves and we become more, there's the need for more commercial amenities, you're going to have this tension, which is hard to resolve between the immediate residential area and the and the commercial area, I don't think there's any clear…clear answer on that right now. So I'm…I'm pondering.

Megan Smith: Sorry to interrupt you. The there should be in their staff or in your staff report, the immediately adjacent neighbor to the site that we're talking about did submit a letter. So, the operator did meet with her personally, Miss Gentry, and then she submitted a letter into the record that stated that she was not in opposition. She was okay with the plans as they're proposing them. Asked for a wall, which Chick-fil-A was happy to accommodate, just to give it an even more intense buffer between the two of those properties, and so that would be the most immediately adjacent neighbor...

Commissioner Michaels: Thank you for pointing that out. I do have one kind of technical question here in the staff report. There's reference to the max index. I'm not familiar with that. What…what exactly is that? We have a score there of 13 versus a countywide average of 8.1.

Britton Wilson: That's a Ford Pinellas number. So, they developed recently in the past couple years a max index. So instead of just looking at the efficiency of traffic, we're looking at all modes of transportation, and so they've gridded out the county and then certain grid cells, and they score it based on the amount of transportation accommodations to bikes, pedestrians, and whatnot. And so the higher the number, I think, is the better…better transportation accessibility.

Commissioner Michaels: Higher is better?

Britton Wilson: Yeah.

Commissioner Michaels: Okay.

Commissioner Davis: I have one…

Madam Chair Nelson: Yes?

Commissioner Davis: …follow-up question. The…the small business owners that are in the village. Is there any discussions with them on their placement since they will be…those buildings will be torn down also?

Megan Smith: It's our understanding that the landlord has been in communication with them as well and having those conversations.

Commissioner Davis: Okay, thank you.

DRAFT

Commissioner Pontoriero: I would be so. There's actually a business that I frequent that is in that plaza. It's called Galleria Aquatica, and it is…a it has been thriving. It's a…it's a small aquarium, if you haven't visited it, it's phenomenal. They have all kinds of interesting aquatic life.
I would be surprised if they…I…I am surprised that they are not here if they had known about this development because they have been really growing for the past like I want to say six years, but I do want to commend the team. I want to say, I want to commend the development team for and the owner for involving the residents. I think that's very commendable to get feedback from the residents that you know that you that you stated that you've…that you…the work that you've done, I think that is really important. I like seeing that, but I will be voting no on this. I do not like the pattern that it that it is creating along 4th Street. Again, I…I understand that some of those buildings are older, and I can see the…the…the willingness to want to see something new there, but I don't think this is the this is the solution. I also do not want to have that commercialization creeping into the neighborhoods. I want to…I want 4th Street, the character 4th Street, to grow in a different way for our city. I don't want it to become like every major thoroughfare that we've seen across the country. I don't want it to become another Tyrone. I like the small businesses there, so I don't agree with the plan, and I don't agree with the rezoning that we're voting on today. So I'll be voting no.

Madam Chair Nelson: Does anyone else have any comments or questions on the board? Okay, seeing none, would anyone like to make a motion?

Commissioner Drake: I will make a motion to…sorry, I have to find this here. To approve the Future Land Use Map from Planned Redevelopment Residential (PRR) to Planned Redevelopment Mixed Use (PRMU), and a concurrent amendment to the Official Zoning Map from Neighborhood Traditional NT-1 to Corridor Commercial Suburban CCS-1 for a 0.26 acre eastern portion of the parcel located at 4201 4th Street North, adjacent…do I have to keep going? Do I have to read the whole thing?

Heather Judd: Probably.

Commissioner Drake: Okay.

Heather Judd: Just subject to the conditions…

Commissioner Drake: Adjacent to the…okay…subject to the conditions by staff.

Commissioner Nuccio: Second.

Madam Chair Nelson: We can vote now.

Iris Winn: Nuccio?

Commissioner Nuccio: Yes.

Iris Winn: Carrasco?

Commissioner Carrasco: Yes.

DRAFT

Iris Winn: Davis?

Commissioner Davis: No.

Iris Winn: Pontoriero?

Commissioner Pontoriero: No.

Iris Winn: Nelson?

Madam Chair Nelson: No.

Iris Winn: Drake?

Commissioner Drake: Yes.

Iris Winn: Michaels?

Commissioner Michaels: No.

Iris Winn: That motion fails.

Motion: Commissioner Drake moved to approve the Future Land Use Map from Planned Redevelopment Residential (PR-R) to Planned Redevelopment Mixed Use (PR-MU) and a concurrent amendment to the Official Zoning Map from Neighborhood Traditional – 1 (NT-1) to Corridor Commercial Suburban -1 (CCS-1) for the eastern portion of the subject parcel totaling a 0.26-acres, subject to the conditions by staff. **Commissioner Nuccio seconded the motion.**

YES – 3 – Nuccio, Carrasco, Drake.
NO – 4 – Davis, Pontoriero, Nelson, Michaels.

Absent (3): Jeffrey, Magnello, Wannemacher.

Conflicts (0): None.

Motion failed by a vote of 4-to-3.

DRAFT

AGENDA ITEM F. QUASI-JUDICIAL HEARING CONTINUED

A public hearing for the next applications listed on the CPPC agenda continued following the FLUM-85-Chick-fil-A item.

AGENDA ITEM G. UPDATES AND ANNOUNCEMENTS

AGENDA ITEM H. ADJOURNMENT @ 5:19 PM

To watch the recorded video of this Community Planning & Preservation Commission (CPPC) meeting, please click here: https://stpete.granicus.com/player/clip/7267

To find more information about the Community Planning and Preservation Commission (CPPC), please visit the board's webpage at: https://www.stpete.org/government/boards___committees/community_planning_preservation_commission.php

For archived recorded city meetings, please visit the website for the City of St. Petersburg at: https://www.stpete.org/government/meetings___agendas/recorded_city_meetings.php

AGENDA ITEM I. WORKSHOP – DEMOLITION OF HISTORIC RESOURCES

Workshops following the adjournment of this CPPC meeting are not be televised

DRAFT

August 11, 2026

Sent via US Mail and electronic mail to:

Lannar LLC
4201 4th Street North
St. Petersburg, Florida 33602
landuse@gardnerbrewer.com; msmith@gardnerbrewer.com
mbrennan@gardnerbrewer.com

RE: Case No.: FLUM-85 – Chick-fil-A

Address: 4201 4th Street North, eastern portion only, lots 25 and 26

Parcel ID No.: 06-31-17-50364-000-0010

Request: Private-initiated application requesting an amendment to the Future Land Use Map from Planned Redevelopment – Residential (PR-R) to Planned Redevelopment – Mixed Use (PR-MU) and a concurrent amendment to the Official Zoning Map from Neighborhood Traditional – 1 (NT-1) to Corridor Commercial Suburban -1 (CCS-1) for the eastern portion of the subject parcel totaling 0.26-acres. The purpose of the proposed amendments is to allow for expansion of the existing Chick-fil-A fast food restaurant located to the north.

Dear Property Owner:

The application for a Future Land Use Map amendment and Official Zoning Map amendment at 4201 4th Street North, eastern portion only, Lots 25 and 26, was denied by a vote of 4-to-3 by the Community Planning & Preservation Commission (CPPC) at its meeting on August 11, 2026.

A copy of the vote record is enclosed.

Analysis:

The applicant has complied with the procedural requirements set forth under City Code Section 16.70.010.9. After hearing presentations, receiving public comments, and evaluating the evidence, the Community Planning and Preservation Commission voted to deny amendments to the Future Land Use Map and the Official Zoning Map.

As the property owner and applicant, you may appeal the CPPC's decision to the City Council. A notice of appeal must be filed no later than 5:00 p.m. on the fifteenth day after the decision, Wednesday, August 26, 2026. All appeal requests must be filed through the City Clerk's office. The City Clerk's office may be contacted at 727-893-7448, or you may reach out to Patricia Beliveau via email at Patricia.Beliveau@stpete.org.

st.petersburg
www.stpete.org

Registered Opponent: None.

Public Comments: No public comments were made during this portion of the meeting.

If you have any questions or require additional information, please contact Britton Wilson, Planner II, via phone at 727-551-3542 or email at Britton.Wilson@stpete.org.

Respectfully,

Derek Kilborn, Director
Planning Department

DSK\ilw

Community Planning & Preservation Commission

City File: FLUM-85 | Chick-fil-A

Date: August 11, 2026

VOTING RECORD

CITY FILE #	City File: FLUM-85		City File: FLUM-85	
MOTION:	To approve the Future Land Use Map from Planned Redevelopment Residential (PR-R) to Planned Redevelopment Mixed Use (PR-MU) and a concurrent amendment to the Official Zoning Map from Neighborhood Traditional – 1 (NT-1) to Corridor Commercial Suburban -1 (CCS-1) for the eastern portion of the subject parcel totaling a 0.26-acres, subject to the conditions by staff.			
AMENDMENTS:				
MOVED BY:	**DRAKE**			
SECOND BY:	**NUCCIO**			
NAMES	YES	NO	YES	NO
Nuccio	**X**			
Jeffrey	**AB**	**SENT**	**AB**	**SENT**
Carrasco	**X**			
Davis		**X**		
Pontoriero		**X**		
Magnello, Vice Chair	**AB**	**SENT**	**AB**	**SENT**
Nelson, Chair		**X**		
Drake *	**X**			
Wannemacher *	**AB**	**SENT**	**AB**	**SENT**
Michaels *		**X**		

Roll Call

P	Nuccio		**Staff Present:**	**Notes:**
A	Jeffrey		Derek Kilborn, Director, Planning Department	*Conflicts: None*
P	Carrasco		**Britton Wilson, Planner II – Presenter**	
P	Davis		Kelly Perkins, Historic Preservationist II	
P	Pontoriero		Cindy Kochanek, Historic Preservationist II	
A	Magnello, Vice Chair		Heather Judd, Assistant City Attorney	
P	Nelson, Chair		Anastasia Underwood, Assistant City Attorney	
P	Drake *		Iris Winn, CPPC Clerk	
A	Wannemacher *			
P	Michaels *			

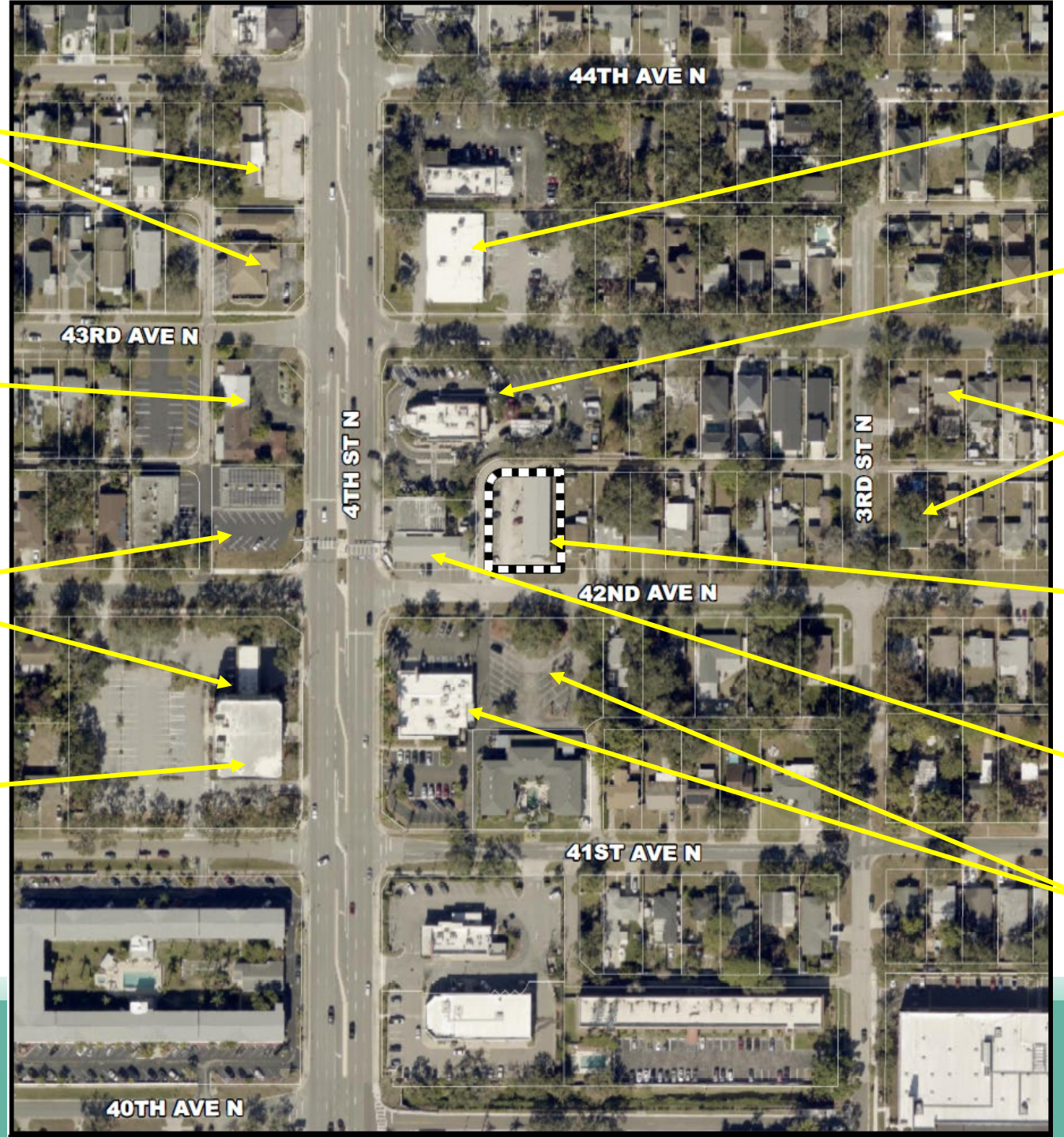
"Motion to approve failed by a vote of 4-to-3, thereby denying the request."

APPEAL
FLUM-85: Chick-fil-A
4201 4th Street N

CITY COUNCIL

NOVEMBER 5, 2026

Existing Uses :



Medical Office

Motel

Office and Banking

Office and Retail

Commercial Strip Stores

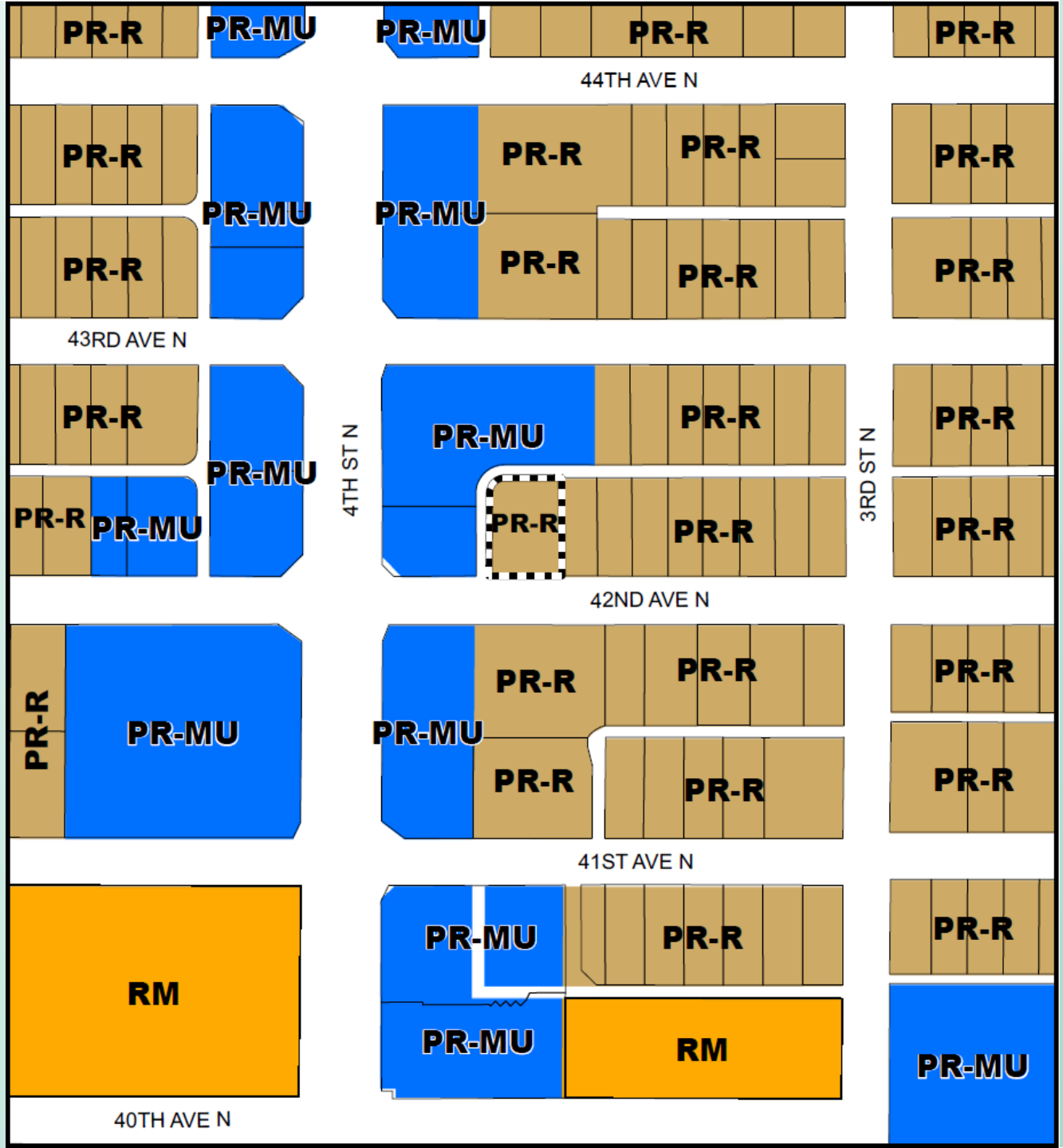
Chick-fil-A Restaurant

Northeast Park Single-family Neighborhood

7-unit single story apartment building

Village Shoppes

Hooters Restaurant & Surface Parking



Existing Future Land Use

Planned Redevelopment – Residential (PR-R)

Proposed Future Land Use

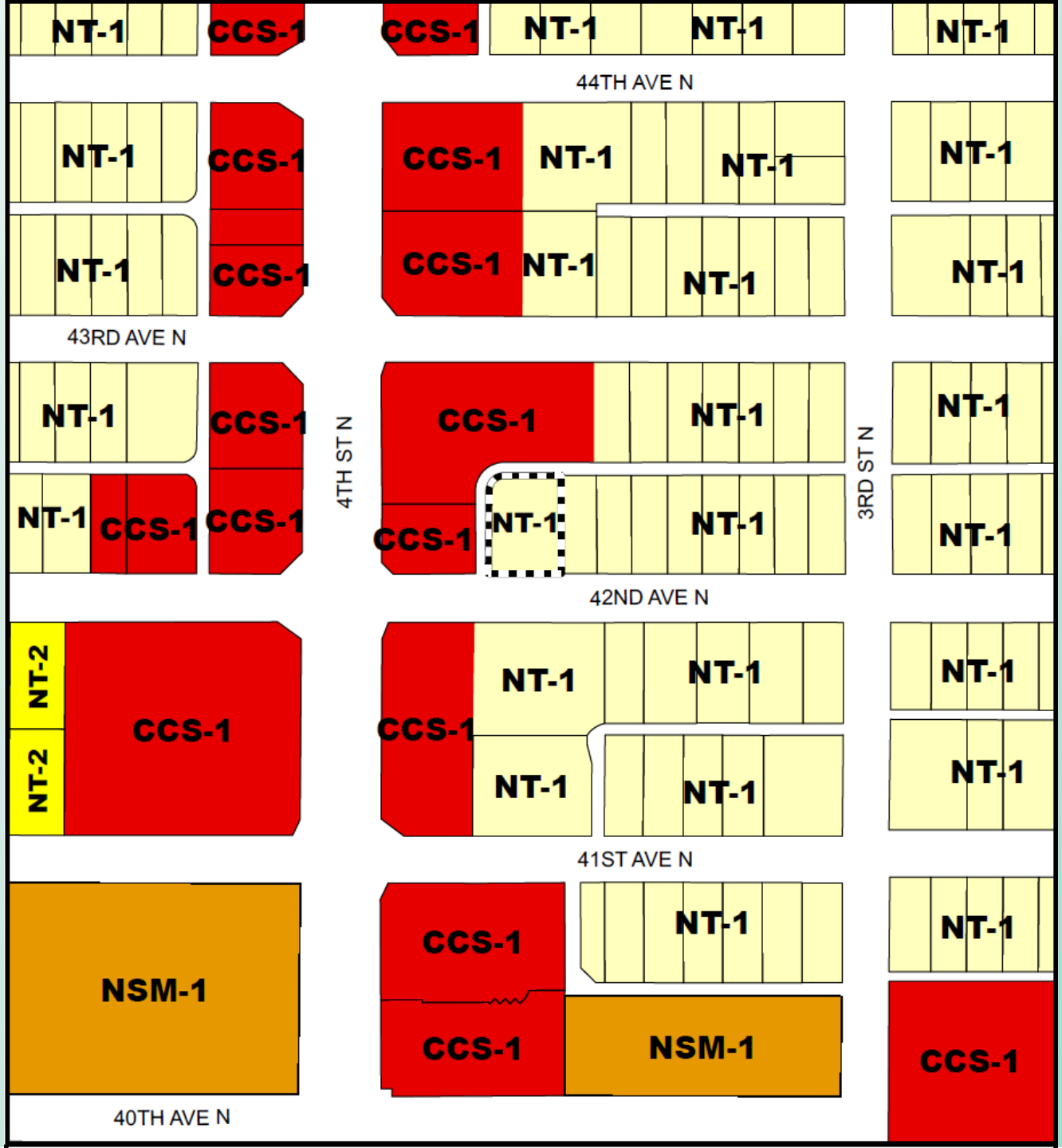
Planned Redevelopment – Mixed Use (PR-MU)

Existing Zoning

Neighborhood Traditional -1 (NT-1)

Proposed Zoning

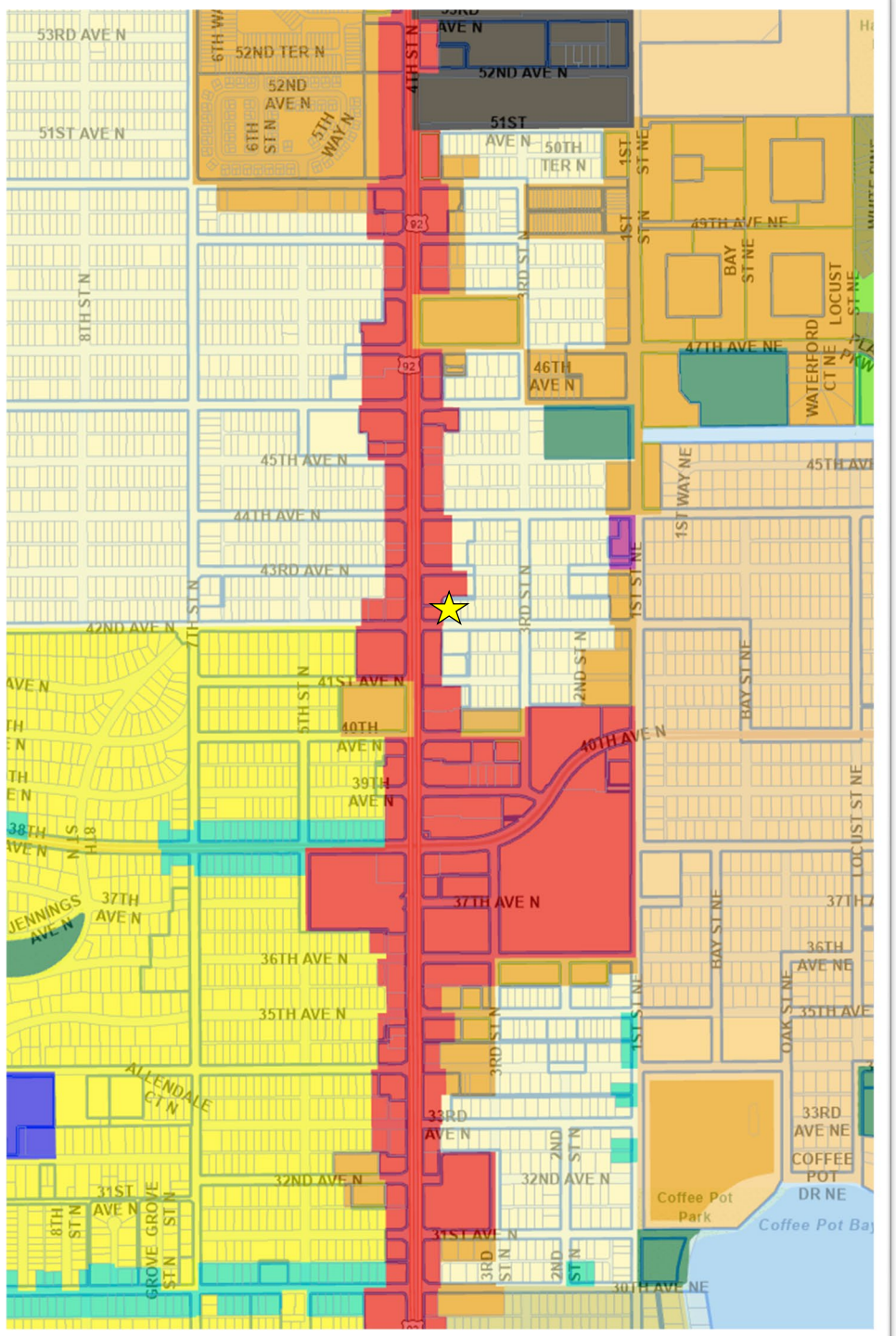
Corridor Commercial Suburban – 1 (CCS-1)



Zoning Extent

Corridor Commercial Suburban – 1 (CCS-1)

1 block deep average fronting 4th Street North



Change in Overall Development Potential: 0.43-acres

Existing - NT-1

- Single Family
- Density:
  15 du/acre (3 Sf + 3 ADU)
- Development Intensity: 0.50
- Height 36 ft
- Max Impervious Surface: 0.65

Proposed - CCS-1

- Commercial Mixed-use
- Density:
  15 du/acre (6 MF Units)
- Development Intensity: 0.55 FAR
- Height 36 ft
- Max Impervious Surface: 0.85

Comprehensive Plan Consistency

Policy LU 3.4	*Provide for a compatible land use transition through an orderly land use arrangement.*
Policy LU 3.6	*Planning decisions shall weigh heavily on the established character of the area…*

Public Comments

- A residential neighbor to the east sent two letters of objection.
- A commercial tenant to the west in the Village Shoppes sent a letter of objection.
- Applicant provided letter regarding a meeting with the immediate neighbor to the east who signed a letter of no objection.

Recommendation

Staff recommends a finding of consistency with the Comprehensive Plan and recommends **APPROVAL** of the requested APPEAL thereby OVERTURNING the DENIAL of the proposed Future Land Use change from **Planned Redevelopment – Residential (PR-R) to Planned Redevelopment – Mixed Use (PR-MU)** and concurrent rezoning change from **Neighborhood Traditional-1 (NT-1) to Corridor Commercial Suburban -1 (CCS-1)** because it:

- Is consistent with neighborhood's established land use and suburban zoning pattern.

The Chamber Building
100 Second Ave. N., Suite 150
St. Petersburg, FL 33701
(727) 821-4069
stpete.com

Members of St. Petersburg City Council
City of St. Petersburg
175 5th Street North
St. Petersburg, FL 33701

Dear Honorable Members of St. Petersburg City Council:

On behalf of the St. Petersburg Area Chamber of Commerce, we write in support of the requested land use and zoning changes for the property at 4201 Fourth Street North. The Chamber supports thoughtful reinvestment along St. Petersburg's established commercial corridors, particularly when it provides an opportunity to improve an existing site, strengthen its long-term viability, and provide additional jobs.

The Chamber agrees with the City staff's recommendation for approval. The application is consistent with the adjacent and existing CCS 1 usage. It's also consistent with previous approvals granted in CCS-1. The existing short term rental properties are not designated historic. They could be demolished or repurposed without DRC approval therefore the focus of this approval should be the actual land use and site plan that staff support. The requested land use and zoning changes are specific to a portion of the property which carries split designations. Approval of this request would align the subject site with the established commercial development depth immediately north and south along the Fourth Street corridor and provide a compatible opportunity for continued reinvestment in the site.

As presented by the applicant, the proposed redevelopment concept includes improvements to access, parking and on-site circulation, as well as additional landscaping, buffering commercial operations and the residential neighborhood and pedestrian improvements. The Chamber recognizes the importance of compatibility between commercial activity and nearby residential neighborhoods, and these proposed site improvements demonstrate an effort to provide an appropriate transition between the Fourth Street commercial corridor and the surrounding neighborhood. The current draft identifies these improvements as components of the redevelopment proposal.

The project represents continued investment by an established St. Petersburg business that currently supports more than 130 local jobs, with additional employment anticipated as part of the redevelopment.

For these reasons, the St. Petersburg Area Chamber of Commerce supports the applicant's appeal and respectfully encourages City Council to approve the requested land use and zoning changes.

Thank you for your consideration and your continued service to St. Petersburg.

Sincerely,

Chris Steinocher
President and CEO

Cc: St. Petersburg Area Chamber of Commerce Executive Committee



4201 4th Street North
Future Land Use Map Amendment

gbh Gardner Brewer Hudson

City of St. Petersburg - City Council

FLUM-85

November 5, 2026

Chick-fil-A Fourth Street North

- **A neighborhood gathering place** serving generations of St. Petersburg families since 1999.
- **130+ local employees** with $2.5 million in annual payroll.
- **50–75 new jobs** anticipated through redevelopment.
- **14,700+ meals donated** to a local nonprofit since 2022, alongside ongoing support for schools, hospitals, first responders, and community organizations.
- **$130,500+ in scholarships** awarded to local recipients.
- **Hurricane Milton relief support** through site coordination and food distribution.









Location of Subject Parcel

- Block face in question: East side of Fourth Street North, south of 43rd Avenue and north of 42nd Avenue.
- Chick-fil-A currently operates on northern parcel.
- Proposal would include southern parcel.
- Southern parcel has split zoning and comprehensive plan designations.
- Application only pertaining to 0.26-acre portion on east side of property.



Benefits of Proposed Plan

- Removes 4th Street Access.
- Increase parking to alleviate burden on neighborhood.
- Improve queue circulation to distribute traffic.
- Construct perimeter wall and landscape buffers along the eastern boundary.
- Add new sidewalk along 42nd Avenue North and improve 43rd Avenue sidewalk.
- <u>Decrease</u> Impervious Surface Area and <u>increase</u> Open Space on site by 13.6%.
- Restaurant square footage increases by <u>only</u> 202 SF.



Staff Findings

COMPREHENSIVE PLAN

Consistent

Staff finds the proposed amendments consistent with the Comprehensive Plan.

ZONING DESIGNATION

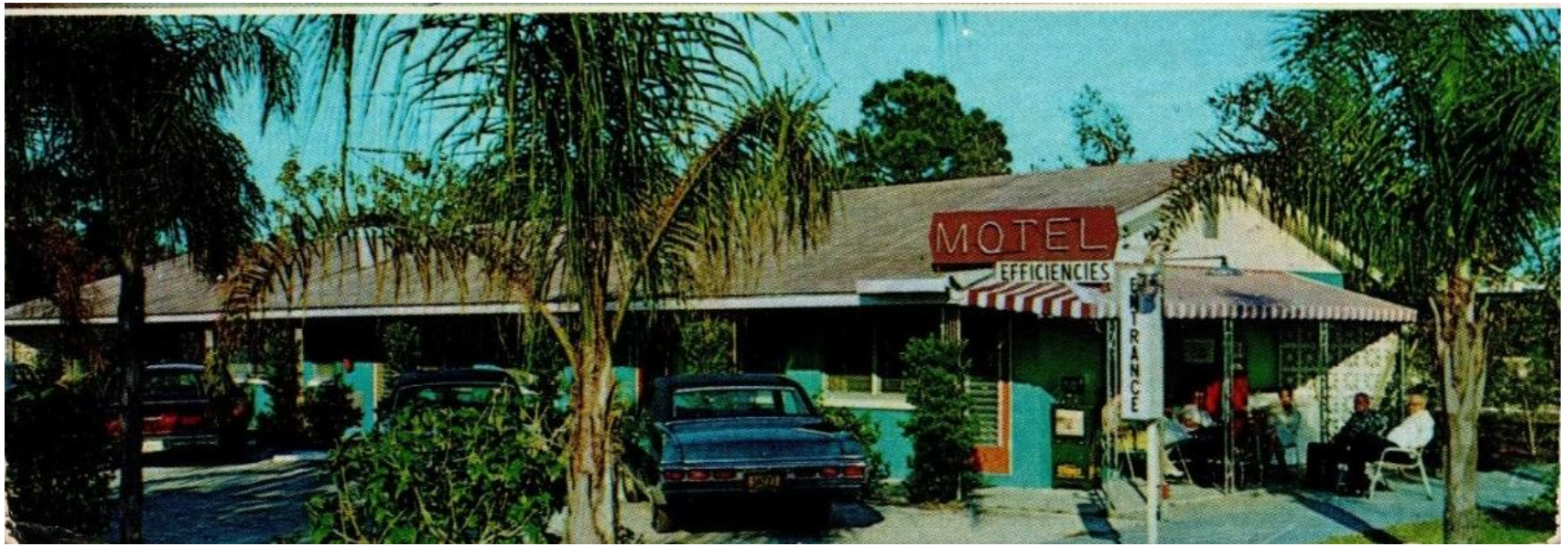
Consistent

Staff finds the proposed amendments consistent with the Land Development Code.

Staff recommends approval of both the FLUM and zoning-map amendments.

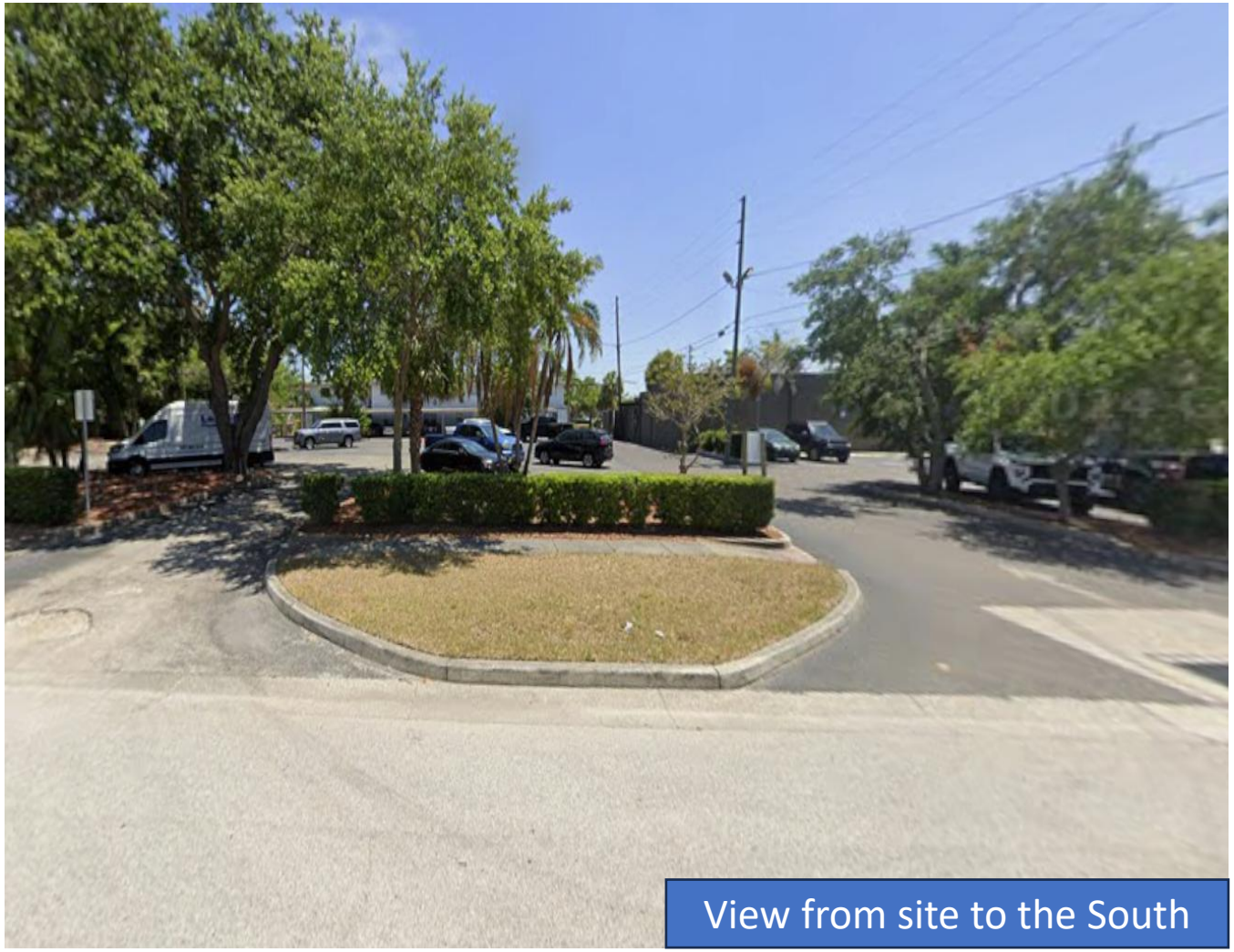
History of Site

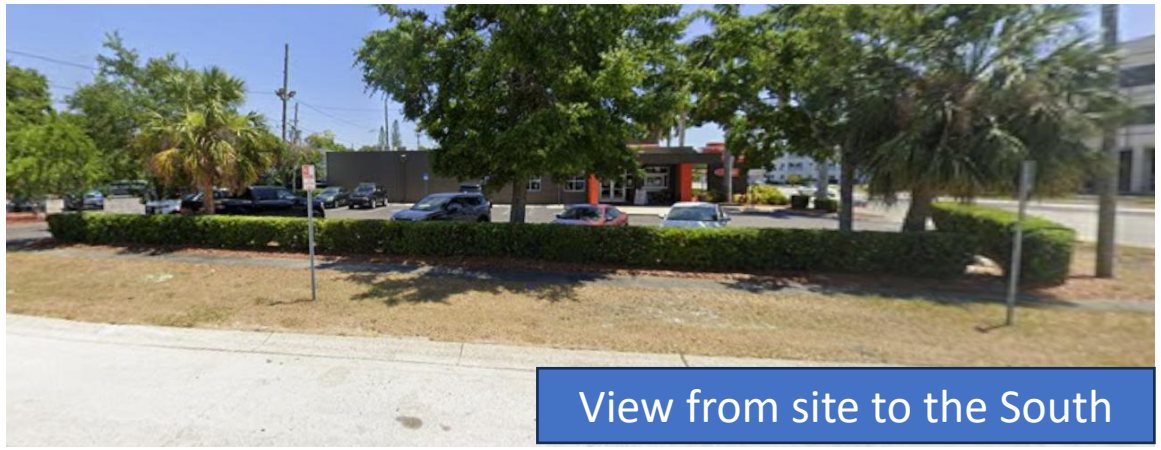
- Originally developed as the Coral Motel in 1948.
- Building fronting 4th Street has since been converted to commercial uses.
- Rear building, located east of the alley, has been adaptively reused for efficiency-style lodging with month-to-month rentals.

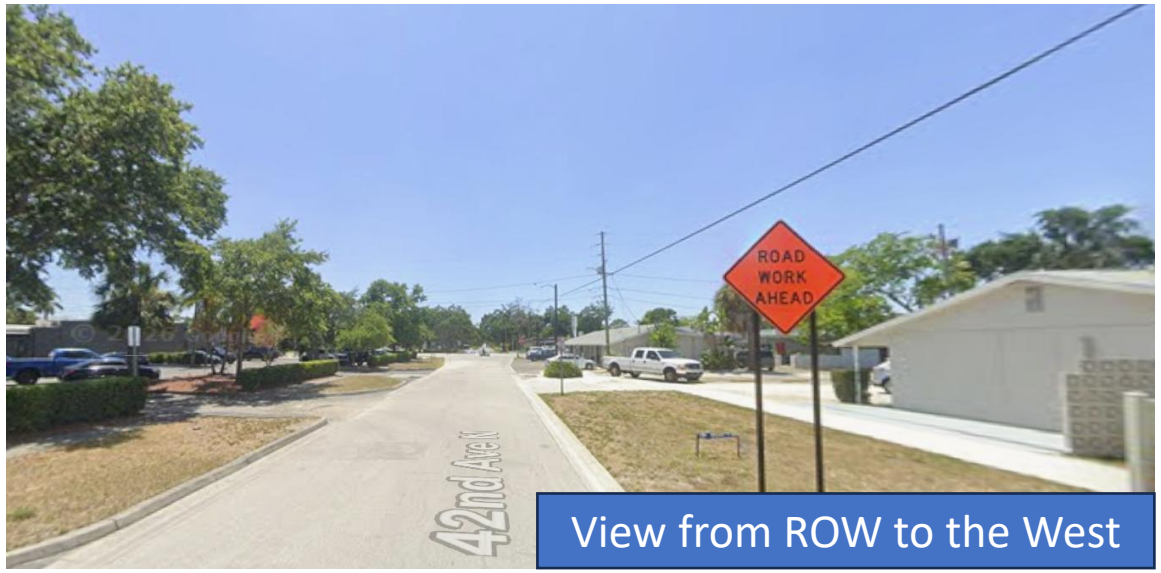




Adjacent Commercial







Commercial Compatibility & Neighborhood Protection

- Established Commercial Pattern:
  - The proposed amendment aligns with existing commercial development to the north and south along 4th Street.

- No Further Commercial Encroachment:
  - The proposed commercial depth remains less than the established commercial depth of surrounding properties.

- Residential Protection:
  - The proposed alley relocation maintains separation between commercial uses and the established single-family neighborhood.



David Neely, Owner/Operator

- Proud to call St. Pete home for 56 years! Third-generation St. Petersburg native, born and raised in St. Pete.
- Married his high school sweetheart, a fourth-generation St. Pete native.
- Both grew up in the same neighborhood where their Chick-fil-A operates today.
- Became a Chick-fil-A franchisee at just 25 years old.
- Started at Pinellas Square Mall with a dream of opening a freestanding Chick-fil-A in his hometown.





Neighborhood Outreach

March

Met with and invited neighbors to town hall

3/13

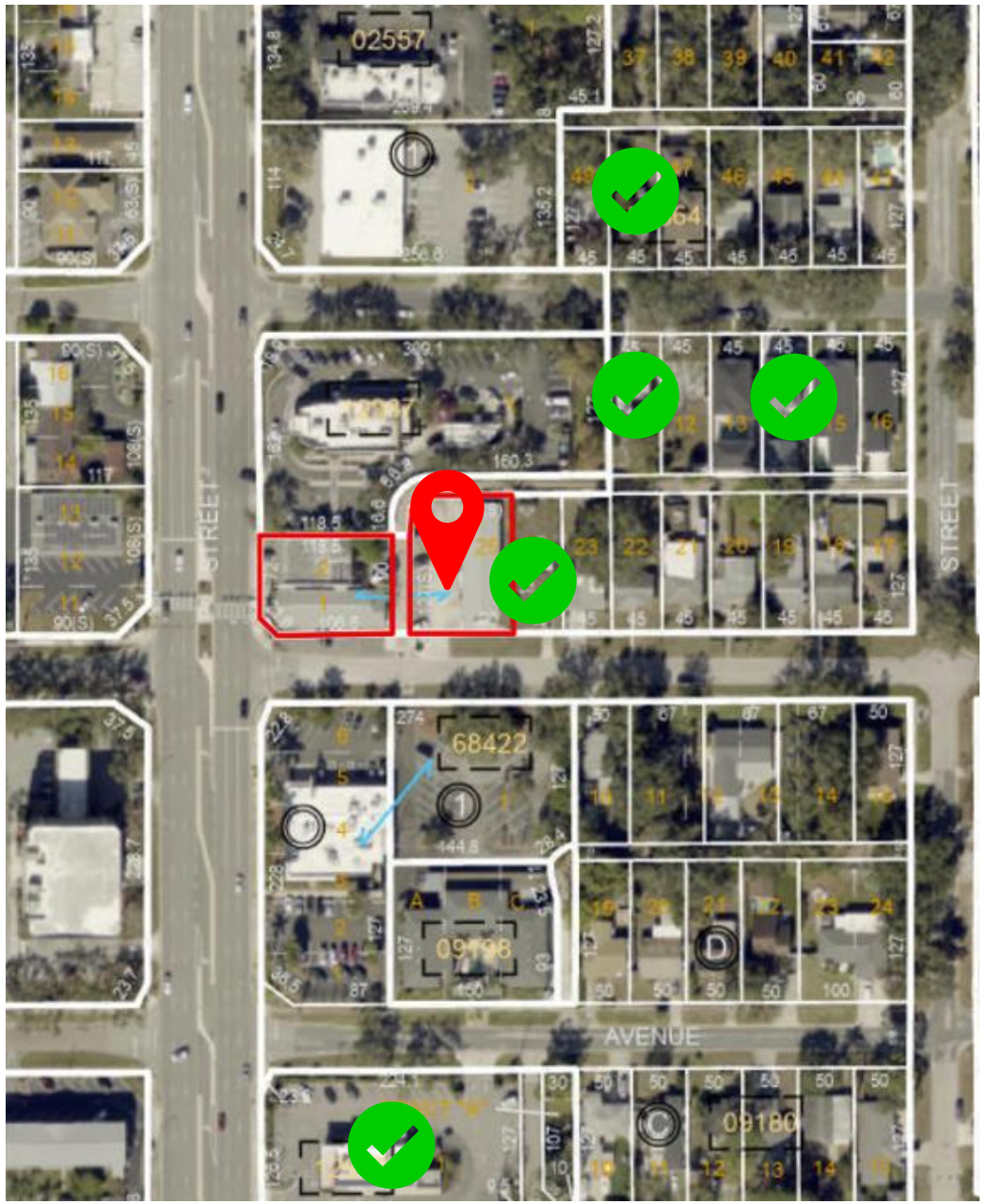
Neighborhood Meeting at Speer YMCA

4/18

Meeting with immediately adjacent neighbor, Ms. Gentry

10/13

Meeting with Chamber of Commerce




Chick-fil-A

Questions?













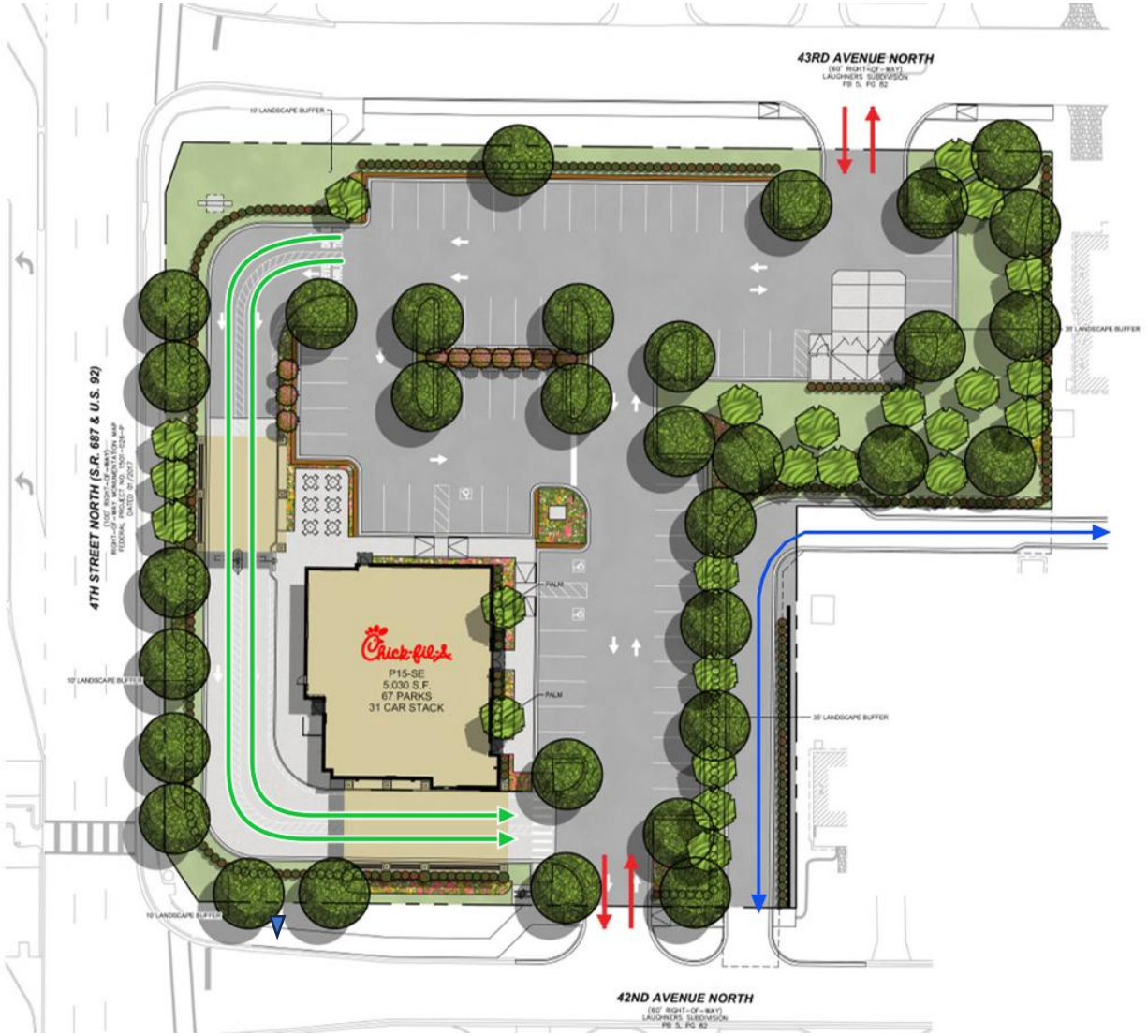
Location of Subject Parcel

- Limited commercial expansion will align with existing commercial development to the north and south.
- Consistent with existing development: parking for commercial properties to the north and south.
- Creates a logical land-use boundary that supports redevelopment while using the relocated alley as a buffer to the neighborhood.



Proposed On-Site Vehicle Maneuvering

- Provide 2x the existing parking spaces
- Increase on-site queuing (double drive-through already exists, proposing to increase stacking area)
- Relocate the alley eastward to improve site circulation and buffer the adjacent neighborhood. Separate Chick-fil-A traffic from the relocated public alley.



Compliance Criteria

1. **Compliance of the proposed use with the goals, objectives, polices and guidelines of the Comprehensive Plan;**
   - Consistent with Policies LU2.5, LU3.4, LU3.6, LU3.7, LU3.8, and LU5.3.
   - Supports infill redevelopment along an established commercial corridor.

2. **Whether the proposed amendment would adversely affect environmentally sensitive lands or properties which are documented as habitat for the listed species as defined by the conservation element of the Comprehensive Plan;**
   - Existing, developed urban site with no environmentally sensitive lands.

3. **Whether the proposed changes would alter the population density pattern and thereby adversely affect residential dwelling units or public schools;**
   - The 0.26-acre amendment will not materially alter the City's population-density pattern.
   - Both the existing and proposed designations permit residential development.

Compliance Criteria

4. **Impact of the proposed amendment upon the adopted level of service (LOS) for public services and facilities including, but not limited to: water, sewer, sanitation, recreation and stormwater management and impact on LOS standards for traffic and mass transit. The POD may require the applicant to prepare and present with the application whatever studies are necessary to determine what effects the amendment will have on the LOS;**
   - Existing utilities and public services are available.
   - On-site stacking, internal circulation, and multiple access points minimize traffic impacts.
   - Final development remains subject to utility, stormwater, and transportation review.

5. **Appropriate and adequate land area sufficient for the use and reasonably anticipated operations and expansions;**
   - Site accommodates the restaurant, parking, stacking, circulation, landscaping, and buffers.
   - Amendment area allows the property to operate as one coordinated site.

Compliance Criteria

6. **The amount and availability of vacant land or land suitable for redevelopment for similar uses in the City or on contiguous properties;**
   - Amendment enables efficient redevelopment of the existing commercial property.
   - Avoids creating a separate commercial site elsewhere.

7. **Whether the proposed change is consistent with the established land use pattern of the areas in reasonable proximity;**
   - Consistent with commercial and mixed-use development along 4th Street North.
   - Landscaping and buffers provide a transition to nearby residences.

8. **Whether the exiting district boundaries are logically drawn in relation to existing conditions on the property proposed for change;**
   - Proposed boundary is logical in relation to existing and future development conditions.
   - Relocated alley provides an appropriate buffer to the neighborhood.

Compliance Criteria

9. **If the proposed amendment involves a change from residential to a nonresidential use or a mixed use, whether more nonresidential land is needed in the proposed location to provide services or employment to residents of the City;**
   - Supports an existing commercial use along an established commercial corridor.
   - Provides services and employment without extending development into the neighborhood interior.

10. **Whether the subject property is within the 100-year floodplain, hurricane evacuation level zone A or coastal high hazard areas as identified in the coastal management element of the Comprehensive Plan;**
    - Not within the 100-year floodplain, Evacuation Zone A, or Coastal High Hazard Area.
    - Development will comply with all floodplain, stormwater, and building requirements.

Compliance Criteria – No Adverse Impacts

The proposed 0.26-acre amendment is compatible with the surrounding development pattern and will not adversely impact adjacent properties.

- Existing Commercial Corridor: The amendment supports reinvestment in an established commercial property along 4th Street North without extending commercial development farther into the neighborhood.
- Compatible Adjacencies: The property immediately to the south is developed with surface parking, providing separation from nearby residential uses.
- No Material Change in Density: The limited 0.26-acre amendment will not materially alter population-density patterns or create additional impacts on public schools.
- No Environmental Impacts: The property is previously developed urban land with no identified environmentally sensitive areas or listed-species habitat.
- Comprehensive Plan Consistency: The amendment supports established policies encouraging compatible infill development and reinvestment along commercial corridors.

Density/Intensity

	Adopted FLU	Proposed FLU	Adopted Zoning	Proposed Zoning
	PR-R	PR-MU	NT-1	CCS-1
Floor Area Ratio	N/A	1.25 FAR	N/A	0.55 FAR
Dwelling Unit per Acre	Low to moderate density residential uses not to exceed 15 dwelling units	24	7.5	15 Bonus options up to 24 dwelling units per acre

More than a restaurant...

- 130+ local employees with an annual payroll of $2.5 million.
- Redevelopment anticipated to create 50–75 additional jobs.
- Projected annual payroll exceeding $3 million following redevelopment.
- Reinvestment focused on improving guest safety, parking and the long-term future of the restaurant.

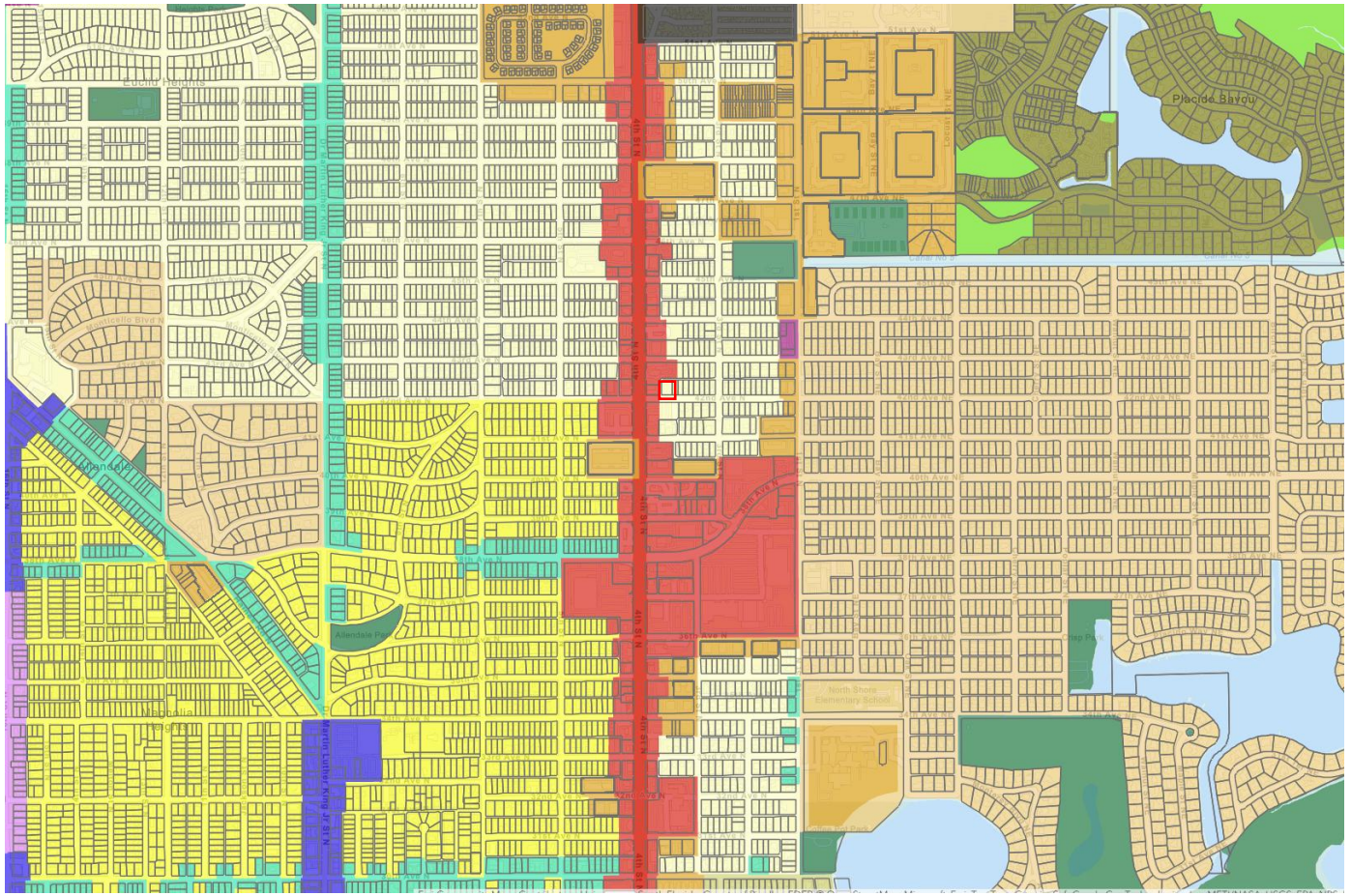






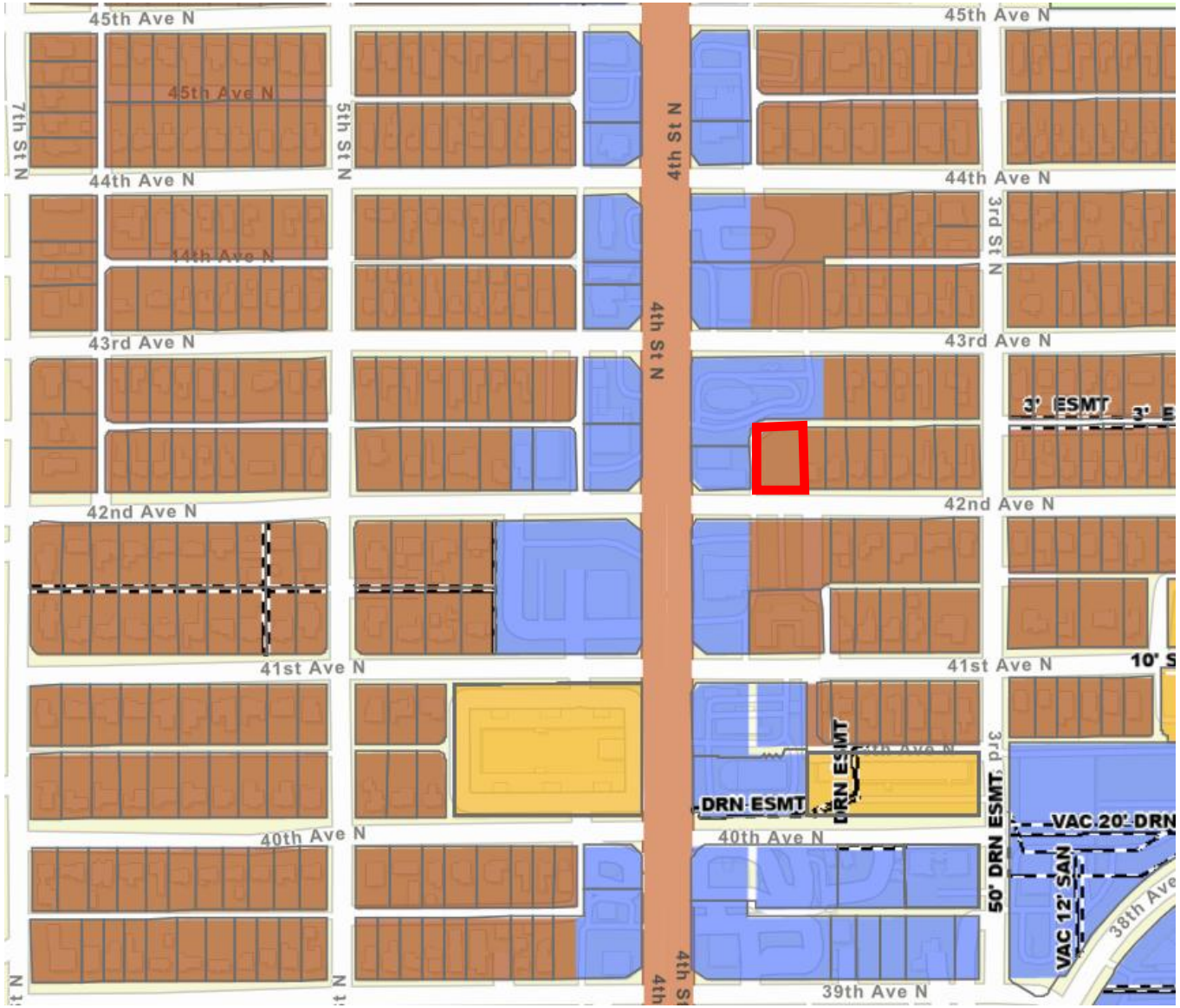
Zoning Request

- Request to amend the zoning map for the eastern portion of the parcel.
- Neighborhood Traditional-1 (NT-1) to Corridor Commercial Suburban-1 (CCS-1).
- The amendment does not extend commercial depth beyond the existing commercial development immediately north and south.

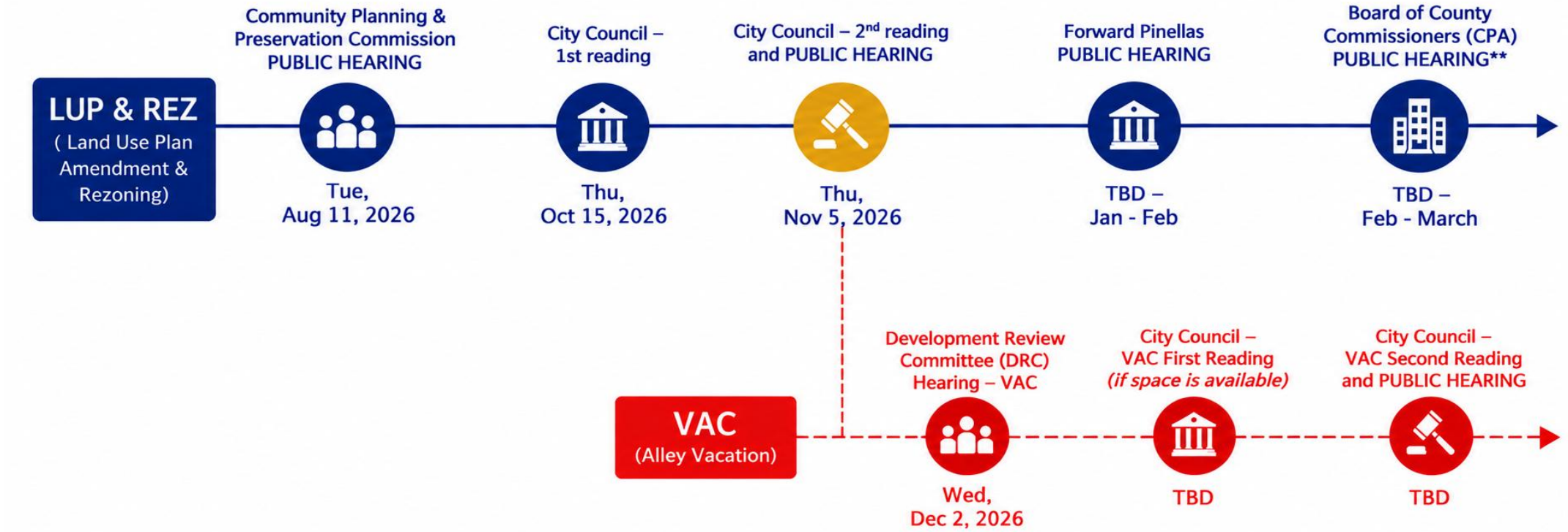


Land Use Request

- Request to amend the Future Land Use Map for the 0.26-acre eastern portion of the parcel.
- Change the designation from Planned Redevelopment–Residential (PR-R) to Planned Redevelopment–Mixed Use (PR-MU).
- Align the land-use boundary with the established commercial depth immediately north and south.
- Support a logical transition between the 4th Street commercial corridor and the adjacent neighborhood.



Timeline of Applications

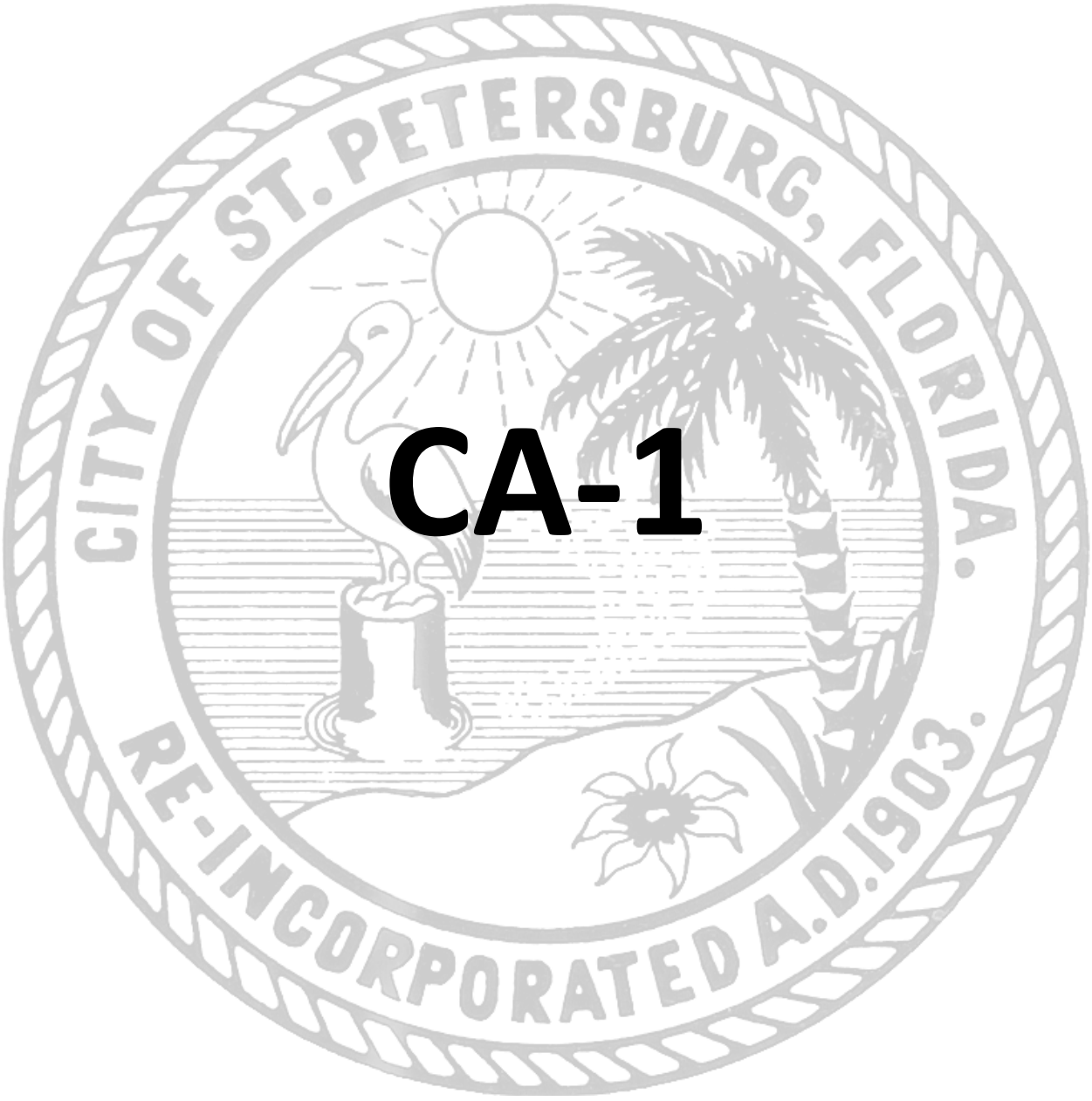







Chick-fil-A

The following page(s) contain the backup material for Agenda Item: A Resolution approving the Fifth Amendment to the Architect/Engineering Agreement dated October 5, 2023, as amended, between the City of St. Petersburg, Florida and Sweet Sparkman Architects, Inc. (A/E) for A/E to provide additional design phase services related to the City of St. Petersburg Fire Training Complex as part of the Public Safety Training Facilities Project in an amount not to exceed $118,010; providing that the total contract amount shall not exceed $1,304,229.50; authorizing the Mayor or his designee to execute the Fifth Amendment; and providing an effective date. (ECID Project No. 22209-018; Oracle No. 19157)
Please scroll down to view the backup material.



CA-1

ST. PETERSBURG CITY COUNCIL

Consent Agenda

Meeting of November 5, 2026

TO: The Honorable Lisset Hanewicz, Chair, and Members of City Council

SUBJECT: A Resolution approving the Fifth Amendment to the Architect/Engineering Agreement dated October 5, 2023, as amended, between the City of St. Petersburg, Florida and Sweet Sparkman Architects, Inc. ("A/E") for A/E to provide additional design phase services related to the City of St. Petersburg Fire Training Complex as part of the Public Safety Training Facilities Project in an amount not to exceed $118,010; providing that the total contract amount shall not exceed $1,304,229.50; authorizing the Mayor or his designee to execute the Fifth Amendment; and providing an effective date. (ECID Project No. 22209-018; Oracle No. 19157)

EXPLANATION: On August 17, 2023, City Council acknowledged the selection of Sweet Sparkman Architects, Inc. as the most qualified firm to provide architectural design services for the Public Safety Training Facilities Project and approved an A/E Agreement in an amount not to exceed of $186,655 for the predesign analysis, programming, master planning and conceptual design for a new Public Safety Training Facility. The intended facility would combine the St. Petersburg Police Canine Unit and the St. Petersburg Fire & Rescue Training complex on approximately six acres of the adjoining Lake Maggiore brush site. This Agreement included an $20,000.00 allowance to be authorized if any unforeseen conditions are experienced while performing the work.

Following the completion of this effort, Administration determined that combining the two functions on one site was not the most cost-effective solution. The project was put on hold subject to further evaluation of site options, including relocation of the Canine Unit to another site, and redeveloping the Fire & Rescue training on the existing campus in a phased approach. A parcel has been identified for the Canine Unit and a test-fit analysis has been performed.

On May 17, 2024, Administration approved the First Amendment to the A/E Agreement in the amount of $19,970 from the previously approved project allowance, for A/E to determine the initial feasibility of using the existing fire training site to accommodate the Fire & Rescue Department's long term training needs.

On July 10, 2025, City Council approved the Second Amendment to the A/E Agreement in the amount of $71,795 for A/E to develop a comprehensive master plan and opinion of probable cost for Fire Training Facility.

On March 26, 2026, City Council approved the Third Amendment to the A/E Agreement in the amount of $927,769.50, for A/E to develop the schematic design, design development, construction documents, civil engineering, landscape design, site planning/ permitting, environmental services, geotechnical services, fire training consultant, LEED Services, energy modeling, site lighting design, comm/distribution, AV, and security, PV design services, lightning protection, furniture coordination, cost estimate (NTE), and commissioning services for the City of St. Petersburg Fire Training Complex including site work. This Amendment included an $8,000.00 allowance to be authorized if any unforeseen conditions are experienced while performing the work.

On August 10, 2026, Administration approved the Fourth Amendment to the A/E Agreement in the amount of $11,070 ($6,100.00 from Task 23 - Cost Estimate and $4,970.00 from the Allowance) for A/E to provide additional cost estimate services.

The Fifth Amendment to the A/E agreement in the amount of $118,010 shall include additional services for schematic design, design development, construction documents, geotechnical services, and explosives storages design services and scour reporting services for the City of St. Petersburg Fire Training Complex including site work. This Amendment includes an $10,000 allowance to be authorized if any unforeseen conditions are experienced while performing the work.

The A/E Agreement, and subsequent First, Second, Third, Fourth and Fifth Amendments include the following phases and associated not to exceed costs respectively:

		Approved	Authorized
Agreement	Project Set-up and Admin	$ 35,630.00	$ 35,630.00
	Pre-Design Services	$ 43,025.00	$ 43,025.00
	Preliminary Design Services	$ 88,000.00	$ 88,000.00
	Allowance	$ 20,000.00	
	Sub-Total	**$186,655.00**	$166,655.00
First Amendment	Master Planning		$ 19,970.00
	Sub-Total		**$ 19,970.00**
Second Amendment	Master Plan	$ 55,165.00	$ 55,165.00
	Opinion of Probable Cost	$ 6,130.00	$ 6,130.00
	Allowance	$ 500.00	$ 500.00
	Design Contingency	$ 10,000.00	$ 10,000.00
	Sub-Total	**$ 71,795.00**	$ 71,795.00
Third Amendment	Design Phase	$919,769.50	
	Allowance	$ 8,000.00	
	Sub – Total	**$927,769.50**	**$913,669.50**
Fourth Amendment	Cost Estimate		$ 11,070.00
	Sub-Total		**$ 11,070.00**
Fifth Amendment	Additional Design Phase	$108,010.00	
	Allowance	$ 10,000.00	
	Sub-Total	**$118,010.00**	
	Total	**$1,304,229.50**	

RECOMMENDATION: Administration recommends authorizing the Mayor or his designee to execute

the Fifth Amendment to the Architect/Engineering Agreement dated October 5, 2023, as amended, between the City of St. Petersburg, Florida and Sweet Sparkman Architects, Inc. ("A/E") for A/E to provide additional design phase services related to the City of St. Petersburg Fire Training Complex as part of the Public Safety Training Facilities Project in an amount not to exceed $118,010; providing that the total contract amount shall not exceed $1,304,229.50; authorizing the Mayor or his designee to execute the Third Amendment; and providing an effective date. (ECID Project No. 22209-018; Oracle No. 19157)

COST/FUNDING INFORMATION: Funding has been previously appropriated in the Public Safety Capital Improvement Fund (3025), Public Safety Training Facilities FY23 Project (19157).

ATTACHMENTS: Amended Appendices
Resolution

RESOLUTION NO. 2026-_____

A RESOLUTION APPROVING THE FIFTH AMENDMENT TO THE ARCHITECT/ENGINEERING AGREEMENT DATED OCTOBER 5, 2023, AS AMENDED, BETWEEN THE CITY OF ST. PETERSBURG, FLORIDA AND SWEET SPARKMAN ARCHITECTS, INC. ("A/E") FOR A/E TO PROVIDE ADDITIONAL DESIGN PHASE SERVICES RELATED TO THE CITY OF ST. PETERSBURG FIRE TRAINING COMPLEX AS PART OF THE PUBLIC SAFETY TRAINING FACILITIES PROJECT IN AN AMOUNT NOT TO EXCEED $118,010; PROVIDING THAT THE TOTAL CONTRACT AMOUNT SHALL NOT EXCEED $1,304,229.50; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE THE FIFTH AMENDMENT; AND PROVIDING AN EFFECTIVE DATE. (ECID PROJECT NO. 22209-018; ORACLE NO. 19157)

WHEREAS, the City of St. Petersburg, Florida ("City") and Sweet Sparkman Architects, Inc. ("A/E") executed an architect/engineering agreement on October 5, 2023 for A/E to provide professional services for the City of St. Petersburg Fire Training Complex as part of the Public Safety Training Facilities Project ("Project") in an amount not to exceed $186,655, which amount included a $20,000 allowance; and

WHEREAS, Administration executed the First Amendment on May 17, 2024 to expand the scope of services for A/E to provide determination of the initial feasibility of using the existing fire training site to accommodate the Fire & Rescue Department's long term training needs related to the Project in an amount not to exceed $19,970 (from the previously approved allowance); and

WHEREAS, City Council approved the Second Amendment on July 10, 2025 to expand the scope of services for A/E to develop a comprehensive master plan and opinion of probable cost related to the Project in an amount not to exceed $71,795, which amount included a $500 allowance and $10,000 for design contingency; and

WHEREAS, City Council approved the Third Amendment on March 26, 2026 to expand the scope of services for A/E to provide design phase services and documents for the City of St. Petersburg Fire Training Complex including site work related to the Project in an amount not to exceed $927,769.50, which amount included an $8,000 allowance; and

WHEREAS, Administration executed the Fourth Amendment on August 10, 2026 for A/E to provide additional cost estimate services related to the Project in an amount not to exceed

$11,070 (which amount included $6,100.00 cost savings from another task and $4,970 from the previously approved allowance); and

WHEREAS, the architect/engineering agreement dated October 5, 2023 as amended by the First Amendment, Second Amendment, Third Amendment and Fourth Amendment is collectively the "Agreement"; and

WHEREAS, the City and A/E desire to amend the Agreement for a fifth time for A/E to provide additional design phase services related to the Project in an amount not to exceed $118,010, which amount includes a $10,000 allowance.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the Fifth Amendment to the architect/engineering agreement dated October 5, 2023, as amended, between the City of St. Petersburg, Florida and Sweet Sparkman Architects, Inc. ("A/E") for A/E to provide additional design phase services related to the City of St. Petersburg Fire Training Complex as part of the Public Safety Training Facilities Project in an amount not to exceed $118,010 is hereby approved.

BE IT FURTHER RESOLVED that the total contract amount shall not exceed $1,304,229.50.

BE IT FURTHER RESOLVED that the Mayor or his designee is authorized to execute the Fifth Amendment.

This resolution shall become effective immediately upon its adoption.

LEGAL:

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DEPARTMENT:

ATTACHMENT 5 TO APPENDIX A - SCOPE OF SERVICES
FIRE TRAINING COMPLEX
CITY OF ST. PETERSBURG, FLORIDA
PROJECT NO. 22209-018

In addition to the services, activities, responsibilities and Deliverables set forth in Appendix A, the A/E shall also provide the services, activities, responsibilities and Deliverables set forth in this Attachment 5 to Appendix A as follows:

TASK 7 SCHEMATIC DESIGN (ADDITIONAL SERVICES)

7.9 A/E shall prepare tasks listed in 7.1-7.8 for additional project scope revisions based on User Department and City of St Petersburg input including: Explosives Storage for K-9 Unit; Outdoor Apparatus Bay and Dirty Classroom; and Emergency Operations Center planning as a back-up facility.

DELIVERABLES:

- Revised schematic architectural plans
- Revised preliminary civil engineering plans
- Revised M/E/P/FP and structural narratives

TASK 8 DESIGN DEVELOPMENT (ADDITIONAL SERVICES)

8.6 A/E shall prepare tasks listed in 7.1-7.8 for additional project scope revisions based on User Department and City of St Petersburg input including: Explosives Storage for K-9 Unit; Outdoor Apparatus Bay and Dirty Classroom; and Emergency Operations Center planning as a back-up facility.

DELIVERABLES:

- Design Development plans as indicated above
- Civil Engineering plans
- M/E/P/FP and Structural Design Development plans
- Design Development Project Manual in book format
- Revised color-rendered exterior view or colored elevations

TASK 9 CONSTRUCTION DOCUMENTATION (ADDITIONAL SERVICES)

9.8 A/E shall prepare tasks listed in 7.1-7.8 for additional project scope revisions based on User Department and City of St Petersburg input including: Explosives Storage for K-9 Unit; Outdoor Apparatus Bay and Dirty Classroom; and Emergency Operations Center planning as a back-up facility.

DELIVERABLES:

- Construction Documents as indicated above
- Civil Engineering Grading, Drainage and Utility plans
- M/E/P/FP and Structural Construction Documents
- Construction Document Project Manual in book format

TASK 14 GEOTECHNCIAL SERVICES (ADDITIONAL SERVICES)

25.1 Test pit borings through the property to remove surface debris and concrete.

DELIVERABLES

- Updated geotechnical reporting.

TASK 25 EXPLOSIVES STORAGE DESIGN SERVICES

25.1 A/E shall provide a Bureau of Alcohol, Tobacco, Firearms, and Explosives (ATF) Explosive Safety Consulting Services for 40 lbs of storage for the City of St Petersburg K-9 Unit.
25.2 Develop QD arcs for the new explosive storage magazine and incorporate into the masterplan. This will include the Intermagazine Distance (IMD), Interline Distance (ILD) , Public Traffic Route Distance (PTRD), and Inhabited Building Distance (IBD) as required. QD arcs will be based on the ATF Federal Explosives Law and Regulations.
25.3 Coordinate with the Client and Owner with respect to the QD arcs to assist in siting the new magazine.
25.4 Assist the Civil Engineer of Record to show the QD arcs on project drawings.
25.5 Explicit blast design is excluded and is assumed to not be required based on a preliminary review of the site plan.

DELIVERABLES

- Attend virtual meetings as needed.
- Preliminary and final site plan coordinated drawing review.
- Provide a summary report defining the resulting QD arcs with accompanying calculations.

TASK 26 SCOUR REPORTING SERVICES

It is understood that the ideal location for the explosives magazine storage may be located in the LIMWA zone. Based on this understanding:

26.1 A/E shall provide data collection and regulatory review of proposed location, including FEMA Flood Insurance Rate Maps (FIRM), Flood Insurance Study (FIS), applicable LIMWA mapping, topographic survey, utility information, geotechnical data, proposed site grading, proposed magazine storage specifications.
26.2 A/E shall provide site scour and erosion evaluation, including assessment of proposed structure, anticipated stormwater flow paths during a 1-percent annual change storm event, and potential scour.
26.3 A/E shall provide engineering calculations. Scope does not include HEC-RAS modeling or wave action analysis.
26.4 A/E shall evaluate foundation embedment requirements and erosion protection measures. A/e shall coordinate foundation evaluation with foundation design.
26.5 Attend virtual meetings as needed.

DELIVERABLES

- Attend virtual meetings as needed.
- Preliminary and final site plan coordinated drawing review.
- Engineering calculations and scour report.

TASK 27 SCHEDULE EXTENSION

A/E understands that the Owner intents to increase the duration of Owner review periods / NTP notifications between Tasks. The expected extension is 9 months, or 270 days. Task durations as listed in Appendix C shall not change.

27.1 Per Owner request, A/E shall maintain ongoing Project Management support for increased review / NTP periods, including meeting organization and attendance, ad hoc departmental reviews, additional user department meetings, during NTP periods.

DELIVERABLES

- Meeting notes from each meeting(s)
- Updated design schedule

PROJECT TEAM

The key A/E Project team members include the following staff:

- *Karl Bernhard, Principal / AOR*
- *Megan Suau, Sr. Project Manager*
- *Mahdi Ahmed, Project Architect II*
- *Abigail Korn, Project Designer I*
- *Interior Designer II, Joyce Serrano*

Subconsultants:

- *Stantec Consulting Services Inc.*-Civil Engineering/Landscape Design/Scour Report
- *Engineering Matrix Inc.*- MEPFP Engineering
- Wilson Structural Consulting Engineers, LLC – Structural Engineering
- Elliott, LeBoeuf & McElwain – Fire Training Consultant
- Two Trains - Sustainable Building Consultants
- *UES* – Geotechnical Engineering
- *Thornton Tommassetti* – Explosives Consultants

ATTACHMENT 5 TO APPENDIX B - FEE SCHEDULE
FIRE TRAINING COMPLEX
CITY OF ST. PETERSBURG, FLORIDA
PROJECT NO. 22209-018

In addition to the fees and costs set forth in Appendix B, the City shall pay A/E the fees and costs set forth in Attachment 5 to Appendix B, as follows:

I. Staff Hour Estimate: All Tasks

	Direct Labor Rates Classifications	Principal	Sr. Project Manager	Project Architect II	Project Architect I	Interior Designer II	Clerical	Total Hours	Labor Cost
	Billing Rate	$ 240	$ 215	$ 190	$ 160	$ 180	$ 95		
	TASK								
7	Schematic Design -Additional Services	4.0	8.0	5.0	8.0	1.0	1.0	27.00	$5,185.00
8	Design Development -Additional Services	11.00	32.00	27.00	33.00	4.00	1.0	108.00	$20,745.00
9	Construction Documents -Additional Services	13.00	41.00	34.00	42.00	4.00	1.0	135.00	$25,930.00
14	Geotechnical Services -Additional Services	0.00	0.00	0.00	0.00	0.00	4.0	4.0	$380.00
25	Explosives Storage Design Services	4.00	12.00	0.00	0.00	0.00	4.00	20.00	$3,920.00
26	Scour Reporting Services	4.00	12.00	0.00	0.00	0.00	4.00	20.00	$3,920.00
27	Schedule Extension	8.00	16.00	0.00	0.00	0.00	0.00	24.00	$5,360.00
	Total:	44.00	121.00	66.00	83.00	9.00	11.00	334.00	$65,440.00

II. Fee Calculation

Task	Labor Cost	Expenses	Subconsultant Services	Total Cost
7	$5,185.00	$ 0.00	$1,757.00	$6,942.00
8	$20,745.00	$ 0.00	$7,028.00	$27,773.00
9	$25,930.00	$ 0.00	$8,785.00	$34,715.00
14	$380.00	$ 0.00	$5,000.00	$5,380.00
25	$3,920.00	$ 0.00	$8,000.00	$11,920.00
26	$3,920.00	$ 0.00	$12,000.00	$15,920.00
27	$5,360.00	$ 0.00	$ 0.00	$5,360.00

III. Fee Limit

Lump Sum Cost	**$108,010.00**
Reimbursable Allowance	**$ 10,000.00**
Total Fee	**$118,010.00**

ATTACHMENT 5 TO APPENDIX C - SCHEDULE
FIRE TRAINING COMPLEX
CITY OF ST. PETERSBURG, FLORIDA
PROJECT NO. 22209-018

Task Title	**Calendar Days/Week from NTP**	
Task 7 Schematic Design	60	days
Task 8 Design Development	90	days
Task 9 Construction Documents	90	days
Task 10 Civil Engineering	150	days
Task 11 Landscape Design	150	days
Task 12 Site Planning/ Permitting (TBD)	260	days ~
Task 13 Environmental Services	120	days ~
Task 14 Geotechnical Services	60	days
Task 15 Fire Training Consultant	150	days
Task 16 LEED Services	180	days
Task 17 Energy Modeling	60	days
Task 18 Site Lighting Design	60	days
Task 19 Comm/ AV/ Security	90	days
Task 20 PV Design Services	90	days
Task 21 Lightning Protection	30	days
Task 22 Furniture Coordination	30	days
Task 23 Cost Estimate (NTE)	30	days
Task 24 Commissioning	180	days
Task 25 Explosives Storage Design Services	90	days
Task 26 Scour Reporting Services	90	days
Task 27 Schedule Extension	270	days

Approvals - gcc
Report • Printed on October 22, 2026

Approved

11/5 Council - Sweet Sparkman - Fire Training - Fifth Amendment

Attachments

Sweet Sparkman - Fire Training
https://stpete1-my.sharepoint.com/:

Final status: Approved

SM **Step 2: Approved by**
Stacey McKee 10/22/2026 7:13:05 AM

BP **Step 1: Approved by**
Brejesh Prayman 10/21/2026 8:39:13 PM

SJ **Requested by**
Sarah B. Johnson 10/21/2026 1:43:18 PM

Approvals - gcc
Report • Printed on October 22, 2026

Approved

Pre-approval - 11/5 Council - Sweet Sparkman - Fire Training - Fifth Amendment

PM - Cristina Pellizzetti

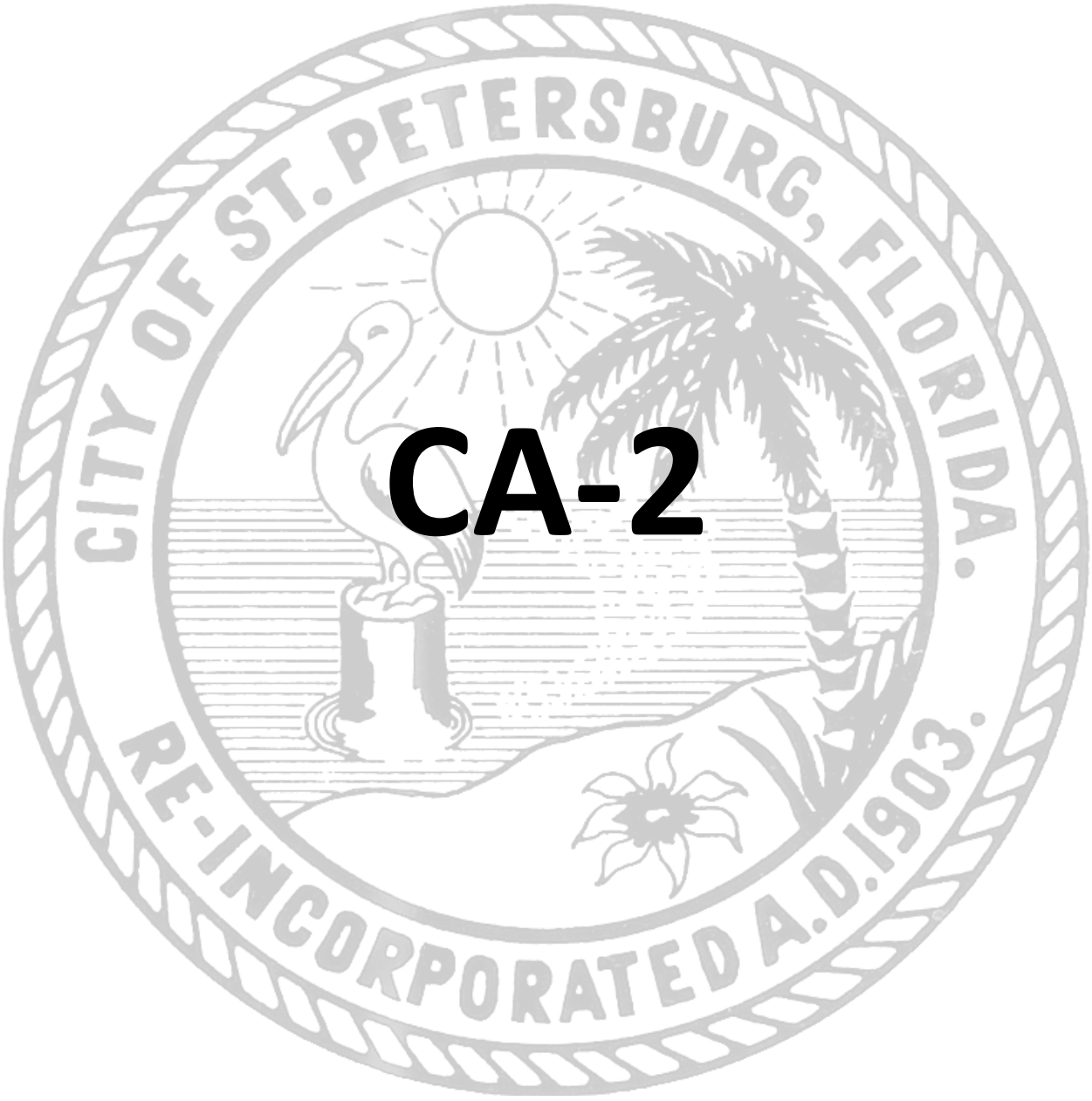
Attachments

Sweet Sparkman - Fire Training
https://stpete1-my.sharepoint.com/:

Final status: Approved

CT	Approved by Claude Tankersley	10/21/2026 6:27:20 PM
SJ	Requested by Sarah B. Johnson	10/15/2026 3:35:33 PM

The following page(s) contain the backup material for Agenda Item: A Resolution authorizing the Mayor or his designee to execute the updated Local Agency Program Agreement ("Agreement") between the State of Florida Department of Transportation ("FDOT") and the City of St. Petersburg, Florida ("City") for participation by FDOT in the construction and construction engineering inspection (CEI) activities for the 28th Street N from 1st Avenue N to 13th Avenue N Project ("Project") in the amount of $1,090,239; and providing an effective date. (ECID Project No. 23067-100; Oracle No. 19223) (FDOT financial project no. 449035 1 58 01)
Please scroll down to view the backup material.



CA-2

ST. PETERSBURG CITY COUNCIL

Consent Agenda

Meeting of November 5, 2026

TO: The Honorable Lisset Hanewicz, Chair and Members of City Council

SUBJECT: A Resolution authorizing the Mayor or his designee to execute the updated Local Agency Program Agreement ("Agreement") between the State of Florida Department of Transportation ("FDOT") and the City of St. Petersburg, Florida ("City") for participation by FDOT in the construction and construction engineering inspection (CEI) activities for the 28th Street N from 1st Avenue N to 13th Avenue N Project ("Project") in the amount of $1,090,239; and providing an effective date. (ECID Project No. 23067-100; Oracle No. 19223) (FDOT financial project no. 449035 1 58 01)

EXPLANATION: The proposed Agreement will provide federal highway grant funding through the FDOT's LAP for construction phase work for the City's 28th Street N from 1st Avenue N to 13th Avenue N Project. This separated bikeway project will provide bicycle and pedestrian connectivity from Central Avenue and the PSTA SunRunner corridors to areas north.

The scope of work includes construction of a separated bikeway along 28th Street North from 1st Avenue North to 13th Avenue North. The scope of work also includes minimal drainage improvements and incidental roadway pavement markings. Design was federally funded and administered by the City. Construction will be funded utilizing federal funds through this LAP Agreement and administered by the City.

The project is being delivered under FDOT's LAP process. The City received LAP recertification in July 2026 to provide planning, design, and construction/construction administration for federally funded projects within City limits. This project will be performed in accordance with all applicable FDOT procedures, guidelines, manuals, standards, and directives as described in the FDOT LAP Manual.

On December 4, 2025, Council Resolution 2025-572, Council approved the execution of the LAP Agreement for the 28th Street North from 1st Avenue North to 13th Avenue North project providing funds for the estimated construction costs of $1,090,239. Any anticipated construction costs that will exceed this LAP agreement amount will be allocated at the time of bid acceptance and provided by the City. Following completion of the roadway, it is expected to have a future maintenance cost of $53,587 over the service life of 15 years. Those funds were previously appropriated on December 4, 2025 on Council Resolution 2025-572. *This Agreement was signed by the City, however, was not executed by FDOT.*

FDOT has subsequently updated the LAP Agreement for compliance to Section 339.28201(5), Florida Statutes and FDOT FPO Bulletin 26-02. This new requirement outlines the Local Agency requirement to maintain a Local Funds Construction Contingency amount which shall be used prior to seeking and funding assistance from FDOT in excess of the approved LAP Agreement. This updated LAP Agreement will supersede the LAP Agreement previously approved by City Council on December 4, 2025.

On July 1, 2026, FDOT revised their forms and updated their LAP Agreement template. Therefore, the revised Agreement will need to be re-signed and re-executed.

RECOMMENDATION: A Resolution finding that the execution of the updated Local Agency Program Agreement ("Agreement") between the State of Florida Department of Transportation ("FDOT") and the City of St. Petersburg, Florida ("City") for participation by FDOT in the construction and construction engineering inspection (CEI) activities for the 28th Street N from 1st Avenue N to 13th Avenue N Project

("Project") in the amount of $1,090,239; and providing an effective date. (ECID Project No. 23067-100; Oracle No. 19223) (FDOT financial project no. 449035 1 58 01)

COST/FUNDING/ASSESSMENT INFORMATION: Revenues of up to $1,090,239 are to be received from the State of Florida, Department of Transportation and deposited into the Bicycle/Pedestrian Safety Improvements Fund (3004). Funding in the amount of $1,090,239 has been previously appropriated in the Bicycle/Pedestrian Safety Improvements Fund (3004), 28th Street - 1st Avenue N to 13th Avenue N Project (19223). Funding for the maintenance of the separated bikeway ($53,587) has been previously appropriated in the General Fund (0001), Budget and Management Department, General Purpose Revenues and Transfers Division (250-3201).

ATTACHMENTS: Resolution
Council Map
Draft FDOT LAP Phase 58 Agreement

RESOLUTION NO. 2026-__

A RESOLUTION AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE THE UPDATED LOCAL AGENCY PROGRAM AGREEMENT ("AGREEMENT") BETWEEN THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ("FDOT") AND THE CITY OF ST. PETERSBURG, FLORIDA ("CITY") FOR PARTICIPATION BY FDOT IN THE CONSTRUCTION AND CONSTRUCTION ENGINEERING INSPECTION (CEI) ACTIVITIES FOR THE 28TH STREET N FROM 1ST AVENUE N TO 13TH AVENUE N PROJECT ("PROJECT") IN THE AMOUNT OF $1,090,239; AND PROVIDING AN EFFECTIVE DATE. (ECID PROJECT NO. 23067-100; ORACLE NO. 19223) (FDOT FINANCIAL PROJECT NO. 449035 1 58 01)

WHEREAS, City Council approved Resolution 2025-572 on December 4, 2025 related to approval of the Local Agency Program Agreement with the State of Florida Department of Transportation ("FDOT") for participation by FDOT in the construction and construction engineering inspection (CEI) activities for the 28th Street N from 1st Avenue N to 13th Avenue N Project ("Project"); and

WHEREAS, Resolution 2025-572 included budgetary action needed for this Project including funding for the City's future maintenance obligations over the useful life of the Project; and

WHEREAS, in order to move forward with this Project, the City must execute an updated Local Agency Program Agreement; and

WHEREAS, since this Project includes construction phase activities, the City must comply with the provisions of Section 339.28201(5), Florida Statutes and FDOT FPO Bulletin 26-02; and

WHEREAS, Administration recommends approval of this Resolution.

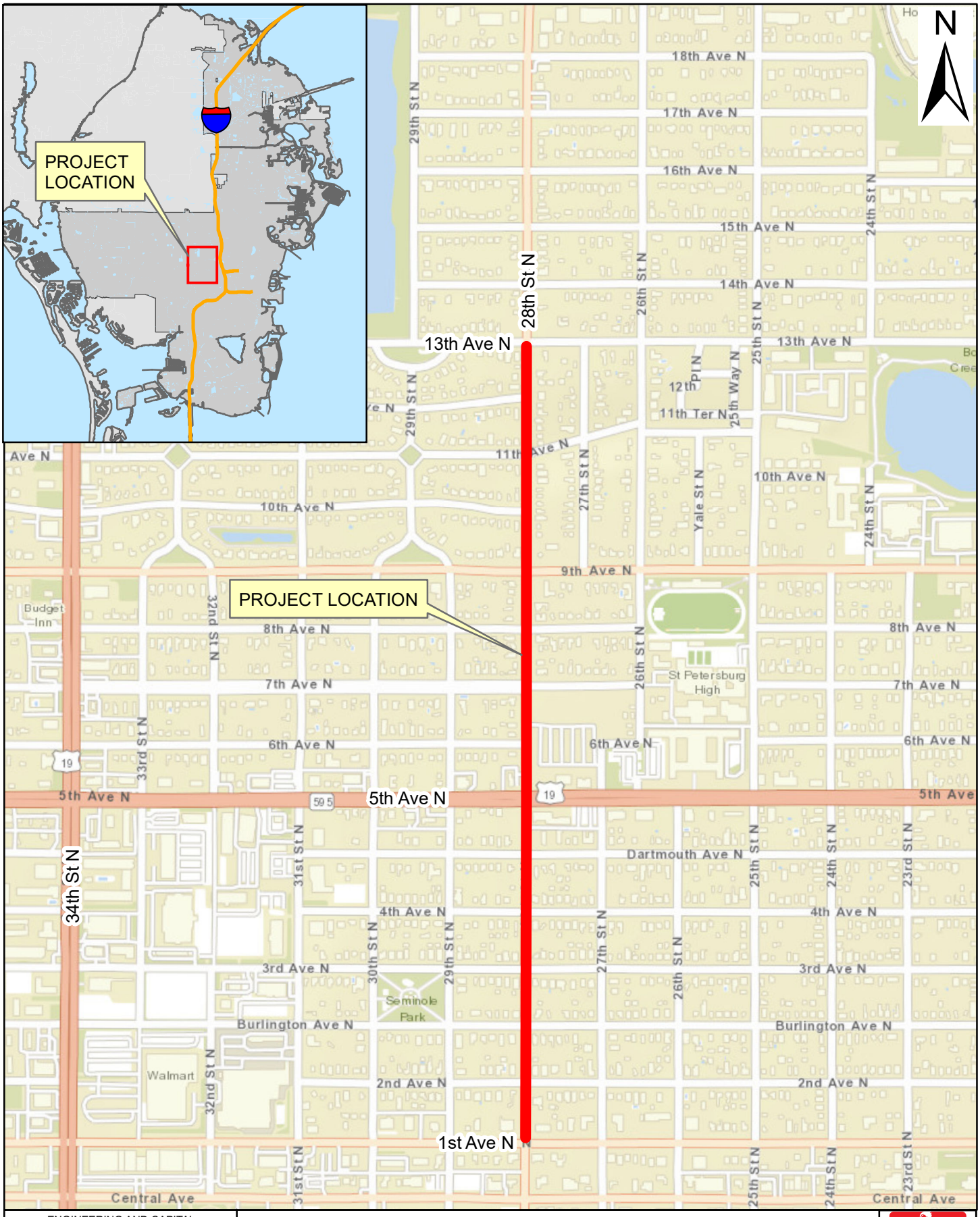
NOW THEREFORE BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida ("City") that the Mayor or his designee is authorized to execute the updated Local Agency Program Agreement ("Agreement") between the City and the State of Florida Department of Transportation ("FDOT") for participation by FDOT in the construction and construction engineering inspection activities for the Project in the amount of $1,090,239.

This Resolution shall become effective immediately upon its adoption.

LEGAL:

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DEPARTMENT:



Document Path: S:\ArcGIS\2023\ENG\XXXXX-XXX 28th St N FPN 449035-1.mxd

ENGINEERING AND CAPITAL IMPROVEMENTS DEPARTMENT CITY of ST PETERSBURG	28th St N - 1st Ave N to 13th Ave N FDOT FPN 449035-1
APPROVED BY:	DATE: 11/22/2022

st.petersburg
www.stpete.org

FPN: 449035 1 58 01	FPN: 449035 1 68 01	FPN:
Federal No (FAIN): D725 033 B	Federal No (FAIN):	Federal No (FAIN):
Federal Award Date:	Federal Award Date:	Federal Award Date:
Fund: TALU,LF	Fund: LF	Fund:
55074010706	55074010706	
FLAIR Approp:	FLAIR Approp:	FLAIR Approp:
FLAIR Obj: 78000	FLAIR Obj: 78000	FLAIR Obj:

County No:15 - PINELLAS Contract No:
Recipient Vendor No: F596000424044 Recipient Unique Entity ID (UEI) No: LARHMJNJAKS4
Assistance Listing Number (ALN): 20.205 Highway Planning and Construction

THIS LOCAL AGENCY PROGRAM AGREEMENT ("Agreement"), is entered into on _____, by and between the State of Florida Department of Transportation, an agency
(This date to be entered by DOT only)
of the State of Florida ("Department"), and the City of St. Petersburg ("Recipient").

NOW, THEREFORE, in consideration of the mutual benefits to be derived from joint participation on the Project, the Parties agree to the following:

1. **Authority:** The Department is authorized to enter into this Agreement pursuant to Section 339.12, Florida Statutes. The Recipient by Resolution or other form of official authorization, a copy of which is attached as **Exhibit "D"** and made a part of this Agreement, has authorized its officers to execute this Agreement on its behalf.

2. **Purpose of Agreement:** The purpose of this Agreement is to provide for the Department's participation in the construction and construction engineering inspection (CEI) activities for the 28th St N from 1st Ave N to 13th Ave N project, as further described in **Exhibit "A",** Project Description and Responsibilities attached to and incorporated in this Agreement ("Project"), to provide Department financial assistance to the Recipient; state the terms and conditions upon which Department funds will be provided; and to set forth the manner in which the Project will be undertaken and completed.

3. **Term of Agreement:** The Recipient agrees to complete the Project on or before 06/20/2028. If the Recipient does not complete the Project within this time period, this Agreement will expire on the last day of the scheduled completion as provided in this paragraph unless an extension of the time period is requested by the Recipient and granted in writing by the Department prior to the expiration of this Agreement. Expiration of this Agreement will be considered termination of the Project. The cost of any work performed after the term of this Agreement will not be reimbursed by the Department.

4. **Project Cost:**

   a. The estimated cost of the Project is $ 1,396,887.00. This amount is based upon the Schedule of Financial Assistance in **Exhibit "B"**, attached to and incorporated in this Agreement. **Exhibit "B"** may be modified by mutual execution of an amendment as provided for in paragraph 5.j.

   b. The Department agrees to participate in the Project cost up to the maximum amount of $1,090,239.00 and as more fully described in **Exhibit "B"**. This amount includes Federal-aid funds which are limited to the actual amount of Federal-aid participation. The Department's participation may be increased or reduced upon determination of the actual bid amounts of the Project by the mutual execution of an amendment. The Recipient agrees to bear all expenses in excess of the total cost of the Project and any deficits incurred in connection with the completion of the Project.

   c. Project costs eligible for Department participation will be allowed only from the date of this Agreement. It is understood that Department participation in eligible Project costs is subject to:

i. Legislative approval of the Department's appropriation request in the work program year that the Project is scheduled to be committed;

ii. Availability of funds as stated in paragraphs 5.m. and 5.n. of this Agreement;

iii. Approval of all plans, specifications, contracts or other obligating documents and all other terms of this Agreement; and

iv. Department approval of the Project scope and budget at the time appropriation authority becomes available.

5. Requisitions and Payments

a. The Recipient shall provide quantifiable, measurable, and verifiable units of deliverables. Each deliverable must specify the required minimum level of service to be performed and the criteria for evaluating successful completion. The Project and the quantifiable, measurable, and verifiable units of deliverables are described more fully in **Exhibit "A"**.

b. Invoices shall be submitted by the Recipient in detail sufficient for a proper pre-audit and post-audit based on the quantifiable, measurable and verifiable units of deliverables as established in **Exhibit "A"**. Deliverables must be received and accepted in writing by the Department's Project Manager prior to payments. Requests for reimbursement by the Recipient shall include an invoice, progress report and supporting documentation for the period of services being billed that are acceptable to the Department. The Recipient shall use the format for the invoice and progress report that is approved by the Department.

c. The Recipient shall charge to the Project account all eligible costs of the Project except costs agreed to be borne by the Recipient or its contractors and subcontractors. Costs in excess of the programmed funding or attributable to actions which have not received the required approval of the Department shall not be considered eligible costs. All costs charged to the Project, including any approved services contributed by the Recipient or others, shall be supported by properly executed payrolls, time records, invoices, contracts or vouchers evidencing in proper detail the nature and propriety of the charges.

d. If the Recipient is considered a rural community or rural area of opportunity, as these terms are defined by Section 288.0656(2), Florida Statutes, Recipient may submit payment requests for eligible performance completed/costs incurred under this agreement pursuant to **Exhibit "H", Alternative Advance Payment Financial Provisions.**

e. Supporting documentation must establish that the deliverables were received and accepted in writing by the Recipient and must also establish that the required minimum level of service to be performed based on the criteria for evaluating successful completion as specified in **Exhibit "A"** was met. All costs invoiced shall be supported by properly executed payrolls, time records, invoices, contracts or vouchers evidencing in proper detail the nature and propriety of charges as described in **Exhibit "F",** Contract Payment Requirements.

f. Bills for travel expenses specifically authorized in this Agreement shall be submitted on the Department's Contractor Travel Form No. 300-000-06 and will be paid in accordance with Section 112.061, Florida Statutes and the most current version of the Disbursement Handbook for Employees and Managers.

g. Payment shall only be made after receipt and approval of goods and services unless the payment is made under **Exhibit "H"** or advance payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, Florida Statutes or the Department's Comptroller under Section 334.044(29), Florida Statutes.

If the Department determines that the performance of the Recipient is unsatisfactory, the Department shall notify the Recipient of the deficiency to be corrected, which correction shall be made within a time-frame to be specified by the Department. The Recipient shall, within thirty (30) days after notice from the Department, provide the Department with a corrective action plan describing how the Recipient will address all issues of

contract non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or contract non-compliance. If the corrective action plan is unacceptable to the Department, the Recipient will not be reimbursed, or paid under Exhibit "H", to the extent of the non-performance. The Recipient will not be reimbursed or paid until the Recipient resolves the deficiency. If the deficiency is subsequently resolved, the Recipient may bill the Department for any unpaid performance completed by the Recipient during the next billing period or as provided by **Exhibit "H", Alternative Advance Payment Financial Provisions**. If the Recipient is unable to resolve the deficiency, the funds shall be forfeited at the end of the Agreement's term.,

h. Agencies providing goods and services to the Department should be aware of the following time frames. Inspection and approval of goods or services shall take no longer than 20 days from the Department's receipt of the invoice. The Department has 20 days to deliver a request for payment (voucher) to the Department of Financial Services. The 20 days are measured from the latter of the date the invoice is received or the goods or services are received, inspected, and approved.

If payment is not available within 40 days, a separate interest penalty at a rate as established pursuant to ***Section 55.03(1), F.S.***, will be due and payable, in addition to the invoice amount, to the Recipient. Interest penalties of less than one (1) dollar will not be enforced unless the Recipient requests payment. Invoices that have to be returned to the Recipient because of Recipient preparation errors will result in a delay in the payment. The invoice payment requirements do not start until a properly completed invoice is provided to the Department.

A Vendor Ombudsman has been established within the Department of Financial Services. The duties of this individual include acting as an advocate for Agencies who may be experiencing problems in obtaining timely payment(s) from a state agency. The Vendor Ombudsman may be contacted at (850) 413-5516.

i. The Recipient shall maintain an accounting system or separate accounts to ensure funds and projects are tracked separately. Records of costs incurred under the terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for five years after final payment is made. Copies of these documents and records shall be furnished to the Department upon request. Records of costs incurred include the Recipient's general accounting records and the project records, together with supporting documents and records, of the contractor and all subcontractors performing work on the project, and all other records of the Contractor and subcontractors considered necessary by the Department for a proper audit of costs.

j. Prior to the execution of this Agreement, a Project schedule of funding shall be prepared by the Recipient and approved by the Department. The Recipient shall maintain said schedule of funding, carry out the Project, and shall incur obligations against and make disbursements of Project funds only in conformity with the latest approved schedule of funding for the Project. The schedule of funding must include the Local Funds Construction Contingency (LFCC) amount as defined in FDOT FPO Bulletin 26-02 for all construction phase(s) in the Project per Section 339.28201, Florida Statutes. The schedule of funding may be revised by execution of a Local Agency Program ("LAP") Supplemental Agreement between the Department and the Recipient. The Recipient acknowledges and agrees that funding for this project may be reduced upon determination of the Recipient's contract award amount. The Recipient shall provide proof of depleted LFCC funds on the project prior to seeking funding assistance from the Department for any funding shortfalls.

k. If, after Project completion, any claim is made by the Department resulting from an audit or for work or services performed pursuant to this Agreement, the Department may offset such amount from payments due for work or services done under any agreement which it has with the Recipient owing such amount if, upon demand, payment of the amount is not made within 60 days to the Department. Offsetting any amount pursuant to this paragraph shall not be considered a breach of contract by the Department.

l. The Recipient must submit the final invoice on the Project to the Department within 120 days after the completion of the Project. Invoices submitted after the 120-day time period may not be paid.

m. The Department's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. If the Department's funding for this Project is in multiple fiscal years, funds approval from the Department's Comptroller must be received each fiscal year prior to costs being incurred.

See **Exhibit "B"** for funding levels by fiscal year. Project costs utilizing these fiscal year funds are not eligible for reimbursement if incurred prior to funds approval being received. The Department will notify the Recipient, in writing, when funds are available.

n. In the event this Agreement is in excess of $25,000 and has a term for a period of more than one year, the provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated:

> "The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of $25,000 and which have a term for a period of more than 1 year."

6. Department Payment Obligations:

Subject to other provisions of this Agreement, the Department will honor requests for reimbursement to the Recipient pursuant to this Agreement. However, notwithstanding any other provision of this Agreement, the Department may elect by notice in writing not to make a payment if:

a. The Recipient shall have made misrepresentation of a material nature in its application, or any supplement or amendment to its application, or with respect to any document or data furnished with its application or pursuant to this Agreement;

b. There is any pending litigation with respect to the performance by the Recipient of any of its duties or obligations which may jeopardize or adversely affect the Project, the Agreement or payments to the Project;

c. The Recipient shall have taken any action pertaining to the Project which, under this Agreement, requires the approval of the Department or has made a related expenditure or incurred related obligations without having been advised by the Department that same are approved;

d. There has been any violation of the conflict of interest provisions contained in paragraph 14.f.; or

e. The Recipient has been determined by the Department to be in default under any of the provisions of the Agreement.

The Department may suspend or terminate payment for that portion of the Project which the Federal Highway Administration ("FHWA"), or the Department acting in lieu of FHWA, may designate as ineligible for Federal-aid.

In determining the amount of the payment, the Department will exclude all Project costs incurred by the Recipient prior to the Department's issuance of a Notice to Proceed ("NTP"), costs incurred after the expiration of the Agreement, costs which are not provided for in the latest approved schedule of funding in **Exhibit "B"** for the Project, costs agreed to be borne by the Recipient or its contractors and subcontractors for not meeting the Project commencement and final invoice time lines, and costs attributable to goods or services received under a contract or other arrangements which have not been approved in writing by the Department.

7. General Requirements:

The Recipient shall complete the Project with all practical dispatch, in a sound, economical, and efficient manner, and in accordance with the provisions in this Agreement, and all applicable laws. The Project will be performed in accordance with all applicable Department procedures, guidelines, manuals, standards, and directives as described in the Department's **Local Agency Program Manual** (FDOT Topic No. 525-010-300), which by this reference is made a part of this Agreement. Time is of the essence as to each and every obligation under this Agreement.

a. A full time employee of the Recipient, qualified to ensure that the work being pursued is complete, accurate, and consistent with the terms, conditions, and specifications of this Agreement shall be in responsible charge of the Project, which employee should be able to perform the following duties and functions:

i. Administers inherently governmental project activities, including those dealing with cost, time, adherence to contract requirements, construction quality and scope of Federal-aid projects;

ii. Maintains familiarity of day to day Project operations, including Project safety issues;

iii. Makes or participates in decisions about changed conditions or scope changes that require change orders or supplemental agreements;

iv. Visits and reviews the Project on a frequency that is commensurate with the magnitude and complexity of the Project;

v. Reviews financial processes, transactions and documentation to ensure that safeguards are in place to minimize fraud, waste, and abuse;

vi. Directs Project staff, agency or consultant, to carry out Project administration and contract oversight, including proper documentation;

vii. Is aware of the qualifications, assignments and on-the-job performance of the Recipient and consultant staff at all stages of the Project.

b. Once the Department issues the NTP for the Project, the Recipient shall be obligated to submit an invoice or other request for reimbursement to the Department no less than once every 90 days (quarterly), beginning from the day the NTP is issued. If the Recipient fails to submit quarterly invoices to the Department, and in the event the failure to timely submit invoices to the Department results in the FHWA removing any unbilled funding or the loss of state appropriation authority (which may include the loss of state and federal funds, if there are state funds programmed to the Project), then the Recipient will be solely responsible to provide all funds necessary to complete the Project and the Department will not be obligated to provide any additional funding for the Project. The Recipient waives the right to contest such removal of funds by the Department, if the removal is related to FHWA's withdrawal of funds or if the removal is related to the loss of state appropriation authority. In addition to the loss of funding for the Project, the Department will also consider the de-certification of the Recipient for future LAP Projects. No cost may be incurred under this Agreement until after the Recipient has received a written NTP from the Department. The Recipient agrees to advertise or put the Project out to bid thirty (30) days from the date the Department issues the NTP to advertise the Project. If the Recipient is not able to meet the scheduled advertisement, the Department District LAP Administrator should be notified as soon as possible.

c. If all funds are removed from the Project, including amounts previously billed to the Department and reimbursed to the Recipient, and the Project is off the State Highway System, then the Department will have to request repayment for the previously billed amounts from the Recipient. No state funds can be used on off-system projects, unless authorized pursuant to **Exhibit "I",** State Funds Addendum, which will be attached to and incorporated in this Agreement in the event state funds are used on the Project.

d. In the event that any election, referendum, approval, permit, notice or other proceeding or authorization is required under applicable law to enable the Recipient to enter into this Agreement or to undertake the Project or to observe, assume or carry out any of the provisions of the Agreement, the Recipient will initiate and consummate, as provided by law, all actions necessary with respect to any such matters.

e. The Recipient shall initiate and prosecute to completion all proceedings necessary, including Federal-aid requirements, to enable the Recipient to provide the necessary funds for completion of the Project.

f. The Recipient shall submit to the Department such data, reports, records, contracts, and other documents relating to the Project as the Department and FHWA may require. The Recipient shall make such submissions using Department-designated information systems.

g. Federal-aid funds shall not participate in any cost which is not incurred in conformity with applicable federal and state laws, the regulations in 23 Code of Federal Regulations (C.F.R.) and 49 C.F.R., and policies and procedures prescribed by the Division Administrator of FHWA. Federal funds shall not be paid on account of any cost incurred prior to authorization by FHWA to the Department to proceed with the Project or part thereof involving such cost (23 C.F.R. 1.9 (a)). If FHWA or the Department determines that any amount claimed is not eligible, federal participation may be approved in the amount determined to be adequately supported and the Department shall notify the Recipient in writing citing the reasons why items and amounts are not eligible for federal participation. Where correctable non-compliance with provisions of law or FHWA requirements exists federal funds may be withheld until compliance is obtained. Where non-compliance is not correctable, FHWA or the Department may deny participation in parcel or Project costs in part or in total. For any amounts determined to be ineligible for federal reimbursement for which the Department has advanced payment, the Recipient shall promptly reimburse the Department for all such amounts within 90 days of written notice.

h. For any project requiring additional right-of-way, the Recipient must submit to the Department an annual report of its real property acquisition and relocation assistance activities on the project. Activities shall be reported on a federal fiscal year basis, from October 1 through September 30. The report must be prepared using the format prescribed in 49 C.F.R. Part 24, Appendix B, and be submitted to the Department no later than October 15 of each year.

i. If the project has a construction phase, the Recipient agrees to comply in full with the provisions in Section 339.28201(5), Florida Statutes and FDOT FPO Bulletin 26-02.

8. Audit Reports:

The administration of resources awarded through the Department to the Recipient by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of federal awards or limit the authority of any state agency inspector general, the State of Florida Auditor General, or any other state official. The Recipient shall comply with all audit and audit reporting requirements as specified below.

a. In addition to reviews of audits conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, monitoring procedures may include, but not be limited to, on-site visits by Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to federal awards provided through the Department by this Agreement. By entering into this Agreement, the Recipient agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The Recipient further agrees to comply and cooperate with any inspections, reviews, investigations, or audits deemed necessary by the Department, State of Florida Chief Financial Officer ("CFO"), or State of Florida Auditor General.

b. The Recipient, a non-federal entity as defined by 2 CFR Part 200, as a subrecipient of a federal award awarded by the Department through this Agreement is subject to the following requirements:

i. In the event the Recipient expends a total amount of federal awards equal to or in excess of the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, the Recipient must have a federal single or program-specific audit for such fiscal year conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements. **Exhibit "E"** to this Agreement provides the required federal award identification information needed by the Recipient to further comply with the requirements of 2 CFR Part 200, Subpart F – Audit Requirements. In determining federal awards expended in a fiscal year, the Recipient must consider all sources of federal awards based on when the activity related to the federal award occurs, including the federal award provided through the Department by this Agreement. The determination of amounts of federal awards expended should be in accordance with the guidelines established by 2 CFR Part 200, Subpart F – Audit Requirements. An audit conducted by the State of Florida Auditor General in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, will meet the requirements of this part.

ii. In connection with the audit requirements, the Recipient shall fulfill the requirements relative to the auditee responsibilities as provided in 2 CFR Part 200, Subpart F – Audit Requirements.

iii. In the event the Recipient expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in federal awards, the Recipient is exempt from federal audit requirements for that fiscal year. However, the Recipient must provide a single audit exemption statement to the Department at FDOTSingleAudit@dot.state.fl.us no later than nine months after the end of the Recipient's audit period for each applicable audit year. In the event the Recipient expends less than the threshold established by 2 CFR Part 200, Subpart F – Audit Requirements, in federal awards in a fiscal year and elects to have an audit conducted in accordance with the provisions of 2 CFR Part 200, Subpart F – Audit Requirements, the cost of the audit must be paid from non-federal resources (*i.e.*, the cost of such an audit must be paid from the Recipient's resources obtained from other than federal entities).

iv. The Recipient must electronically submit to the Federal Audit Clearinghouse ("FAC") at https://harvester.census.gov/facweb/ the audit reporting package as required by 2 CFR Part 200, Subpart F – Audit Requirements, within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period. The FAC is the repository of record for audits required by 2 CFR Part 200, Subpart F – Audit Requirements, and this Agreement. However, the Department requires a copy of the audit reporting package also be submitted to FDOTSingleAudit@dot.state.fl.us within the earlier of 30 calendar days after receipt of the auditor's report(s) or nine months after the end of the audit period as required by 2 CFR Part 200, Subpart F – Audit Requirements.

v. Within six months of acceptance of the audit report by the FAC, the Department will review the Recipient's audit reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate action on all deficiencies has been taken pertaining to the federal award provided through the Department by this Agreement. If the Recipient fails to have an audit conducted in accordance with 2 CFR Part 200, Subpart F – Audit Requirements, the Department may impose additional conditions to remedy noncompliance. If the Department determines that noncompliance cannot be remedied by imposing additional conditions, the Department may take appropriate actions to enforce compliance, which actions may include but not be limited to the following:

1. Temporarily withhold cash payments pending correction of the deficiency by the Recipient or more severe enforcement action by the Department;
2. Disallow (deny both use of funds and any applicable matching credit for) all or part of the cost of the activity or action not in compliance;
3. Wholly or partly suspend or terminate the federal award;
4. Initiate suspension or debarment proceedings as authorized under 2 C.F.R. Part 180 and federal awarding agency regulations (or in the case of the Department, recommend such a proceeding be initiated by the federal awarding agency);
5. Withhold further federal awards for the Project or program;
6. Take other remedies that may be legally available.

vi. As a condition of receiving this federal award, the Recipient shall permit the Department or its designee, the CFO, or State of Florida Auditor General access to the Recipient's records including financial statements, the independent auditor's working papers, and project records as necessary. Records related to unresolved audit findings, appeals, or litigation shall be retained until the action is complete or the dispute is resolved.

vii. The Department's contact information for requirements under this part is as follows:

Office of Comptroller, MS 24
605 Suwannee Street
Tallahassee, Florida 32399-0450
FDOTSingleAudit@dot.state.fl.us

c. The Recipient shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department or its designee, the CFO, or State of Florida Auditor General access to such records upon request. The Recipient shall ensure that the audit working papers are made available to the Department or its designee, the CFO, or State of Florida Auditor General upon request for a period of five years from the date the audit report is issued, unless extended in writing by the Department.

9. Termination or Suspension of Project:

The Department may, by written notice to the Recipient, suspend any or all of the Department's obligations under this Agreement for the Recipient's failure to comply with applicable law or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected.

a. If the Department intends to terminate the Agreement, the Department shall notify the Recipient of such termination in writing at least thirty (30) days prior to the termination of the Agreement, with instructions to the effective date of termination or specify the stage of work at which the Agreement is to be terminated.

b. The Parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the Parties shall agree upon the termination conditions.

c. If the Agreement is terminated before performance is completed, the Recipient shall be paid only for that work satisfactorily performed for which costs can be substantiated. Such payment, however, may not exceed the equivalent percentage of the Department's maximum financial assistance. If any portion of the Project is located on the Department's right-of-way, then all work in progress on the Department right-of-way will become the property of the Department and will be turned over promptly by the Recipient.

d. In the event the Recipient fails to perform or honor the requirements and provisions of this Agreement, the Recipient shall promptly refund in full to the Department within thirty (30) days of the termination of the Agreement any funds that were determined by the Department to have been expended in violation of the Agreement.

e. The Department reserves the right to unilaterally cancel this Agreement for failure by the Recipient to comply with the Public Records provisions of Chapter 119, Florida Statutes.

10. Contracts of the Recipient:

a. Except as otherwise authorized in writing by the Department, the Recipient shall not execute any contract or obligate itself in any manner requiring the disbursement of Department funds, including consultant or construction contracts or amendments thereto, with any third party with respect to the Project without the written approval of the Department. Failure to obtain such approval shall be sufficient cause for nonpayment by the Department. The Department specifically reserves the right to review the qualifications of any consultant or contractor and to approve or disapprove the employment of such consultant or contractor.

b. It is understood and agreed by the parties to this Agreement that participation by the Department in a project with the Recipient, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the Recipient's complying in full with provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act, the federal Brooks Act, 23 C.F.R. 172, and 23 U.S.C. 112. At the discretion of the Department, the Recipient will involve the Department in the consultant selection process for all projects funded under this Agreement. In all cases, the Recipient shall certify to the Department that selection has been accomplished in compliance with the Consultants' Competitive Negotiation Act and the federal Brooks Act.

c. The Recipient shall comply with, and require its consultants and contractors to comply with applicable federal law pertaining to the use of Federal-aid funds. The Recipient shall comply with the provisions in the FHWA-1273 form as set forth in **Exhibit "G",** FHWA 1273 attached to and incorporated in this Agreement. The Recipient shall include FHWA-1273 in all contracts with contractors performing work on the Project.

d. The Recipient shall require its consultants and contractors to take emergency steps to close any public road whenever there is a risk to life, health and safety of the travelling public. The safety of the travelling public is the Department's first priority for the Recipient. If lane or road closures are required by the LA to ensure the life, health, and safety of the travelling public, the LA must notify the District Construction Engineer and District Traffic Operations Engineer immediately once the travelling public are not at imminent risk. The Department expects professional engineering judgment be applied in all aspects of locally

delivered projects. Defect management and supervision of LAP project structures components must be proactively managed, monitored, and inspected by department prequalified structures engineer(s). The District Construction Engineer must be notified immediately of defect monitoring that occurs in LAP project construction, whether or not the defects are considered an imminent risk to life, health, or safety of the travelling public. When defects, including but not limited to, structural cracks, are initially detected during bridge construction, the engineer of record, construction engineering inspector, design-build firm, or local agency that owns or is responsible for the bridge construction has the authority to immediately close the bridge to construction personnel and close the road underneath. The LA shall also ensure compliance with the CPAM, Section 9.1.8 regarding actions for maintenance of traffic and safety concerns.

11. Disadvantaged Business Enterprise (DBE) Policy and Obligation:

It is the policy of the Department that DBE's, as defined in 49 C.F.R. Part 26, as amended, shall have the opportunity to participate in the performance of contracts financed in whole or in part with Department funds under this Agreement. The DBE requirements of applicable federal and state laws and regulations apply to this Agreement.

The Recipient and its contractors agree to ensure that DBE's have the opportunity to participate in the performance of this Agreement. In this regard, all recipients and contractors shall take all necessary and reasonable steps in accordance with applicable federal and state laws and regulations to ensure that the DBE's have the opportunity to compete for and perform contracts. The Recipient and its contractors and subcontractors shall not discriminate on the basis of race, color, national origin or sex in the award and performance of contracts, entered pursuant to this Agreement.

12. Compliance with Conditions and Laws:

The Recipient shall comply and require its contractors and subcontractors to comply with all terms and conditions of this Agreement and all federal, state, and local laws and regulations applicable to this Project. Execution of this Agreement constitutes a certification that the Recipient is in compliance with, and will require its contractors and subcontractors to comply with, all requirements imposed by applicable federal, state, and local laws and regulations, including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions," in 49 C.F.R. Part 29, and 2 C.F.R. Part 200 when applicable.

13. Performance Evaluations:

Recipients are evaluated on a project-by-project basis. The evaluations provide information about oversight needs and provide input for the recertification process. Evaluations are submitted to the Recipient's person in responsible charge or designee as part of the Project closeout process. The Department provides the evaluation to the Recipient no more than 30 days after final acceptance.

a. Each evaluation will result in one of three ratings. A rating of Unsatisfactory Performance means the Recipient failed to develop the Project in accordance with applicable federal and state regulations, standards and procedures, required excessive District involvement/oversight, or the Project was brought in-house by the Department. A rating of Satisfactory Performance means the Recipient developed the Project in accordance with applicable federal and state regulations, standards and procedures, with minimal District involvement/oversight. A rating of Above Satisfactory Performance means the Recipient developed the Project in accordance with applicable federal and state regulations, standards and procedures, and the Department did not have to exceed the minimum oversight and monitoring requirements identified for the project.

b. The District will determine which functions can be further delegated to Recipients that continuously earn Satisfactory and Above Satisfactory evaluations.

14. Restrictions, Prohibitions, Controls, and Labor Provisions:

During the performance of this Agreement, the Recipient agrees as follows, and agrees to require its contractors and subcontractors to include in each subcontract the following provisions:

a. The Recipient will comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964, the regulations of the U.S. Department of Transportation issued thereunder, and the assurance by the Recipient pursuant thereto. The Recipient shall include the attached **Exhibit "C",** Title VI Assurances in all contracts

with consultants and contractors performing work on the Project that ensure compliance with Title VI of the Civil Rights Act of 1964, 49 C.F.R. Part 21, and related statutes and regulations.

b. The Recipient will comply with all the requirements as imposed by the ADA, the regulations of the Federal Government issued thereunder, and assurance by the Recipient pursuant thereto.

c. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

d. In accordance with Section 287.134, Florida Statutes, an entity or affiliate who has been placed on the Discriminatory Vendor List, kept by the Florida Department of Management Services, may not submit a bid on a contract to provide goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity.

e. An entity or affiliate who has had its Certificate of Qualification suspended, revoked, denied or have further been determined by the Department to be a non-responsible contractor may not submit a bid or perform work for the construction or repair of a public building or public work on a contract with the Recipient.

f. Neither the Recipient nor any of its contractors or their subcontractors shall enter into any contract, subcontract or arrangement in connection with the Project or any property included or planned to be included in the Project in which any member, officer or employee of the Recipient or the locality during tenure or for 2 years thereafter has any interest, direct or indirect. If any such present or former member, officer or employee involuntarily acquires or had acquired prior to the beginning of tenure any such interest, and if such interest is immediately disclosed to the Recipient, the Recipient, with prior approval of the Department, may waive the prohibition contained in this paragraph provided that any such present member, officer or employee shall not participate in any action by the Recipient or the locality relating to such contract, subcontract or arrangement. The Recipient shall insert in all contracts entered into in connection with the Project or any property included or planned to be included in any Project, and shall require its contractors to insert in each of their subcontracts, the following provision:

"No member, officer or employee of the Recipient or of the locality during his tenure or for 2 years thereafter shall have any interest, direct or indirect, in this contract or the proceeds thereof."

The provisions of this paragraph shall not be applicable to any agreement between the Recipient and its fiscal depositories or to any agreement for utility services the rates for which are fixed or controlled by a governmental agency.

g. No member or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement or any benefit arising therefrom.

h. In accordance with Section 787.06(13), Florida Statutes, the Recipient must verify its contractors or subcontractors are not engaged in coercion for labor or services.

15. Indemnification and Insurance:

a. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof, a third-party beneficiary under this Agreement, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement. The

Recipient guarantees the payment of all just claims for materials, supplies, tools, or labor and other just claims against the Recipient or any subcontractor, in connection with this Agreement.

b. To the extent provided by law, Recipient shall indemnify, defend, and hold harmless the Department against any actions, claims, or damages arising out of, relating to, or resulting from negligent or wrongful act(s) of Recipient, or any of its officers, agents, or employees, acting within the scope of their office or employment, in connection with the rights granted to or exercised by Recipient hereunder, to the extent and within the limitations of Section 768.28, Florida Statutes. The foregoing indemnification shall not constitute a waiver of the Department's or Recipient's sovereign immunity beyond the limits set forth in Florida Statutes, Section 768.28, nor shall the same be construed to constitute agreement by Recipient to indemnify the Department for the negligent acts or omissions of the Department, its officers, agents, or employees, or for the acts of third parties. Nothing herein shall be construed as consent by Recipient to be sued by third parties in any manner arising out of this Agreement. This indemnification shall survive the termination of this Agreement.

c. Recipient agrees to include the following indemnification in all contracts with contractors, subcontractors, consultants, or subconsultants (each referred to as "Entity" for the purposes of the below indemnification) who perform work in connection with this Agreement:

"To the extent provided by law, [ENTITY] shall indemnify, defend, and hold harmless the [RECIPIENT] and the State of Florida, Department of Transportation, including the Department's officers, agents, and employees, against any actions, claims, or damages arising out of, relating to, or resulting from negligent or wrongful act(s) of [ENTITY], or any of its officers, agents, or employees, acting within the scope of their office or employment, in connection with the rights granted to or exercised by [ENTITY].

The foregoing indemnification shall not constitute a waiver of the Department's or [RECIPIENT']'s sovereign immunity beyond the limits set forth in Florida Statutes, Section 768.28. Nor shall the same be construed to constitute agreement by [ENTITY] to indemnify [RECIPIENT] for the negligent acts or omissions of [RECIPIENT], its officers, agents, or employees, or third parties. Nor shall the same be construed to constitute agreement by [ENTITY] to indemnify the Department for the negligent acts or omissions of the Department, its officers, agents, or employees, or third parties. This indemnification shall survive the termination of this Agreement."

d. The Recipient shall, or cause its contractor or consultant to carry and keep in force, during the term of this Agreement, a general liability insurance policy or policies with a company or companies authorized to do business in Florida, affording public liability insurance with combined bodily injury limits of at least $200,000 per person and $300,000 each occurrence, and property damage insurance of at least $200,000 each occurrence, for the services to be rendered in accordance with this Agreement. The Recipient shall also, or cause its contractor or consultant to carry and keep in force Workers' Compensation Insurance as required by the State of Florida under the Workers' Compensation Law. With respect to any general liability insurance policy required pursuant to this Agreement, all such policies shall be issued by companies licensed to do business in the State of Florida. The Recipient shall provide to the Department certificates showing the required coverage to be in effect with endorsements showing the Department to be an additional insured prior to commencing any work under this Agreement. Policies that include Self Insured Retention will not be accepted. The certificates and policies shall provide that in the event of any material change in or cancellation of the policies reflecting the required coverage, thirty days advance notice shall be given to the Department or as provided in accordance with Florida law.

16. Maintenance Obligations: In the event the Project includes construction then the following provisions are incorporated into this Agreement:

a. The Recipient agrees to maintain any portion of the Project not located on the State Highway System constructed under this Agreement for its useful life. If the Recipient constructs any improvement on Department right-of-way, the Recipient

☐ shall

☐ shall not

☒ N/A

maintain the improvements located on the Department right-of-way for their useful life. If the Recipient is required to maintain Project improvements located on the Department right-of-way beyond final acceptance, then Recipient shall, prior to any disbursement of the state funding provided under this Agreement, also execute a Maintenance Memorandum of Agreement in a form that is acceptable to the Department. The Recipient has agreed to the foregoing by resolution, and such resolution is attached and incorporated into this Agreement as **Exhibit "D"**. This provision will survive termination of this Agreement.

17. Miscellaneous Provisions:

a. The Recipient will be solely responsible for compliance with all applicable environmental regulations, for any liability arising from non-compliance with these regulations, and will reimburse the Department for any loss incurred in connection therewith. The Recipient will be responsible for securing any applicable permits. The Recipient shall include in all contracts and subcontracts for amounts in excess of $150,000, a provision requiring compliance with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251-1387).

b. The Department shall not be obligated or liable hereunder to any individual or entity not a party to this Agreement.

c. In no event shall the making by the Department of any payment to the Recipient constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the Recipient and the making of such payment by the Department, while any such breach or default shall exist, shall in no way impair or prejudice any right or remedy available to the Department with respect to such breach or default.

d. If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.

e. By execution of the Agreement, the Recipient represents that it has not paid and, also agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder.

f. Nothing in the Agreement shall require the Recipient to observe or enforce compliance with any provision or perform any act or do any other thing in contravention of any applicable state law. If any of the provisions of the Agreement violate any applicable state law, the Recipient will at once notify the Department in writing in order that appropriate changes and modifications may be made by the Department and the Recipient to the end that the Recipient may proceed as soon as possible with the Project.

g. In the event that this Agreement involves constructing and equipping of facilities, the Recipient shall submit to the Department for approval all appropriate plans and specifications covering the Project. The Department will review all plans and specifications and will issue to the Recipient a written approval with any approved portions of the Project and comments or recommendations covering any remainder of the Project deemed appropriate. After resolution of these comments and recommendations to the Department's satisfaction, the Department will issue to the Recipient a written approval with said remainder of the Project. Failure to obtain this written approval shall be sufficient cause of nonpayment by the Department.

h. Upon completion of right-of-way activities on the Project, the Recipient must certify compliance with all applicable federal and state requirements. Certification is required prior to authorization for advertisement for or solicitation of bids for construction of the Project, including if no right-of-way is required.

i. The Recipient will certify in writing, prior to Project closeout that the Project was completed in accordance with applicable plans and specifications, is in place on the Recipient's facility, adequate title is in the Recipient's name, and the Project is accepted by the Recipient as suitable for the intended purpose.

j. The Recipient agrees that no federally-appropriated funds have been paid, or will be paid by or on behalf of the Recipient, to any person for influencing or attempting to influence any officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any federal contract, grant, loan or cooperative agreement. If any funds other than federally-appropriated funds have been paid by the Recipient to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress in connection with this Agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. The Recipient shall require that the language of this paragraph be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. No funds received pursuant to this contract may be expended for lobbying the Legislature, the judicial branch or a state agency.

k. The Recipient may not permit the Engineer of Record to perform Construction, Engineering and Inspection services on the Project.

l. The Recipient shall comply with all applicable federal guidelines, procedures, and regulations. If at any time a review conducted by Department and or FHWA reveals that the applicable federal guidelines, procedures, and regulations were not followed by the Recipient and FHWA requires reimbursement of the funds, the Recipient will be responsible for repayment to the Department of all funds awarded under the terms of this Agreement.

m. The Recipient shall:

i. utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by Recipient during the term of the contract; and

ii. expressly require any contractor and subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.

n. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute the same Agreement. A facsimile or electronic transmission of this Agreement with a signature on behalf of a party will be legal and binding on such party.

o. The Parties agree to comply with s.20.055(5), Florida Statutes, and to incorporate in all subcontracts the obligation to comply with s.20.055(5), Florida Statutes.

p. If the Project is procured pursuant to Chapter 255, Florida Statutes, for construction services and the cost of the Project is to be paid from state-appropriated funds, then the Recipient must comply with the requirements of Section 255.0991, Florida Statutes.

18. Exhibits:

a. **Exhibits "A"**, **"B"**, **"C", "D"**, **"E", "F" and "H"** are attached to and incorporated into this Agreement.

b. ☒ If this Project includes Phase 58 (construction) activities, then **Exhibit "G"**, FHWA FORM 1273, is attached and incorporated into this Agreement.

c. ☐ State funds are used on this Project. If state funds are used on this Project, then **Exhibit "I"**, State Funds Addendum, is attached and incorporated into this Agreement. **Exhibit "J"**, State Financial Assistance (Florida Single Audit Act), is attached and incorporated into this Agreement.

d. ☐ This Project utilizes Advance Project Reimbursement. If this Project utilizes Advance Project Reimbursement, then **Exhibit "K"**, Advance Project Reimbursement is attached and incorporated into this Agreement.

e. ☐ This Project includes funding for landscaping. If this Project includes funding for landscaping, then **Exhibit "L",** Landscape Maintenance, is attached and incorporated into this Agreement.

f. ☐ This Project includes funding for a roadway lighting system. If the Project includes funding for roadway lighting system, **Exhibit "M"**, Roadway Lighting Maintenance is attached and incorporated into this Agreement.

g. ☒ This Project includes funding for traffic signals and/or traffic signal systems. If this Project includes funding for traffic signals and/or traffic signals systems, **Exhibit "N"**, Traffic Signal Maintenance is attached and incorporated into this Agreement.

h. ☐ A portion or all of the Project will utilize Department right-of-way and, therefore, **Exhibit "O"**, Terms and Conditions of Construction in Department Right-of-Way, is attached and incorporated into this Agreement.

i. ☐ The following Exhibit(s) are attached and incorporated into this Agreement: _____

j. Exhibit and Attachment List

Exhibit A: Project Description and Responsibilities
Exhibit B: Schedule of Financial Assistance
Exhibit C: Title VI Assurances
Exhibit D: Recipient Resolution
Exhibit E: Federal Financial Assistance (Single Audit Act)
Exhibit F: Contract Payment Requirements
* Exhibit G: FHWA Form 1273
Exhibit H: Alternative Advance Payment Financial Provisions
* Exhibit I: State Funds Addendum
* Exhibit J: State Financial Assistance (Florida Single Audit Act)
* Exhibit K: Advance Project Reimbursement
* Exhibit L: Landscape Maintenance
* Exhibit M: Roadway Lighting Maintenance
* Exhibit N: Traffic Signal Maintenance
* Exhibit O: Terms and Conditions of Construction in Department Right-of-Way

* Additional Exhibit(s):

*** Indicates that the Exhibit is only attached and incorporated if applicable box is selected.**

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year written above.

RECIPIENT City of St. Petersburg

By: _____

Name: Brejesh Prayman, P.E.
Title: Director, Engineering & Capital Improvements

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION

By: _____

Name: Kelli Bradley, P.E.
Title: District Director of Transportation Development

Legal Review:

_____

EXHIBIT A

PROJECT DESCRIPTION AND RESPONSIBILITIES

FPN: 449035 1 58/68 01

This exhibit forms an integral part of the Agreement between the State of Florida, Department of Transportation and

The City of St. Petersburg (the Recipient)

PROJECT LOCATION:

☐ The project is on the National Highway System.

☐ The project is on the State Highway System.

PROJECT LENGTH AND MILE POST LIMITS: Total Miles: 0.877 MI; Roadway ID 15000308 MP 1.634 to MP 2.511

PROJECT DESCRIPTION: The construction and construction engineering inspection (CEI) activities for the 28th St N from 1st Ave N to 13th Ave N project. The project consists of milling and resurfacing of the roadway, a concrete separated bikeway, restriping of existing bike lanes to establish a 4-foot minimum width, protected intersections with vertical elements to best establish space for cyclists and pedestrians, and reconstruction of affected driveways. Utilities relocation components and patterned pavement are considered non-participating items.

This project contains construction phase costs that must meet the requirements of 339.28201 F.S.

SPECIAL CONSIDERATIONS BY RECIPIENT:

The Agency shall implement the project using all applicable criteria and standards for the type of project classification as defined in the Local Programs Manual, Chapter 17 – Preliminary Engineering and Design.

For projects off the State Highway System (Class D), the Agency will submit design plans for review and approval at 60%, 100% and final. For projects classified per the Local Programs Manual as A, B, or C, the Agency will submit design plans for all project phases. Projects with any work on the State Highway System must submit design plans for all project phases.

If the project will involve construction on, under, or over the Department's right-of-way, the design work for all portions of the Project to be constructed on, under, or over the Department's right-of-way shall be designed and constructed in accordance with the latest edition of the Department's Standard Specifications for Road and Bridge Construction and Department Design Standards and Manual of Uniform Traffic Control Devices ("MUTCD") including the use of the MAC System per Standard Specification 105. The following guidelines shall apply: the Department Structures Design Manual, AASHTO Guide Specifications for the Design of Pedestrian Bridges, AASHTO LRFD Bridge Design Specifications, the Florida Department of Transportation Design Manual ("FDM") and the Department of Traffic Engineering Manual. Designs that do not meet Department standards may be rejected by the Department at its discretion.

For projects with any work on, over, or under the State Highway System, the agency must contact the Department's District Permits Administrator, David Nicholas, to coordinate maintenance permit requirements. He can be reached at david.nicholas@dot.state.fl.us or (813) 975-6000.

The Agency will not begin the construction phase until the Department has reviewed, approved plans and issued a Notice

to Proceed. Construction related activities, including project advertisement, conducted prior to Notice to Proceed will not be reimbursed and may render the entire project ineligible for federal funding.

The Agency will submit to the Department the project Bid Package to include Specifications, updated construction estimate, draft construction contract, completed LAP Construction Checklist for Construction Contracts (Form No: 525-010-44) and the Agency's Certification Clear Package as specified in the Department approved project schedule but not later than the Final plans submittal. All above items must be reviewed, approved and a Notice to Proceed must be issued by the Department prior to any construction related activities, including project advertisement. The Certification Clear Package must include the following items completed and signed by the authorized Agency representative:

1.Type 1 Categorical Exclusion (CE) Checklist
2.Contamination Clearance Form
3.Right of Way Certification Form
4.Rail Clear Letter
5.Permits Clear Letter and SWFWMD approval letter if applicable
6.Utilities Clear/Coordinated Letter
7.Construction contract time calculations - method used by Agency to determine contract duration.

The Agency will be responsible for documenting to the Department that the project, as designed, qualifies as one of the types of Type 1 CE project per FDOT's PD&E Manual. This documentation must be approved by the Department prior to any construction related activity, including advertisement.

The Agency shall submit the FDOT Vendor Eligibility Check Prior to Contract Award form (Form No. 375-030-91) for consultants/contractors and their subs to comply with the terms of the LAP agreement.

The Agency will submit to the Department the bid and award intent for review and concurrence prior to award of the contract. The Agency will upload a copy of the Construction Contract into the Grant Application Program (GAP) upon execution of the document.

If federally funded, CEI and material testing that will be implemented by a consultant: The Agency will submit and comply with the requirements of the LAP Checklist for Federally Funded Professional Services Contract (Form No. 525-010-49). The Department must review and concur with the process prior to award of the CEI contract. Upon execution of the contract, the agency will upload a copy of the signed document into the Grant Application Program (GAP).

Grant Application Program (GAP): GAP is a repository for all LAP project documents. Upon receipt of the Notice to Proceed on a project phase, the Local Agency will be responsible for uploading the appropriate project documents into GAP before an invoice can be paid. The efficient management of Local Agency contracts is important to GAP's main goal of improving communication between the Local Agency and FDOT.

The Agency will provide progress billing invoices with appropriate back-up documentation to the Department on a quarterly basis or sooner as of the execution date of the agreement. Progress invoice payments will be made on a pro-rata basis as a percentage of the state grant funding amount compared to the project cost. Final invoices will reimburse eligible participating items, not previously reimbursed, up to the maximum grant funding.

For projects that have participating and non-participating items, the local agency must submit invoices clearly depicting and differentiating the participating and non-participating items of expenditures that are federal or locally funded. Pay item plan sheets must also separate and distinguish between participating and non-participating items. Non-participating costs are the responsibility of the Agency.

The Agency will ensure compliance of the Contractor's proposed staging/storage area with the Endangered Species Act, Section 4(f) and Section 106 of the Code of Federal Regulations. Required Sections 7-1.4 and 7-1.8 of FDOT's Division I Standard Specification are included in FDOT's Division 1 specification package for Local Agencies.

The Agency shall be responsible for identification and remediation, including all associated costs, of any hazardous materials and contamination encountered while implementing the project.

The Agency will submit and receive approval from the Department for any bid addenda.

The Agency will notify the Department of any Change Orders whether or not the Department is participating in them. Change orders will not be implemented until the Department has granted approval.

The Agency will process a Project Closeout Package at project completion in accordance with the Local Agency Program Manual for Federal Aid Projects (Department Procedure: 525-010-300). The package must include the project final invoice, the Agency's written notice of final acceptance to the contractor, the approved Final Inspection and Acceptance form, the LAP Record of Final Plans and Documentation form (52501047), and Materials Certification. Final as-built plans should be provided if applicable per the LAP Manual. If applicable, a Project Commitments Record (DOT form 700-011-35) must be provided showing all project commitments have been met. The local agency will coordinate with District Environmental Management Office to generate the form. Appropriate District 7 Documents Spreadsheet must be submitted confirming all required documents have been uploaded to GAP. This process must be completed and accepted by the Department prior to payment of the project Final Invoice.

The Recipient shall commence the project's activities subsequent to the execution of this Agreement and shall perform in accordance with the following schedule:

a) Design to be completed by 12/23/2026.
b) Right-of-Way requirements identified and provided to the Department by 12/23/2026.
c) Construction contract to be let by 05/06/2027.
d) Construction to be completed by 02/21/2028.

If this schedule cannot be met, the Recipient will notify the Department in writing with a revised schedule or the project is subject to the withdrawal of funding.

SPECIAL CONSIDERATIONS BY DEPARTMENT:
The Department will issue Notice to Proceed to the Agency after final design plans and the project Bid Package to include Specifications, updated construction estimate, draft construction contract, completed Construction checklist and the Agency's Certification Clear Package have been reviewed and approved.

Upon receipt of an invoice, the Department will have twenty (20) working days to review and approve the goods and services submitted for payment.

EXHIBIT B
SCHEDULE OF FINANCIAL ASSISTANCE

RECIPIENT NAME & BILLING ADDRESS:	FINANCIAL PROJECT NUMBER:
City of St. Petersburg PO Box 2842 St Petersburg, FL 33731	449035 1 58/68 01

PHASE OF WORK By Fiscal Year	MAXIMUM PARTICIPATION (1) TOTAL PROJECT FUNDS	(2) LOCAL FUNDS	(3) STATE FUNDS	(4) FEDERAL FUNDS
Design- Phase 38				
FY: (Insert Program Name)	$ _____	$ _____	$ _____	$ _____
FY: (Insert Program Name)	$ _____	$ _____	$ _____	$ _____
FY: (Insert Program Name)	$	$	$	$
Total Design Cost	$ 0.00	$ 0.00	$ 0.00	$ 0.00
Right-of-Way- Phase 48				
FY: (Insert Program Name)	$ _____	$ _____	$ _____	$ _____
FY: (Insert Program Name)	$ _____	$ _____	$ _____	$ _____
FY: (Insert Program Name)	$	$	$	$
Total Right-of-Way Cost	$ 0.00	$ 0.00	$ 0.00	$ 0.00
Construction- Phase 58				
FY: 2027 (Local Programs)	$ 1,311,428.00	$ 221,189.00	$ _____	$ 1,090,239.00
FY: 2027 (Local Funds Construction Contingency)	$ 10,000.00	$ 10,000.00	$ _____	$ _____
FY: (Insert Program Name)	$	$	$	$
Total Construction Cost	$ 1,321,428.00	$ 231,189.00	$ 0.00	$ 1,090,239.00
Construction Engineering and Inspection (CEI)- Phase 68				
FY: 2027 (Local Programs)	$ 75,459.00	$ 75,459.00	$ _____	$ _____
FY: (Insert Program Name)	$ _____	$ _____	$ _____	$ _____
FY: (Insert Program Name)	$	$	$	$
Total CEI Cost	$ 75,459.00	$ 75,459.00	$ 0.00	$ 0.00
(nsert Phase)				
FY: (Insert Program Name)	$ _____	$ _____	$ _____	$ _____
FY: (Insert Program Name)	$ _____	$ _____	$ _____	$ _____
FY: (Insert Program Name)	$	$	$	$
Total Phase Costs	$ 0.00	$ 0.00	$ 0.00	$ 0.00
TOTAL COST OF THE PROJECT	$ 1,396,887.00	$ 306,648.00	$ 0.00	$ 1,090,239.00

COST ANALYSIS CERTIFICATION AS REQUIRED BY SECTION 216.3475, FLORIDA STATUTES:
I certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary as required by Section 216.3475, F.S. Documentation is on file evidencing the methodology used and the conclusions reached.

Karen Ford
District Grant Manager Name

Signature Date

EXHIBIT C

TITLE VI ASSURANCES

During the performance of this contract, the consultant or contractor, for itself, its assignees and successors in interest (hereinafter collectively referred to as the "contractor") agrees as follows:

(1.) **Compliance with REGULATIONS:** The contractor shall comply with the Regulations relative to nondiscrimination in federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") ***Title 49, Code of Federal Regulations, Part 21,*** as they may be amended from time to time, (hereinafter referred to as the ***REGULATIONS***), which are herein incorporated by reference and made a part of this contract.

(2.) **Nondiscrimination:** The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the basis of race, color, national origin, or sex in the selection and retention of sub-contractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by ***Section 21.5*** of the ***REGULATIONS,*** including employment practices when the contract covers a program set forth in ***Appendix B*** of the ***REGULATIONS.***

(3.) **Solicitations for Sub-contractors, including Procurements of Materials and Equipment:** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under sub-contract, including procurements of materials or leases of equipment, each potential sub-contractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the ***REGULATIONS*** relative to nondiscrimination on the basis of race, color, national origin, or sex.

(4.) **Information and Reports:** The contractor shall provide all information and reports required by the ***REGULATIONS*** or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such ***REGULATIONS,*** orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the *Florida Department of Transportation,* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.

(5.) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the Florida Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or

Federal Motor Carrier Safety Administration may determine to be appropriate, including, but not limited to:

a. withholding of payments to the contractor under the contract until the contractor complies, and/or
b. cancellation, termination or suspension of the contract, in whole or in part.

(6.) **Incorporation of Provisions:** The contractor shall include the provisions of paragraphs (1) through (7) in every sub-contract, including procurements of materials and leases of equipment, unless exempt by the ***REGULATIONS,*** or directives issued pursuant thereto. The contractor shall take such action with respect to any sub-contract or procurement as the *Florida Department of Transportation* or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, or Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance, provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation,* and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

(7.) **Compliance with Nondiscrimination Statutes and Authorities**: Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

EXHIBIT D

RECIPIENT RESOLUTION

The Recipient's Resolution authorizing entry into this Agreement is attached and incorporated into this Agreement.

EXHIBIT E

FEDERAL FINANCIAL ASSISTANCE (SINGLE AUDIT ACT)

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:

ALN No.:	20.205
ALN Title:	Highway Planning and Construction Federal-Aid Highway Program, Federal Lands Highway Program
ALN Program Site:	**https://sam.gov/fal/a122e57ebdd94c6b95d87450afeda1aa/view**
Award Amount:	**$1,090,239.00**
Awarding Agency:	Florida Department of Transportation
Award is for R&D:	No
Indirect Cost Rate:	N/A

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE SUBJECT TO THE FOLLOWING:

2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles & Audit Requirements for Federal Awards
http://www.ecfr.gov/cgi-bin/text-idx?node=2:1.1.2.2.1

FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT MAY ALSO BE SUBJECT TO THE FOLLOWING:

Title 23 – Highways, United States Code
http://uscode.house.gov/browse/prelim@title23&edition=prelim

Title 49 – Transportation, United States Code
http://uscode.house.gov/browse/prelim@title49&edition=prelim

Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”)
https://www.congress.gov/117/bills/hr3684/BILLS-117hr3684enr.pdf

Federal Highway Administration – Florida Division
http://www.fhwa.dot.gov/fldiv/

Federal Funding Accountability and Transparency Act (FFATA) Sub-award Reporting System (FSRS)
https://www.fsrs.gov/

EXHIBIT F

CONTRACT PAYMENT REQUIREMENTS
Florida Department of Financial Services, Reference Guide for State Expenditures
Cost Reimbursement Contracts

Invoices for cost reimbursement contracts must be supported by an itemized listing of expenditures by category (salary, travel, expenses, etc.). Supporting documentation shall be submitted for each amount for which reimbursement is being claimed indicating that the item has been paid. Documentation for each amount for which reimbursement is being claimed must indicate that the item has been paid. Check numbers may be provided in lieu of copies of actual checks. Each piece of documentation should clearly reflect the dates of service. Only expenditures for categories in the approved agreement budget may be reimbursed. These expenditures must be allowable (pursuant to law) and directly related to the services being provided.

Listed below are types and examples of supporting documentation for cost reimbursement agreements:

Salaries: Timesheets that support the hours worked on the project or activity must be kept. A payroll register, or similar documentation should be maintained. The payroll register should show gross salary charges, fringe benefits, other deductions and net pay. If an individual for whom reimbursement is being claimed is paid by the hour, a document reflecting the hours worked times the rate of pay will be acceptable.

Fringe benefits: Fringe benefits should be supported by invoices showing the amount paid on behalf of the employee, e.g., insurance premiums paid. If the contract specifically states that fringe benefits will be based on a specified percentage rather than the actual cost of fringe benefits, then the calculation for the fringe benefits amount must be shown. Exception: Governmental entities are not required to provide check numbers or copies of checks for fringe benefits.

Travel: Reimbursement for travel must be in accordance with s. 112.061, F.S., which includes submission of the claim on the approved state travel voucher along with supporting receipts and invoices.

Other direct costs: Reimbursement will be made based on paid invoices/receipts and proof of payment processing (cancelled/processed checks and bank statements). If nonexpendable property is purchased using state funds, the contract should include a provision for the transfer of the property to the State when services are terminated. Documentation must be provided to show compliance with DMS Rule 60A-1.017, F.A.C., regarding the requirements for contracts which include services and that provide for the contractor to purchase tangible personal property as defined in s. 273.02, F.S., for subsequent transfer to the State.

Indirect costs: If the contract stipulates that indirect costs will be paid based on a specified rate, then the calculation should be shown. Indirect costs must be in the approved agreement budget and the entity must be able to demonstrate that the costs are not duplicated elsewhere as direct costs. All indirect cost rates must be evaluated for reasonableness and for allowability and must be allocated consistently.

Contracts between state agencies may submit alternative documentation to substantiate the reimbursement request, which may be in the form of FLAIR reports or other detailed reports.

The Florida Department of Financial Services, online Reference Guide for State Expenditures can be found at this web address https://www.myfloridacfo.com/docs-sf/accounting-and-auditing-libraries/state-agencies/reference-guide-for-state-expenditures.pdf.

EXHIBIT G

FHWA FORM 1273
FEDERAL RESOURCES AWARDED PURSUANT TO THIS AGREEMENT ARE AS FOLLOWS:

LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC – COMPLIANCE WITH FHWA 1273.

The FHWA-1273 version dated October 23, 2023 is appended in its entirety to this Exhibit. FHWA-1273 may also be referenced on the Department's website at the following URL address:
http://www.fhwa.dot.gov/programadmin/contracts/1273/1273.pdf

Sub-recipients of federal grants awards for Federal-Aid Highway construction shall take responsibility to obtain this information and comply with all provisions contained in FHWA-1273.

EXHIBIT H

ALTERNATIVE ADVANCE PAYMENT FINANCIAL PROVISIONS

If payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, Florida Statutes or the Department's Comptroller under Section 334.044(29), Florida Statutes:

1. The invoiced amount to the Department for contractor(s) and consultant(s) cannot exceed the amount of the invoice received from the Recipient's contractor(s) or consultant(s).

2. All of the Recipient's costs must have been incurred and paid prior to the date of the invoice.

3. All invoices received from the Recipient shall clearly separate the cost of the contractor(s) or consultant(s) from the Recipient's costs billed to the Department.

4. All invoices submitted to the Department must provide complete documentation, including a copy of the contractor's or consultant's invoice(s), to substantiate the cost on the invoice.

5. The Recipient must certify on each invoice that the costs from the contractor(s) or consultant(s) are valid and have been incurred by the contractor(s) or consultant(s).

6. Each monthly invoice subsequent to the first invoice from the Recipient must contain a statement from the Recipient that the previous month's cost incurred by the contractor(s) or consultant(s) has been paid by the Recipient to the contractor(s) or consultant(s).

EXHIBIT "N"
TRAFFIC SIGNAL MAINTENANCE

Paragraph 16 is modified to include the following provisions:

1. When the District Traffic Operations Engineer of the Department has served a request order on the Recipient, and the designated officer of the Recipient has favorably acknowledged the request order, the Recipient shall undertake the responsibilities to maintain and operate existing or new traffic signals and signal systems mentioned in the request order.

2. The proposed functional design and operation of new traffic signals and signal systems shall be reviewed by the Recipient in conjunction with the Department prior to installation. Such design and operation will be as energy efficient as possible.

3. The installation of signals or signal systems shall not endanger highway travel and shall be conducted in accordance with Part VI of the Manual on Uniform Traffic Control Devices (MUTCD), as amended, and with all applicable Department standards, specifications and plans governing traffic control for street and highway construction and maintenance.

4. The Recipient shall be responsible for the maintenance and continuous operation of the traffic signals and signal systems (central computer, cameras, message signs, and communications interconnect), school zone traffic control devices, intersection flashing beacons, illuminated street sign names, and the payment of electricity and electrical charges incurred in connection with the operation of such traffic signals and signal systems upon completion of their installation. In the case of construction contracts, the Recipient shall be responsible for the payment of electricity and electrical charges incurred in connection with the operation of the traffic signals and signal systems, and shall undertake the maintenance and continuous operation of said traffic signals and signal systems upon final acceptance of the installation by the Department. Repair or replacement and other responsibilities of the installation contractor and the Department, during the burn-in period between conditional and final acceptance, are contained in the most recent Department's Standard Specifications for Road and Bridge Construction.

5. The Recipient shall maintain and operate the traffic signals and signal systems in a manner that will ensure safe and efficient movement of highway traffic and that agree with maintenance practices prescribed by the International Municipal Signal Association (IMSA) and operational requirements of the MUTCD, as amended. The Recipient's maintenance responsibilities shall include, but not be limited to, preventive maintenance (periodic inspection, service, and routine repairs), and emergency maintenance (troubleshooting in the event of equipment malfunction, failure or damage). The Recipient shall record its maintenance activities in a traffic signal maintenance log which shall contain, as a minimum, traffic signal log details recommended by the IMSA.

6. The Recipient may remove any component of the installed equipment for repair; however, it shall not make any permanent modifications and/or equipment replacements unless the equipment provided is the same age or newer and is capable of performing the same functions. The Department shall not make any modifications and/or equipment replacements without prior written notice to the Recipient.

7. The Recipient shall set and maintain the timing and phasing of the traffic signals in accordance with the Department's timing and phasing plans, specifications or special provisions. The Recipient may make modifications in phasing of traffic signals and signal systems to accommodate changing needs of traffic provided prior written approval is obtained from the Department. Department approval shall be contingent upon an engineering report prepared by or for the Recipient in accordance with Section 1A.09, "Engineering Study and Engineering Judgment", of the MUTCD recommending such changes and signed and sealed by a qualified Professional Engineer licensed in the State of Florida. The Recipient may make changes in the signal timing provided these changes are made under the direction of a qualified Professional Engineer. The Recipient shall send a signed and sealed copy of the timings to the Department immediately after installation. The Department reserves the right to examine equipment, timing, and phasing at any time and, after consultation with the Recipient, may specify modifications. If the Department specifies modification in timing and/or phasing, implementation of such modifications shall be coordinated with, or made by the Recipient.

8. The Recipient shall note in the maintenance log any timing and/or phasing changes and keep a copy of the timings and any approval documentation in a file.

9. The Recipient may enter into agreements with other parties pertaining to traffic signals and signal systems including, but not limited to, agreements relating to costs and expenses incurred in connection with the operation of traffic signals and signal systems on the State Highway System provided that such agreements are consistent with the mutual covenants contained in this Exhibit. The Recipient shall furnish a copy of such agreements to the Department.

10. This Exhibit shall remain in force during the life of the originally installed equipment and/or the life of any replacement equipment installed with the mutual consent of the parties hereto until superseded by a Traffic Signal Maintenance and Compensation Agreement between the Department and the Recipient.

Approvals - gcc
Report • Printed on October 22, 2026

Approved

11/5 Council - FDOT - 28th St from 1st to 13th - LAP Revision

Attachments

FDOT - 28th St from 1st to 13th
https://stpete1-my.sharepoint.com/:

Final status: Approved

SM **Step 2: Approved by**
Stacey McKee 10/22/2026 7:13:44 AM

BP **Step 1: Approved by**
Brejesh Prayman 10/21/2026 8:39:08 PM

SJ **Requested by**
Sarah B. Johnson 10/21/2026 1:44:28 PM

Approvals - gcc
Report • Printed on October 22, 2026

Approved

Pre-approval - 11/5 Council - FDOT - 28th St from 1st to 13th - LAP Revision

PM - Judy Lenczyk

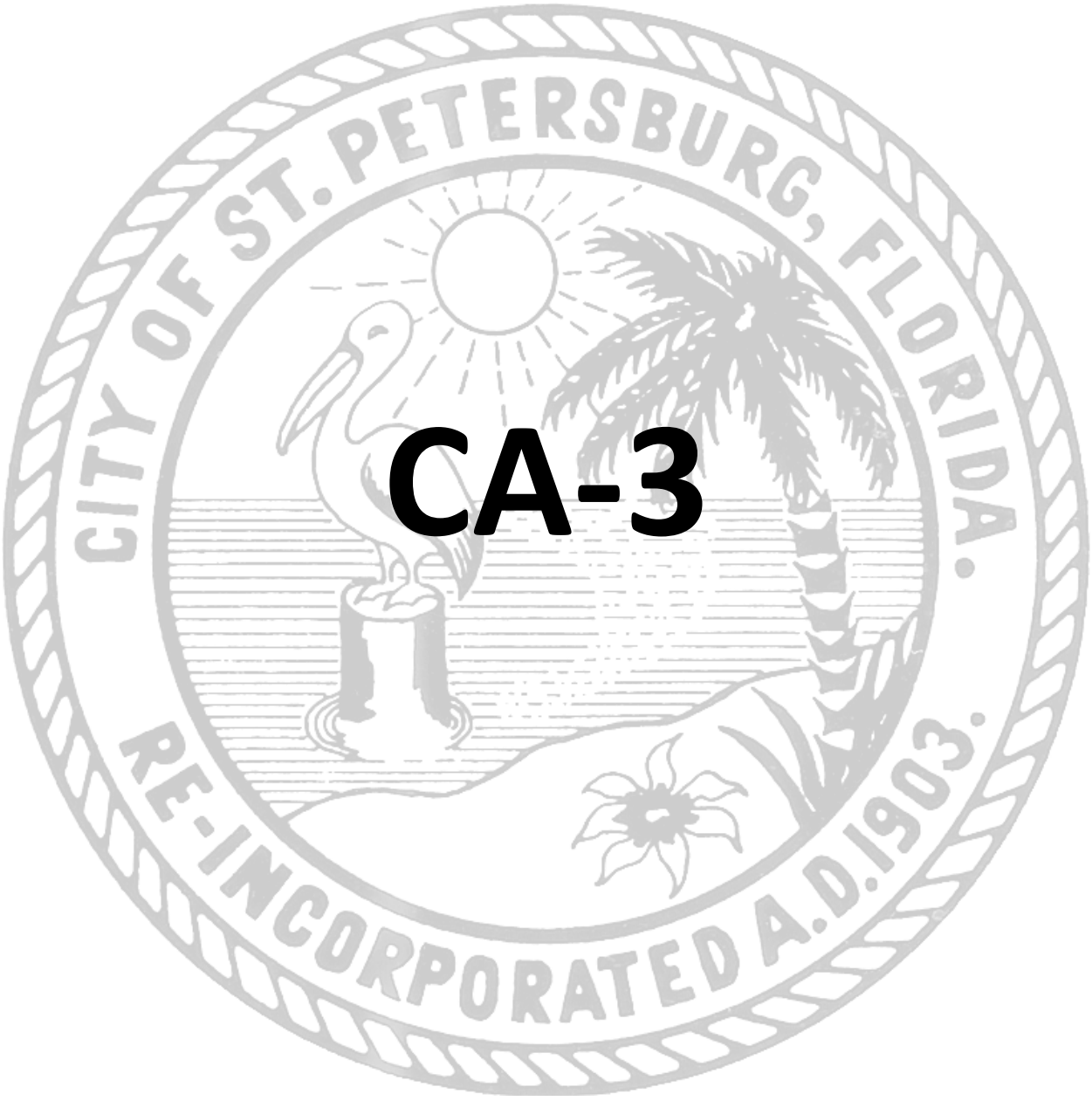
Attachments

FDOT - 28th St from 1st to 13th
https://stpete1-my.sharepoint.com/:

Final status: Approved

CT	Approved by Claude Tankersley	10/21/2026 6:28:35 PM
SJ	Requested by Sarah B. Johnson	10/15/2026 3:36:30 PM

The following page(s) contain the backup material for Agenda Item: A resolution approving a transfer in the amount of $649,000 from the unappropriated balance of the General Fund (0001) to the General Capital Improvement Fund (3001); approving a supplemental appropriation in the amount of $649,000 from the increase in the unappropriated balance of the General Capital Improvement Fund (3001), resulting from the above transfer, to the St. Petersburg Garden Club Rehabilitation Project (21774); and providing an effective date.
Please scroll down to view the backup material.



CA-3

ST. PETERSBURG CITY COUNCIL

Consent Agenda

Meeting November 5, 2026

TO: The Honorable Lisset Hanewicz, Chair, and Members of City Council

SUBJECT: A resolution approving a transfer in the amount of $649,000 from the unappropriated balance of the General Fund (0001) to the General Capital Improvement Fund (3001); approving a supplemental appropriation in the amount of $649,000 from the increase in the unappropriated balance of the General Capital Improvement Fund (3001), resulting from the above transfer, to the St. Petersburg Garden Club Rehabilitation Project (21774); and providing an effective date.

EXPLANATION: St. Pete Garden Club acquired damages during Hurricane Helene and Milton. This project is an effort to repair the building to its pre-storm condition and return to operation. The scope of work includes all labor and material, services, and equipment necessary for the design phase, construction documentation, and construction of St. Pete Garden Club Rehabilitation.

On October 15, 2025, Renker Eich Parks Architects, Inc. was issued a notice to proceed with a Task Order in the amount of $13,630 to provide field verification, an existing conditions assessment, prioritized recommendations and alternatives and a budget cost estimate. The report identified the scope requirements needed to reoccupy the building which include architectural, electric, plumbing and mechanical repairs. This Task Order includes an allowance in the amount of $2,500 for remaining services that, if required by the City, will be authorized at a later date.

The requested $649,000 will fund the remaining cost required to complete the design documents, preconstruction services and constructions costs.

All Project expenses are being tracked to facilitate seeking Federal Emergency Management Agency ("FEMA") reimbursement.

RECOMMENDATION: Administration recommends approval of a transfer in the amount of $649,000 from the unappropriated balance of the General Fund (0001) to the General Capital Improvement Fund (3001) and a supplemental appropriation in the amount of $649,000 from the increase in the unappropriated balance of the General Capital Improvement Fund (3001), resulting from the above transfer, to the St. Petersburg Garden Club Rehabilitation Project (21774).

COST/FUNDING/ASSESSMENT INFORMATION: A portion of the funding has been previously appropriated in the General Fund (0001), Parks and Recreation Department, Administration Division (190-1573), St. Petersburg Garden Club Rehabilitation Consultation Project (21583). Additional funding will be available after approval of a transfer in the amount of $649,000 from the unappropriated balance of the General Fund (0001) to the General Capital Improvement Fund (3001) and a supplemental appropriation in the amount of $649,000 from the increase in the unappropriated balance of the General Capital Improvement Fund (3001), resulting from the above transfer, to the St. Petersburg Garden Club Rehabilitation Project (21774).

ATTACHMENTS: Resolution

RESOLUTION NO. 2026-_____

A RESOLUTION APPROVING A TRANSFER IN THE AMOUNT OF $649,000 FROM THE UNAPPROPRIATED BALANCE OF THE GENERAL FUND (0001) TO THE GENERAL CAPITAL IMPROVEMENT FUND (3001); APPROVING A SUPPLEMENTAL APPROPRIATION IN THE AMOUNT OF $649,000 FROM THE INCREASE IN THE UNAPPROPRIATED BALANCE OF THE GENERAL CAPITAL IMPROVEMENT FUND (3001), RESULTING FROM THE ABOVE TRANSFER, TO THE ST. PETERSBURG GARDEN CLUB REHABILITATION PROJECT (21774); AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the St. Pete Garden Club sustained damage from Hurricanes Helene and Milton and repairs are needed to return this building to its pre-storm condition and return to operation; and

WHEREAS, the Engineering & Capital Improvements Department conducted a field verification and condition assessment and the scope requirements needed to reoccupy include architectural, electrical, plumbing, and mechanical repairs; and

WHEREAS, funding for this project will be available after i) a transfer in the amount of $649,000 from the unappropriated balance of the General Fund (0001) to the General Capital Improvement Fund (3001) and ii) a supplemental appropriation in the amount of $649,000 from the increase in the unappropriated balance of the General Capital Improvement Fund (3001), resulting from the above transfer, to the St. Petersburg Garden Club Rehabilitation Project (21774); and

WHEREAS, Administration recommends approval of this Resolution.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that there is hereby approved the following transfer from the unappropriated balance of the General Fund (0001) to the General Capital Improvement Fund (3001) for FY27:

<u>General Fund (0001)</u>	
General Capital Improvement Fund (3001)	$649,000

BE IT FURTHER RESOLVED that there is hereby approved the following supplemental appropriation in the amount of $649,000 from the increase in the unappropriated balance of the General Capital Improvement Fund (3001), resulting from the above transfer, to the St. Petersburg Garden Club Rehabilitation Project (21774) the following supplemental appropriation for FY27:

General Capital Improvement Fund (3001)
St. Petersburg Garden Club Rehabilitation Project (21774) $649,000

This Resolution shall become effective immediately upon its adoption.

LEGAL:

00921493.docx

DEPARTMENT:

BUDGET:

Kaitlyn Berger

Approvals - gcc
Report • Printed on October 1, 2026

Approved

10/15 Council - St Pete Garden Club Rehab - Appropriation

Attachments

St Pete Garden Club - Supp Ap
https://stpete1-my.sharepoint.com/:

Final status: Approved

SM **Step 2: Approved by**
Stacey McKee 10/1/2026 11:04:26 AM

BP **Step 1: Approved by**
Brejesh Prayman 10/1/2026 11:02:41 AM

SJ **Requested by**
Sarah B. Johnson 10/1/2026 9:38:56 AM

Approvals - gcc
Report • Printed on October 22, 2026

Approved

Pre-approval 11/5 Council - St Pete Garden Club Rehab - Appropriation

PM - Kristel Bataku

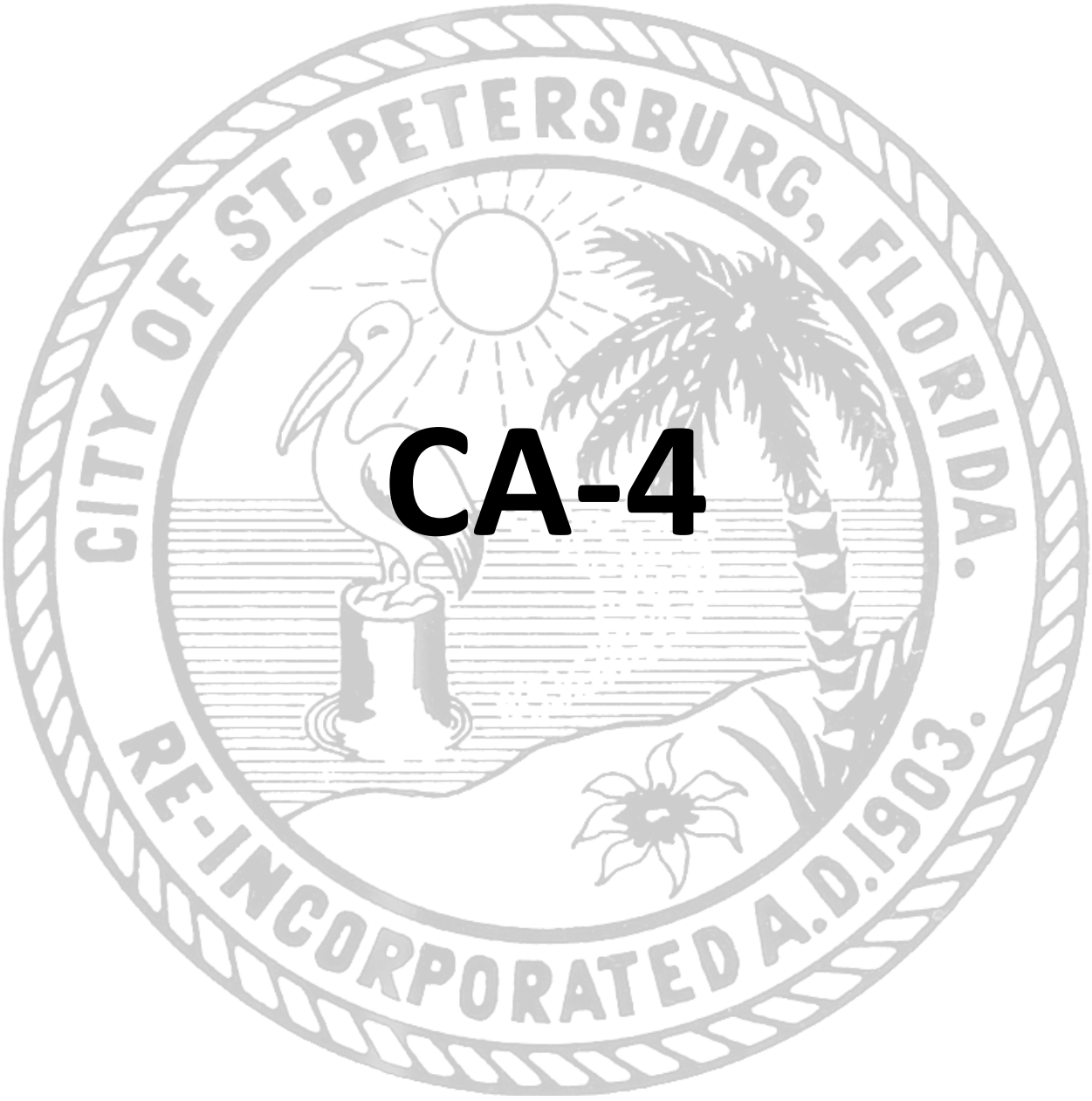
Attachments

St Pete Garden Club - Supp Ap
https://stpete1-my.sharepoint.com/:

Final status: Approved

CT	Approved by Claude Tankersley	10/21/2026 6:28:19 PM
SJ	Requested by Sarah B. Johnson	10/15/2026 3:38:05 PM

The following page(s) contain the backup material for Agenda Item: A Resolution authorizing the Mayor or his designee to execute Task Order No. 25-01-AG/W(A) to the architect/engineering agreement dated October 24, 2025 between the City of St. Petersburg, Florida and Ardurra Group, Inc. ("A/E") for A/E to provide project management and coordination services, design services, permitting services, bidding and award services and Hazard Mitigation Grant Program assistance related to the Lift Station Nos. 35 and 65 Rehabilitation and Hardening Project in an amount not to exceed $698,850.49 (ECID Project No. 26157-130; Oracle Nos. 21612 and 21613); and providing an effective date.
Please scroll down to view the backup material.



CA-4

ST. PETERSBURG CITY COUNCIL

Consent Agenda

Meeting of November 5, 2026

TO: The Honorable Lisset Hanewicz, Chair and Members of City Council

SUBJECT: A Resolution authorizing the Mayor or his designee to execute Task Order No. 25-01-AG/W(A) to the architect/engineering agreement dated October 24, 2025 between the City of St. Petersburg, Florida and Ardurra Group, Inc. ("A/E") for A/E to provide project management and coordination services, design services, permitting services, bidding and award services and Hazard Mitigation Grant Program assistance related to the Lift Station Nos. 35 and 65 Rehabilitation and Hardening Project in an amount not to exceed $698,850.49 (ECID Project No. 26157-130; Oracle Nos. 21612 and 21613); and providing an effective date.

EXPLANATION: The City owns and operates Lift Station No. 35 (LS-35), which serves the Isla Del Sol community, and Lift Station No. 65 (LS-65), which serves the Tierra Verde community. Both lift stations are significantly aged and remain in their original wet-pit/dry-pit configuration, which includes an antiquated manlift that presents a safety hazard to City staff accessing the dry pit. The City has identified the need to rehabilitate and harden both lift stations to improve their safety, resiliency, and reliability.

The A/E will provide preliminary engineering, design, permitting, and bidding services to convert both lift stations from their existing wet-pit/dry-pit configuration to City standard submersible lift stations, including new discharge piping, valves, associated electrical upgrades, and instrumentation and controls. Both projects are anticipated to be publicly bid under separate construction contracts, with construction-phase A/E services and contractor costs brought back to Council for approval at a later date.

On October 24, 2025, the City of St. Petersburg, Florida and Ardurra Group, Inc. ("A/E") entered into an architect/engineering agreement for A/E to provide miscellaneous professional services for potable water, wastewater and reclaimed water projects.

Task Order No. 25-01-AG/W(A) in the amount of $698,850.49 shall provide professional engineering services including but not limited to preliminary engineering, design, permitting, and bidding services to rehabilitate and harden Lift Station Nos. 35 and 65, converting each station from its existing wet-pit/dry-pit configuration to a City standard submersible lift station, along with associated discharge piping, valves, electrical upgrades, and instrumentation and controls. Task Order includes a $20,000 allowance to be authorized if any unforeseen conditions are experienced while performing the work.

Task Order No. 25-01-AG/W(A) includes the following phases and associated not to exceed costs respectively:

Project Management & Coordination	$ 60,651.68
Lift Station 35 (LS-35) Design	$306,734.52
Lift Station 65 (LS-65) Design	$241,035.56
Permitting	$ 41,035.88
Bidding and Award Services	$ 19,392.85
HMGP Assistance	$ 10,000.00
Contingency Allowance	$ 20,000.00

Total	**$698,850.49**

A/E services during the construction phase will be provided to Council for approval as an Amendment to this Task Order.

Contractor costs for the improvements will be provided to Council for approval as a separate Agreement.

The City has applied for a Hazard Mitigation Grant Program (HMGP) grant from the Florida Division of Emergency Management for the design and construction of LS-35; the Task Order includes assistance in incorporating HMGP requirements into the design documents should the grant be awarded.

RECOMMENDATION: Administration recommends authorizing the Mayor or his designee to execute Task Order No. 25-01-AG/W(A) to the architect/engineering agreement dated October 24, 2025 between the City of St. Petersburg, Florida and Ardurra Group, Inc. ("A/E") for A/E to provide project management and coordination services, design services, permitting services, bidding and award services and Hazard Mitigation Grant Program assistance related to the Lift Station Nos. 35 and 65 Rehabilitation and Hardening Project in an amount not to exceed $698,850.49 (ECID Project No. 26157-130; Oracle Nos. 21612 and 21613); and providing an effective date.

COST/FUNDING/ASSESSMENT INFORMATION: Funds have been previously appropriated in the Water Resources Capital Projects Fund (4003), LST #35 Rehab FY26 Project (21612) and LST #65 Rehab FY26 Project (21613).

ATTACHMENTS: Resolution
Task Order No. 25-01-AG/W(A)
Map

RESOLUTION 2026-_____

A RESOLUTION AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE TASK ORDER NO. 25-01-AG/W(A) TO THE ARCHITECT/ENGINEERING AGREEMENT DATED OCTOBER 24, 2025 BETWEEN THE CITY OF ST. PETERSBURG, FLORIDA AND ARDURRA GROUP, INC. ("A/E") FOR A/E TO PROVIDE PROJECT MANAGEMENT AND COORDINATION SERVICES, DESIGN SERVICES, PERMITTING SERVICES, BIDDING AND AWARD SERVICES AND HAZARD MITIGATION GRANT PROGRAM ASSISTANCE RELATED TO THE LIFT STATION NOS. 35 AND 65 REHABILITATION AND HARDENING PROJECT IN AN AMOUNT NOT TO EXCEED $698,850.49 (ECID PROJECT NO. 26157-130; ORACLE NOS. 21612 AND 21613); AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of St. Petersburg, Florida ("City") and Ardurra Group, Inc. ("A/E") executed an architect/engineering agreement on October 24, 2025 for A/E to provide professional services on a continuing basis for work of a specified nature as outlined in the agreement related to miscellaneous Potable Water, Wastewater and Reclaimed Water Projects; and

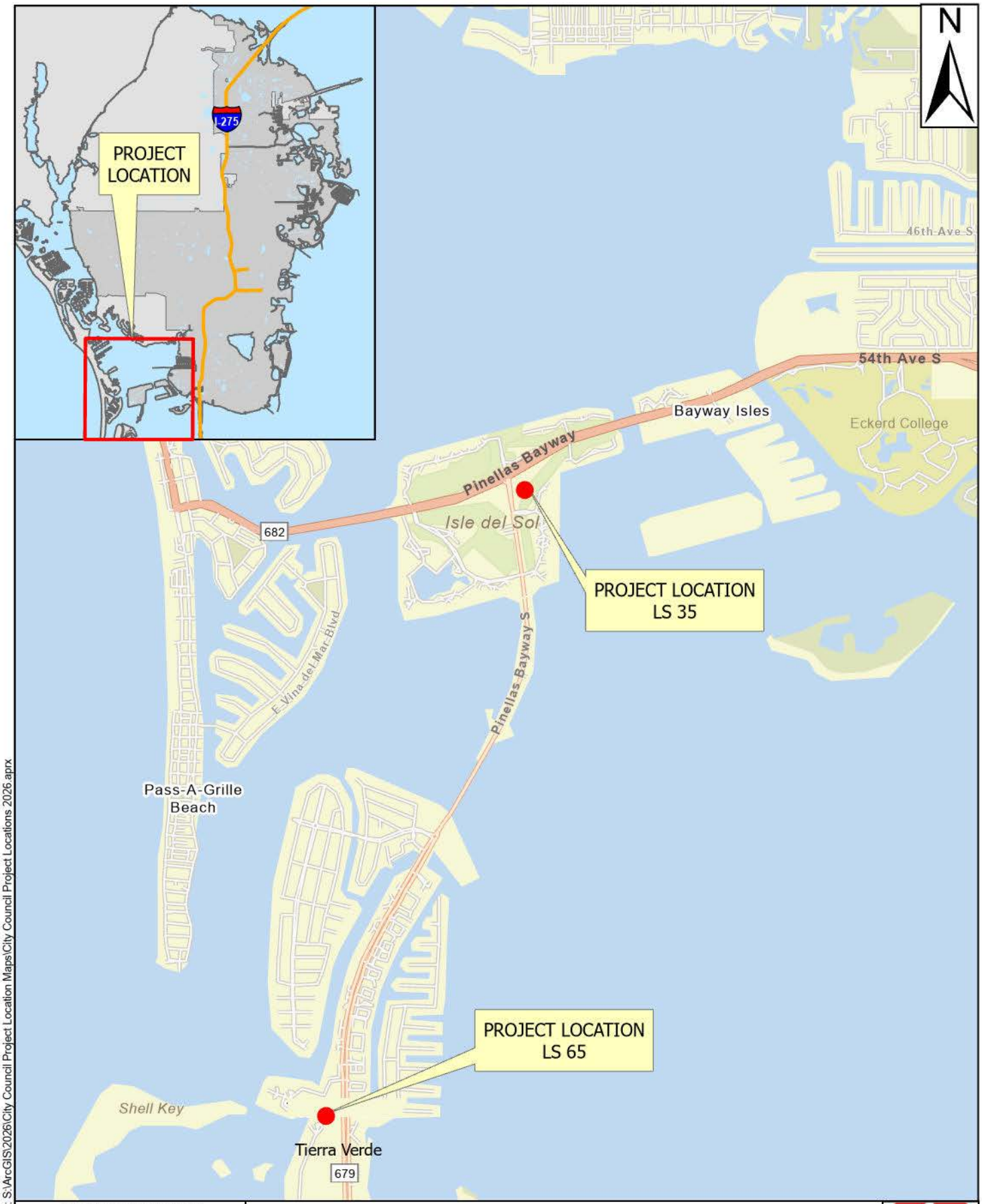
WHEREAS, Administration desires to issue Task Order No. 25-01-AG/W(A) for A/E to provide project management and coordination services, design services, permitting services, bidding and award services and hazard mitigation grant program assistance related to the Lift Station Nos. 35 and 65 Rehabilitation and Hardening Project in an amount not to exceed $698,850.49, which amount includes a $20,000 allowance.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the Mayor or his designee is hereby authorized to execute Task Order No. 25-01-AG/W(A) to the architect/engineering agreement dated October 24, 2025 between the City of St. Petersburg, Florida and Ardurra Group, Inc. ("A/E") for A/E to provide project management and coordination services, design services, permitting services, bidding and award services and hazard mitigation grant program services related to the Lift Station Nos. 35 and 65 Rehabilitation and Hardening Project in an amount not to exceed $698,850.49.

This Resolution shall become effective immediately upon its adoption.

LEGAL: DEPARTMENT:

00925724.docx



Document Path: S:\ArcGIS\2026\City Council Project Location Maps\City Council Project Locations 2026.aprx

ENGINEERING AND CAPITAL IMPROVEMENTS DEPARTMENT CITY of ST PETERSBURG	LIFT STATIONS 35 & 65 REHABILITATION AND HARDENING PROJECT No 26157-130
APPROVED BY:	DATE: 9/18/2026

st.petersburg www.stpete.org

MEMORANDUM

CITY OF ST. PETERSBURG

Engineering and Capital Improvements Department

DATE: November 5, 2026

TO: The Honorable Lisset Hanewicz, Chair, and City Councilmembers

FROM: Brejesh Prayman, P.E., Director
Engineering & Capital Improvements Department

RE: Consultant Selection Information
Firm: Ardurra Group, Inc.
Task Order No. 21-01-AG/W(A) in the amount of $698,850.48

This memorandum is to provide information pursuant to City Council Policy (Resolution 2017-156).

1. Summary of Reasons for Selection

   The project involves project administration, preliminary engineering, design, permitting, and bidding services for the Lift Station Nos. 35 & 65 Rehabilitation & Hardening Project.

   Ardurra Group, Inc. has satisfactorily completed similar work under previous A/E Annual Master Agreements and is familiar with the City Standards.

   Ardurra Group, Inc. has significant experience in the design, permitting and construction phase activities of lift station rehabilitations.

   This is the first Task Order issued under the 2025 Master Agreement.

TASK ORDER NO. 25-01-AG/W(A)
LIFT STATION NOS. 35 & 65 REHABILITATION & HARDENING DESIGN,
PERMITTING AND BIDDING SERVICES
MISCELLANEOUS PROFESSIONAL SERVICES FOR POTABLE WATER, WASTEWATER
AND RECLAIMED WATER PROJECTS
CITY PROJECT NO. 26157-130

This Task Order No. 25-01-AG/W(A) is made and entered into this _____ day of _____, 2026, pursuant to the ARCHITECT/ENGINEERING AGREEMENT FOR MISCELLANEOUS PROFESSIONAL SERVICES FOR POTABLE WATER, WASTEWATER AND RECLAIMED WATER PROJECTS dated October 24, 2025 ("Agreement") between Ardurra Group, Inc. ("A/E"), and the City of St. Petersburg, Florida ("City"), and upon execution shall become a part of the Agreement.

I. DESCRIPTION OF PROJECT

The City owns and operates Lift Station No. 35 (LS-35) which serves the Isla Del Sol community in St. Petersburg, Florida, and Lift Station No. 65 (LS-65) which serves the Tierra Verde community in St. Petersburg, Florida. Both lift stations are significantly aged and the City has identified the need to rehabilitate, harden, and increase the resiliency of these two (2) lift stations. As part of this Project, the A/E will include review of impacts from the Coastal High Hazard, FEMA Flood Plain, Stormwater Floodplain and Sea Level Rise. The City has requested the A/E to provide engineering and design to convert both lift stations from their existing wet-pit/dry-pit configuration to City standard submersible lift stations along with discharge piping, valves, associated electrical upgrades, and instrumentation and controls.

This scope of services includes preliminary engineering, design, permitting, and bidding services for each lift station.

II. SCOPE OF SERVICES

Task 1 – Project Management and Coordination

The A/E will provide project management services for the entire duration of the project. These services include staffing & schedule management, budget management, invoicing, and miscellaneous meetings and coordination with the City.

1.1 Kick-off Meeting and Project Status Update Meetings

A project kickoff meeting will be held with City staff to identify critical project issues, establish performance objectives, set priorities, and establish critical success factors with regards to the project. The A/E will conduct and develop minutes for up to twelve (12) monthly virtual status meetings with the City to discuss project progress and identify action items pertinent to the project.

1.2 Project Management and Coordination

- The A/E will develop a project specific Project Management Plan.
- The A/E will coordinate the activities and communications of the A/E's staff and subconsultants and will coordinate routinely with the City's Project Manager. This task also includes developing monthly invoices, status reports and schedule

updates.

1.3 Quality Assurance and Quality Control (QA/QC)

The A/E will initiate and execute a project-specific Quality Control Plan for the project.

Task 2 – Lift Station 35 (LS-35) Design

2.1 Survey Services

The A/E will perform a topographic survey at LS-35 in the area (125'x100') as shown in Figure 1 and as described below:



Figure 1: Limits of Survey at LS-35

As shown in Figure 1, an approximate area of 75'x100' of the survey will extend into the Florida Department of Transportation (FDOT) State Road 679 Right-of-Way. The topographic survey will be referenced to the North American Vertical Datum of 1988 and horizontally to the Florida State Plane Grid coordinate system, North American Datum of 1983 (2011 adjustment), and made in accordance with the Minimum Technical Standards set forth in Chapter 5J-17 of the Florida Administrative Code. Ground spot elevations will be shown at maximum 25-feet interval with 1-foot contours. Gravity storm drainage and sanitary structures will be shown with top of rim/grate elevations. Pipe material, diameter, and invert elevations will be shown to the extent they may be accessed from the surface. Trees observed at the time of the field survey within the Survey area will be located and shown with common name and trunk diameter (DBH).

A minimum of two (2) onsite temporary benchmarks with horizontal and vertical information will be provided on / near each project site. Approximate boundary lines will be shown on the map of survey based upon Pinellas County provided Geographic Information System (GIS) information and available field monumentation and occupation at the time of field survey. Approximate boundary corners will be marked in the field with lath.

The lift station concrete enclosures will be field located, including interior features as outlined below:

- Enclosure walls (including top of wall elevation)
- Dry pit top slab location and elevation
- Wet pit top slab location and elevation
- Generator slab / skid location and elevation
- Electrical panels with bottom elevation inside and outside of enclosure
- Elevation and location of top center of visible and accessible pipes
- Elevation/inverts and dimensions of existing pipe, valves, and appurtenances

2.2 Data Collection and Analysis and Site Visit

2.2.1 Data Collection and Analysis

The A/E will review relevant documentation for the project, including: The St. Petersburg Water Master Plan recommendations, 100-yr flood elevation data, as-built data/record drawings, GIS databases, equipment data, electrical information, and SCADA information, historic/current/projected (2040) flow data, City lift station inspection reports, and other site-specific data pertinent to the lift station.

2.2.2 Site Visits

The A/E will conduct up to two (2) site visits at the lift station as follows:

- One (1) site visit will be to evaluate existing conditions, take measurements, obtain information on the existing pumps, generator, electrical equipment and actual locations for associated equipment.
- One (1) site visit will be to perform a condition assessment of the existing equipment and perform draw down testing to understand/confirm system hydraulics.

2.2.3 Existing Utilities Coordination

The A/E will coordinate with Sunshine 811 via a design ticket to determine existing utilities within the project site. Based on the information provided in the design ticket, the A/E will request as-built data from utilities identified in the area. The A/E will utilize this data for the preparation of preliminary engineering and design documents.

2.2.4 Subsurface Utility Engineering (SUE)

The A/E will perform Subsurface Utility Engineering (SUE) services to locate and measure the depth and size of existing utilities unable to be located by conventional surveying. A total of five (5) vacuum excavated holes are budgeted in the fees along with surveying in the utility locations and elevation. The A/E will incorporate the SUE data into the design plans to show the depth and location of utilities identified by SUE in the applicable plan view and cross-section plans.

2.3 Equipment Sizing/Selection

LS-35 is severely outdated with a drywell/wetwell configuration, which was rehabilitated in the 1980's and is equipped with shaft-driven pumps, and an antiquated manlift, which presents a safety hazard for City staff accessing the drywell. This project will include the complete rehabilitation of the lift station, which includes the following:

- Demolition of the existing upper section lift station structure;

- Conversion of the dry-pit/wet-pit configuration into wetwell only;
- Installation of new pumps, pump bases, guiderails, piping, valves, and appurtenances;
- Installation of a new elevated equipment pad and wetwell lid;
- Installation of a new elevated local control panel;
- Installation of a new elevated SCADA panel;
- Size/select a new generator to be placed onto a new elevated above grade structure with a new fuel tank, generator sound attenuated enclosure, automatic transfer switch (ATS), and other associated electrical components;
- Installation of disconnects, variable frequency drives (VFD), electrical panels, surge suppression, grounding, and other electrical components/panels;
- Installation of a new fence and gate; and
- Miscellaneous yard piping, site work, and site restoration.

To support the design efforts of the above, the A/E will perform the following engineering evaluations:

- Size/select the pumps' flow capacity and total dynamic head (TDH) based on drawdown testing results and historical/projected flows.
- Size the wetwell based on meeting pump minimum cycle times/starts per hour and required operating levels.
- Determine discharge piping/valve sizes to minimize headloss, while maintaining minimum scouring velocities, including combination air release valves.
- Size/select a flow meter, level transducer/transmitter, and other lift station instrumentation and control components.
- Size/select VFDs, ATS, disconnects, and other electrical equipment.
- Size/select a new generator fuel tank, generator enclosure, exhaust system, etc.
- Determine the elevations for all elevated structures for equipment to be mounted.
- Determine other modifications to support lift station hardening, resiliency and redundancy.

The A/E will conduct a meeting with the City to review the results/recommendations of the equipment sizing/selections to confirm that it meets the City's requirements.

2.4 Basis of Design Report

The above effort will be documented in a Basis of Design Report (BODR) summarizing the sizing/selection efforts for the lift station equipment as described in Task 2.3 along with preliminary general arrangement drawings, and recommendations for modifications deemed necessary for hardening, resiliency, and redundancy. The same report will also include a summary of the sizing/selection efforts for LS-65 equipment as described in Task 3.3 below.

- A draft BODR will be submitted to the City in PDF format for review/comment.
- The A/E will meet with the City to review comments on the BODR.
- Comments from the draft BODR will be incorporated into the final BODR. The A/E will submit the final BODR digitally signed/sealed in PDF format.

2.5 Design Documents

2.5.1 Drawings

The A/E will develop drawings, which are anticipated to include:

- Cover
- Index Sheet
- General Notes, Legends, and Abbreviations (3)
- Existing Site Survey
- Overall Site Plan
- Demolition Plan and Sections (2)
- Bypass Pumping Plan
- Structural Plans and Sections (3)
- Structural Details (2)
- Mechanical Plans and Sections (4)
- Mechanical Details (4)
- Existing and Proposed Electrical Site Plan (2)
- One Line Diagrams and Power Plans (4)
- Control Panel Layouts (2)
- Control Panel Wiring Schematics (4)
- Electrical Details (2)
- Process and Instrumentation Diagrams (3)
- Instrumentation Details (1)
- MOT Plans (2)

Drawings will be developed in AutoCAD 2026, full size (22" x 34" sheets) at 1"=20' scale.

2.5.2 Technical Specifications

The A/E will develop technical specifications (Divisions 1 and higher) for the project at the 60% and 90% completion levels including a Bid Form. The City will provide its standard Division 0 front end Contract Documents. Technical specifications will not be developed for the 30% submittal.

2.5.3 Opinions of Probable Construction Cost

The A/E will develop an opinion of probable construction cost for the project at 30%, 60%, 90% and 100% completion levels. The 30% and 60% opinions will be Class 4 and 3 cost estimates and the 90% and 100% opinions will be Class 1 cost estimates as defined by AACE International.

2.5.4 Review Submittals

Drawings, technical specifications, and opinions of probable construction costs will be submitted for the City's review at the 30%, 60%, and 90% completion levels. The A/E will meet with the City to review comments on each design submittal. The A/E will incorporate comments from the 90% Design Documents and submit the Final Bid Documents (Drawings and Technical Specifications). 100%/Final Bid Documents will be digitally signed/sealed in PDF format.

Task 3 – Lift Station 65 (LS-65) Design

3.1 Survey Services

The A/E will perform a topographic survey at LS-65 in the area (180'x100') as shown in Figure 2 and as described below:



Figure 2: Limits of Survey at LS-65

As shown in Figure 2, an approximate area of 80'x100' of the survey will extend into the Sands Point Drive right-of-way. The topographic survey will be referenced to the North American Vertical Datum of 1988 and horizontally to the Florida State Plane Grid coordinate system, North American Datum of 1983 (2011 adjustment), and made in accordance with the Minimum Technical Standards set forth in Chapter 5J-17 of the Florida Administrative Code.

Ground spot elevations will be shown at maximum 25-feet interval with 1-foot contours. Gravity storm drainage and sanitary structures will be shown with top of rim/grate elevations. Pipe material, diameter, and invert elevations will be shown to the extent they may be accessed from the surface. Trees observed at the time of the field survey within the Survey area will be located and shown with common name and trunk diameter (DBH).

A minimum of two (2) onsite temporary benchmarks with horizontal and vertical information will be provided on / near each project site. Approximate boundary lines will be shown on the map of survey based upon Pinellas County provided Geographic Information System (GIS) information and available field monumentation and occupation at the time of field survey. Approximate boundary corners will be marked in the field with lath.

The lift station concrete enclosures will be field located, including interior features as outlined below:

- Enclosure walls (including top of wall elevation)
- Dry pit top slab location and elevation
- Wet pit top slab location and elevation
- Generator slab / skid location and elevation
- Electrical panels with bottom elevation inside and outside of enclosure
- Elevation and location of top center of visible and accessible pipes
- Elevation/inverts and dimensions of existing pipe, valves, and appurtenances

3.2 Data Collection and Analysis and Site Visit

3.2.1 Data Collection and Analysis

The A/E will review relevant documentation for the project, including: The St. Petersburg Water Master Plan recommendations, 100-yr flood elevation data, as-built data/record drawings, GIS databases, equipment data, electrical information, and SCADA information, historic/current/projected (2040) flow data, City lift station inspection reports, and other site-specific data pertinent to the lift station.

3.2.2 Site Visits

The A/E will conduct up to two (2) site visits at the lift station as follows:

- One (1) site visit will be to evaluate existing conditions, take measurements, obtain information on the existing generator, electrical equipment and actual locations for associated equipment.
- One (1) site visit will be to perform a condition assessment of the existing equipment and perform draw down testing to understand/confirm system hydraulics.

3.2.3 Existing Utilities Coordination

The A/E will coordinate with Sunshine 811 via a design ticket to determine existing utilities within the project site. Based on the information provided in the design ticket, the A/E will request as-built data from utilities identified in the area. The A/E will utilize this data for the preparation of preliminary engineering and design documents.

3.2.4 Subsurface Utility Engineering (SUE)

The A/E will perform Subsurface Utility Engineering (SUE) services to locate and measure the depth and size of existing utilities unable to be located by conventional surveying. A total of five (5) vacuum excavated holes are budgeted in the fees along with surveying in the utility locations and elevation. The A/E will incorporate the SUE data into the design plans to show the depth and location of utilities identified by SUE in the applicable plan view and cross-section plans.

3.3 Equipment Sizing/Selection

LS-65 was constructed in the early 1980s and the City does not have any records indicating that this lift station has ever been rehabilitated. This station is severely outdated with a drywell/wetwell configuration, a wetwell with highly corroded ladders and platforms making maintenance difficult, and an antiquated manlift which presents a safety hazard for staff accessing the drywell. This project will include the complete rehabilitation of the lift station, which includes the following:

- Demolition of the existing upper section lift station structure;
- Conversion of the dry-pit/wet-pit configuration into wetwell only;
- Installation of new pumps, pump bases, guiderails, piping, valves, and appurtenances;
- Installation of a new elevated equipment pad and wetwell lid;
- Installation of a new elevated local control panel;
- Installation of a new elevated SCADA panel;
- Size/select a new generator to be placed onto a new elevated above grade structure with a new fuel tank, generator sound attenuated enclosure, automatic

transfer switch (ATS), and other associated electrical components;
- Installation of disconnects, VFDs, electrical panels, surge suppression, grounding, and other electrical components/panels;
- Installation of a new fence and slide gate; and
- Miscellaneous yard piping, site work, and site restoration.

To support the design efforts of the above, the A/E will perform the following engineering evaluations:

- Size/select the pumps' flow capacity and total dynamic head (TDH) based on drawdown testing results and historical/projected flows.
- Size the wetwell based on meeting pump minimum cycle times/starts per hour and required operating levels.
- Determine discharge piping/valve sizes to minimize headloss, while maintaining minimum scouring velocities, including combination air release valves.
- Size/select a flow meter, level transducer/transmitter, and other lift station instrumentation and control components.
- Size/select VFDs, ATS, disconnects, and other electrical equipment. If possible, the existing VFDs could be relocated and re-used.
- Size/select a new generator fuel tank, generator enclosure, exhaust system, etc.
- Determine the elevations for all elevated structures for equipment to be mounted.
- Determine other modifications to support lift station hardening, resiliency and redundancy.

The A/E will conduct a meeting with the City to review the results/recommendations of the equipment sizing/selections to confirm that it meets the City's requirements.

3.4 Design Documents

3.4.1 Drawings

The A/E will develop drawings, which are anticipated to include:

- Cover
- Index Sheet
- General Notes, Legends, and Abbreviations (3)
- Existing Site Survey
- Overall Site Plan
- Demolition Plan and Sections (2)
- Bypass Pumping Plan
- Structural Plans and Sections (3)
- Structural Details (2)
- Mechanical Plans and Sections (4)
- Mechanical Details (4)
- Existing and Proposed Electrical Site Plan (2)
- One Line Diagrams and Power Plans (4)
- Control Panel Layouts (2)
- Control Panel Wiring Schematics (4)
- Electrical Details (2)
- Process and Instrumentation Diagrams (3)
- Instrumentation Details (1)
- MOT Plans (2)

Drawings will be developed in AutoCAD 2026, full size (22" x 34" sheets) at

1"=20' scale.

3.4.2 Technical Specifications

The A/E will develop technical specifications (Divisions 1 and higher) for the project at the 60% and 90% completion levels including a Bid Form. The City will provide its standard Division 0 front end Contract Documents. Technical specifications will not be developed for the 30% submittal.

3.4.3 Opinions of Probable Construction Cost

The A/E will develop an opinion of probable construction cost for the project at 30%, 60%, 90% and 100% completion levels. The 30% and 60% opinions will be Class 4 and 3 cost estimates and the 90% and 100% opinions will be Class 1 cost estimates as defined by AACE International.

3.4.4 Review Submittals

Drawings, technical specifications, and opinions of probable construction costs will be submitted for the City's review at the 30%, 60%, and 90% completion levels. The A/E will meet with the City to review comments on each design submittal. The A/E will incorporate comments from the 90% Design Documents and submit the Final Bid Documents (Drawings and Technical Specifications). 100%/Final Bid Documents will be digitally signed/sealed in PDF format.

Task 4 – Permitting Services

The rehabilitation of the lift stations will require various permits to be obtained, which are described below.

4.1 LS-35 FDEP Domestic Wastewater Collection/Transmission System Permit

The A/E will prepare, sign, seal, and submit a permit application with exhibits for review and approval of the Florida Department of Environmental Protection (FDEP) Notification for Constructing a Domestic Wastewater Collection/Transmission System Permit. The A/E will respond to the FDEP's Requests for Additional Information (RAI) as required to obtain approval for the permit. Fees include the $500 Permit Application Fee payable to the FDEP.

4.2 LS-35 Florida Department of Transportation Utility Permit

LS-35 is located adjacent to the right-of-way of FDOT State Road 679 (Pinellas Bayway South). As such, it is likely that the contractor will need to access and/or stage equipment within the FDOT right-of-way. The A/E will prepare, sign, seal, and submit permit applications with exhibits for review and approval by the FDOT. The A/E will respond to the FDOT's Requests for Additional Information (RAI) to obtain approval for the permit. No permit application fee should be required and has therefore been excluded.

4.3 LS-35 City of St. Petersburg Building Department Permit Coordination

The A/E will submit the design plans to the City's Building Department/Development Review for review prior to bidding the project. Comments from the City's Building Department will be incorporated into the design plans. It is assumed that the Contractor will be responsible for obtaining the actual Building Permit. No permit application fee has been included since this is a City project.

4.4 LS-65 FDEP Domestic Wastewater Collection/Transmission System Permit

The A/E will prepare, sign, seal, and submit a permit application with exhibits for review and approval of the Florida Department of Environmental Protection (FDEP) Notification for Constructing a Domestic Wastewater Collection/Transmission System Permit. The A/E will respond to the FDEP's Requests for Additional Information (RAI) as required to obtain approval for the permit. Fees include the $500 Permit Application Fee payable to the FDEP.

4.5 LS-65 Pinellas County ROW Use Permit

LS-65 is located adjacent to the Sands Point Drive right-of-way. As such, it is likely that the contractor will need to access and/or stage equipment within the County right-of-way. The A/E will prepare, sign, seal, and submit permit applications with exhibits for review and approval from the County. The A/E will respond to Pinellas County's Requests for Additional Information (RAI) to obtain approval for the permit. No permit application fee has been included since this is a City project.

4.6 LS-65 City of St. Petersburg Building Department Permit Coordination

The A/E will submit the design plans to the City's Building Department/Development Review for review prior to bidding the project. Comments from the City's Building Department will be incorporated into the design plans. It is assumed that the Contractor will be responsible for obtaining the actual Building Permit. No permit application fee has been included since this is a City project.

Task 5 – Bidding Services

The A/E will provide the following services during bidding and award of the project. It is assumed that both lift station projects will be publicly bid under separate construction contracts.

- Submit Final Bid Documents to the City for advertisement.
- Prepare for, attend, and conduct a Pre-Bid Conference and site visit to meet with prospective contractors and discuss the project.
- Provide written clarifications and prepare Addenda responding to questions raised at the pre-bid meeting and during the bidding process.
- The A/E will review the bids received for the project and will submit a Recommendation of Award to the City.

Task 6 – HMGP Assistance

It is our understanding the City has applied for a Hazard Mitigation Grant Program (HMGP) grant from the State of Florida Division of Emergency Management (FDEM) for the design and construction of LS-35. Under this task, the A/E will provide miscellaneous assistance with respect to the HMGP grant, which may include:

- Providing the City with miscellaneous information, data, and documentation to support the HMGP grant process.
- Incorporating HMGP requirements into the design documents including technical specifications, special provisions, and bid documents.
- Miscellaneous coordination and meetings with the City associated with the HMGP grant.

Assumptions

1. It is not anticipated that any hydraulic modeling of the force main system is required. Therefore, hydraulic modeling is not included.
2. It is assumed that the rehabilitation of LS-35 and LS-65 will not significantly increase impervious area and will not require a stormwater drainage analysis with pre and post attenuation computations. Therefore, stormwater modeling is not included.
3. It is assumed that no MEP or HVAC services are required to convert the two lift stations (LS-35 and LS-65) into typical submersible lift stations.
4. It is assumed that all work will be located in the uplands; therefore, conducting a Listed Species Assessment or Environmental Assessment is not included.
5. Geotechnical borings or engineering is not included.
6. It is assumed that no temporary or permanent easements or property acquisition are required. Preparing a sketch and legal description is not included.
7. Construction services such as shop drawing review, RFI's, etc. are not included.

III. SCHEDULE

Work under this Task Order shall begin no later than 10 days from Notice to Proceed.

	Number of Days from NTP
Task 1 – Project Management and Coordination	420
Tasks 2 & 3 – LS-35 Design & LS-65 Design	
Draft Basis of Design Report	60
30% Design Submittals	60
60% Design Submittals	270
90% Design Submittals	390
100% Design/Final Bid Documents	420
Task 4 – Permitting (Permit Application Packages)	300
Task 5 – Bidding and Award	Per City's Schedule
Task 6 – HMGP Assistance	Per City's Schedule

IV. A/E'S RESPONSIBILITIES

A/E will perform the tasks outlined above according to the schedule in Section III.

V. CITY'S RESPONSIBILITIES

The City shall provide all available information regarding the project to the A/E and shall provide direction to the A/E consistent with the terms and conditions of the A/E's Agreement for Miscellaneous Professional Services for Potable Water, Wastewater and Reclaimed Water Projects.

VI. DELIVERABLES

- Tasks 2 & 3 – One (1) Basis of Design Report in PDF format, to include both lift

stations.

- Tasks 2 & 3 – 30% Design Documents for each lift station (Drawings and Opinion of Probable Construction Cost).
- Tasks 2 & 3 – 60% Design Documents for each lift station (Drawings, Technical Specifications, and Opinion of Probable Construction Cost).
- Tasks 2 & 3 – 90% Design Documents for each lift station (Drawings, Technical Specifications, and Opinion of Probable Construction Cost).
- Tasks 2 & 3 – 100%/Final Bid Documents for each lift station (Drawings, Technical Specifications, and Opinion of Probable Construction Cost), digitally signed and sealed in PDF format.

VII. A/E'S COMPENSATION

For Tasks 1 through 5, the City shall compensate the A/E the lump sum amount of $678,850.49.

This Task Order establishes an allowance in the amount of $20,000.00 for additional services not identified in the Scope of Services. Additional services may be performed only upon receipt of prior written authorization from the City and such authorization shall set forth the additional services to be provided by the A/E. The cost for any additional services shall not exceed the amount of the allowance set forth in this Task Order.

The total Task Order amount is **$698,850.49**, per Appendix A.

VIII. PROJECT TEAM

Principal/QA-QC:	Christopher F. Kuzler, PE
Project Manager:	Sharmeela Khemlani, PE, ENV SP
Chief Engineer:	Loc Truong, PE
Sr. Engineer:	David Weber, PE
Project Engineer:	Olga Mikhalchishina, PE
Engineer:	Camryn Aguilar, EI
Sr. Designer:	Vartkes Toma
Sr. Land Surveyor:	Joseph Beckman, PSM
Sr. Admin. Support:	Paula Eldon

IX. MISCELLANEOUS

In the event of a conflict between this Task Order and the Agreement, the Agreement shall prevail.

IN WITNESS WHEREOF the Parties have caused this Task Order to be executed by their duly authorized representatives on the day and date first above written.

Ardurra Group, Inc.
(Company Name)

By: _____
(Signature)

Loc P. Truong, PE, ENV SP – Florida Water Practice Director
(Printed Name and Title)

Date: 09/25/26

CITY OF ST. PETERSBURG, FLORIDA

By: _____
Brejesh Prayman, P.E., Director
Engineering & Capital Improvements

DATE: _____

ATTEST

By: _____
Chandrahasa Srinivasa, City Clerk

(SEAL)

APPROVED AS TO FORM FOR CONSISTENCY
WITH THE STANDARD TASK ORDER.
NO OPINION OR APPROVAL OF THE SCOPE
OF SERVICES IS BEING RENDERED BY
THE CITY ATTORNEY'S OFFICE

By: _____
City Attorney (Designee)

APPENDIX A
Work Task Breakdown
City of St. Petersburg
Lift Station Nos. 35 and 65 Rehabilitation and Hardening
Project No. 26157-130

I. Manpower Estimate: All Tasks

	Direct Labor Rates Classifications	Principal/Chief Engineer	Sr. Engineer	Project Manager	Sr. Land Surveyor	Project Engineer	Engineer	Sr. Designer	Survey Crew	Sr. Admin. Support	Total Hours	Labor Cost
	Direct Salary	$ 116.67	$ 82.33	$ 74.91	$ 71.56	$ 60.83	$ 43.32	$ 44.47	$ 76.00	$ 37.28		
	Multiplier 2.0000	$ 233.33	$ 164.67	$ 149.83	$ 143.12	$ 121.66	$ 86.64	$ 88.94	$ 152.00	$ 74.56		
	Billing Rates[1]	$ 350.00	$ 247.00	$ 224.74	$ 214.68	$ 182.49	$ 129.96	$ 133.41	$ 228.00	$ 111.84		
	TASK											
1	Project Management and Coordination	42		152		64				1	259	$ 60,651.68
2	Lift Station 35 (LS-35) Design	18	120	230	24	246	425	447	60	11	1581	$ 267,452.57
3	Lift Station 65 (LS-65) Design	12	77	149	24	212	231	415	64	11	1195	$ 201,753.61
4	Permitting			70			140	24		26	260	$ 40,035.88
5	Bidding and Award Services			26		12	34	40		4	116	$ 18,235.52
6	HMGP Assistance										0	$ -
7	Contingency Allowance										0	$ -
	Totals	72	197	627	48	534	830	926	124	53	3411	$ 588,129.26

II. Fee Calculation

Task	Labor Cost	Expenses[2]	Subconsultant Services	Mark-up on Subconsultant Services[3]	Total Cost Without Allowance
1	$60,651.68	$0.00	$0.00	$0.00	$60,651.68
2	$267,452.57	$0.00	$35,710.86	$3,571.09	$306,734.52
3	$201,753.61	$0.00	$35,710.86	$3,571.09	$241,035.56
4	$40,035.88	$1,000.00	$0.00	$0.00	$41,035.88
5	$18,235.52	$0.00	$1,052.12	$105.21	$19,392.85
6	$0.00	$0.00	$0.00	$0.00	$0.00
6	$0.00	$0.00	$0.00	$0.00	$0.00
Total	$588,129.26	$1,000.00	$72,473.84	$7,247.38	$668,850.49

III. Fee Limit

Lump Sum Cost	$668,850.49
HMGP Assistance[4]	$10,000.00
Allowance[4]	$20,000.00
Total:	**$698,850.49**

IV. Notes:

1. Rates and Multipier per contract.
2. Includes expenses for: Permitting Fees.
3. Includes 10% percent markup of SUBCONSULTANT (per contract).
4. Allowance and/or HMGP Assistance to be used only upon City's written authorization.

Approvals - gcc
Report • Printed on October 22, 2026

Approved

11/5 Council - Ardurra - LS 35 & 65 - Task Order

Attachments

Ardurra - LS 35 & 65 - Task Orc
https://stpete1-my.sharepoint.com/:l

Final status: Approved

SM **Step 2: Approved by**
Stacey McKee 10/22/2026 7:14:27 AM

BP **Step 1: Approved by**
Brejesh Prayman 10/21/2026 8:32:14 PM

SJ **Requested by**
Sarah B. Johnson 10/21/2026 1:45:31 PM

Approvals - gcc
Report • Printed on October 22, 2026

Approved

Pre-approval 11/5 Council - Ardurra - LS 35 & 65 - Task Order

PM - Diana Smillova

Attachments

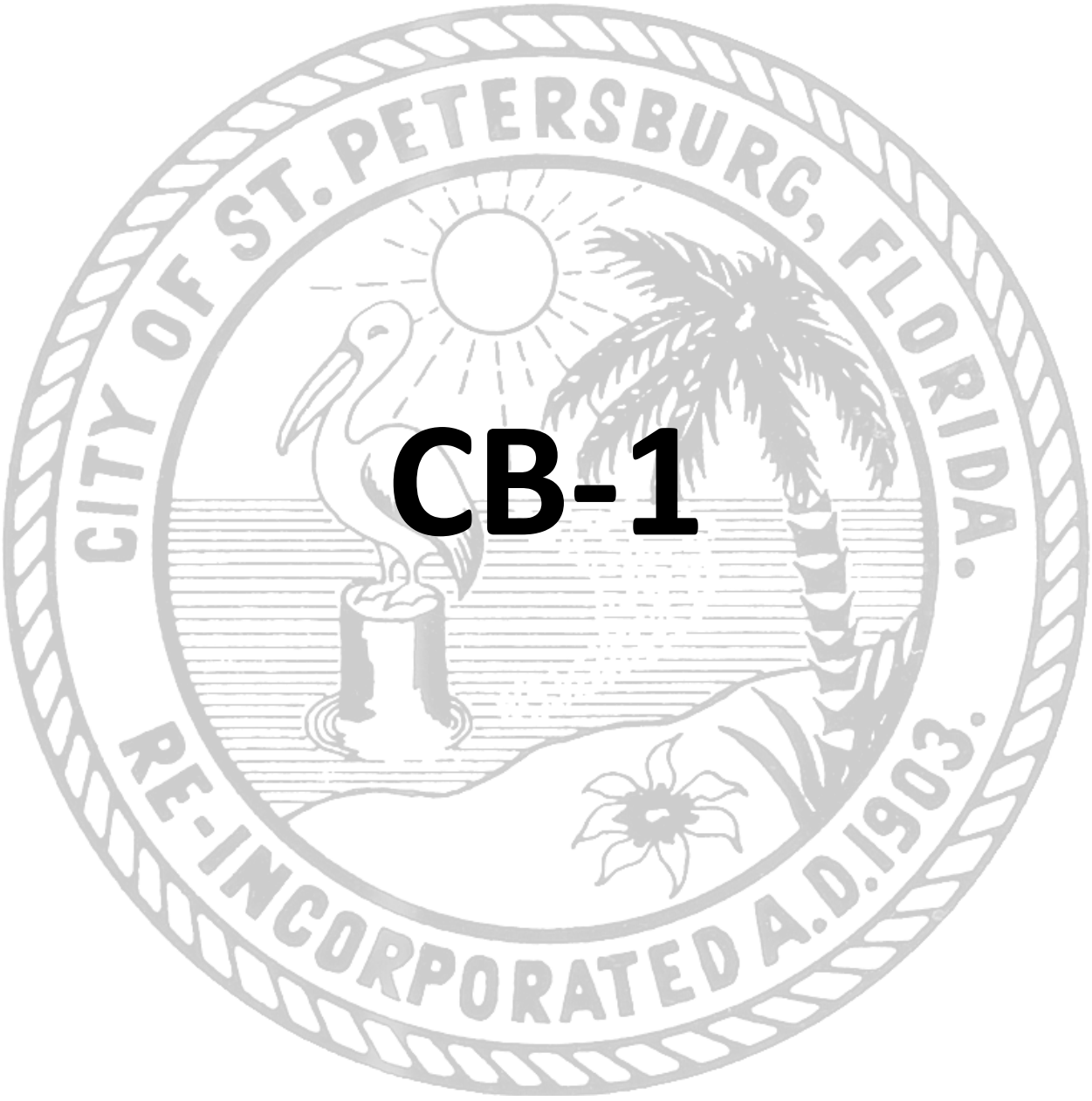
Ardurra - LS 35 & 65 - Task Orc
https://stpete1-my.sharepoint.com/:

Final status: Approved

CT
Approved by
Claude Tankersley
10/21/2026 6:27:52 PM

SJ
Requested by
Sarah B. Johnson
10/15/2026 3:41:33 PM

The following page(s) contain the backup material for Agenda Item: Accepting a bid and approving award of agreements with W.B. Mason, Co., Inc., Mac Papers & Packaging, LLC, and Inversion Global Servicios LLC for Office Paper Products for the Procurement and Supply Management Department, in the amount of $420,000.
Please scroll down to view the backup material.



CB-1

ST. PETERSBURG CITY COUNCIL
Consent Agenda
Meeting of November 5, 2026

To: The Honorable Lisset Hanewicz, Chair, and Members of City Council

Subject: Accepting a bid and approving award of agreements with W.B. Mason, Co., Inc., Mac Papers & Packaging, LLC, and Inversion Global Servicios LLC for Office Paper Products for the Procurement and Supply Management Department, in the amount of $420,000.

Explanation: The Procurement and Supply Management Department issued IFB 26 - 317 on August 14, 2026. The bids were due on September 1, 2026, and opened thereafter. The Procurement and Supply Management department received five bids for office paper products. The solicitation included six line items, and vendors were permitted to submit bids for one or more line items. Each line item was awarded to the vendor offering the lowest price for that specific line item. Please refer to the Bid Tabulation attached for specific line item pricing.

The vendors will furnish and deliver office paper products, including, but not limited to, customized utility billing envelopes, utility billing paper, and copier paper. Products will be delivered to the City of St. Petersburg's Consolidated Warehouse on an as-needed basis.

The Procurement and Supply Management Department recommends for award:

Office Paper Products.....$420,000
(Three-years @ $140,000 per year)

W.B. Mason, Co., Inc., Mac Papers & Packaging, LLC, and Inversion Global Servicios LLC, the lowest responsible and responsive bidders and have met the requirements of IFB 26 - 317 dated August 14, 2026. An agreement will be issued for the initial three-year term. The agreement will have two, one-year renewal options and will be binding only for actual products delivered.

Cost/Funding/Assessment Information: Funds have been previously appropriated in the Supply Management Fund (5031), Procurement and Supply Management Department, Supply Management Division (060-1053). Funding for future years will be included in the City's annual operating budget subject to approval by City Council.

Attachments: Bid Tabulation
Resolution

City of St. Petersburg
Procurement
Stephanie Scarbrough, Director of Procurement and Supply Management
P.O. Box 2842, St. Petersburg, FL 33731

EVALUATION TABULATION

IFB No. IFB- 26 - 317

Office Paper Products: Envelopes, Copy Paper, Etc.

RESPONSE DEADLINE: September 1, 2026 at 3:00 pm
Report Generated: Wednesday, September 16, 2026

TABLE 1
Primary award cells are green and Backup award cells are gray

				CK Supplies LLC	Crabar GBF Inc	Inversion Global Servicios LLC	Mac Papers & Packaging	WB Mason
Line Item	Description	Estimated Annual Quantity	Unit of Measure	Unit Cost	Unit Cost	Unit Cost	Unit Cost	Unit Cost
1	Envelope, Utility Bill No. 9, Light Blue without window, square flap and side seam, 1 color (Black ink) printed on both sides of the envelope. Stock: 60# Offset with a GSM (Grams per square meter) of 90. Printing information and position are CRITICAL on both sides. The front of the envelope must be printed in compliance with the United States Postal Service. (USPS) Templates are pictured to ensure proper positioning of the bar code. 2500/CASE	293	CASE	$221.89	No Bid	No Bid	$89.70	$60.00
2	Envelope, Utility Bill No. 10, White with Left Hand window, Security printing on the inside in black ink. Diagonal Seam with a V-flap. Printed one color (black) on front only.-Stock: 60# White Offset with GSM: 90. Printing on the front MUST comply with USPS regulations. All printing must be dark and legible with the First-Class Mail indicia in correct position. 2500/CASE	356	CASE	$172.54	No Bid	No Bid	$81.50	$85.00

Line Item	Description	Estimated Annual Quantity	Unit of Measure	CK Supplies LLC Unit Cost	Crabar GBF Inc Unit Cost	Inversion Global Servicios LLC Unit Cost	Mac Papers & Packaging Unit Cost	WB Mason Unit Cost
3	Envelope, No. 10 Left Hand window with Digital Heat-Resistant Polystyrene film for digital printing. Stock: 60# White Offset with GSM: 90. Diagonal Seam with V-Back flap. 500 per box. 2500 per carton. (No Printing).	265	CASE	$141.99	No Bid	No Bid	$103.65	$71.00
4	Paper, Utility Bill, 11x17 20lb. Bond with GSM: 75, White with 3.5 inch horizontal MICRO perforation. The 20# Bond must be wrapped in 500's. 2500/CASE	180	CASE	$130.11	$105.78	No Bid	$106.80	$83.00
5	Paper, Virgin Bond, White, 8-1/2IN x 11IN, 20 LB, 96 bright, 10 Reams per Case, SPZMYO8511 5000/case	1049	CASE	No Bid	$105.12	$40.29	$55.50	$30.50
6	Paper, 8-1/2IN x 11IN, 24LB Laser Printer, Lettermark Premium, White, Quick copy or equivelant, 067040 5000/case	166	CASE	No Bid	$131.06	$49.89	$69.75	$55.00

VENDOR QUESTIONNAIRE PASS/FAIL

Question Title	CK Supplies LLC	Crabar GBF Inc	Inversion Global Servicios LLC	Mac Papers & Packaging	WB Mason
Is the Vendor registered with the Florida Department of State, Division of Corporations (Sunbiz) in accordance with Florida Statute §607.1501?			Pass		Pass

RESOLUTION NO. 2026-_____

A RESOLUTION ACCEPTING THE BID AND APPROVING THE AWARD OF THREE-YEAR AGREEMENTS WITH TWO, ONE-YEAR RENEWAL OPTIONS WITH W.B. MASON CO., INC., MAC PAPERS AND PACKAGING, LLC, AND INVERSION GLOBAL SERVICIOS, LLC FOR OFFICE PAPER PRODUCTS FOR THE PROCUREMENT AND SUPPLY MANAGEMENT DEPARTMENT FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED $420,000; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE ALL DOCUMENTS NECESSARY TO EFFECTUATE THIS TRANSACTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on August 14, 2026, the Procurement & Supply Management Department issued IFB No. 26-317 for office paper products for the Procurement and Supply Management Department; and

WHEREAS, the Procurement & Supply Management Department received five (5) bids in response to IFB No. 26-317; and

WHEREAS, W.B. Mason Co., Inc., Mac Papers and Packaging, LLC, and Inversion Global Servicios, LLC, the lowest responsible and responsive bidders, have met the requirements of IFB No. 26-317; and

WHERAS, the City desires to accept the bid and enter into three-year agreements with two, one-year renewal options with W.B. Mason Co., Inc., Mac Papers and Packaging, LLC, and Inversion Global Servicios, LLC for a total contract amount not to exceed $420,000; and

WHEREAS, the Procurement & Supply Management Department recommends approval of this resolution; and

WHEREAS, funds have been previously appropriated in the Supply Management Fund (5031), Procurement and Supply Management Department, Supply Management Division (060-1053).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the bid is accepted and the award of three-year agreements with two, one-year renewal options with W.B. Mason Co., Inc., Mac Papers and Packaging, LLC, and Inversion Global Servicios, LLC for office paper products for the Procurement and Supply Management Department for a total contract amount not to exceed $420,000 is hereby approved.

BE IT FURTHER RESOLVED that the Mayor or his designee is hereby authorized to execute all documents necessary to effectuate this transaction.

This resolution shall become effective immediately upon its adoption.

LEGAL: DEPARTMENT:

J. Underwood Stephanie Scarbrough

00925257.DOCX

Approvals - gcc
Report • Printed on October 1, 2026

Approved

645-00 Paper, for Office and Print Shop Use, November 5, 2026 (FC)

Thank you for your review!

Attachments

645-00 Paper, for Office and P
https://stpete1.sharepoint.com/:f:/s/

Final status: Approved

TG **Step 4: Approved by**
Tom Greene 9/30/2026 5:05:23 PM

SS **Step 3: Approved by**
Stephanie S. Scarbrough 9/22/2026 2:50:50 PM

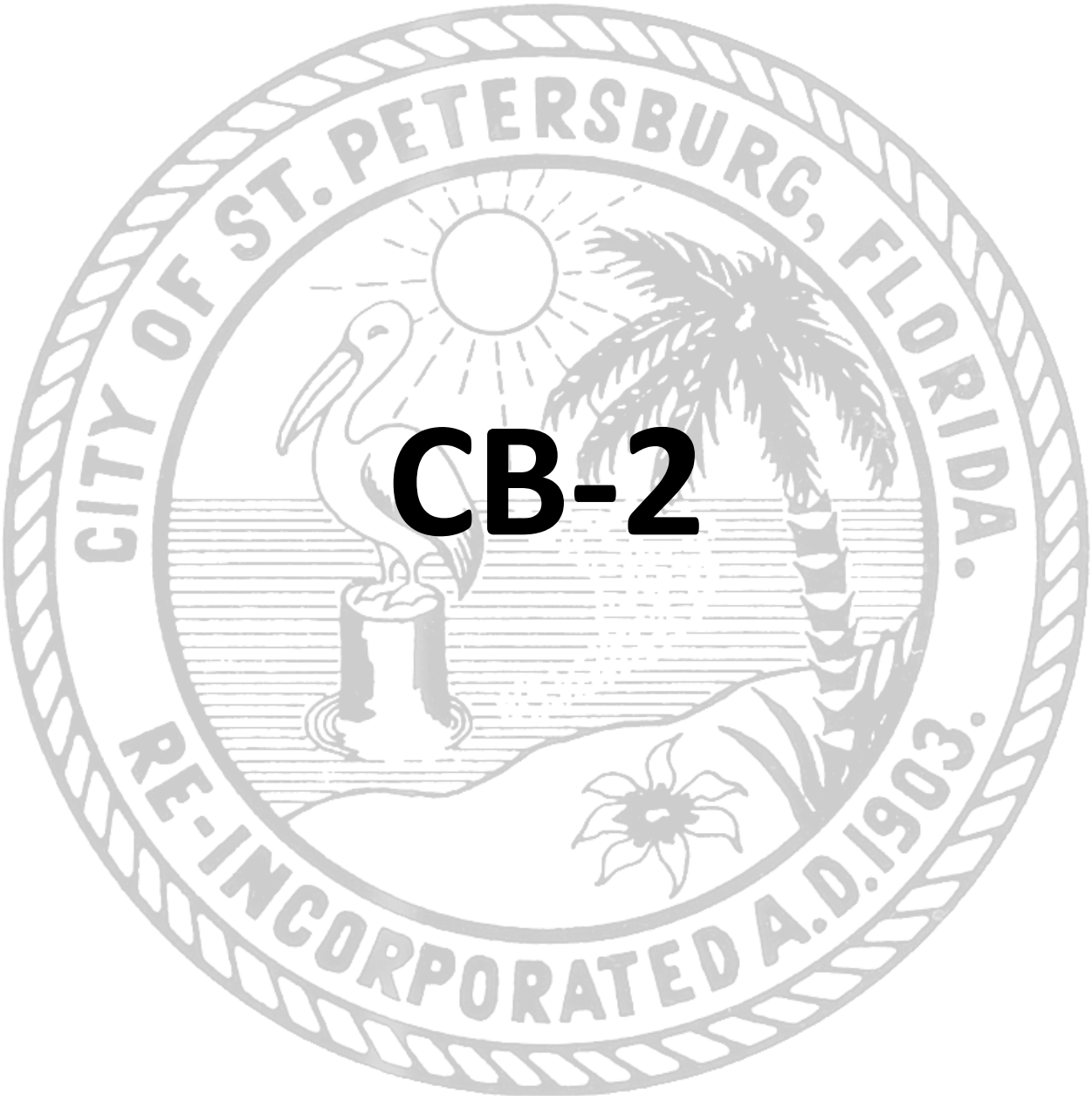
NC **Step 2: Approved by**
Noah D. Caprio 9/22/2026 1:54:16 PM

VA **Step 1: Approved by**
Victoria L. Amerson 9/22/2026 12:12:27 PM

Approved with edits

FC **Requested by**
Francesca M. Cicatelli 9/22/2026 11:58:41 AM

The following page(s) contain the backup material for Agenda Item: Approving an allocation increase for Medicare Insurance with Humana Insurance Company, for the Human Resources Department, in the amount of $220,000.
Please scroll down to view the backup material.



CB-2

ST. PETERSBURG CITY COUNCIL
Consent Agenda
Meeting of November 5, 2026

To: The Honorable Lisset Hanewicz, Chair, and Members of City Council

Subject: Approving an allocation increase for Medicare Insurance with Humana Insurance Company, for the Human Resources Department, in the amount of $220,000.

Explanation: The vendor provides group Medicare advantage plans for participating retired employees and their eligible dependents.

The Procurement and Supply Management Department, in cooperation with the Human Resources Department, requests an allocation increase:

Humana Insurance Company (Tallahassee, FL) …… $220,000

The original agreement between the City and Humana Insurance Company was executed on January 1, 2021 for $3,095,736 for the initial three-year term, and had one, two-year renewal option available. On March 21, 2024, City Council approved an allocation increase in the amount of $300,000. On October 31, 2024, City Council approved the two-year renewal option for $2,359,908. The total spend under this contract to date is $5,476,539.43. An allocation increase is needed to ensure the City subsidized premiums are paid for the duration of this contract. The additional funding needed is due to increased enrollment and cost of the Medicare plans. Payment will be binding only for actual services rendered and received.

Cost/Funding/Assessment Information: Funds have been previously appropriated in the Health Insurance Fund (5121), Human Resources Department, Group Benefits Division (090-1177). Funding for future years will be included in the City's annual operating budget subject to approval by City Council.

Attachments: Resolution

RESOLUTION NO. 2026-_____

A RESOLUTION APPROVING AN INCREASE IN ALLOCATION TO THE AGREEMENT WITH HUMANA INSURANCE COMPANY IN THE AMOUNT OF $220,000 FOR MEDICARE INSURANCE FOR THE HUMAN RESOURCES DEPARTMENT; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE ALL DOCUMENTS NECESSARY TO EFFECTUATE THIS TRANSACTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on January 1, 2021, City Council approved a three-year agreement with one, two-year renewal options with Humana Insurance Company for Medicare Insurance for the Human Resources Department at a total contract amount of $3,095,736 for the initial term (the "Agreement"); and

WHEREAS, on March 21, 2024, City Council approved an increase in the amount of $300,000 to the allocation to the Agreement; and

WHEREAS, on October 31, 2024, City Council approved the two-year renewal option to the Agreement in the amount of $2,359,908;

WHEREAS, the total spend to date is $5,476,539.43; and

WHEREAS, an increase in the amount of $220,000 to the allocation is needed throughout the remainder of the term of the Agreement due to increased enrollment and cost of Medicare plans; and

WHEREAS, the Procurement and Supply Management Department, in cooperation with the Human Resources Department, recommends approval of this Resolution.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that an allocation increase in the amount of $220,000 with Humana Insurance Company for Medicare Insurance for the Human Resources Department is hereby approved.

BE IT FURTHER RESOLVED that the Mayor or his designee is authorized to execute all documents necessary to effectuate this transaction.

This Resolution shall become effective immediately upon its adoption.

LEGAL: DEPARTMENT:

Sarah Lucker

00924713

Christopher M. Guella

Approvals - gcc
Report • Printed on September 22, 2026

Approved

10/5 Consent; Group Medicare

Please find the attached consent for Group Medicare for your approval. This item is scheduled to appear on 11/5 council.

Attachments

Consent
https://stpete1.sharepoint.com/:w:/s,

Final status: Approved

TG **Step 5: Approved by**
Tom Greene 9/22/2026 11:59:15 AM

CG **Step 4: Approved by**
Chris M. Guella 9/22/2026 11:53:45 AM

SS **Step 3: Approved by**
Stephanie S. Scarbrough 9/22/2026 11:53:23 AM

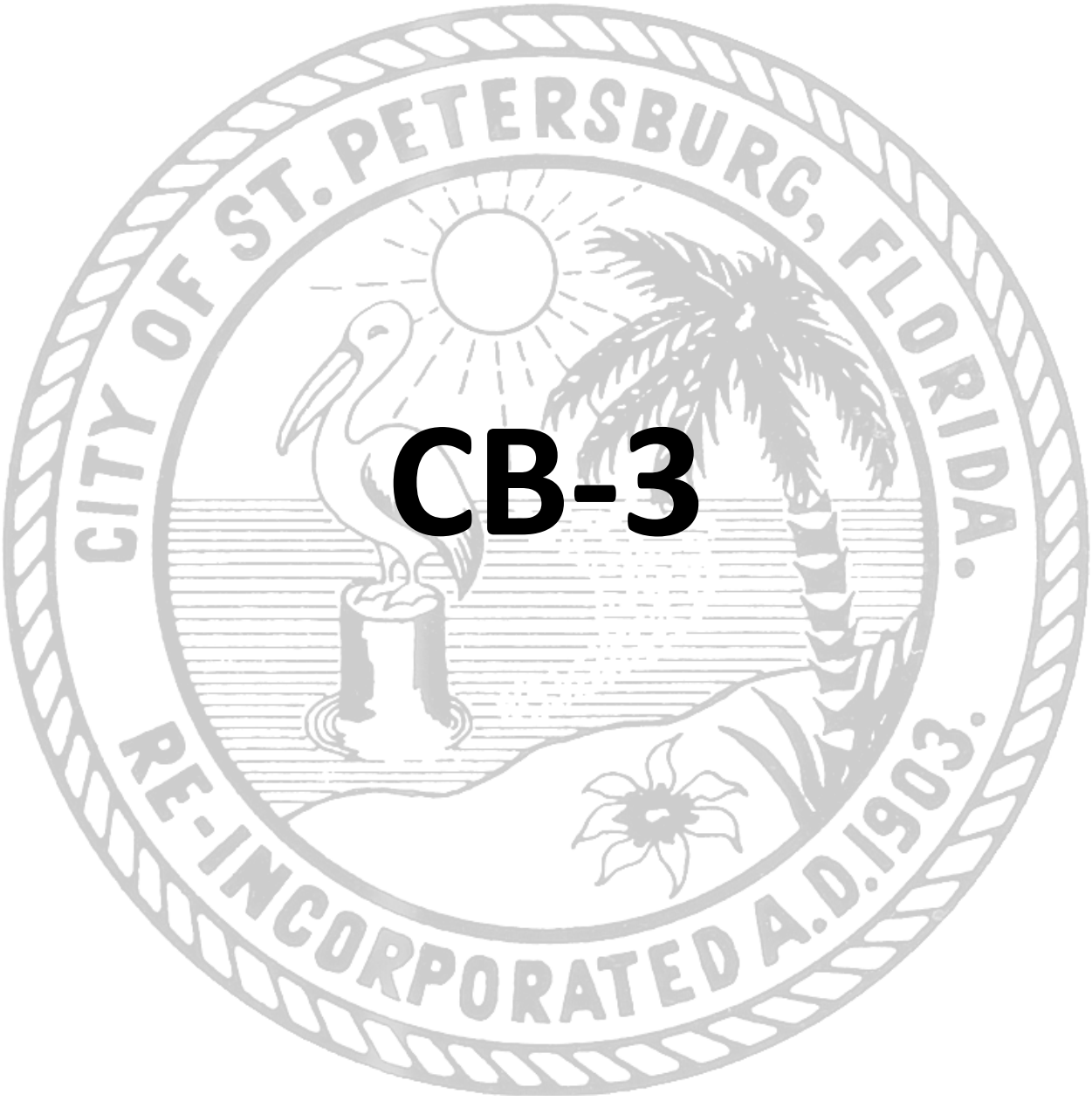
NC **Step 2: Approved by**
Noah D. Caprio 9/22/2026 11:50:21 AM

VA **Step 1: Approved by**
Victoria L. Amerson 9/22/2026 9:51:18 AM

Approved with edits.

KW **Requested by**
Kaela Williamson 9/21/2026 3:25:03 PM

The following page(s) contain the backup material for Agenda Item: Accepting a proposal and approving award of a purchase with Baker Tilly Advisory Group, LP, for management evaluation consulting services, for the Billing and Collections Department, for a contract amount of $125,000. Please scroll down to view the backup material.



CB-3

ST. PETERSBURG CITY COUNCIL
Consent Agenda
Meeting of November 5, 2026

To: The Honorable Lisset Hanewicz, Chair, and Members of City Council

Subject: Accepting a proposal and approving award of a purchase with Baker Tilly Advisory Group, LP, for management evaluation consulting services, for the Billing and Collections Department, for a contract amount of $125,000.

Explanation: The Procurement and Supply Management Department issued RFP 26 - 169 on March 17, 2026. The proposals were due on April 30, 2026, and opened thereafter. The Procurement and Supply Management Department received six proposals for management evaluation consulting services of the Billing and Collections department.

The six proposals were received from:

#	Offerors	Amount
1.	AECOM	$125,000
2.	Baker Tilly Advisory Group, LP	125,000
3.	Creative Ascension Services, LLC	124,585
4.	Eagle Consulting & Development LLC	95,200
5.	Local Government Solutions, LLC	263,200
6.	Mauldin & Jenkins	290,980

The proposals were evaluated by the Budget, Finance and Taxation subcommittee ("BF&T") of City Council. The proposals were evaluated based on the following criteria:

- Qualifications and Experience of Firm and Staff
- Project Approach
- Cost Analysis
- Schedule
- Business Enterprise Program Outreach and Utilization

On July 23, 2026, City Council approved the BF&T Committee Chair and City Administration to negotiate an agreement with Baker Tilly Advisory Group, LP to conduct a management evaluation of the St. Petersburg Billing and Collections Department in accordance with Section 4.05 (g)(1) of the City Charter. That section states in part that "City Council, at any time, shall be permitted to conduct a management evaluation, by a professional consultant, of the administrative activities of the city, or any portion thereof, under the direction of City Council".

The purpose of the evaluation is to assess the department's efficiency and effectiveness through testing, analysis, and employee interviews, and will include an evaluation of operations, organizational structure, staffing, policies and procedures, customer service, communication, technology, employee engagement, strategic planning, billing and meter reading processes, utility

assistance programs, and emergency preparedness. The vendor will provide a report of findings and recommendations for improvement.

The Budget, Finance and Taxation subcommittee of City Council, recommends award to:

Baker Tilly Advisory Group, LP (Chicago, IL)..... $125,000

Baker Tilly Advisory Group, LP has met the requirements of RFP 26 - 169, dated March 17, 2026. A purchase order will be issued for the management evaluation consulting services of the Billing and Collections department and will be binding only for actual services rendered.

Cost/Funding/Assessment Information: Funds have been previously appropriated in the General Fund (0001), City Council Department, City Council Division (010-1001) and will be available upon approval by City Council of the FY26/27 Cleanup Ordinance.

Attachments: Technical Evaluation
Resolution

Technical Evaluation
RFP 26 - 169: Management Evaluation of Billing and Collections Department

Evaluated Firms

1. AECOM
2. Baker Tilly Advisory Group, LP
3. Creative Ascension Services, LLC
4. Eagle Consulting & Development LLC
5. Local Government Solutions, LLC
6. Mauldin & Jenkins

Evaluation Criteria

The proposals were evaluated based on the following criteria:

Qualifications and Experience of Firm and Staff
Project Approach
Cost Analysis
Schedule
Business Enterprise Program Outreach and Utilization

Evaluation of Firms

The Budget, Finance and Taxation Subcommittee ("BF&T") of City Council evaluated the firms on June 4, 2026, and shortlisted AECOM and Baker Tilly Advisory Group, LP. The committee further determined that both shortlisted firms should provide presentations at the July 23, 2026, BF&T meeting. Following the presentations, City Council approved the BF&T Committee Chair and City Administration to negotiate an agreement with Baker Tilly Advisory Group, LP.

Baker Tilly Advisory Group, LP has met the requirements of RFP 26 - 169 and were determined to be the most qualified firm, taking into consideration their experience of providing these services and the evaluation criteria set forth in the RFP.

RESOLUTION NO. 2026-_____

A RESOLUTION ACCEPTING THE PROPOSAL AND APPROVING THE AWARD OF AN AGREEMENT TO BAKER TILLY ADVISORY GROUP, LP TO PROVIDE A MANAGEMENT EVALUATION STUDY OF THE BILLING AND COLLECTIONS DEPARTMENT IN THE AMOUNT OF $125,000; AUTHORIZING THE CHAIR OF THE CITY'S BUDGET, FINANCE, AND TAXATION COMMITTEE TO EXECUTE ALL DOCUMENTS NECESSARY TO EFFECTUATE THIS TRANSACTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, City Charter Section 4.05(g)(1) states in part that "City Council, at any time, shall be permitted to conduct a management evaluation, by a professional consultant, of the administrative activities of the city, or any portion thereof, under the direction of City Council. At least once every two years the City Council shall discuss and make a decision as to whether or not any such an audit is needed. The management evaluation and all reports and recommendations shall be directed to the Council."; and

WHEREAS, in accordance with the above-referenced section of the City Charter, City Council is requesting a study to evaluate the efficiency and effectiveness of the operations of the Billing and Collections Department ("Billing and Collections") and to form an opinion and report on Billing and Collections operations, make recommendations, and detail appropriate modifications to enhance efficiency; and

WHEREAS, the Procurement & Supply Management Department issued RFP No. 26-169 on March 17, 2026 for a management evaluation study of Billing and Collections; and

WHEREAS, on April 30, 2026, the Procurement and Supply Management Department in conjunction with the Budget, Finance and Taxation subcommittee ("BF&T") of City Council received six (6) proposals in response to the RFP; and

WHEREAS, on June 4, 2026, BF&T evaluated the six (6) proposals from AECOM, Baker Tilly Advisory Group, LP ("Baker Tilly"), Creating Ascension Services, LLC, Eagle Consulting & Development LLC, Local Government Solutions, LLC, and Mauldin & Jenkins and determined that the proposal from Baker Tilly to provide a management evaluation study of Billing and Collections would be the most advantageous to the City and requested City Council authorize the BF&T Committee Chair and City Administration to negotiate a contract with Baker Tilly; and

WHEREAS, on July 23, 2026, City Council authorized the BF&T Committee Chair and City Administration to negotiate an agreement with Baker Tilly for the management evaluation study of Billing and Collections; and

WHEREAS, Baker Tilly has met the specifications, terms and conditions of RFP No. 26-169.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the proposal is accepted and the award of an agreement to Baker Tilly Advisory Group, LP to provide a management evaluation study of the Billing and Collections Department in the amount of $125,000 is hereby approved.

BE IT FURTHER RESOLVED that the Chair of the City's Budget, Finance, and Taxation Committee is authorized to execute all documents necessary to effectuate this transaction.

This Resolution shall become effective immediately upon its adoption.

LEGAL: Sarah Lucker
00924982

DEPARTMENT: Thomas Greene

Approvals - gcc
Report • Printed on October 9, 2026

Approved

918-75 Management Consulting, November 5, 2026 (FC)

Thank you for your review!

Attachments

918-75 Management Consultin
https://stpete1.sharepoint.com/:f:/s/

Final status: Approved

RG **Step 4: Approved by**
Robert M Gerdes 10/9/2026 1:56:02 PM

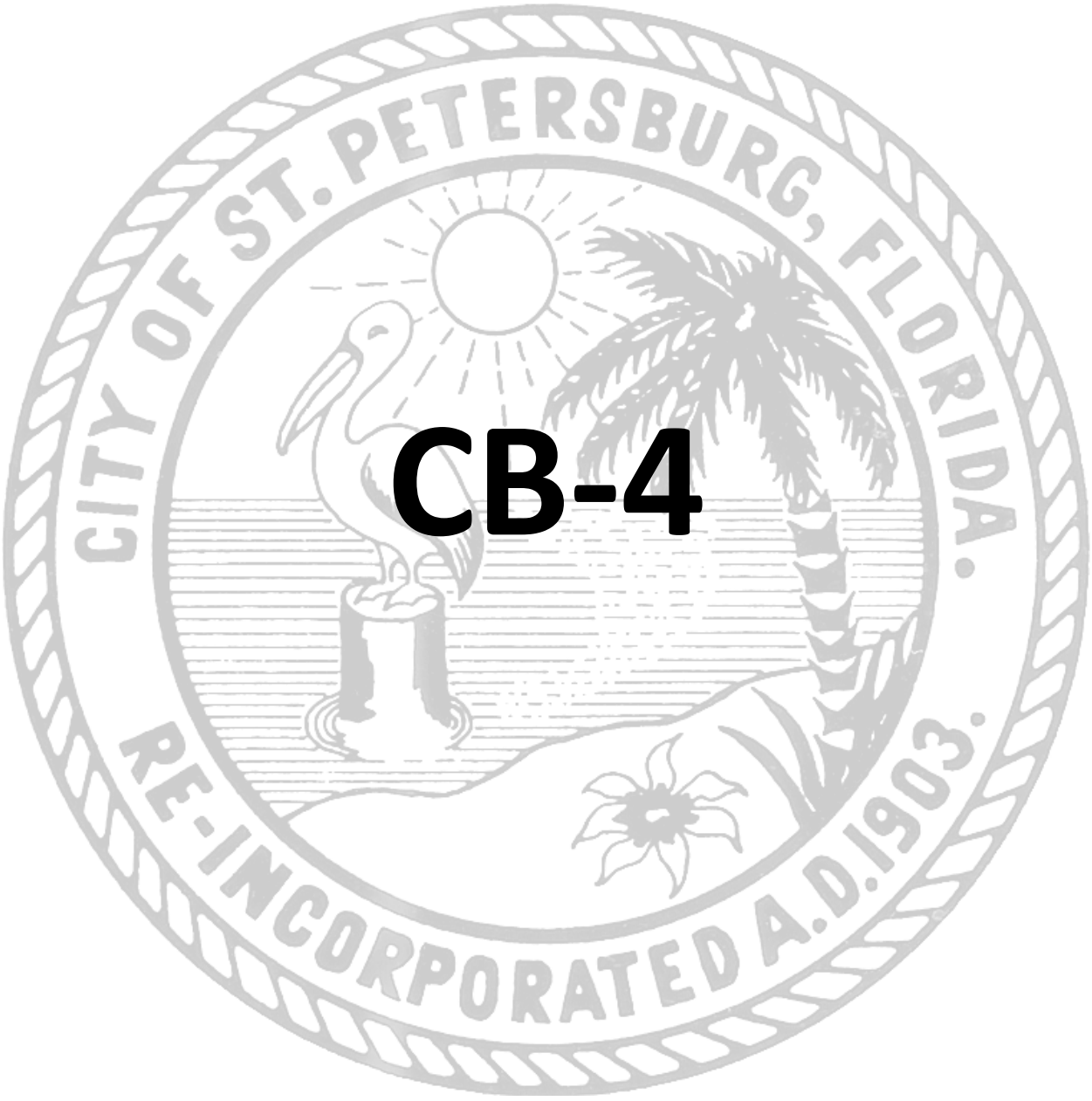
DW **Step 3: Approved by**
Doyle Walsh 10/9/2026 1:53:00 PM

VA **Step 2: Approved by**
Victoria L. Amerson 10/5/2026 11:17:19 AM

NC **Step 1: Approved by**
Noah D. Caprio 10/5/2026 11:03:36 AM

FC **Requested by**
Francesca M. Cicatelli 10/1/2026 11:08:12 AM

The following page(s) contain the backup material for Agenda Item: Approving an allocation increase for wearable products with Safety Products Inc, for the Procurement and Supply Management Department, in the amount of $35,000.
Please scroll down to view the backup material.



CB-4

ST. PETERSBURG CITY COUNCIL
Consent Agenda
Meeting of November 5, 2026

To: The Honorable Lisset Hanewicz, Chair, and Members of City Council

Subject: Approving an allocation increase for wearable products with Safety Products Inc, for the Procurement and Supply Management Department, in the amount of $35,000.

Explanation: The vendor furnishes and delivers various types of wearables on an as-needed basis. The vendor is responsible for ensuring minimum levels of specified stock is being maintained for the Consolidated Warehouse, where the safety supplies are stocked and distributed to multiple departments citywide.

The Procurement and Supply Management Department requests an allocation increase:

Safety Products Inc (Lakeland, FL) …… $35,000

The original agreement was executed on July 16, 2024 for $96,000 for a three-year term. The agreement has no renewal options. An allocation increase is needed to provide sufficient funding to proceed with the purchase and ordering of necessary goods through the end of the initial term. Payment will be binding only for actual services rendered.

Cost/Funding/Assessment Information: Funds have been previously appropriated in the General Fund (0001), Fire Rescue Department (150), Various Divisions; Emergency Medical Services Fund (1009), Fire Rescue Department (150), Various Divisions; General Fund (0001), Police Department, Uniform Services Bureau Division (140-1461); General Fund (0001), Stormwater, Pavement, and Traffic Operations Department (400), Various Divisions; Water Resources Fund (4001), Water Resources Department (420), Various Divisions; Sanitation Operating Fund (4021), Sanitation Department (450), Various Divisions, and will be charged based on usage. Funding for future years will be included in the City's annual operating budget subject to approval by City Council.

Attachments: Resolution

RESOLUTION NO. 2026-_____

A RESOLUTION APPROVING AN ALLOCATION INCREASE IN THE AMOUNT OF $35,000 FOR THE AGREEMENT WITH SAFETY PRODUCTS, INC. FOR WEARABLE PRODUCTS FOR THE PROCUREMENT AND SUPPLY MANAGEMENT DEPARTMENT; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE ALL DOCUMENTS NECESSARY TO EFFECTUATE THIS TRANSACTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on July 16, 2024, the City entered into a three-year agreement with Safety Products, Inc. for wearable products in the amount of $96,000 for the Procurement and Supply Management Department (the "Agreement"); and

WHEREAS, an allocation increase in the amount of $35,000 for the Agreement is needed to provide sufficient funding to proceed with the purchase and ordering of wearable products through the end of the initial term; and

WHEREAS, the Procurement & Supply Management Department recommends approval of this Resolution; and

WHEREAS, funds have been previously appropriated in the General Fund (0001), Fire Rescue Department (150), Various Divisions; Emergency Medical Services Fund (1009), Fire Rescue Department (150), Various Divisions; General Fund (0001), Police Department, Uniform Services Bureau Division (140-1461); General Fund (0001), Stormwater, Pavement, and Traffic Operations Department (400), Various Divisions; Water Resources Fund (4001), Water Resources Department (420), Various Divisions; Sanitation Operating Fund (4021), Sanitation Department (450), Various Divisions, and will be charged based on usage.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that an allocation increase in the amount of $35,000 for the Agreement with Safety Products, Inc. for wearable products for the Procurement and Supply Management Department is hereby approved.

BE IT FURTHER RESOLVED that the Mayor or his designee is authorized to execute all documents necessary to effectuate this transaction.

This Resolution will become effective immediately upon adoption.

LEGAL: J. Underwood

DEPARTMENT: Stephanie Scarbrough

00925272.DOCX

Approvals - gcc
Report • Printed on September 29, 2026

Approved

11/5 Council; Wearables (CW)

Please find the attached consent for the CW Wearables contract with Safety Products Inc for your approval. This item is scheduled for 11/5 council.

Attachments

Consent
https://stpete1.sharepoint.com/:w:/s,

Final status: Approved

TG **Step 4: Approved by**
Tom Greene 9/29/2026 9:49:56 AM

SS **Step 3: Approved by**
Stephanie S. Scarbrough 9/29/2026 9:45:38 AM

NC **Step 2: Approved by**
Noah D. Caprio 9/28/2026 1:13:38 PM

VA **Step 1: Approved by**
Victoria L. Amerson 9/28/2026 12:50:20 PM

Approved with edits

KW **Requested by**
Kaela Williamson 9/28/2026 11:34:36 AM

The following page(s) contain the backup material for Agenda Item: Approving an allocation increase for childhood homelessness program services with Directions for Mental Health, Inc. DBA Directions for Living, for the Housing and Community Development Department in the amount of $40,000.
Please scroll down to view the backup material.

CB-5

ST. PETERSBURG CITY COUNCIL
Consent Agenda
Meeting of November 5, 2026

To: The Honorable Lisset Hanewicz, Chair, and Members of City Council

Subject: Approving an allocation increase for childhood homelessness program services with Directions for Mental Health, Inc. DBA Directions for Living, for the Housing and Community Development Department in the amount of $40,000

Explanation: The vendor provides stable housing and supportive services to families experiencing homelessness when at least one child is identified as homeless under McKinney-Vento and is enrolled in Pinellas County Schools. Services include emergency shelter, housing assistance, case management, prevention and diversion, and coordination with community partners, with the goal of helping families achieve long-term housing stability.

The Procurement and Supply Management Department, in cooperation with the Housing and Community Development Department, requests an allocation increase:

Directions for Mental Health, Inc. DBA Directions for Living (Clearwater, FL) $40,000

The original agreement between the City and Directions for Mental Health, Inc. DBA Directions for Living was executed on June 5, 2025, for $260,000 for a one-year term. The agreement was then extended for six months pursuant to Section 2-203(b) of the City's Procurement Code, which allows a contract to be extended for up to six months when necessary to allow the City to finalize the solicitation and negotiation of a replacement contract. To date, $243,362 has been spent under this agreement. An allocation increase is needed to provide sufficient funding for the above-mentioned services through the end of the extension term. Payment will be made only for actual services rendered.

Cost/Funding/Assessment Information: Funds from the Childhood Homelessness Program have been previously appropriated in the General Fund (0001), Housing and Community Development Department, Housing Administration Division (082-1089).

Attachments: Resolution

RESOLUTION NO. 2026-_____

A RESOLUTION APPROVING AN ALLOCATION INCREASE IN THE AMOUNT OF $40,000 FOR THE AGREEMENT WITH DIRECTIONS FOR MENTAL HEALTH, INC. DBA DIRECTIONS FOR LIVING FOR CHILDHOOD HOMELESSNESS PROGRAM SERVICES; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE ALL DOCUMENTS NECESSARY TO EFFECTUATE THIS TRANSACTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on June 5, 2025, the City entered into a one (1) year agreement with Directions for Mental Health, Inc. dba Directions for Living for childhood homelessness program services for the Housing and Community Development Department at a total contract of $260,000; and

WHEREAS, Administration approved a six (6) month extension in accordance with Section 2-203(b) of the St. Petersburg City Code to the aforementioned agreement; and

WHEREAS, $243,362 has been spent to date and an increase in the amount of $40,000 to the allocation for this agreement is needed to provide sufficient funding for the above-mentioned services through the end of the extension term; and

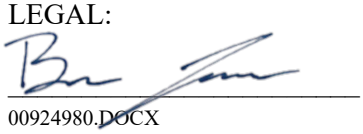
WHEREAS, the Procurement & Supply Management Department, in cooperation with the Housing and Community Development Department, recommends approval of this Resolution.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that an allocation increase in the amount of $40,000 for the agreement with Directions for Mental Health, Inc. dba Directions for Living for childhood homelessness program services is hereby approved.

BE IT FURTHER RESOLVED that the Mayor or his designee is authorized to execute all documents necessary to effectuate this transaction.

This Resolution will become effective immediately upon adoption.

LEGAL: DEPARTMENT:



00924980.DOCX



Approvals - gcc
Report • Printed on October 6, 2026

Approved

Consent Item: 952-55 Childhood Homelessness Program, November 5, 2026 (GG)

Attachments

Consent Item
https://stpete1.sharepoint.com/:w:/s/

Final status: Approved

AF **Step 4: Approved by**
Amy E. Foster 10/6/2026 12:54:45 PM

AS **Step 3: Approved by**
Avery L. Slyker 10/6/2026 12:31:46 PM

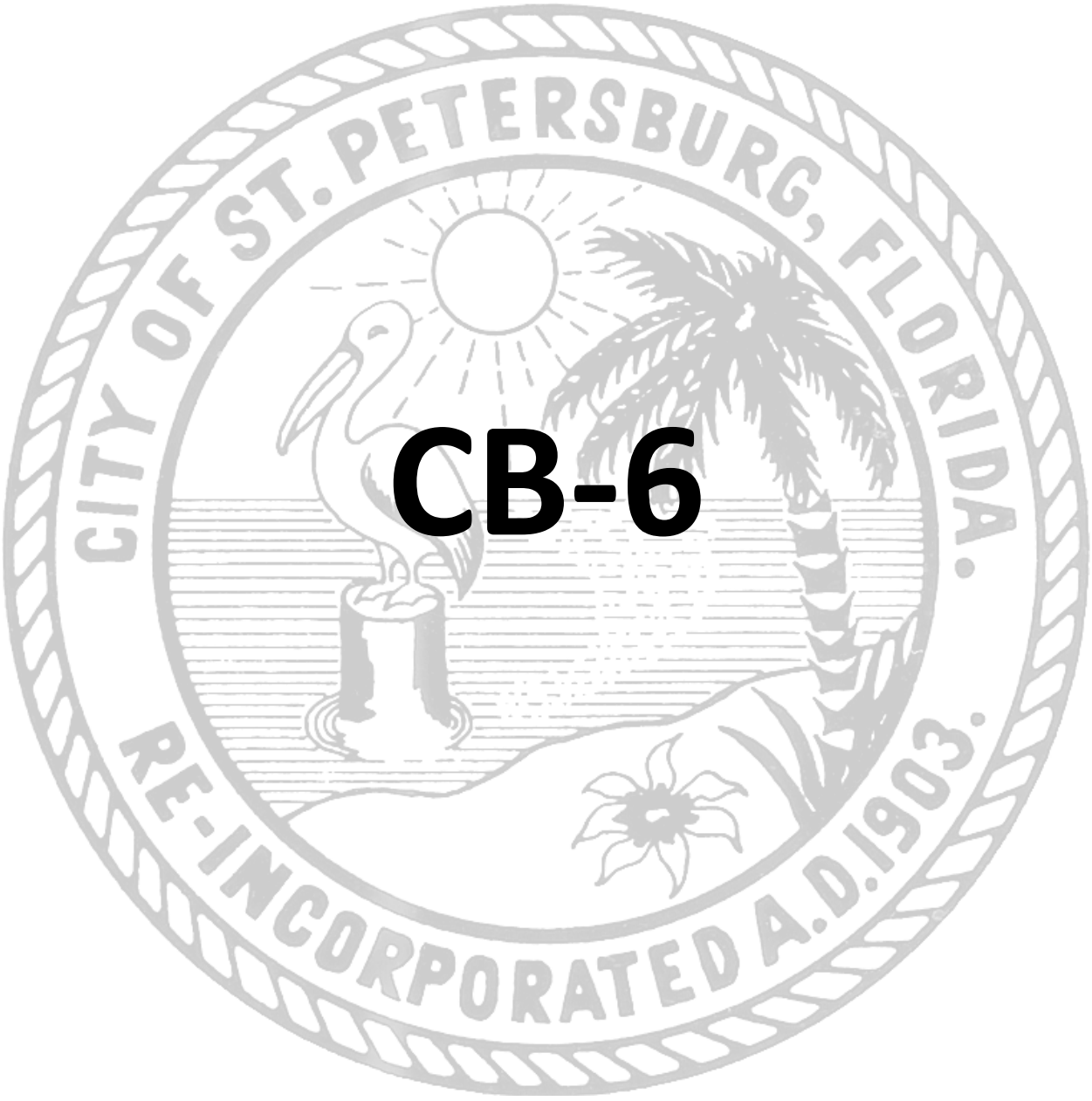
Step 2: 1 of 2 recipients approved
Emily P. Rapchak

VA **Step 1: Approved by**
Victoria L. Amerson 10/5/2026 9:41:22 AM

Approved with edits.

GG **Requested by**
Gabriella Greiner 10/2/2026 11:55:22 AM

The following page(s) contain the backup material for Agenda Item: Approving the purchase of AVEVA software licensing and associated support services for a three-year term from InSource Software Solutions, Inc. for the Water Resources Department, at a total cost of $360,000.
Please scroll down to view the backup material.



CB-6

ST. PETERSBURG CITY COUNCIL
Consent Agenda
Meeting of November 5, 2026

To: The Honorable Lissett Hanewicz, Chair, and Members of City Council

Subject: Approving the purchase of AVEVA software licensing and associated support services for a three-year term from InSource Software Solutions, Inc. for the Water Resources Department, at a total cost of $360,000.

Explanation: The vendor will provide AVEVA software licensing, manufacturer-supported services, and specialized technical support necessary to maintain continuity, compatibility, and reliable operation of the City's existing AVEVA-based Supervisory Control and Data Acquisition (SCADA) environment. The vendor will also strengthen critical infrastructure by enhancing cybersecurity using modernized software. The AVEVA software platform is a standardized, proprietary system developed and maintained by AVEVA, and the Water Resources Departments implementation consists of a highly customized and integrated operational environment that has been utilized for approximately twenty (20) years. InSource Software Solutions, Inc. has been identified as the established authorized provider for these services. Due to the proprietary nature of the AVEVA platform and the extensive customization and integration within the City's existing system, the required services are specific to the established AVEVA environment and cannot be readily substituted without significant reconfiguration, redevelopment, testing, data migration, and potential disruption to ongoing Water Resources operations.

The Procurement and Supply Management Department, in cooperation with the Water Resources Department, recommends an award to:

InSource Software Solutions, Inc. (North Chesterfield, VA)…….....$360,000

This purchase is being made in accordance with Section 2-196 (a)(5) of the Procurement Code, which allows for a sole source procurement to be used for the purchase of supplies, services, or construction when such supply, services, or construction is available from only one source. The Procurement and Supply Management Director has reviewed and determined the purchase of AVEVA software licensing and associated support services shall be made a sole source.

Cost/Funding/Assessment Information: Funds have been previously appropriated in the Water Resources Operating Fund (4001), Water Resources Department, SCADA Division (420.2088).

Attachments: Resolution

RESOLUTION NO. 2026-_____

A RESOLUTION APPROVING THE AWARD OF A THREE-YEAR AGREEMENT WITH INSOURCE SOFTWARE SOLUTIONS, INC. FOR THE PURCHASE OF AVEVA SOFTWARE LICENSING AND ASSOCIATED SUPPORT SERVICES FOR THE WATER RESOURCES DEPARTMENT AT A TOTAL COST OF $360,000; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE ALL DOCUMENTS NECESSARY TO EFFECTUATE THIS TRANSACTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City desires to enter into a three-year agreement with Insource Software Solutions, Inc. for the purchase of Aveva software licensing and associated support services for the Water Resources Department at a total cost of $360,000 (the "Purchase"); and

WHEREAS, this purchase is being made in accordance with Section 2-196 (a)(5) of the Procurement Code, which allows for a sole source procurement to be used for the purchases of supplies, services, or construction when such supply, services, or construction is available from only one source; and

WHEREAS, the Procurement and Supply Management Director has reviewed the sole source documents and determined that the Purchase shall be made as a sole source procurement; and

WHEREAS, the Procurement & Supply Management Department, in cooperation with the Water Resources Department, recommends approval of this Resolution.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the award of a three-year agreement with Insource Software Solutions, Inc. for the purchase of AVEVA software licensing and associated support services for the Water Resources Department at a total cost of $360,000 is hereby approved.

BE IT FURTHER RESOLVED that the Mayor or his designee is authorized to execute all documents necessary to effectuate this transaction.

This Resolution shall become effective immediately upon its adoption.

LEGAL: DEPARTMENT:

00925457.docx

Approvals - gcc
Report • Printed on October 5, 2026

Approved

208-80; AVEVA Software Licenses

Attachments

208-80; AVEVA Software Licens
https://stpete1.sharepoint.com/:w:/s/

Final status: Approved

CT **Step 4: Approved by**
Claude Tankersley 10/5/2026 1:48:18 PM

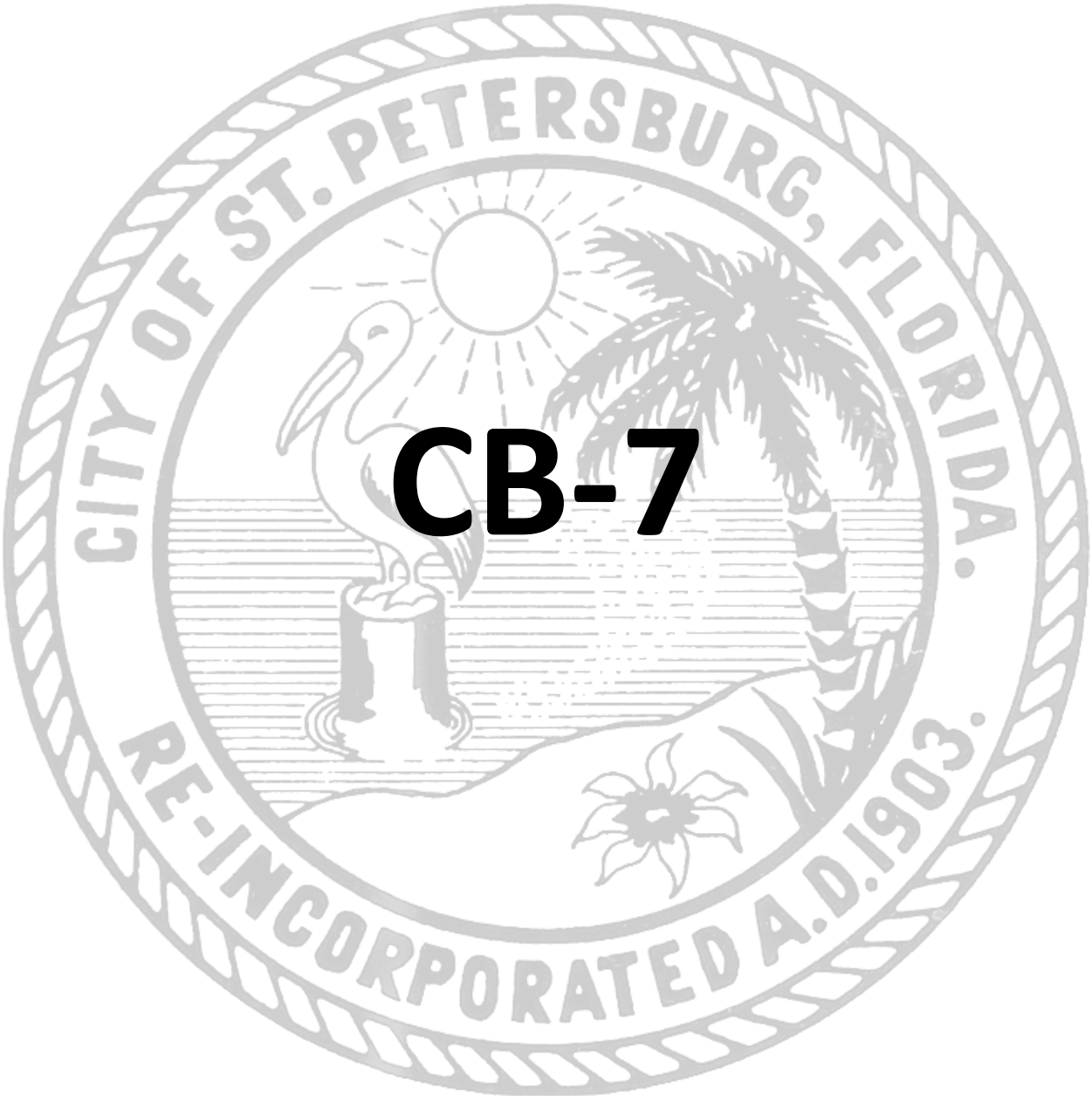
JP **Step 3: Approved by**
John E. Palenchar 10/5/2026 12:27:15 PM

SM **Step 2: Approved by**
Stacey McKee 10/1/2026 1:17:11 PM

VA **Step 1: Approved by**
Victoria L. Amerson 10/1/2026 1:09:50 PM

TG **Requested by**
Tanner H. Green 10/1/2026 12:13:02 PM

The following page(s) contain the backup material for Agenda Item: Approving an allocation increase for glove products with Safety Products Inc, for the Procurement and Supply Management Department, in the amount of $100,000
Please scroll down to view the backup material.



CB-7

ST. PETERSBURG CITY COUNCIL
Consent Agenda
Meeting of November 5, 2026

To: The Honorable Lisset Hanewicz, Chair, and Members of City Council

Subject: Approving an allocation increase for glove products with Safety Products Inc, for the Procurement and Supply Management Department, in the amount of $100,000.

Explanation: The vendor furnishes and delivers various types of gloves on an as-needed basis. The vendor is responsible for ensuring minimum levels of specified stock is being maintained for the Consolidated Warehouse, where the safety supplies are stocked and distributed to multiple departments citywide.

The Procurement and Supply Management Department requests an allocation increase:

Safety Products Inc (Lakeland, FL) …… $100,000

The original agreement was executed on July 16, 2024 for $98,000 for a three-year term. On May 15, 2025, City Council approved an allocation increase in the amount of $250,000. The total spend of this contract to date is $290,207.12. An allocation increase is needed to provide sufficient funding to proceed with the purchase and ordering of necessary goods through the end of the term. The agreement has no renewal options. Payment will be binding only for actual services rendered.

Cost/Funding/Assessment Information: Funds have been previously appropriated in Various Funds, Departments, and Divisions and will be charged based on usage. Funding for future years will be included in the City's annual operating budget subject to approval by City Council.

Attachments: Resolution

RESOLUTION NO. 2026-_____

A RESOLUTION APPROVING AN INCREASE IN THE AMOUNT OF $100,000 TO THE ALLOCATION FOR THE AGREEMENT WITH SAFETY PRODUCTS INC. FOR GLOVE PRODUCTS; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE ALL DOCUMENTS NECESSARY TO EFFECTUATE THIS TRANSACTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on July 16, 2024, the City and Safety Products Inc. entered into a three-year agreement for glove products in the amount of $98,000; and

WHEREAS, on May 15, 2025, City Council approved an increase in the amount of $250,000; and

WHEREAS, the total spend to date for this agreement is $290,207.12; and

WHEREAS, an increase in the amount of $100,000 to the allocation for this agreement is needed to provide sufficient funding to proceed with the purchase and ordering of glove products through the end of the contract term; and

WHEREAS, the Procurement & Supply Management Department recommends approval of this Resolution.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida that an increase in the amount of $100,000 to the allocation for the agreement with Safety Products Inc. for glove products is hereby approved.

BE IT FURTHER RESOLVED that the Mayor or his designee is authorized to execute all documents necessary to effectuate this transaction.

This Resolution will become effective immediately upon adoption.

LEGAL:

Sarah Lucker

0092470

DEPARTMENT:

Stephanie Scarbrough

Approvals - gcc
Report • Printed on October 6, 2026

Approved

11/5 Council - Gloves

Please find the attached consent for gloves that is scheduled for 11/5 council for your approval.

Attachments

Consent
https://stpete1.sharepoint.com/:w:/s,

Final status: Approved

TG **Step 3: Approved by**
Tom Greene 10/6/2026 11:27:56 AM

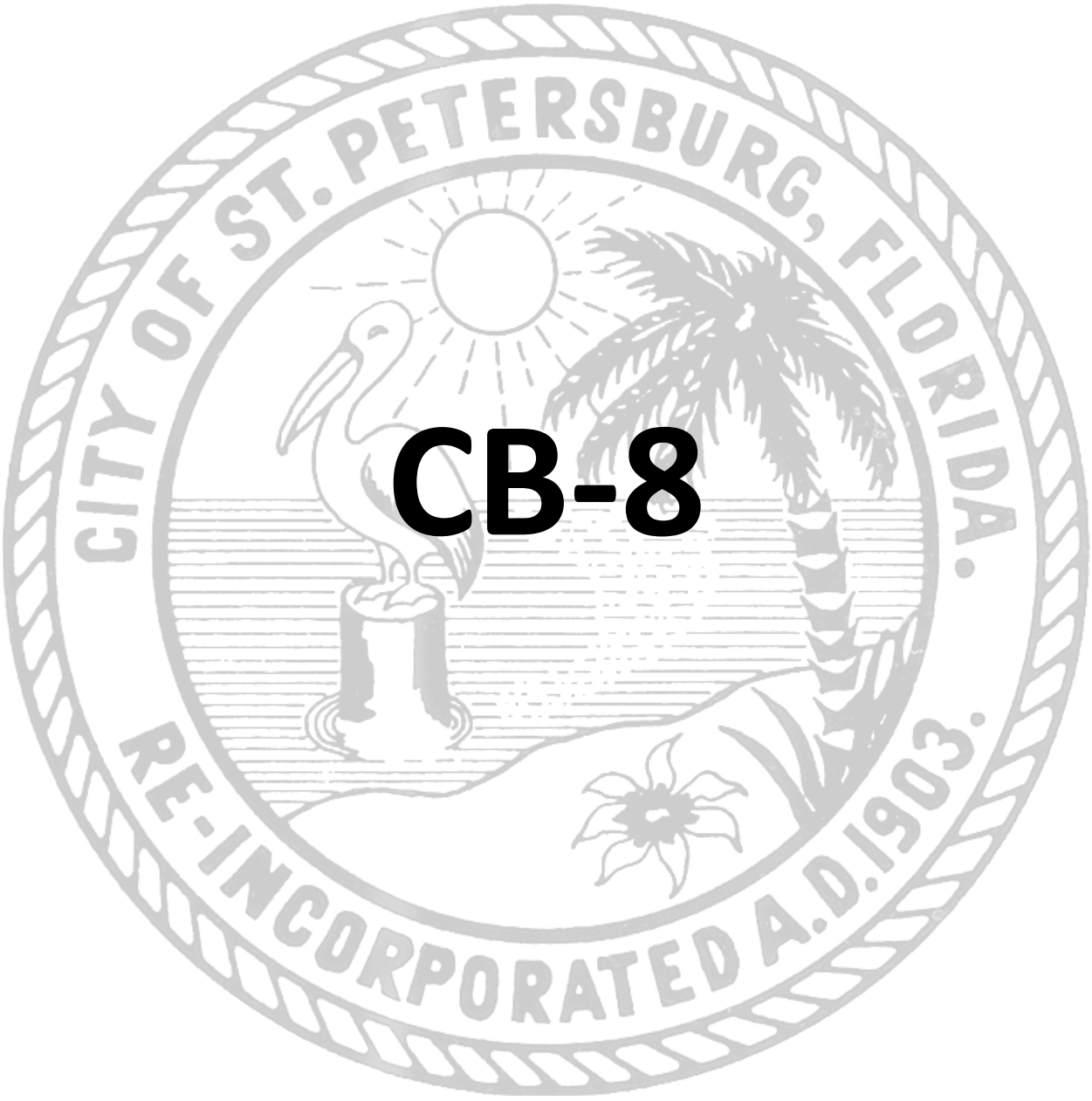
NC **Step 2: Approved by**
Noah D. Caprio 10/6/2026 10:23:55 AM

VA **Step 1: Approved by**
Victoria L. Amerson 10/1/2026 10:29:13 AM

Approved with edits.

KW **Requested by**
Kaela Williamson 10/1/2026 10:25:04 AM

The following page(s) contain the backup material for Agenda Item: Approving an agreement with Stryker Sales, LLC for the purchase and maintenance of six Stryker 6507 Power-PRO 2 stretchers for the Fire Department, in the amount of $270,506.
Please scroll down to view the backup material.



CB-8

ST. PETERSBURG CITY COUNCIL
Consent Agenda
Meeting of November 5, 2026

To: The Honorable Lissett Hanewicz, Chair, and Members of City Council

Subject: Approving an agreement with Stryker Sales, LLC for the purchase and maintenance of six Stryker 6507 Power-PRO 2 stretchers for the Fire Department, in the amount of $270,506.

Explanation: The vendor will provide six (6) Stryker 6507 Power-PRO 2 stretchers, the stretchers will include a 6-year ProCare maintenance plan covering parts, labor, travel, and preventative maintenance, necessary to maintain the safety, reliability, and operational readiness of St. Petersburg Fire Rescue's transport-capable rescue units. The City's existing rescue units utilize proprietary Stryker anchoring systems specifically designed for compatibility with Stryker stretchers.

The Procurement and Supply Management Department, in cooperation with the Fire Department, recommends an award to:

Stryker Sales, LLC. (Portage, MI)…….....$270,506

This purchase is being made in accordance with Section 2-196 (a)(5) of the Procurement Code, which allows for a sole source procurement to be used for the purchase of supplies, services, or construction when such supply, services, or construction is available from only one source. The Procurement and Supply Management Director has reviewed and determined the purchase of Stryker 6507 Power-PRO 2 stretchers shall be made as a sole source. An agreement will be issued for the initial six-year term. The agreement may be renewed based on mutual consent of both parties and will be binding only for actual products delivered and services rendered.

Cost/Funding/Assessment Information: Funding will be available after the approval of a supplemental appropriation in the amount of $270,506 from the unappropriated balance of the Emergency Medical Services Fund (1009) to the Fire Rescue Department, EMS Division (150-1513)**.** Funding for future years will be included in the City's annual operating budget subject to approval by City Council.

Attachments: Resolution

Approvals - gcc
Report • Printed on October 15, 2026

Approved

! Important

475-37 Emergency Medical Services, Equipment and Supplies, November 5, 2026 (CB)

Please review and approve November 5, 2026 consent item for Six Stryker 6507 Power-PRO 2 stretchers.

Attachments

475-37 Emergency Medical Se
https://stpete1.sharepoint.com/:w:/s/

Final status: Approved

KS **Step 4: Approved by**
Kimberly Schultz 10/15/2026 3:16:56 PM

SS **Step 3: Approved by**
Stephanie S. Scarbrough 10/15/2026 10:43:59 AM

NC **Step 2: Approved by**
Noah D. Caprio 10/15/2026 9:54:15 AM

VA **Step 1: Approved by**
Victoria L. Amerson 10/14/2026 2:50:35 PM

Approved with edits

CB **Requested by**
Cortni L. Brzozka 10/13/2026 3:20:10 PM

RESOLUTION NO. 2026-_____

A RESOLUTION APPROVING THE AWARD OF A SIX-YEAR AGREEMENT WITH STRYKER SALES, LLC FOR THE PURCHASE AND MAINTENANCE OF SIX (6) STRYKER 6507 POWER-PRO 2 STRETCHERS FOR THE FIRE DEPARTMENT, FOR A TOTAL CONTRACT AMOUNT NOT TO EXCEED $270,506; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE ALL DOCUMENTS NECESSARY TO EFFECTUATE THIS TRANSACTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City desires to enter into a six-year agreement with Stryker Sales, LLC for the purchase and maintenance of six (6) Stryker 6507 Power-PRO 2 stretchers for the Fire Department (the "Purchase"); and

WHEREAS, the total contract amount for the Purchase shall not exceed $270,506; and

WHEREAS, the Purchase is being made in accordance with Section 2-196 (a) (5) of the Procurement Code, which allows for a sole source procurement to be used for the purchase of supplies, services, or construction when such supply, services or construction is available from only one source; and

WHEREAS, the Procurement & Supply Management Department, in cooperation with the Fire Department, recommends approval of this resolution.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the award of a six-year agreement with Stryker Sales, LLC for the purchase and maintenance of six (6) Stryker 6507 Power-PRO 2 stretchers for the Fire Department, for a total contract amount not to exceed $270,506 is hereby approved.

BE IT FURTHER RESOLVED that the Mayor or his designee is hereby authorized to execute all documents necessary to effectuate this transaction.

This resolution shall become effective immediately upon its adoption.

LEGAL:

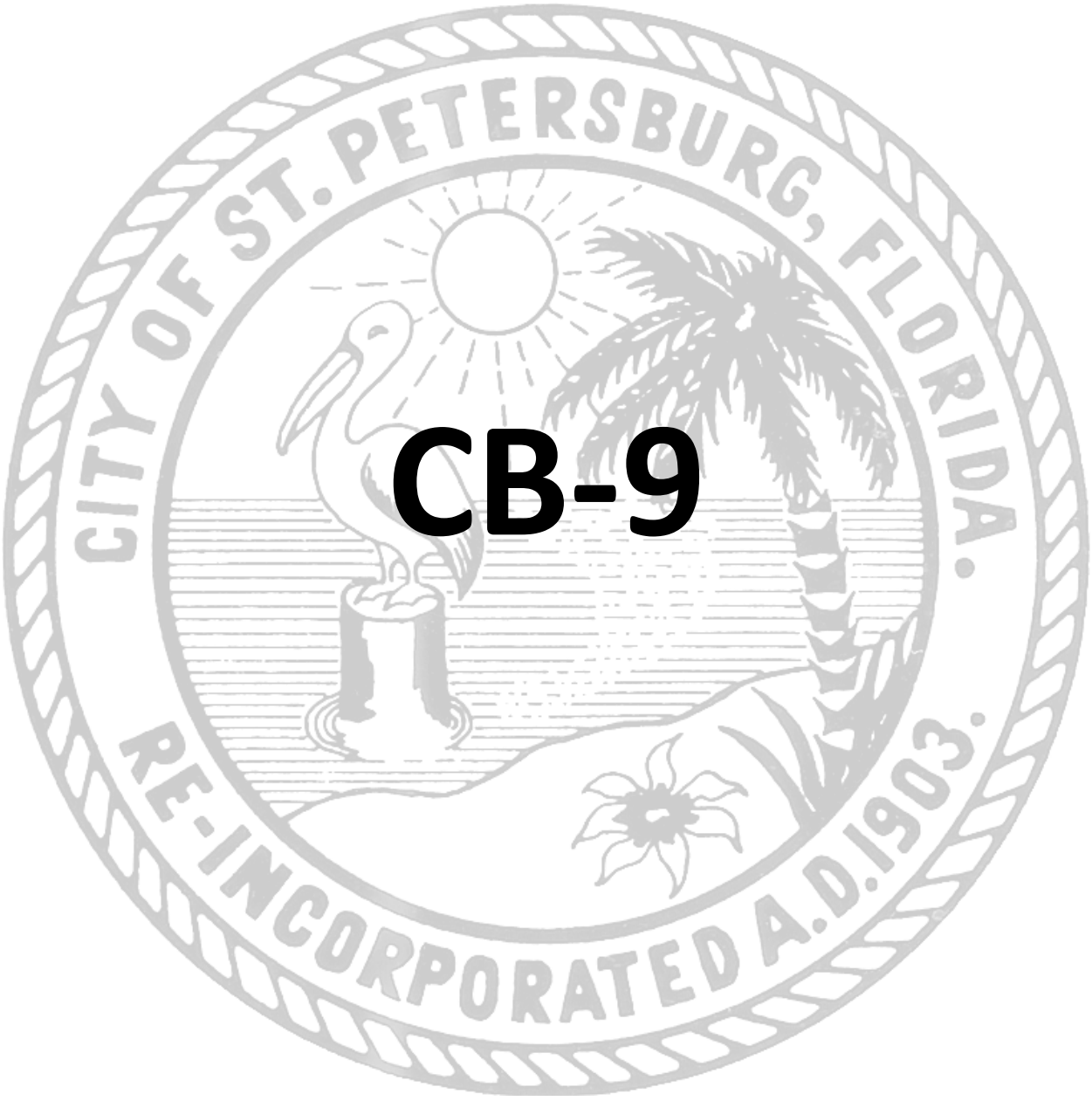
00925206

DEPARTMENT:

Kimberly Schultz

Digitally signed by Kimberly Schultz
DN: DC=org, DC=stpete, OU=CSP, OU=Fire, OU=Users, OU=Administration, CN=Kimberly Schultz, E=kimberly.schultz@stpete.org
Reason: I am the author of this document
Location: your signing location here
Date: 2026.10.21 09:49:05-04'00'
Foxit PDF Editor Version: 11.2.2

The following page(s) contain the backup material for Agenda Item: Approving award of an agreement with PVS Technologies, Inc. for ferric chloride supply services for the Water Resources Department, in the amount of $450,000.
Please scroll down to view the backup material.



CB-9

ST. PETERSBURG CITY COUNCIL
Consent Agenda
Meeting of November 5, 2026

To: The Honorable Lissett Hanewicz, Chair, and Members of City Council

Subject: Approving award of an agreement with PVS Technologies, Inc. for ferric chloride supply services for the Water Resources Department, in the amount of $450,000.

Explanation: The vendor will supply and deliver bulk shipments of ferric chloride on an as-needed basis to the City's existing storage tanks located at the Southwest Water Reclamation Facility. The estimated annual usage is approximately 108,800 gallons, equivalent to approximately 306 dry tons. Ferric chloride is used for coagulation, to improve settling in the primary clarifiers, and for odor control in the anaerobic digesters. The chemical is delivered by tanker loads of approximately 4,000 gallons, or approximately nine dry tons per load. The City's average order volume is approximately 3,200 gallons per delivery.

The Procurement and Supply Management Department, in cooperation with the Water Resources Department recommends award using Tampa Bay Water, a Regional Water Supply Authority, Contract No. ITB-2025011-019:

PVS Technologies, Inc. (Detroit, MI)…….$450,000

The purchase is being made in accordance with Section 2-198 (b) of the Procurement Code, which authorizes the Mayor, or his designee, to piggyback utilizing a contract of other entities, including other local governments in Florida, state governments, local governments in other states, federal agencies of the United States, consortiums, and any not-for-profit entity comprised of more than one such unit, provided that such contract was awarded by the other entity on the basis of a competitive process substantially equivalent to those specified in this division. The Procurement and Supply Management Director has reviewed Tampa Bay Water's solicitation ITB-2025011-019 and determined that utilizing the resulting contract is in the best interest of the City. An agreement will be issued for an initial term through September 30, 2027, with one (1), one (1)-year renewal option. Payments will be made only for products received.

Cost/Funding/Assessment Information: Funds have been previously appropriated in the Water Resources Operating Fund (4001), Water Resources Department, Southwest WRF Division (420-2181).

Attachments: Resolution

RESOLUTION NO. 2026-_____

A RESOLUTION APPROVING THE AWARD OF A ONE-YEAR AGREEMENT WITH ONE, ONE-YEAR RENEWAL OPTION TO PVS TECHNOLOGIES, INC. FOR FERRIC CHLORIDE SUPPLY SERVICES FOR THE WATER RESOURCES DEPARTMENT IN THE AMOUNT OF $450,000 FOR THE INITIAL TERM THROUGH SEPTEMBER 30, 2027, UTILIZING TAMPA BAY WATER CONTRACT NO. ITB-2025011-019; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE ALL DOCUMENTS NECESSARY TO EFFECTUATE THIS TRANSACTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of St. Petersburg ("City") desires to purchase ferric chloride supply services for the Water Resources Department; and

WHEREAS, Section 2-198 (b) of the St. Petersburg City Code allows the City to use competitively bid contracts of other government entities or consortiums; and

WHEREAS, PVS Technologies, Inc. has met the specifications, terms, and conditions of Tampa Bay Water Contract No. ITB-2025011-019; and

WHEREAS, the Procurement and Supply Management Department, in cooperation with the Water Resources Department, recommends approval of this Resolution.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the award of a one-year agreement with one, one-year renewal option to PVS Technologies, Inc. for ferric chloride supply services for the Water Resources Department in the amount of $450,000 for the initial term through September 30, 2027, utilizing Tampa Bay Water Contract No. ITB-2025011-019 is hereby approved.

BE IT FURTHER RESOLVED that the Mayor or his designee is authorized to execute all documents necessary to effectuate this transaction.

This resolution shall become effective immediately upon its adoption.

LEGAL: J. Underwood

00925309.DOCX

DEPARTMENT:

Approvals - gcc
Report • Printed on October 5, 2026

Approved

Important

190-36; Chemical, Ferric Chloride

Please see attached consent item for approvals.

Attachments

190-36; Chemical, Ferric Chlori
https://stpete1.sharepoint.com/:w:/s/

Final status: Approved

CT **Step 4: Approved by**
Claude Tankersley 10/5/2026 1:47:51 PM

JP **Step 3: Approved by**
John E. Palenchar 10/1/2026 4:25:54 PM

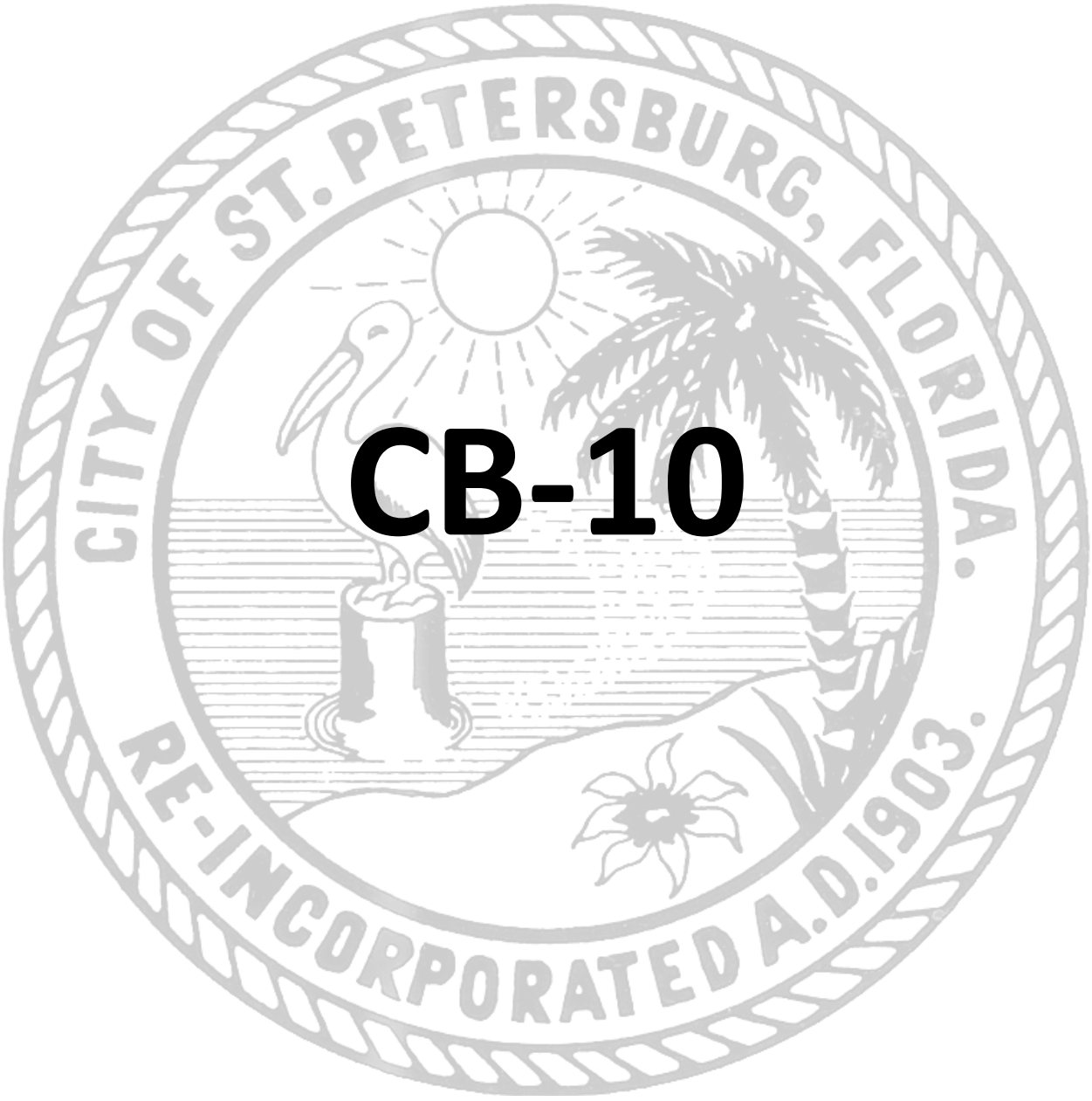
SM **Step 2: Approved by**
Stacey McKee 10/1/2026 12:51:53 PM

VA **Step 1: Approved by**
Victoria L. Amerson 10/1/2026 12:27:46 PM

Approved with edits.

TG **Requested by**
Tanner H. Green 10/1/2026 11:59:37 AM

The following page(s) contain the backup material for Agenda Item: A resolution authorizing the Mayor, or his designee, to (i) sell the portion of surplus property of the City's Public Utility System situated east of the intersection of North Mobley Road and Gunn Highway near the Northeast corner of the COSME Well Field generally located at approximately 16016 Gunn Highway, Odessa, Florida, in Hillsborough County, to North Dale Development, Ltd., a Florida Limited Partnership, for $195,000 and (ii) execute all other documents necessary to effectuate this transaction; and providing an effective date.
Please scroll down to view the backup material.



CB-10

ST. PETERSBURG CITY COUNCIL

Consent Agenda

Meeting of November 5, 2026

TO: The Honorable Lisset Hanewicz, Chair and Members of City Council

SUBJECT: A resolution authorizing the Mayor, or his designee, to (i) sell the portion of surplus property of the City's Public Utility System situated east of the intersection of North Mobley Road and Gunn Highway near the Northeast corner of the COSME Well Field generally located at approximately 16016 Gunn Highway, Odessa, Florida, in Hillsborough County, to North Dale Development, Ltd., a Florida Limited Partnership, for $195,000 and (ii) execute all other documents necessary to effectuate this transaction; and providing an effective date.

EXPLANATION: In November 2024, representatives of Sno-Wash-Sand Inc., a Florida profit corporation ("Sno-Wash") and North Dale Development, Ltd., a Florida Limited Partnership ("North-Dale") contacted the Real Estate and Property Management Department regarding the potential sale of the portion of surplus property owned by the City's Public Utility System ("System") situated east of the intersection of North Mobley Road and Gunn Highway near the northeast corner of the COSME Well Field, generally located in Odessa, Florida in Hillsborough County ("Property").

This Property was acquired in December 1940, as part of a conveyance of multiple parcels; however, the Property is not contiguous to the other parcels and not needed for the operation of the System. The Property is legally described as follows:

> Commence at the NW corner of Section 26, Township 27 South, Range 17 East, Hillsborough County, Florida; thence run S.89°16'48"E., along the North line of said Section 26 a distance of 982.82 feet to the POB; thence continue along the North line of said Section 26 S.89° 16'48"E. a distance of 367.51 feet to the NE corner of the NW¼ of the NW¼ of said Section 26; thence S.00°25'47"E., along the East line of the NW¼ of the NW¼ of said Section 26, a distance of 128.72 feet to the intersection of the Northerly maintained right-of-way line of North Mobley Road; thence N.69°18'29"W. along said maintained right-of-way line, a distance of 332.47 feet; thence continue along the Northerly maintained right-of-way line N.74°33'41"W. a distance of 59.58 feet to the POB.
>
> Parcel ID No: U-26-27-1 7-ZZZ-000000-19520.0
> Folio No.: 002479.0000
> Approx. Site Address: 16016 Gunn Highway, Odessa, Florida

The Property is triangular in shape and consists of ±22,742 square feet (0.52 acres) of vacant land. The ownership of North-Dale also owns and operates Sno-Wash, the abutting property owner to the Property, which had previously sought acquisition of the Property in 2011, resulting in the Property being declared surplus real estate; however, a transaction did not materialize at that time. The renewed conversations with Sno-Wash

and North-Dale prompted REPM to restart the process of potential disposition, resulting in the Property again being declared surplus real estate in January 2026. As negotiations progressed, on April 28,2026, an appraisal was performed by Woodman Herr, MAI, and Robert Hicks, MAI, BBG Real Estate Services, who determined the as-is market value of the fee simple interest of the Property to be $195,000 ("Contract Price").

North-Dale has executed an Agreement for Sale and Purchase with the City, subject to City Council approval, for the Contract Price and has agreed to pay all expenses related to closing the transaction including, but not limited to, title insurance commitment, owner's title policy insurance, State documentary stamps on the deed, closing costs, and a survey. The proceeds from the sale will be deposited into the Water Resources Operating Fund (4001).

Administration believes that the sale of the Property is in the economic best interest of the City since it is not necessary, material to, useful or profitable in the operation of the System.

RECOMMENDATION: Administration recommends that City Council authorize the Mayor, or his designee, to (i) sell the portion of surplus property of the City's Public Utility System situated east of the intersection of North Mobley Road and Gunn Highway near the Northeast corner of the COSME Well Field generally located at approximately 16016 Gunn Highway, Odessa, Florida, in Hillsborough County, to North Dale Development, Ltd., a Florida Limited Partnership, for $195,000 and (ii) execute all other documents necessary to effectuate this transaction; and providing an effective date.

COST/FUNDING/ASSESSMENT INFORMATION: Revenue from the sale in the amount of $195,000 will be received from North Dale Development, Ltd. and deposited into the Water Resources Operating Fund (4001) post-closing of the transaction.

ATTACHMENTS: Illustrations and Resolution

APPROVALS: Administration: _____ AMF

Budget: Patricia Pena

ILLUSTRATION NO. 1

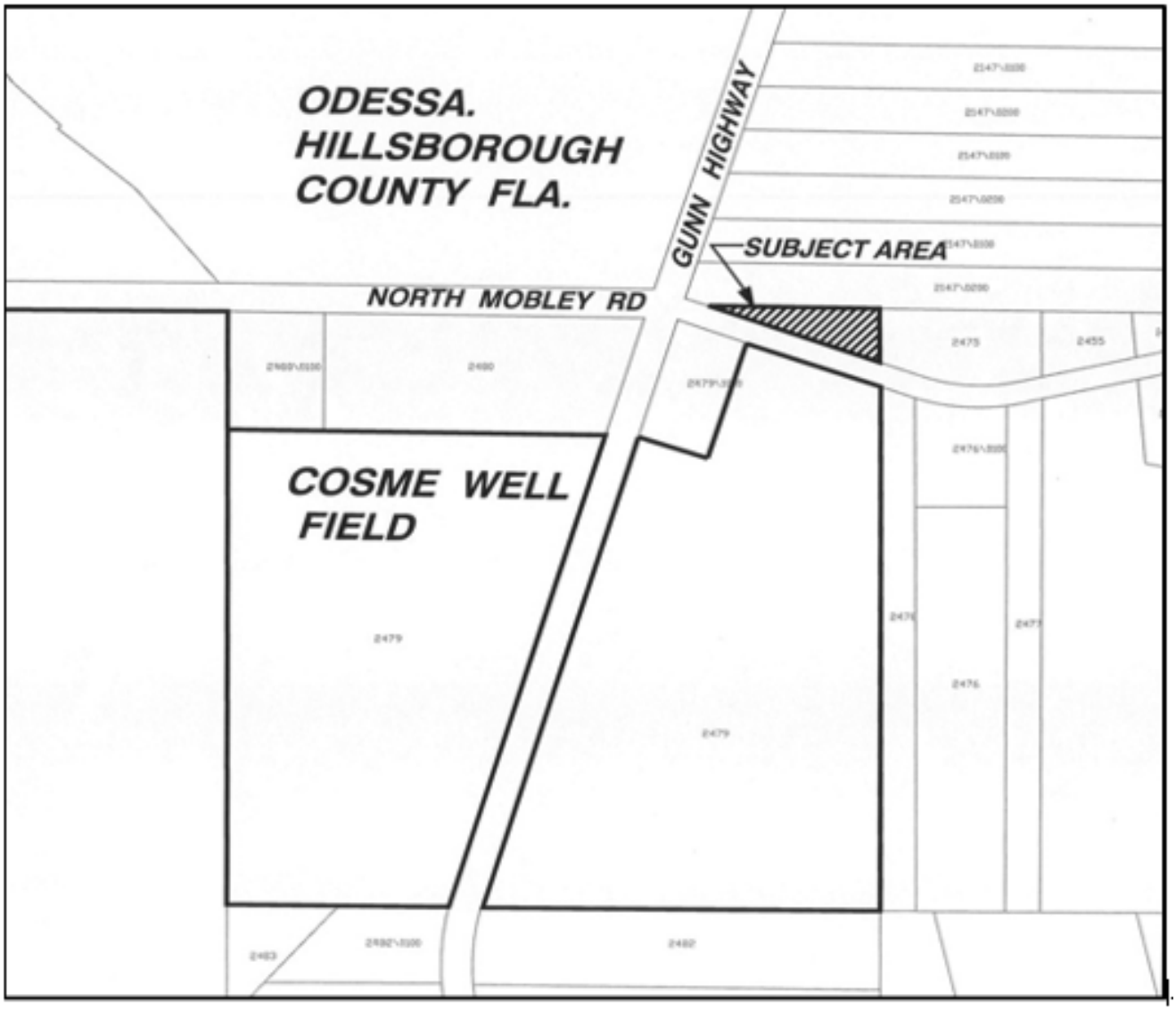


ILLUSTRATION NO. 2

Aerial View of Subject Property



Portion of Hillsborough County Parcel ID No: U-26-27-17-ZZZ-000000-19520.0
Portion of Hillsborough County of Folio No: 002479.0000

Resolution No. 2026-_____

A RESOLUTION AUTHORIZING THE MAYOR OR HIS DESIGNEE TO (I) SELL THE PORTION OF SURPLUS PROPERTY OF THE CITY'S PUBLIC UTILITY SYSTEM SITUATED EAST OF THE INTERSECTION OF NORTH MOBLEY ROAD AND GUNN HIGHWAY NEAR THE NORTHEAST CORNER OF THE COSME WELL FIELD GENERALLY LOCATED AT APPROXIMATELY 16016 GUNN HIGHWAY, ODESSA, FLORIDA, IN HILLSBOROUGH COUNTY, TO NORTH DALE DEVELOPMENT, LTD., A FLORIDA LIMITED PARTNERSHIP, FOR $195,000 AND (II) EXECUTE ALL OTHER DOCUMENTS NECESSARY TO EFFECTUATE THIS TRANSACTION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City's Public Utility System ("System") owns the real property located near the Northeast corner of North Mobley Road & Gunn Highway ("Property"), in Hillsborough County, Florida; and

WHEREAS, the Property is a portion of a larger City-owned parcel also known as the COSME Well Field, bearing Hillsborough County Parcel ID Number: U-26-27-17-ZZZ-000000-19520.0, and Hillsborough County of Folio Number: 002479.0000; and

WHEREAS, this Property was acquired in December 1940, as part of a conveyance of multiple parcels, however, the Property is not contiguous to the other parcels and not needed for the operation of the System; and

WHEREAS, in November 2024, representatives of Sno-Wash-Sand Inc., a Florida profit corporation ("Sno-Wash") and North Dale Development, Ltd., a Florida Limited Partnership ("North-Dale") contacted the City's Real Estate and Property Management Department regarding the potential sale of the Property; and

WHEREAS, as negotiations progressed, on April 28,2026, an appraisal was performed on the Property by Woodman Herr, MAI, and Robert Hicks, MAI, BBG Real Estate Services, who determined the as-is market value of the fee simple interest of the Property to be $195,000 ("Contract Price"); and

WHEREAS, North-Dale has executed an Agreement for Sale and Purchase, subject to City Council approval, to purchase the Property for the Contract Price and has agreed to pay all expenses related to closing the transaction including, but not limited to, title insurance commitment, owner's title policy insurance, State documentary stamps on the deed, closing costs, and a survey; and

WHEREAS, the proceeds from the sale of the Property will be deposited into the Water Resources Operating Fund (4001); and

WHEREAS, Administration believes that the sale of the Property is in the economic best interest of the City since it is not necessary, material to, useful or profitable in the operation of the System.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida that the Mayor or his designee is hereby authorized to (i) sell the portion of surplus property of the City's Public Utility System situated east of the intersection of North Mobley Road and Gunn Highway near the Northeast corner of the COSME Well Field generally located at approximately 16016 Gunn Highway, Odessa, Florida, in Hillsborough County, to North Dale Development, Ltd., a Florida Limited Partnership, for $195,000 and (ii) execute all other documents necessary to effectuate same.

This resolution shall become effective immediately upon its adoption.

Legal:

City Attorney (Designee)
00924372.docx

Water Resources:

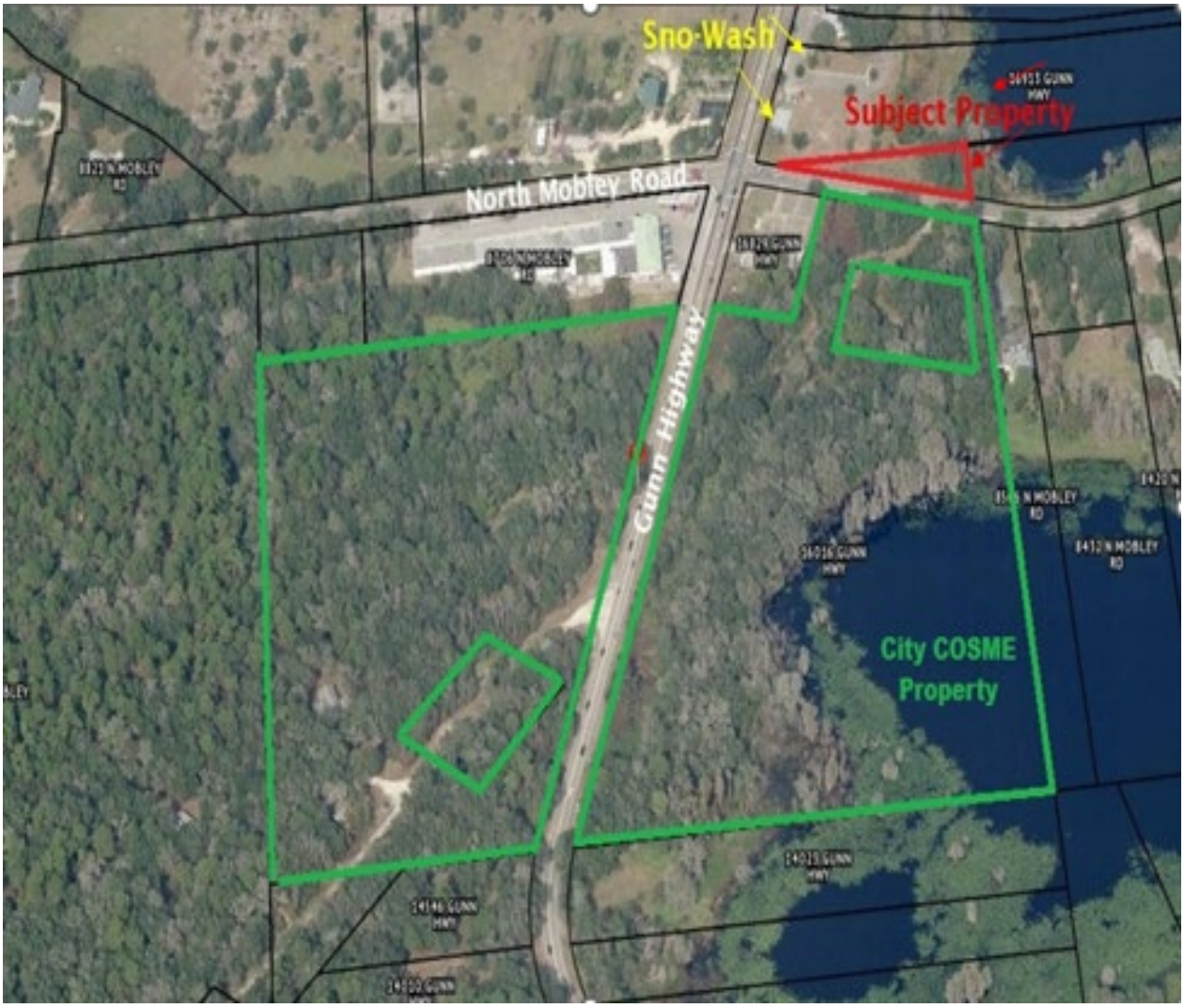
John Palenchar, Director

Real Estate and Property Management:

Aaron Fisch, Director

EXHIBIT A

Aerial View of Subject Property

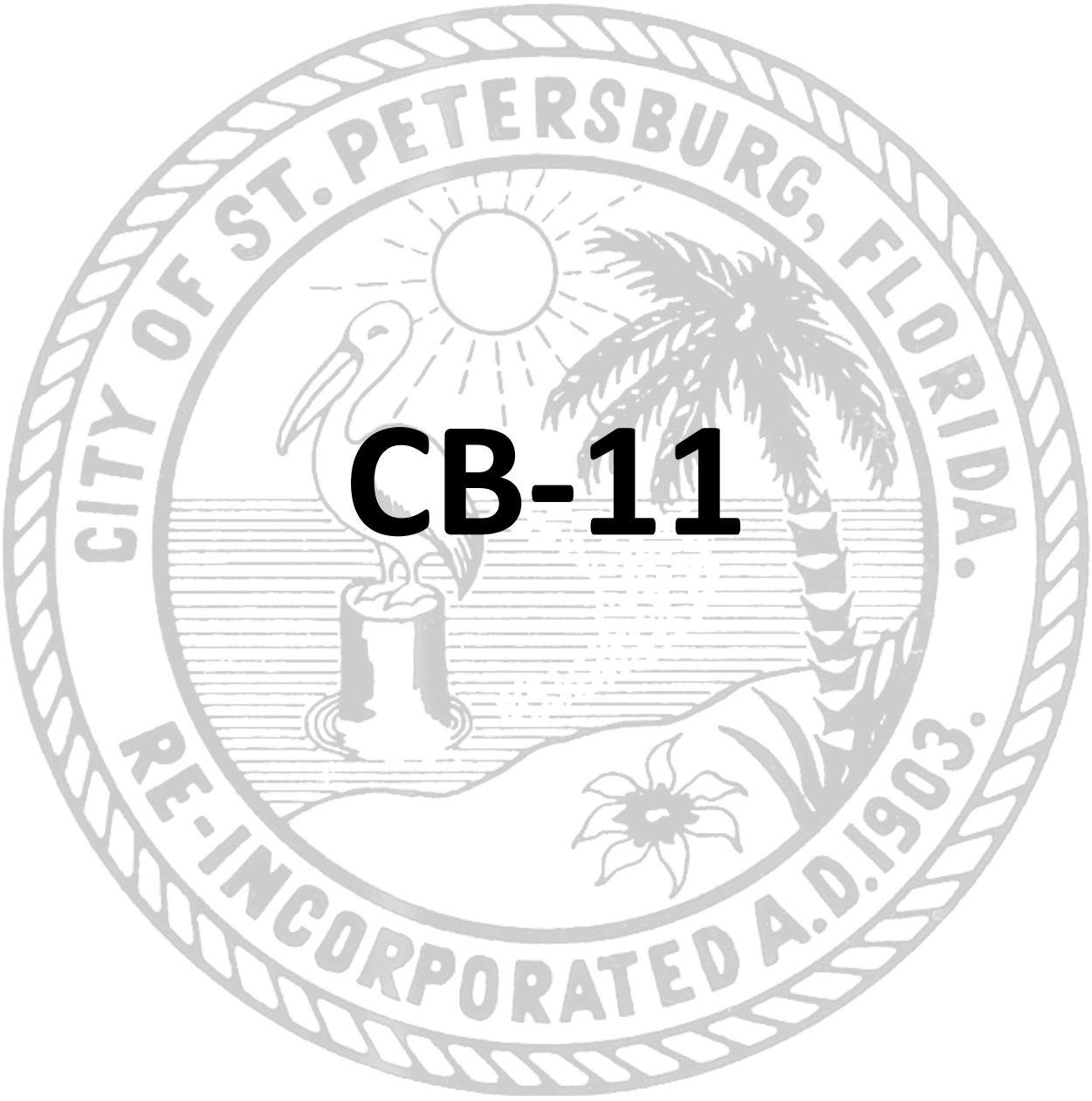


Commence at the NW corner of Section 26, Township 27 South, Range 17 East, Hillsborough County, Florida; thence run S.89°16'48"E., along the North line of said Section 26 a distance of 982.82 feet to the POB; thence continue along the North line of said Section 26 S.89° 16'48"E. a distance of 367.51 feet to the NE corner of the NW¼ of the NW¼ of said Section 26; thence S.00°25'47"E., along the East line of the NW¼ of the NW¼ of said Section 26, a distance of 128.72 feet to the intersection of the Northerly maintained right-of-way line of North Mobley Road; thence N.69°18'29"W. along said maintained right-of-way line, a distance of 332.47 feet; thence continue along the Northerly maintained right-of-way line N.74°33'41"W. a distance of 59.58 feet to the POB.

Portion of Hillsborough County Parcel ID No: U-26-27-17-ZZZ-000000-19520.0

Portion of Hillsborough County of Folio No: 002479.0000

The following page(s) contain the backup material for Agenda Item: A resolution authorizing the Mayor, or his designee, to execute a License Agreement for a period of three (3) years with Salvador Dali Museum, Inc., a Florida not-for-profit corporation, for the non-exclusive right to use up to fifty (50) numbered vehicular parking spaces in the overflow parking area at Albert Whitted Airport for an initial monthly fee of $1,730.30, subject to certain terms and conditions; authorizing the execution of all documents necessary to effectuate same; and providing an effective date. (Requires affirmative vote of at least six (6) members of City Council.)
Please scroll down to view the backup material.



CB-11

ST. PETERSBURG CITY COUNCIL

Consent Agenda

Meeting of November 5, 2026

TO: The Honorable Lisset Hanewicz, Chair and Members of City Council

SUBJECT: A resolution authorizing the Mayor, or his designee, to execute a License Agreement for a period of three (3) years with Salvador Dali Museum, Inc., a Florida not-for-profit corporation, for the non-exclusive right to use up to fifty (50) numbered vehicular parking spaces in the overflow parking area at Albert Whitted Airport for an initial monthly fee of $1,730.30, subject to certain terms and conditions; authorizing the execution of all documents necessary to effectuate same; and providing an effective date.

EXPLANATION: The Real Estate and Property Management Department ("REPM") received a request from Salvador Dalí Museum, Inc., a Florida not-for-profit corporation ("Licensee") to enter into a license agreement to continue its non-exclusive right to use up to fifty (50) parking spaces (“Parking Spaces”) for employee parking located within the Albert Whitted Airport ("Airport") overflow parking area ("Premises").

The proposed license agreement (“License”) is for a term of three (3) years, subject to City Council approval, with the terms and conditions providing the Licensee with the same basic rights and privileges it has enjoyed during the preceding term. The initial monthly fee will be $1,730.30 ("Fee"). The Fee shall increase by three percent (3.0%) on each anniversary of the effective date of the License during the term. The City will continue to be responsible for all maintenance of the Premises; however, the Licensee will cooperate and ensure the Premises are kept in a safe and sanitary condition. Additionally, the Licensee will maintain a commercial general liability insurance policy in the amount of $1,000,000 per occurrence and $2,000,000 in the aggregate, protecting the City against all claims or demands that may arise or be claimed on account of the Licensee’s use of the Premises.

The City will have the right to temporarily suspend the Licensee’s right of use and access to the Premises with at least five (5) days advanced written notice, from time to time, at the sole and absolute discretion of the City, for City events including, but not limited to: (i) any sponsored or co-sponsored City event; (ii) the Grand Prix, and/or; (iii) boat and air shows. Accordingly, the City will credit the Licensee an amount equal to the prorated daily rate of the Fee then in effect. The License may be terminated without cause by either party, by proving the other party with written notice of intent to terminate no less than thirty (30) days prior to the scheduled date of termination.

This License is in compliance with Section 1.02(c)(4)A.1, of the City Charter, which permits the licensing of property at the Airport for a term not to exceed twenty-five (25) years, with an affirmative vote of at least six (6) members of City Council. This property is zoned IT (Industrial Traditional).

RECOMMENDATION: Administration recommends that City Council adopt the attached resolution authorizing the Mayor, or his designee, to execute a License Agreement for a period of three (3) years with Salvador Dali Museum, Inc., a Florida not-for-profit corporation, for the non-exclusive right to use up to fifty (50) numbered vehicular parking spaces in the overflow parking area at Albert Whitted Airport for an initial monthly fee of $1,730.30, subject to certain terms and conditions; authorizing the execution of all documents necessary to effectuate same; and providing an effective date.

COST/FUNDING/ASSESSMENT INFORMATION: N/A

ATTACHMENTS: Illustration and Resolution

APPROVALS: Administration: _____

Budget: N/A

ILLUSTRATION



RESOLUTION NO. 2026-___

A RESOLUTION AUTHORIZING THE MAYOR, OR HIS DESIGNEE, TO EXECUTE A LICENSE AGREEMENT FOR A PERIOD OF THREE (3) YEARS WITH SALVADOR DALI MUSEUM, INC., A FLORIDA NOT-FOR-PROFIT CORPORATION, FOR THE NON-EXCLUSIVE RIGHT TO USE UP TO FIFTY (50) NUMBERED VEHICULAR PARKING SPACES IN THE OVERFLOW PARKING AREA AT ALBERT WHITTED AIRPORT FOR AN INITIAL MONTHLY FEE OF $1,730.30, SUBJECT TO CERTAIN TERMS AND CONDITIONS; AUTHORIZING THE EXECUTION OF ALL DOCUMENTS NECESSARY TO EFFECTUATE SAME; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of St. Petersburg, Florida, a municipal corporation (“City”) owns and operates Albert Whitted Airport, as legally described in the City Charter ("Airport"); and

WHEREAS, Salvador Dali Museum, Inc., a Florida not-for-profit corporation ("Licensee"), desires to license the non-exclusive use of up to fifty (50) numbered vehicular parking spaces (“Parking Spaces”) for employee parking in the overflow parking area at the Airport, as depicted on Exhibit A, attached hereto and incorporated herein ("Premises"); and

WHEREAS, under the proposed license agreement (“License”), the Licensee will continue its use of the Parking Spaces for a term of three (3) years and will pay the City an initial monthly fee of $1,730.30 ("Fee"); and

WHEREAS, the Fee shall increase by three percent (3.0%) on each anniversary of the effective date of the License during the term; and

WHEREAS, the City will continue to be responsible for all maintenance of the Premises, however, the Licensee will cooperate and ensure the Premises are kept in a safe and sanitary condition; and

WHEREAS, the City will have the right to temporarily suspend the Licensee’s right of use and access to the Premises, with at least five (5) days advanced written notice, from time to time, at the sole and absolute discretion of the City, for City events including, but not limited to: (i) any sponsored or co-sponsored City event; (ii) the Grand Prix; and/or (iii) boat and air shows; and

WHEREAS, in the case of a temporary suspension, the City will credit the Licensee an amount equal to the prorated daily rate of the Fee then in effect; and

WHEREAS, the License is in compliance with Section 1.02(c)(4)A.1, of the City Charter, which permits the licensing of property at the Airport for a term not to exceed twenty-five (25) years, with an affirmative vote of at least six (6) members of City Council.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the Mayor, or his designee, is authorized to execute a License for a period of three (3) years with the Licensee for non-exclusive right to use the Premises within the Airport for employee parking, subject to certain terms and conditions, as set forth in the License, as more fully described in the foregoing recitals.

BE IT FURTHER RESOLVED that the Mayor, or his designee, is authorized to execute all documents necessary to effectuate same.

This resolution shall become effective immediately upon its adoption.

Legal:

City Attorney (Designee)
00925660

City Development Administration:

Elizabeth D. Herendeen
Finance Managing Director

Real Estate and Property Management:

Aaron Fisch, Director

EXHIBIT A



The following page(s) contain the backup material for Agenda Item: A resolution rescinding an unencumbered appropriation in the Recreation and Culture Capital Improvement Fund (3029) in the amount of $22,486 from the Recreation Center Improvements FY25 Project (20457); approving a supplemental appropriation in the amount of $22,486 from the increase in the unappropriated balance of the Recreation and Culture Capital Improvement Fund (3029), resulting from the above rescission, to the Recreation Center Improvements FY24 Project (19787) to provide additional funding for the design and preconstruction phase services for the Walter Fuller Recreation Center; and providing an effective date. (ECID Project No. 25131-130)
Please scroll down to view the backup material.

CB-12

ST. PETERSBURG CITY COUNCIL

Consent Agenda

Meeting of November 5, 2026

TO: The Honorable Lisset Hanewicz, Chair, and Members of City Council

SUBJECT: A resolution rescinding an unencumbered appropriation in the Recreation and Culture Capital Improvement Fund (3029) in the amount of $22,486 from the Recreation Center Improvements FY25 Project (20457); approving a supplemental appropriation in the amount of $22,486 from the increase in the unappropriated balance of the Recreation and Culture Capital Improvement Fund (3029), resulting from the above rescission, to the Recreation Center Improvements FY24 Project (19787) to provide additional funding for the design and preconstruction phase services for the Walter Fuller Recreation Center; and providing an effective date. (ECID Project No. 25131-130)

EXPLANATION: *The existing roofing system at the Walter Fuller Recreation Center facility has well exceeded its expected service life, with exception to the gymnasium roof, which was replaced in 2021. The roof has continuous leaking issues that require almost on-going maintenance and repair costs.*

On February 19, 2025, Renker Eich Parks Architects, Inc. was issued a notice to proceed with a Task Order in the amount of $9,880 to produce an existing conditions assessment. The assessment recommended the complete removal and replacement of all roofing, insulation, and associated flashing systems.

The Project is currently in the design phase, of which design and preconstruction services are estimated at $152,452. The supplemental appropriation of $22,486 will increase the available funds to provide funding for the remaining costs associated with this phase of the Project.

The total project cost is estimated at $1,300,000.

RECOMMENDATION: Administration recommends the approval of a rescission of an unencumbered appropriation in the Recreation and Culture Capital Improvement Fund (3029) in the amount of $22,486 from the Recreation Center Improvements FY25 Project (20457); approving a supplemental appropriation in the amount of $22,486 from the increase in the unappropriated balance of the Recreation and Culture Capital Improvement Fund (3029), resulting from the above rescission, to the Recreation Center Improvements FY24 Project (19787) to provide additional funding for the design and preconstruction phase services for the Walter Fuller Recreation Center; and providing an effective date. (ECID Project No. 25131-130)

COST/FUNDING/ASSESSMENT INFORMATION: A portion of the funding ($129,966.66) has been previously appropriated in the Recreation and Culture Capital Improvement Fund (3029), Recreation Center Improvements FY21 Project (17949) ($8,784.02) and Recreation Center Improvements FY24 Project (19787) ($121,182.64). Additional funding for the design and preconstruction phase services will be available after approval of a rescission of an unencumbered appropriation in the Recreation and Culture Capital Improvement Fund (3029) in the amount of $22,486 from the Recreation Center Improvements FY25 Project (20457) and a supplemental appropriation in the amount of $22,486 from the increase in the unappropriated balance of the Recreation and Culture Capital

Improvement Fund (3029), resulting from the above rescission, to the Recreation Center Improvements FY24 Project (19787).

ATTACHMENTS: Resolution

RESOLUTION NO. 2026-_____

A RESOLUTION RESCINDING AN UNENCUMBERED APPROPRIATION IN THE RECREATION AND CULTURE CAPITAL IMPROVEMENT FUND (3029) IN THE AMOUNT OF $22,486 FROM THE RECREATION CENTER IMPROVEMENTS FY25 PROJECT (20457); APPROVING A SUPPLEMENTAL APPROPRIATION IN THE AMOUNT OF $22,486 FROM THE INCREASE IN THE UNAPPROPRIATED BALANCE OF THE RECREATION AND CULTURE CAPITAL IMPROVEMENT FUND (3029), RESULTING FROM THE ABOVE RESCISSION, TO THE RECREATION CENTER IMPROVEMENTS FY24 PROJECT (19787) TO PROVIDE ADDITIONAL FUNDING FOR THE DESIGN AND PRECONSTRUCTION PHASE SERVICES FOR THE WALTER FULLER RECREATION CENTER; AND PROVIDING AN EFFECTIVE DATE. (ECID PROJECT NO. 25131-130)

WHEREAS, the existing roofing system at the Walter Fuller Recreation Center has exceeded its useful service life and requires replacement; and

WHEREAS, the Engineering & Capital Improvement Department conducted a condition assessment and the assessment concluded that a complete removal and replacement of the roofing, insulation, and associated flashing systems was needed; and

WHEREAS, funding needed for the design and other preconstruction services will be available after i) a rescission of an unencumbered appropriation in the Recreation and Culture Capital Improvement Fund (3029) in the amount of $22,486 from the Recreation Center Improvements FY25 Project (20457) and ii) a supplemental appropriation in the amount of $22,486 from the increase in the unappropriated balance of the Recreation and Culture Capital Improvement Fund (3029), resulting from the above rescission, to the Recreation Center Improvements FY24 Project (19787); and

WHEREAS, Administration recommends approval of this Resolution.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that an unencumbered appropriation in the amount of $22,486 from the Recreation and Culture Capital Improvement Fund (3029), Recreation Center Improvements FY25 Project (20457) is hereby rescinded.

BE IT FURTHER RESOLVED that there is hereby approved from the increase in the unappropriated balance of the Recreation and Culture Capital Improvement Fund (3029, resulting from the above rescission, the following supplemental appropriation for FY27:

Recreation and Culture Capital Improvement Fund (3029)	
Recreation Center Improvements FY24 Project (19787)	$22,486

This Resolution shall become effective immediately upon its adoption.

LEGAL:

00921384.docx

DEPARTMENT:

BUDGET:

Kaitlyn Berger

Approvals - gcc
Report • Printed on October 1, 2026

Approved

10/15 Council - Walter Fuller - Appropriation

Attachments

Walter Fuller - Supplemental A
https://stpete1-my.sharepoint.com/:

Final status: Approved

SM **Step 2: Approved by**
Stacey McKee 10/1/2026 11:04:51 AM

BP **Step 1: Approved by**
Brejesh Prayman 10/1/2026 11:02:47 AM

SJ **Requested by**
Sarah B. Johnson 10/1/2026 9:36:06 AM

Approvals - gcc
Report • Printed on October 22, 2026

Approved

Pre-approval 11/5 Council - Walter Fuller - Appropriation

PM - Kristel Bataku

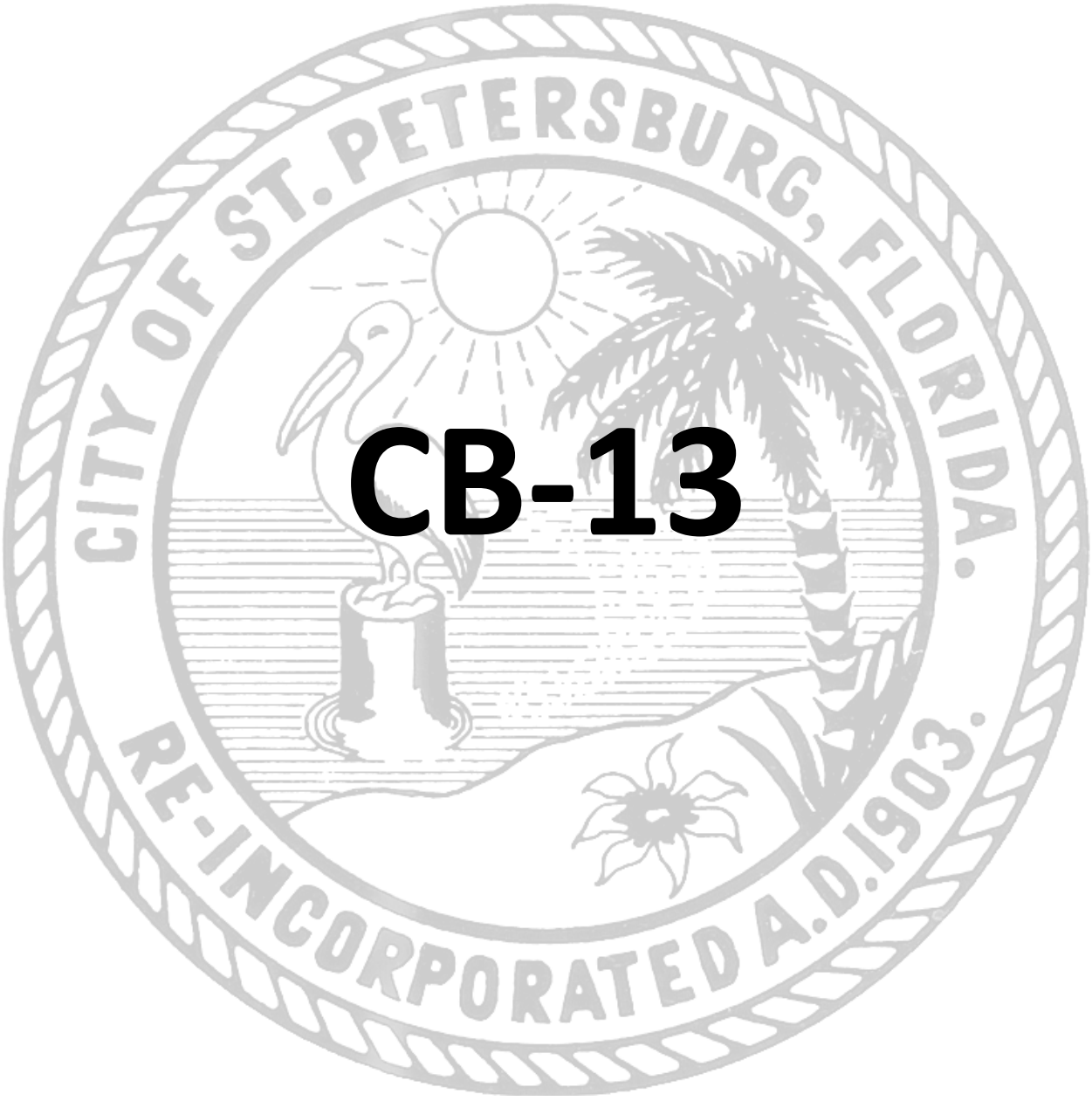
Attachments

Walter Fuller - Supplemental A
https://stpete1-my.sharepoint.com/:

Final status: Approved

CT	Approved by Claude Tankersley	10/21/2026 6:28:26 PM
SJ	Requested by Sarah B. Johnson	10/15/2026 3:37:21 PM

The following page(s) contain the backup material for Agenda Item: A Resolution authorizing the Mayor or his designee to execute Field Order No. 26-FLC-FLT-001 (CSA) to the Construction Services Agreement dated March 26, 2026 between the City of St. Petersburg, Florida and Flores Construction Co. ("Contractor") for Contractor to provide construction services that include concrete and asphalt pavement removal, asphalt paving, signing and pavement markings, highway beacons and associated work related to the Azalea Way South and 6th Street South Intersection Modifications Project in an amount not to exceed $139,735 (ECID Project No. 26095-130; Oracle No. 21249); and providing an effective date.
Please scroll down to view the backup material.



CB-13

ST. PETERSBURG CITY COUNCIL

Consent Agenda

Meeting of November 5, 2026

TO: The Honorable Lisset Hanewicz, Chair and Members of City Council

SUBJECT: A Resolution authorizing the Mayor or his designee to execute Field Order No. 26-FLC-FLT-001 (CSA) to the Construction Services Agreement dated March 26, 2026 between the City of St. Petersburg, Florida and Flores Construction Co. ("Contractor") for Contractor to provide construction services that include concrete and asphalt pavement removal, asphalt paving, signing and pavement markings, highway beacons and associated work related to the Azalea Way South and 6th Street South Intersection Modifications Project in an amount not to exceed $139,735 (ECID Project No. 26095-130; Oracle No. 21249); and providing an effective date.

EXPLANATION: *The Engineering & Capital Improvements Department has completed design for an upcoming traffic safety project at the intersections of 6th Street South with 45th Avenue South and Azalea Way South. This project was developed to address crash history and resident concerns at the intersection with Azalea Way, while also providing an opportunity to add an enhanced bike lane segment across the intersection with 45th Avenue South.*

The project will implement traffic safety modifications at the intersection of 6th Street South and 45th Avenue South including stop sign visibility enhancements, changing turn lane striping, and continuing bicycle lane markings with green colored pavement. Just south of this intersection, the project will also modify striping to re-align the intersection of 6th St South with Azalea Way South to provide more clear direction to motorists.

This project will be implemented as a continuing services agreement process.

On March 26, 2026, the City of St. Petersburg, Florida and Flores Construction Co. ("Contractor"), entered into a Construction Services Agreement (CSA) to provide Miscellaneous Construction Services for Flatwork Construction Projects. The Agreement is intended to cover miscellaneous professional construction services for projects involving construction of flatwork and associated/related work such as demolition, minor asphalt or brick work within the roadway, and pavement markings and signage.

Field Order No. 26-FLC-FLT-001 in the amount of $139,735 shall provide professional construction services for the Azalea Way South and 6th Street South Intersection Modifications Project. The Contractor will furnish all labor, material, and equipment to complete construction including concrete and asphalt pavement removal; construction of asphalt paving; signing and pavement markings; highway beacons; and other associated work. The Field Order includes a $15,000 Allowance to be authorized if any unforeseen conditions are experienced while performing the work.

RECOMMENDATION: Administration recommends authorizing the Mayor or his designee to execute Field Order No. 26-FLC-FLT-001 (CSA) to the Construction Services Agreement dated March 26, 2026 between the City of St. Petersburg, Florida and Flores Construction Co. ("Contractor") for Contractor to provide construction services that include concrete and asphalt pavement removal, asphalt paving, signing and pavement markings, highway beacons and associated work related to the Azalea Way South

and 6th Street South Intersection Modifications Project in an amount not to exceed $139,735 (ECID Project No. 26095-130; Oracle No. 21249); and providing an effective date.

COST/FUNDING/ASSESSMENT INFORMATION: Funds have been previously appropriated in the Multimodal Impact Fees Improvement Fund (3071), Complete Streets FY26 Project (21249).

ATTACHMENTS: Resolution
Field Order No. 26-FLC-FLT-001

RESOLUTION 2026-_____

A RESOLUTION AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE FIELD ORDER NO. 26-FLC-FLT-001 (CSA) TO THE CONSTRUCTION SERVICES AGREEMENT DATED MARCH 26, 2026 BETWEEN THE CITY OF ST. PETERSBURG, FLORIDA AND FLORES CONSTRUCTION CO. ("CONTRACTOR") FOR CONTRACTOR TO PROVIDE CONSTRUCTION SERVICES THAT INCLUDE CONCRETE AND ASPHALT PAVEMENT REMOVAL, ASPHALT PAVING, SIGNING AND PAVEMENT MARKINGS, HIGHWAY BEACONS AND ASSOCIATED WORK RELATED TO THE AZALEA WAY SOUTH AND 6TH STREET SOUTH INTERSECTION MODIFICATIONS PROJECT IN AN AMOUNT NOT TO EXCEED $139,735 (ECID PROJECT NO. 26095-130; ORACLE NO. 21249); AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of St. Petersburg, Florida ("City") and Flores Construction Co. ("Contractor") executed a Construction Services Agreement on March 26, 2026 for Contractor to provide miscellaneous construction services on a continuing basis for flatwork construction projects; and

WHEREAS, Administration desires to issue Field Order No. 26-FLC-FLT-001 (CSA) for Contractor to furnish all labor, materials, and equipment to complete construction including concrete and asphalt pavement removal, asphalt paving, signing and pavement markings, highway beacons and other associated work related to the Azalea Way South and 6th Street South Intersection Modifications Project in an amount not to exceed $139,735.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the Mayor or his designee is hereby authorized to execute Field Order No. 26-FLC-FLT-001 (CSA) to the Construction Services Agreement dated March 26, 2026 between the City of St. Petersburg, Florida and Flores Construction Co. ("Contractor") for Contractor to provide construction services that include concrete and asphalt pavement removal, asphalt paving, signing and pavement markings, highway beacons and associated work related to the Azalea Way South and 6th Street South Intersection Modifications Project in an amount not to exceed $139,735.

This Resolution shall become effective immediately upon its adoption.

LEGAL:

00925727.DOCX

DEPARTMENT:

Engineering & Capital Improvements Department

Field Order – Construction Service Agreement (CSA)

Project Number:	26095-130
Project Title:	Azalea Way S & 6th St S Intersection Modifications
Contactor:	Flores Construction Co.
Field Order No.:	26-FLC-FLT-001
Date:	Click or tap to enter a date.
City Council Approval Date:	11/05/2026

The following directive is given pursuant to Contract Standards Article "Issuance of Change Orders and Fields Orders". The Contractors is hereby directed to proceed with this Field Order. In accordance with Contract Standards Article "Changes in the Work", the Contractor must make written claim for an increase in the contract price or time within five (5) days, if so desired.

Directive: This Field order is authorization to proceed with construction of intersection modifications at the intersections of 6th Street South with Azalea Way South and 45th Avenue South. Project includes concrete and asphalt pavement removal; construction of asphalt paving; signing and pavement markings; highway beacons; and other associated work presented in Flores Construction Co. proposal/bid which is attached. This work will not exceed $ 139,735.00.

Small Business Enterprise goal: 10 %

Required Completion Date: 60 days

Engineering Director: _____

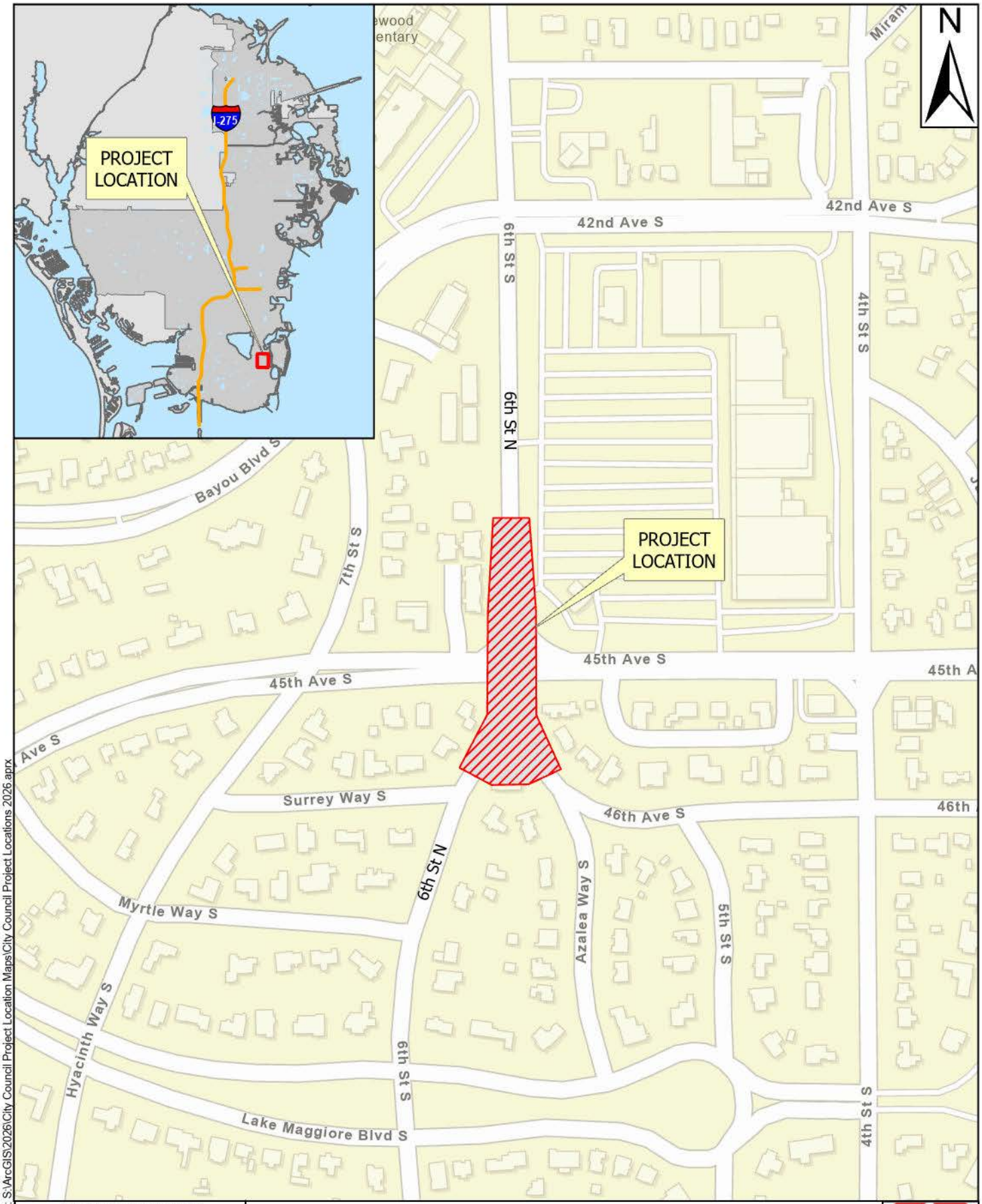
Brejesh Prayman, P.E., Director

Comments: This field order authorizes work scope under Flores Construction Co., Flatwork Construction Contract, 26-FLC-FLT (CSA).

Date	Field Order Number	Authorized Dollar Amount	Required Completion Date

cc: Thomas Rice, Construction Manager
, Project Manager
, Design Manager
, Inspector
Tina Dineen, Operational Specialist
, Coordinator/ Supervisor
Finance
Project File

DRAFT



Document Path: S:\ArcGIS\2026\City Council Project Location Maps\City Council Project Locations 2026.aprx

ENGINEERING AND CAPITAL IMPROVEMENTS DEPARTMENT CITY of ST PETERSBURG	
APPROVED BY:	DATE: 6/23/2026

AZALEA WAY S & 6TH STREET S INTERSECTION MODIFICATIONS

Project No. 26095-130

st.petersburg www.stpete.org

Approvals - gcc
Report • Printed on October 22, 2026

Approved

11/5 Council - Flores - Azalea & 6th Mods - CSA Field Order

Attachments

Flores - Azalea & 6th Mods - C
https://stpete1-my.sharepoint.com/:

Final status: Approved

SM **Step 2: Approved by**
Stacey McKee 10/22/2026 7:14:06 AM

BP **Step 1: Approved by**
Brejesh Prayman 10/21/2026 8:39:02 PM

SJ **Requested by**
Sarah B. Johnson 10/21/2026 1:44:59 PM

Approvals - gcc
Report • Printed on October 22, 2026

Approved

Pre-approval 11/5 Council - Flores - Azalea & 6th Mods - CSA Field Order

PM - Mark Rothaus

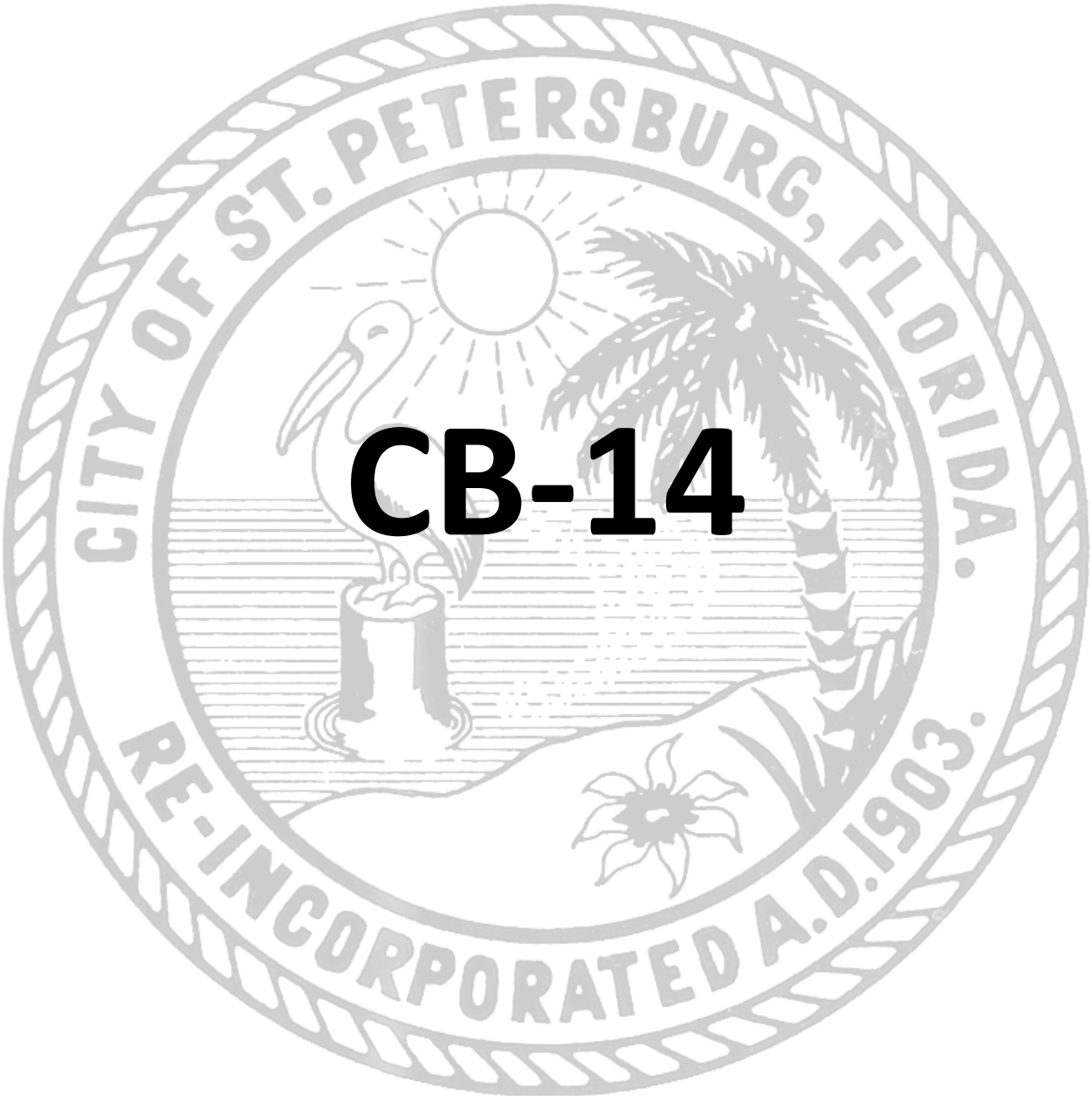
Attachments

Flores - Azalea & 6th Mods - C
https://stpete1-my.sharepoint.com/:

Final status: Approved

CT	Approved by Claude Tankersley	10/21/2026 6:28:08 PM
SJ	Requested by Sarah B. Johnson	10/15/2026 3:40:50 PM

The following page(s) contain the backup material for Agenda Item: A resolution of the City Council of St. Petersburg, Florida confirming the appointment of Joseph Patner as Assistant City Attorney.
Please scroll down to view the backup material.



CB-14

M E M O R A N D U M

TO: The Honorable Lisset Hanewicz, Chair and Members of City Council

FROM: Jacqueline M. Kovilaritch, City Attorney

DATE: October 22, 2026

RE: Assistant City Attorney Position

As you know, Joe Patner stepped down from his role as head of litigation on October 16, 2026. Fortunately, Joe has agreed to a part-time position in the City Attorney's Office that will allow us to continue to benefit from his significant subject matter expertise in various areas.

Your November 5, 2026 City Council meeting agenda will include a Consent Agenda item requesting that you confirm Joe Patner as an Assistant City Attorney. Subject to your approval, Joe will begin his employment on Monday, November 9, 2026.

If you have any questions, please feel free to contact me.

Attachment

cc: Kenneth T. Welch, Mayor
Robert Gerdes, City Administrator

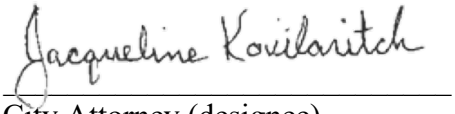
00918428.DOCX

A RESOLUTION OF THE CITY COUNCIL OF ST. PETERSBURG, FLORIDA CONFIRMING THE APPOINTMENT OF JOSEPH PATNER AS ASSISTANT CITY ATTORNEY; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida that this Council confirms the appointment by the Mayor, made upon the recommendation of the City Attorney, of Jospeh Patner as Assistant City Attorney.

This resolution shall take effect immediately upon its adoption.

Approved as to form and content:



City Attorney (designee)

00917161.DOCX

The following page(s) contain the backup material for Agenda Item: A resolution confirming the Mayor's appointments of Cat Lallier, Jacqueline Gayle-Kelly, and Wendy Pardew as members of the St. Petersburg Public Arts Commission, each to serve a four-year term beginning on November 5, 2026, and ending on November 5, 2030; and providing an effective date.
Please scroll down to view the backup material.

CB-16

Resolution No. _____

A RESOLUTION CONFIRMING THE MAYOR'S APPOINTMENTS OF CAT LALLIER, JACQUELINE GAYLE-KELLY, AND WENDY PARDEW AS A MEMBERS OF THE ST. PETERSBURG PUBLIC ARTS COMMISSION, EACH TO SERVE A FOUR-YEAR TERM BEGINNING ON NOVEMBER 5, 2026, AND ENDING ON NOVEMBER 5, 2030; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the St. Petersburg Public Arts Commission ("PAC") was created to administer Article III (Works of Art in the City) of Chapter 5 (Arts and Cultural Affairs) of the City Code; and

WHEREAS, the PAC's responsibilities include but are not limited to the acquisition, accession, display, maintenance, insurance, and deaccession of works of art in the City's public art collection; and

WHEREAS, the PAC's final recommendation as to the selection, acquisition, allocation, display, placement, location, accession, and deaccession of works of art in the City's public art collection is subject to City Council approval; and

WHEREAS, the PAC consists of nine members who are residents of the City, preferably including one member of the City Council, serving four-year terms pursuant to City Code Section 5-57; and

WHEREAS, Cat Lallier is a resident of St. Petersburg, self-employed muralist and mural festival organizer; and

WHEREAS, Jacqueline Gayle-Kelly is a resident of St. Petersburg, an attorney and arts advocate; and

WHEREAS, Wendy Pardew is a resident of St. Petersburg, published author, founder of a middle school arts program and previous member of the Orlando Public Arts Advisory Board; and

WHEREAS, the Mayor has appointed Cat Lallier, Jacqueline Gayle-Kelly, and Wendy Pardew to serve a four-year term beginning November 5, 2026, and ending on November 5, 2030; and

WHEREAS, City Council desires to confirm that appointment.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the Mayor's appointment of Cat Lallier, Jacqueline Gayle-Kelly, and Wendy Pardew as a members of the St. Petersburg Public Arts Commission, each to serve a four-year term beginning on November 5, 2026, and ending on November 5, 2030, is hereby confirmed.

This Resolution shall become effective immediately upon its adoption.

LEGAL: DEPARTMENT:

00924971

APPROVAL REQUEST for COMMITTEE APPOINTMENT

TO: James Corbett, City Development Administrator

FROM: Celeste Davis, Director, Arts, Culture & Tourism

RE: Public Arts Commission Appointments

DATE: October 5, 2026

Summary:

Chapter 5 of the City's Code 1992 Article III, Division 1, Sec. 5.57 provides for a Public Arts Commission consisting of 9 members. Currently there are 6 members, including CM Richie Floyd. The vacancies were published and promoted on the City's website and newsletters, resulting in 15 resumes reviewed by myself and Committee Chair Mary Anna Murphy, who conducted interviews with the candidates. Three were selected to be added to the Committee.

Recommendation:

Three individuals were selected for their diverse representation of the city in terms of geography, demographics, types of arts backgrounds and quality of experiences that will add to the depth and breadth of existing committee members. Additionally, they bring focus to the Mayor's Pillars for Progress in education, youth, arts and business development.

For the Mayor's approval for appointment are the following, whose resumes are attached:

1. **Cat Lallier**: City resident – self-employed muralist working throughout Florida – organizes mural festivals – projecting that she has a keen ability to 'see' the final project based on drawings and descriptions – works in collaboration with others.
2. **Jacqueline M. Gayle-Kelly**: City resident – attorney, currently employed – experiences as an advocate and ally through her Speak-Up work at Jabil – accustomed to working within a government framework.
3. **Wendy Mia Pardew**: City resident – director of the legal team supporting the aviation company that makes the black boxes – published author of technical college textbooks – experience in governance and law will jump-start orientation to PAC – served on city of Orlando Public Arts Advisory Board – founded a middle school arts program.

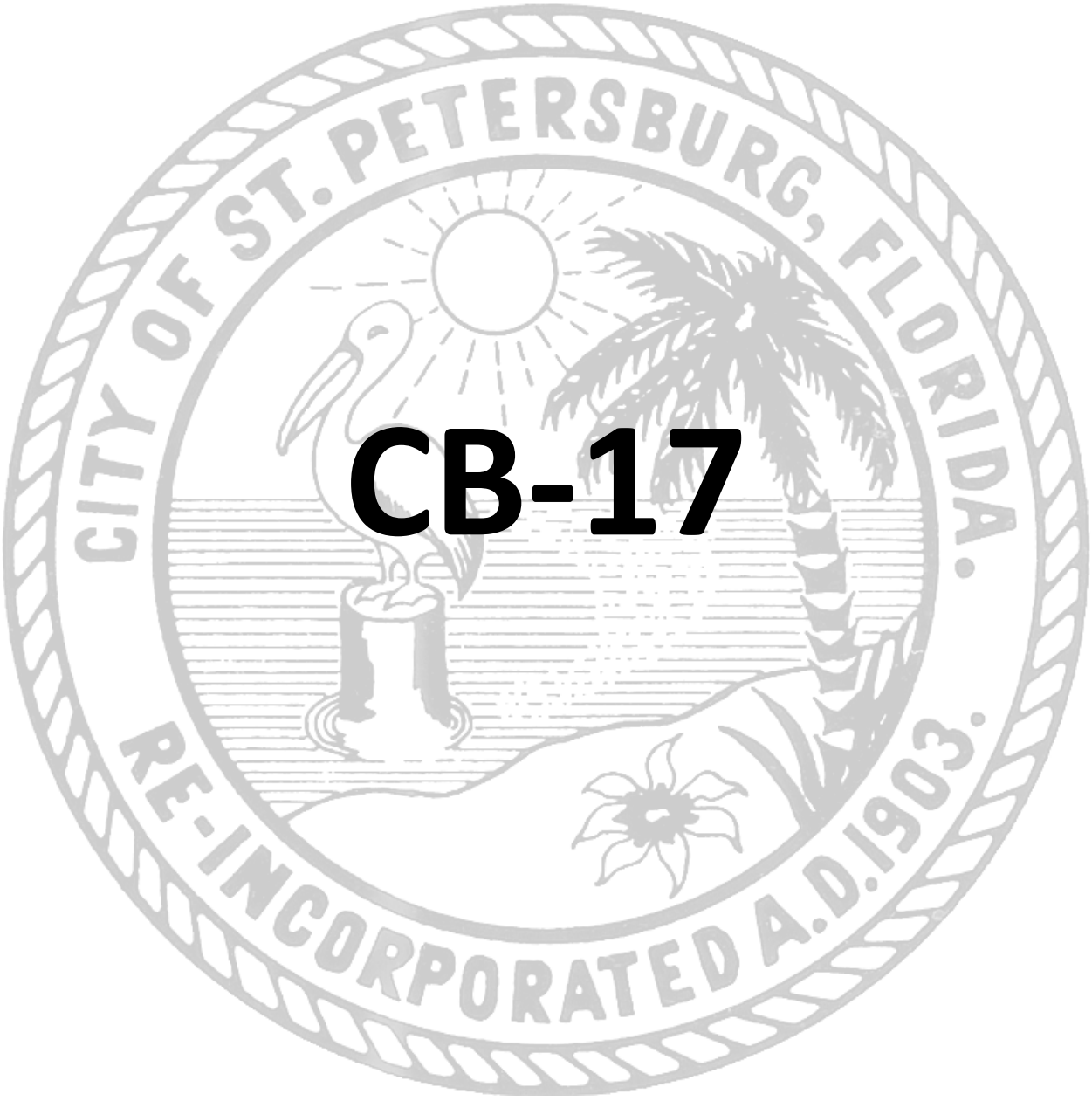
Approved
10/14/24

Not Selected (resumes attached):

1. Betty O'Hearn
2. Geoff Anderson
3. Kaya van Beynen
4. Micayla Esposito
5. Liv Scully
6. Paris Cheffer
7. Sara Salem
8. Shelly Cardoos

9. Zakkiyya Phillips
10. Abigail Connelly
11. Deborah Ashley
12. Pedram Moghaddamr

The following page(s) contain the backup material for Agenda Item: A resolution approving the State-Funded Award and Grant Agreement between the City of St. Petersburg, Florida (City) and the Department of Financial Services (Department) for the City to receive funding in an amount not to exceed $32,328 as an award through the Departments Firefighter Cancer Decontamination Grant Program (the Agreement); approving a supplemental appropriation in the amount of $32,328 from the increase in the unappropriated balance of the General Fund (0001), resulting from these grant revenues, to the Fire Rescue Department, Fire Suppression Division (150-1497), Fire Cancer Decon Grant Project (22115); authorizing the Mayor or his designee to execute the Agreement and all other documents necessary to receive this funding; and providing an effective date.
Please scroll down to view the backup material.



CB-17

ST. PETERSBURG CITY COUNCIL
Consent Agenda
Meeting of November 5, 2026

To: The Honorable Lisset Hanewicz, Chair, and Members of City Council

Subject: A resolution approving the State-Funded Award and Grant Agreement between the City of St. Petersburg, Florida ("City") and the Department of Financial Services ("Department") for the City to receive funding in an amount not to exceed $32,328 as an award through the Department's Firefighter Cancer Decontamination Grant Program (the "Agreement"); approving a supplemental appropriation in the amount of $32,328 from the increase in the unappropriated balance of the General Fund (0001), resulting from these grant revenues, to the Fire Rescue Department, Fire Suppression Division (150-1497), Fire Cancer Decon Grant Project (22115); authorizing the Mayor or his designee to execute the Agreement and all other documents necessary to receive this funding; and providing an effective date.

Explanation: The Florida Legislature created the Firefighter Cancer Decontamination Equipment Grant Program within the Division of State Fire Marshal to provide financial assistance to help career fire departments, combination fire departments, and volunteer fire departments procure equipment, supplies, and training designed to mitigate exposure to hazardous, cancer-causing chemicals.

The Department has determined the City is eligible for funding in an amount not to exceed $32,328 to purchase a second set of firefighting gloves for personnel pursuant to the Agreement.

The anticipated total project cost is approximately $43,104, and the grant will provide seventy-five percent (75%) with the City contributing the other twenty-five percent (25%).

Recommendation: Administration recommends City Council approve the State-Funded Award and Grant Agreement between the City and the Department for the City to receive funding in an amount not to exceed $32,328 as an award through the Department's Firefighter Cancer Decontamination Grant Program, a supplemental appropriation in the amount of $32,328 from the increase in the unappropriated balance of the General Fund (0001), resulting from these grant revenues, to the Fire Rescue Department, Fire Suppression Division (150-1497), Fire Cancer Decon Grant Project (22115); authorize the Mayor or his designee to execute the Agreement and all other documents necessary to receive this funding, and provide an effective date.

Cost/Funding/Assessment Information: Revenues on a reimbursement basis in the amount of $32,328 will be received from the Department and deposited in the General Fund (0001). Funds for the city portion of the project have been previously appropriated in the General Fund (0001), Fire Rescue Department, Fire Suppression Division (150-1497). Grant funds will be available after the approval of a supplemental appropriation in the amount of $32,328 from the increase in the unappropriated balance of the General Fund (0001), resulting from these grant revenues, to the Fire Rescue Department, Fire Suppression Division (150-1497), Fire Cancer Decon Grant Project (22115).

Attachments: Resolution

Approvals:

Kimberly Schultz

Digitally signed by Kimberly Schultz
DN: CN=Kimberly Schultz, DC=stpete, OU=Administration, E=kimberly.schultz@stpete.org
Reason: I am the author of this document
Location:
Date: 2026.10.21 10:18:47-04'00'
Foxit PDF Reader Version: 2026.2.1

Administrative

Elizabeth M. Makofske

Digitally signed by Elizabeth M. Makofske
Date: 2026.10.21 10:12:24 -04'00'

Budget

Resolution No. 2026- _____

A RESOLUTION APPROVING THE STATE-FUNDED AWARD AND GRANT AGREEMENT BETWEEN THE CITY OF ST. PETERSBURG, FLORIDA ("CITY") AND THE DEPARTMENT OF FINANCIAL SERVICES (THE "DEPARTMENT") FOR THE CITY TO RECEIVE FUNDING IN AN AMOUNT NOT TO EXCEED $32,328 AS AN AWARD THROUGH THE DEPARTMENT'S FIREFIGHTER CANCER DECONTAMINATION EQUIPMENT GRANT PROGRAM (THE "AGREEMENT"); APPROVING A SUPPLEMENTAL APPROPRIATION IN THE AMOUNT OF $32,328 FROM THE INCREASE IN THE UNAPPROPRIATED BALANCE OF THE GENERAL FUND (0001), RESULTING FROM THESE GRANT REVENUES, TO THE FIRE RESCUE DEPARTMENT, FIRE SUPPRESSION DIVISION (150-1497), FIRE CANCER DECON GRANT PROJECT (22115); AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE THE AGREEMENT AND ALL OTHER DOCUMENTS NECESSARY TO RECEIVE THIS FUNDING; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Florida Legislature created the Firefighter Cancer Decontamination Equipment Grant Program within the Division of State Fire Marshal to provide financial assistance to help career fire departments, combination fire departments, and volunteer fire departments procure equipment, supplies, and training designed to mitigate exposure to hazardous, cancer-causing chemicals; and

WHEREAS, the Department has determined the City is eligible for funding in an amount not to exceed $32,328 to purchase a second set of firefighting gloves for personnel pursuant to the Agreement; and

WHEREAS, the anticipated total project cost is approximately $43,104, and the grant will provide seventy-five percent (75%) with the City contributing the other twenty-five percent (25%); and

WHEREAS, Administration recommends approval.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida that the State-Funded Award and Grant Agreement between the City and the Department for the City to receive funding in an amount not to exceed $32,328 as an award through the Department's Firefighter Cancer Decontamination Grant Program is hereby approved.

BE IT FURTHER RESOLVED, that there is hereby approved from the increase in the unappropriated balance of the General Fund (0001), resulting from these grant revenues, the following supplemental appropriation for FY27:

General Fund (0001)
Fire Rescue Department, Fire Suppression Division (150-1497), Fire Cancer Decon Grant Project (22115) $32,328

BE IT FURTHER RESOLVED that the Mayor or his designee is authorized to execute the Agreement and all other documents necessary to receive this funding.

This resolution shall become effective immediately upon its adoption.

Approvals:

Legal: Jane E. Wallace Digitally signed by Jane E. Wallace Date: 2026.10.21 14:39:58 -04'00'

Administration: Kimberly Schultz Digitally signed by Kimberly Schultz DN: CN=Kimberly Schultz, DC=stpete, OU=Administration, E=kimberly.schultz@stpete.org Reason: I am the author of this document Location: Date: 2026.10.21 14:42:26-04'00' Foxit PDF Reader Version: 2026.2.1

Budget: Elizabeth M. Makofske Digitally signed by Elizabeth M. Makofske Date: 2026.10.21 10:14:50 -04'00'

DIVISION OF
STATE FIRE MARSHAL
FLORIDA DEPARTMENT OF FINANCIAL SERVICES

October 19, 2026

SENT VIA ELECTRONIC MAIL ONLY

St Petersburg Fire Rescue
michael.gerardo@stpete.org

Re: Notice of Grant Award from the Firefighter Cancer Decontamination Equipment Grant Program

St Petersburg Fire Rescue:

As the Director of the Division of State Fire Marshal within the Florida Department of Financial Services (Division), it is my privilege to inform you that the Division approved your grant application for the 2026-2027 fiscal year in the amount not to exceed $32,328.00 for the purchase of PPE. The State of Florida requires a mandated funding match of twenty-five percent (25%) of the total grant award amount; please see below breakdown of the total grant award and required match.

Total Grant Award Amount	$43,104.00
State of Florida Portion Amount (75%)	$32,328.00
Required Match Amount (25%)	$10,776.00

To accept the grant award, you must complete and email the included Confirmation Form to SFMGrant@MyFloridaCFO.com. Once the Division receives the completed form, a contract manager will be assigned and contact you to discuss next steps. The assigned contract manager will be your main point of contact within the Division for all matters relating to this Notice of Grant Award, the Grant Agreement, and the payment of funds.

If you have not already done so, please ensure that you are in full safety compliance from the Bureau of Fire Standards and Training. Any outstanding compliance items are to be completed by you within ninety (90) days from the date of this Notice of Grant Award. If not completed, then this grant award may be revoked.

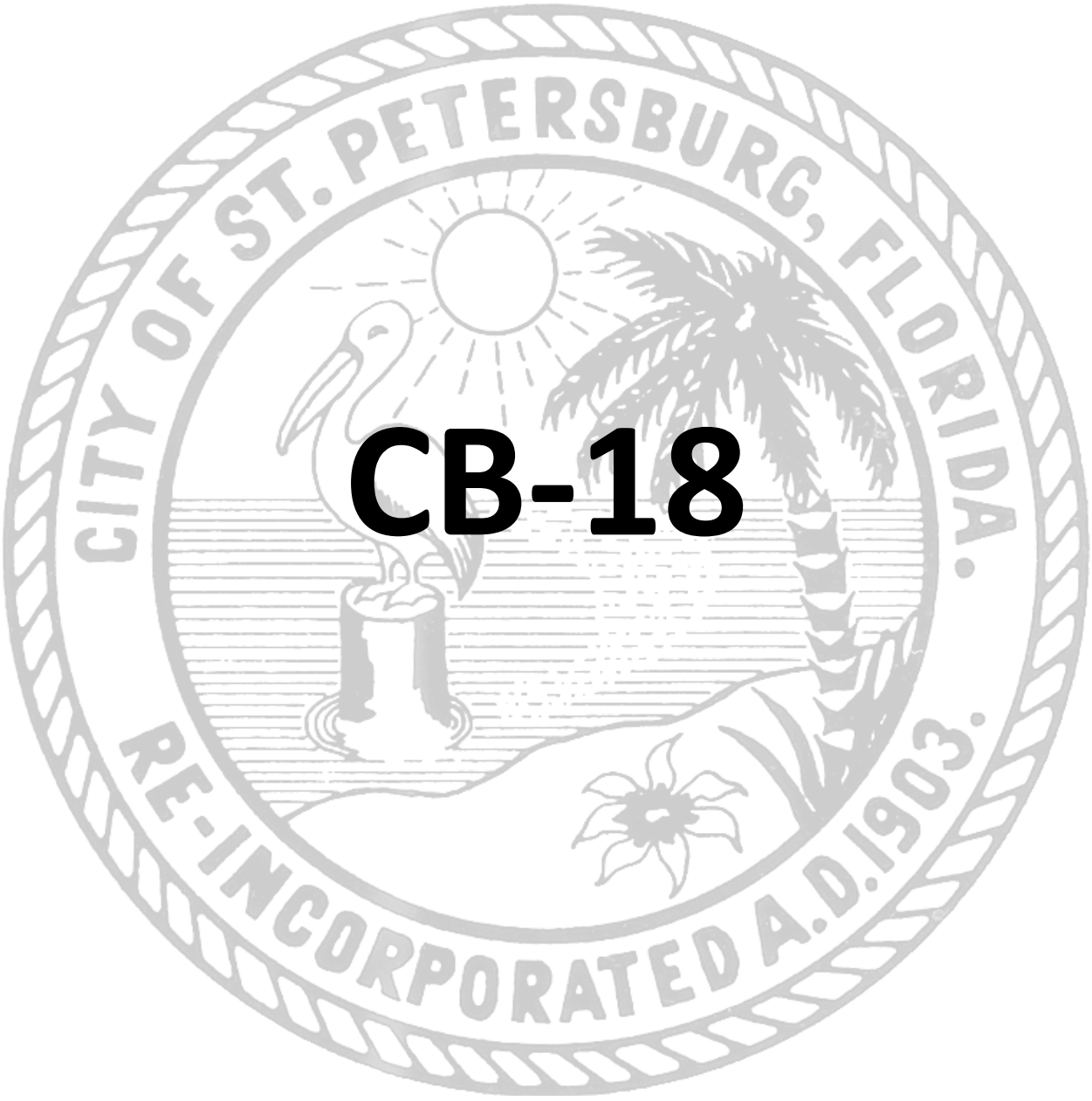
Please note, the defined performance period for the grant is one (1) year starting July 1, 2026, and ending June 30, 2027. If your equipment purchase will take longer than one (1) year to complete and meet payment requirements, you must notify your assigned contract manager as soon as possible.

Congratulations, the Division looks forward to working with St Petersburg Fire Rescue on this important project.

Sincerely,

JoAnne E. Rice, Director
Division of State Fire Marshal

The following page(s) contain the backup material for Agenda Item: A resolution authorizing the Mayor or his designee to (I) accept a grant from the U.S. Department of Justice (DOJ), Office of Community Oriented Policing Services (COPS) in the maximum reimbursable amount of $480,000 to purchase technology and equipment that assist in responding to and preventing crime and expand the implementation of community policing and (II) to execute all documents necessary to effectuate this transaction; approving a supplemental appropriation in the amount of $480,000 from the increase in the unappropriated balance of the General Fund (0001), resulting from these grant revenues, to the Police Department, Fiscal Support Division (140-1389), FY26 COPS Technology and Equipment Program Project (22108); and providing an effective date.
Please scroll down to view the backup material.



CB-18

St. Petersburg City Council

Consent Agenda
Meeting of November 5, 2026

TO: The Honorable Lisset Hanewicz, Chair, and Members of City Council

SUBJECT: A resolution authorizing the Mayor or his designee to (I) accept a grant from the U.S. Department of Justice ("DOJ"), Office of Community Oriented Policing Services ("COPS") in the maximum reimbursable amount of $480,000 to purchase technology and equipment that assist in responding to and preventing crime and expand the implementation of community policing and (II) to execute all documents necessary to effectuate this transaction; approving a supplemental appropriation in the amount of $480,000 from the increase in the unappropriated balance of the General Fund (0001), resulting from these grant revenues, to the Police Department, Fiscal Support Division (140-1389), FY26 COPS Technology and Equipment Program Project (22108); and providing an effective date.

EXPLANATION: The City of St. Petersburg ("CITY") applied for a grant in the amount of $480,000. The City will serve as the representative for this grant and will be responsible for the grant over its two-year life cycle. The City will submit expenditure documentation to DOJ for reimbursement of eligible costs. The grant requires no local matching funds. St. Petersburg Police Department will use the funding effective January 23, 2026, through January 31, 2028, to purchase equipment to more effectively carry out their public duties.

RECOMMENDATION: The administration recommends that City Council adopt the attached resolution authorizing the Mayor or his designee to accept (I) accept a grant from the U.S. Department of Justice ("DOJ"), Office of Community Oriented Policing Services ("COPS") in the maximum reimbursable amount of $480,000 to purchase technology and equipment that assist in responding to and preventing crime and expand the implementation of community policing and (II) to execute all documents necessary to effectuate this transaction; approving a supplemental appropriation in the amount of $480,000 from the increase in the unappropriated balance of the General Fund (0001), resulting from these grant revenues, to the Police Department, Fiscal Support Division (140-1389), FY26 COPS Technology and Equipment Program Project (22108); and providing an effective date.

COST/FUNDING INFORMATION: Revenues of up to $480,000 are to be received from the DOJ COPS and deposited into the General Fund (0001). Funds will be available after the approval of a supplemental appropriation in the amount of $480,000 from the increase in the unappropriated balance of the General Fund (0001), resulting from these grant revenues, to the Police Department, Fiscal Support Division (140-1389), FY26 COPS Technology and Equipment Program Project (22108).

Approvals:
Administration: Megan McGee Budget: Patricia Pena

RESOLUTION NO. 2026-_____

A RESOLUTION AUTHORIZING THE MAYOR OR HIS DESIGNEE TO (I) ACCEPT A GRANT FROM THE U.S. DEPARTMENT OF JUSTICE ("DOJ"), OFFICE OF COMMUNITY ORIENTED POLICING SERVICES ("COPS") IN THE MAXIMUM REIMBURSABLE AMOUNT OF $480,000 TO PURCHASE TECHNOLOGY AND EQUIPMENT THAT ASSIST IN RESPONDING TO AND PREVENTING CRIME AND EXPAND THE IMPLEMENTATION OF COMMUNITY POLICING AND (II) TO EXECUTE ALL DOCUMENTS NECESSARY TO EFFECTUATE THIS TRANSACTION; APPROVING A SUPPLEMENTAL APPROPRIATION IN THE AMOUNT OF $480,000 FROM THE INCREASE IN THE UNAPPROPRIATED BALANCE OF THE GENERAL FUND (0001), RESULTING FROM THESE GRANT REVENUES, TO THE POLICE DEPARTMENT, FISCAL SUPPORT DIVISION (140-1389), FY26 COPS TECHNOLOGY AND EQUIPMENT PROGRAM PROJECT (22108); AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of St. Petersburg ("City") applied for and has been awarded a U.S Department of Justice, Office of Community Oriented Policing Services grant for the period of January 23, 2026 through January 31, 2028, in the maximum reimbursable amount of $480,000 to purchase technology and equipment that assist in responding to and preventing crime and expand the implementation of community policing; and

WHEREAS, the City will submit expenditure documentation to the U.S Department of Justice for reimbursement of eligible purchases; and

WHEREAS, there is no local matching funds requirement; and

WHEREAS, funding for eligible purchases will be available after a supplemental appropriation in the amount of $480,000 from the increase in the unappropriated balance of the General Fund (0001), resulting from these grant revenues, to the Police Department, Fiscal Support Division (140-1389), FY26 COPS Technology and Equipment Program Project (22108); and

WHEREAS, Administration recommends approval of this Resolution.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that the Mayor or his designee is authorized to (i) accept a grant from the U.S. Department of Justice, Office of Community Oriented Policing Services in the maximum reimbursable amount of $480,000 to purchase technology and equipment that assist in responding to and preventing crime and expand the implementation of community policing and (ii) to execute all documents necessary to effectuate this transaction; and

BE IT FURTHER RESOLVED that there is hereby approved from the increase in the unappropriated balance of the General Fund (0001), resulting from these grant revenues, the following supplemental appropriation for FY27:

General Fund (0001)
Police Department, Fiscal Support Division (140-1389),
FY26 COPS Technology and Equipment Program Project (22108) $480,000

This Resolution shall take effect immediately upon its adoption.

LEGAL:

00926065 final

DEPARTMENT:

Megan McGee

BUDGET:

Department of Justice (DOJ)

Office of Community Oriented Policing Services (COPS Office)

Washington, D.C. 20531

Name and Address of Recipient:	CITY OF ST PETERSBURG 175 5TH ST N
City, State and Zip:	SAINT PETERSBURG, FL 33701
Recipient UEI:	LARHMJNJAKS4

Project Title: St. Petersburg Police Public Safety Vehicles	**Award Number:** 15JCOPS-26-GG-00447-TECP
Solicitation Title: FY26 COPS Technology and Equipment Program	
Federal Award Amount: $480,000.00	**Federal Award Date:** 9/25/26
Awarding Agency:	Office of Community Oriented Policing Services
Award Type:	Initial
Funding Instrument Type:	Grant
Opportunity Category: D	
Assistance Listing: 16.710 - Public Safety Partnership and Community Policing Grants	
Project Period Start Date: 1/23/26	**Project Period End Date:** 1/31/28
Budget Period Start Date: 1/23/26	**Budget Period End Date**: 1/31/28

Project Description:
The FY26 Technology and Equipment Program (TEP) provides funding to state, territorial, local, Tribal, and other entities designated under the heading Community Oriented Policing Services, Technology and Equipment Community Projects / COPS Law Enforcement Technology and Equipment in the Congressional Joint Explanatory Statement – Division C, which is incorporated by reference into Public Law 119-74, to develop and acquire effective law enforcement equipment, technologies and interoperable communications that assist in responding to and preventing crime and expand the implementation of community policing. Equipment funded under this program should meet any applicable requirements of the National Institute of Standards and Technology's Office of Law Enforcement Standards.

Award Letter

September 25, 2026

Dear Anthony Holloway,

On behalf of the Attorney General, it is my pleasure to inform you the Office of Community Oriented Policing Services (the COPS Office) has approved the application submitted by CITY OF ST PETERSBURG for an award under the funding opportunity entitled 2026 FY26 COPS Technology and Equipment Program. The approved award amount is $480,000.
Review the Award Instrument below carefully and familiarize yourself with all conditions and requirements before accepting your award. The Award Instrument includes the Award Offer (Award Information, Project Information, Financial Information, and Award Conditions) and Award Acceptance. For COPS Office and OVW funding the Award Offer also includes any Other Award Documents.

Please note that award requirements include not only the conditions and limitations set forth in the Award Offer, but

also compliance with assurances and certifications that relate to conduct during the period of performance for the award. These requirements encompass financial, administrative, and programmatic matters, as well as other important matters (e.g., specific restrictions on use of funds). Therefore, all key staff should receive the award conditions, the assurances and certifications, and the application as approved by the COPS Office, so that they understand the award requirements. Information on all pertinent award requirements also must be provided to any subrecipient of the award.

Should you accept the award and then fail to comply with an award requirement, DOJ will pursue appropriate remedies for non-compliance, which may include termination of the award and/or a requirement to repay award funds.

Prior to accepting the award, your Entity Administrator must assign a Financial Manager, Grant Award Administrator, and Authorized Representative(s) in the Justice Grants System (JustGrants). The Entity Administrator will need to ensure the assigned Authorized Representative(s) is current and has the legal authority to accept awards and bind the entity to the award terms and conditions. To accept the award, the Authorized Representative(s) must accept all parts of the Award Offer in the Justice Grants System (JustGrants), including by executing the required declaration and certification, within 45 days from the award date.

To access your funds, you will need to enroll in the Automated Standard Application for Payments (ASAP) system, if you haven't already completed the enrollment process in ASAP. The Entity Administrator should have already received an email from ASAP to initiate this process.

Congratulations, and we look forward to working with you.

Cory D. Randolph
COPS Office Deputy Director

Office for Civil Rights Notice for All Recipients

The Office for Civil Rights (OCR), Office of Justice Programs (OJP), U.S. Department of Justice (DOJ) enforces federal civil rights laws and other provisions that prohibit discrimination by recipients of federal financial assistance from OJP, the Office of Community Oriented Policing Services (COPS), and the Office on Violence Against Women (OVW).

Several civil rights laws, including Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, require recipients of federal financial assistance (recipients) to give assurances that they will comply with those laws. Taken together, these and other civil rights laws prohibit recipients from discriminating in the provision of services and employment because of race, color, national origin, religion, disability, and sex or from discriminating in the provision of services on the bases of age.

Some recipients of DOJ financial assistance have additional obligations to comply with other applicable nondiscrimination provisions like the Omnibus Crime Control and Safe Streets Act of 1968, which prohibits discrimination on the basis of religion in addition to race, color, national origin, and sex. Recipients may also have related requirements regarding the development and implementation of equal employment opportunity programs.

OCR provides technical assistance, training, and other resources to help recipients comply with civil rights obligations. Further, OCR administratively enforces civil rights laws and nondiscrimination provisions by investigating DOJ recipients that are the subject of discrimination complaints. In addition, OCR conducts compliance reviews of DOJ recipients based on regulatory criteria. These investigations and compliance reviews permit OCR to evaluate whether DOJ recipients are providing services to the public and engaging in employment practices in a nondiscriminatory manner.

For more information about OCR, your civil rights and nondiscrimination responsibilities, how to notify your employees or beneficiaries of their civil rights protections and responsibilities and how to file a complaint, as well as technical assistance, training, and other resources, please visit www.ojp.gov/program/civil-rights-office/outreach. If you would like OCR to assist you in fulfilling your civil rights or nondiscrimination responsibilities, please contact us at askOCR@ojp.usdoj.gov or www.ojp.gov/program/civil-rights-office/about#ocr-contacts.

Award Information

This award is offered subject to the conditions or limitations set forth in the Award Information, Project Information, Financial Information, and Award Conditions.

Recipient Information

Recipient Name

UEI
LARHMJNJAKS4

ORI Number

Street 1
175 5TH ST N

Street 2

City
SAINT PETERSBURG

State/U.S. Territory
Florida

Zip/Postal Code
33701

Country
United States

County/Parish

Province

Award Details

Federal Award Date
9/25/26

Award Type
Initial

Award Number
15JCOPS-26-GG-00447-TECP

Supplement Number
00

Federal Award Amount
$480,000.00

Funding Instrument Type
Grant

Assistance Listing Number	Assistance Listings Program Title
16.710	Public Safety Partnership and Community Policing Grants

Statutory Authority

Omnibus Crime Control and Safe Streets Act of 1968, as amended, and the Violent Crime Control and Law Enforcement Act of 1994, Title I, Part Q, Public Law 103-322, 34 U.S.C. § 10381 et seq.

[ ] *I have read and understand the information presented in this section of the Federal Award Instrument.*

Project Information

This award is offered subject to the conditions or limitations set forth in the Award Information, Project Information, Financial Information, and Award Conditions.

Solicitation Title

Awarding Agency

Application Number
GRANT14684536

Grant Manager Name	Phone Number	E-mail Address
Chanell Jones	202-598-9180	chanell.l.jones@usdoj.gov

Project Title
St. Petersburg Police Public Safety Vehicles

Performance Period Start Date	Performance Period End Date
01/23/2026	01/31/2028

Budget Period Start Date	Budget Period End Date
01/23/2026	01/31/2028

Project Description
The FY26 Technology and Equipment Program (TEP) provides funding to state, territorial, local, Tribal, and other entities designated under the heading Community Oriented Policing Services, Technology and Equipment Community Projects / COPS Law Enforcement Technology and Equipment in the Congressional Joint Explanatory Statement – Division C, which is incorporated by reference into Public Law 119-74, to develop and acquire effective law enforcement equipment, technologies and interoperable communications that assist in responding to and preventing crime and expand the implementation of community policing. Equipment funded under this program should meet any applicable requirements of the National Institute of Standards and Technology's Office of Law Enforcement Standards.

[ ] *I have read and understand the information presented in this section of the Federal Award Instrument.*

Financial Information

This award is offered subject to the conditions or limitations set forth in the Award Information, Project Information, Financial Information, and Award Conditions.

A financial analysis of budgeted costs has been completed. All costs listed in the approved budget below were programmatically approved based on the final proposed detailed budget and budget narratives submitted by your agency to the COPS Office. Any adjustments or edits to the proposed budget are explained below.

Budget Clearance Date: 7/31/26 1:22 PM

Budget Summary

Budget Category	Proposed Budget	Change	Approved Budget	Percentages
Sworn Officer Positions:	$0	$0	$0	
Civilian or Non-Sworn Personnel:	$0	$0	$0	
Travel:	$0	$0	$0	

Equipment:	$480,000	$0	$480,000	
Supplies:	$0	$0	$0	
SubAwards:	$0	$0	$0	
Procurement Contracts:	$0	$0	$0	
Other Costs:	$0	$0	$0	
Total Direct Costs:	$480,000	$0	$480,000	
Indirect Costs:	$0	$0	$0	
Total Project Costs:	$480,000	$0	$480,000	
Federal Funds:	$480,000	$0	$480,000	100.00%
Match Amount:	$0	$0	$0	0.00%
Program Income:	$0	$0	$0	0.00%

[ ] *I have read and understand the information presented in this section of the Federal Award Instrument.*

Other Award Documents

No other award documents have been added.

Award Conditions

This award is offered subject to the conditions or limitations set forth in the Award Information, Project Information, Financial Information, and Award Conditions.

Condition 1
Restrictions on Internal Confidentiality Agreements: No recipient or subrecipient under this award, or entity that receives a contract or subcontract with any funds under this award, may require any employee or contractor to sign an internal confidentiality agreement or statement that prohibits or otherwise restricts the lawful reporting of waste, fraud, or abuse to an investigative or law enforcement representative of a federal department or agency authorized to receive such information. Consolidated Appropriations Act, 2026, Public Law 119-75, Division E, Title VII, Section 742.

Condition 2
Compliance with 8 U.S.C. § 1373: Authority to obligate or expend contingent on compliance with this condition. State or local government entity recipients of this award, and any subrecipient of this award at any tier that is an entity of a State or of a unit of local government, must comply with 8 U.S.C. §1373, which provides that such entities may not prohibit, or in any way restrict, any government entity or official from sending to, receiving from, maintaining, or exchanging information regarding citizenship or immigration status, lawful or unlawful, of any individual with components of the U.S. Department of Homeland Security or any other federal, state or local government entity. This includes any prohibitions or restrictions imposed or established by a State or local government entity or official.

Any obligations or expenditures of a recipient or subrecipient that are impermissible under this condition shall be unallowable costs for purposes of this award.

References to the Immigration and Naturalization Service in 8 U.S.C. 1373 are to be read, as a legal matter, as references to components of the U.S. Department of Homeland Security.

Condition 3
Federal Civil Rights and Nondiscrimination Laws (certification): The recipient agrees that its compliance with all applicable Federal civil rights and nondiscrimination laws is material to the government's decision to make this award and any payment thereunder, including for purposes of the False Claims Act (31 U.S.C. 3729-3730 and 3801-3812), and, by accepting this award, certifies that it does not operate any programs (including any such programs having components relating to diversity, equity, and inclusion) that violate any applicable Federal civil rights or nondiscrimination laws.

Condition 4
Federal Laws, Presidential Memoranda, and Executive Orders: Recipients of grant funding must comply with all applicable federal laws and Presidential Memoranda and all Executive Orders by the President.

Condition 5
Award Monitoring Activities: Federal law requires that recipients receiving federal funding from the COPS Office must be monitored to ensure compliance with their award conditions and other applicable statutes and regulations. The COPS Office is also interested in tracking the progress of our programs and the advancement of community policing. Both aspects of award implementation—compliance and programmatic benefits—are part of the monitoring process coordinated by the U.S. Department of Justice. Award monitoring activities conducted by the COPS Office include site visits, enhanced office-based grant reviews, alleged noncompliance reviews, financial and programmatic reporting, and audit resolution. As a COPS Office award recipient, you agree to cooperate with and respond to any requests for information pertaining to your award. This includes all financial records, such as general accounting ledgers and all supporting documents. All information pertinent to the implementation of the award is subject to agency review throughout the life of the award, during the close-out process and for three-years after the submission of the final expenditure report. 2 C.F.R. §§ 200.334 and 200.337, and, as applicable, 34 U.S.C. § 10385(a).

Condition 6
Authorized Representative Responsibility: The recipient understands that, in accepting this award, the Authorized Representatives declare and certify, among other things, that they possess the requisite legal authority to accept the award on behalf of the recipient entity and, in so doing, accept (or adopt) all material requirements throughout the period of performance under this award. The recipient further understands, and agrees, that it will not assign anyone to the role of Authorized Representative during the period of performance under the award without first ensuring that the individual has the requisite legal authority.

Condition 7
Contract Provision: All contracts made by the award recipients under the federal award must contain the provisions required under 2 C.F.R. Part 200, Appendix II to Part 200—Contract Provisions for Non-Federal Entity Contracts Under Federal Awards. Please see appendices in the Award Owner's Manual for a full text of the contract provisions.

Condition 8
Award Owner's Manual: The recipient agrees to comply with the terms and conditions in the applicable award year COPS Office Program Award Owner's Manual; DOJ Grants Financial Guide; COPS Office statute (34 U.S.C. § 10381, et seq.) as applicable; Students, Teachers, and Officers Preventing (STOP) School Violence Act of 2018 (34 U.S.C. § 10551, et seq.) as applicable; the requirements of 2 C.F.R. Part 200 (Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards), including subsequent changes, as adopted by the U.S. Department of Justice in 2 C.F.R. § 2800.101; 48 C.F.R. Part 31 (FAR Part 31) as applicable (Contract Cost Principles and Procedures); the Cooperative Agreement as applicable; representations made in the application; and all other applicable program requirements, laws, orders, regulations, or circulars.

Failure to comply with one or more award requirements may result in remedial action including, but not limited to, withholding award funds, disallowing costs, suspending, or terminating the
award, or other legal action as appropriate.

Should any provision of a condition of this award be held to be invalid or unenforceable by its terms, then that provision shall first be applied with a limited construction so as to give it the maximum effect permitted by law (to any person or circumstance) under this award. Should it be held, instead, that a condition (or a provision thereof) is of utter invalidity

or unenforceability, such condition (or such provision) shall be deemed severable from this award.

Condition 9
Federal Civil Rights: The recipient and any subrecipient must comply with applicable federal civil rights and nondiscrimination statutes and regulations including: Section 601 of the Civil Rights Act of 1964 (42 U.S.C. § 2000d), as implemented in Subparts C and D of 28 C.F.R. Part 42; section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794), as implemented in Subpart G of 28 C.F.R. Part 42; section 901 of the Education Amendments of 1972 (20 U.S.C. § 1681), as implemented in Subpart D of 28 C.F.R. Parts 42 and 54; section 303 of the Age Discrimination Act of 1975 (42 U.S.C. § 6102), as implemented in Subpart I of 28 C.F.R. Part 42; and section 809(c) of Title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. § 10228(c)), as implemented in Subpart D of 28 C.F.R. Part 42. In addition to applicable federal statutes and regulations that pertain to civil rights and nondiscrimination, the recipient and any subrecipient must comply with the requirements in 28 C.F.R. Parts 22 (Confidentiality of Identifiable Research and Statistical Information); 28 C.F.R. Part 23 (Criminal Intelligence Systems Operating Policies); 28 C.F.R. Part 38 (Partnerships with Faith-Based and Other Neighborhood Organizations); and 28 C.F.R. Part 46 (Protection of Human Subjects). For an overview of the civil rights laws and nondiscrimination requirements in connection with your award, please see https://www.ojp.gov/program/civil-rights/overview.

Condition 10
Duplicative Funding: The recipient understands and agrees to notify the COPS Office if it receives, from any other source, funding for the same item or service also funded under this award.

Condition 11
Prohibited conduct by recipients and subrecipients related to trafficking in persons (including reporting requirements and COPS Office authority to terminate award): The recipient and subrecipient agree to comply with the following requirements of 2 C.F.R. Part 175, Appendix A to Part 175 – Award Term:
I. Trafficking in Persons
(a) Provisions applicable to a recipient that is a private entity. (1) Under this award, the
recipient, its employees, subrecipients under this award, and subrecipient's employees must not engage in:
(i) Severe forms of trafficking in persons;
(ii) The procurement of a commercial sex act during the period of time that this award
or any subaward is in effect;
(iii) The use of forced labor in the performance of this award or any subaward; or
(iv) Acts that directly support or advance trafficking in persons, including the following acts:
(A) Destroying, concealing, removing, confiscating, or otherwise denying an employee access to that employee's identity or immigration documents;
(B) Failing to provide return transportation or pay for return transportation costs to an employee from a country outside the United States to the country from which the employee was recruited upon the end of employment if requested by the employee, unless:
(1) Exempted from the requirement to provide or pay for such return transportation by the Federal department or agency providing or entering into the grant or cooperative agreement; or
(2) The employee is a victim of human trafficking seeking victim services or legal redress in the country of employment or a witness in a human trafficking enforcement action;
(C) Soliciting a person for the purpose of employment, or offering employment, by means of materially false or fraudulent pretenses, representations, or promises regarding that employment;
(D) Charging recruited employees a placement or recruitment fee; or
(E) Providing or arranging housing that fails to meet the host country's housing and safety standards.
(2) The Federal agency may unilaterally terminate this award or take any remedial
actions authorized by 22 U.S.C. 7104b(c), without penalty, if any private entity under this award:
(i) Is determined to have violated a prohibition in paragraph (a)(1) of this appendix; or
(ii) Has an employee that is determined to have violated a prohibition in paragraph
(a)(1) of this this appendix through conduct that is either:
(A) Associated with the performance under this award; or
(B) Imputed to the recipient or the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR part 180, ''OMB
Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement),'' as implemented by DOJ at 2 C.F.R. Part 2867.
(b) Provision applicable to a recipient other than a private entity. (1) The Federal agency
may unilaterally terminate this award or take any remedial actions authorized by 22 U.S.C.

7104b(c), without penalty, if a subrecipient that is a private entity under this award:
(i) Is determined to have violated a prohibition in paragraph (a)(1) of this appendix; or
(ii) Has an employee that is determined to have violated a prohibition in paragraph (a)(1) of this appendix through conduct that is either:
(A) Associated with the performance under this award; or
(B) Imputed to the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR part 180, ''OMB Guidelines to Agencies on Government-wide Debarment and Suspension (Nonprocurement),'' as implemented by 2 C.F.R. Part 2867.
(c) Provisions applicable to any recipient.
(1) The recipient must inform the Federal agency and the Inspector General of the Federal agency immediately of any information you receive from any source alleging a violation of a prohibition in paragraph (a)(1) of this appendix.
(2) The Federal agency's right to unilaterally terminate this award as described in paragraphs (a)(2) or (b)(1) of this appendix:
(i) Implements the requirements of 22 U.S.C. 78, and
(ii) Is in addition to all other remedies for noncompliance that are available to the Federal agency under this award.
(3) The recipient must include the requirements of paragraph (a)(1) of this award term in any subaward it makes to a private entity.
(4) If applicable, the recipient must also comply with the compliance plan and certification requirements in 2 CFR 175.105(b).
(d) Definitions. For purposes of this award term:
Employee means either:
(1) An individual employed by the recipient or a subrecipient who is engaged in the performance of the project or program under this award; or
(2) Another person engaged in the performance of the project or program under this award and not compensated by the recipient including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing
requirements.
Private Entity means any entity, including for-profit organizations, nonprofit organizations, institutions of higher education, and hospitals. The term does not include foreign public entities, Indian Tribes, local governments, or states as defined in 2 CFR 200.1.
The terms ''severe forms of trafficking in persons,'' ''commercial sex act,'' ''sex trafficking,'' ''Abuse or threatened abuse of law or legal process,'' ''coercion,'' ''debt bondage,'' and ''involuntary servitude'' have the meanings given at section 103 of the TVPA, as amended (22 U.S.C. 7102).

Condition 12
Termination: Recipient understands and agrees that the COPS Office may terminate funding, in whole or in part, for the following reasons:
(1) When the recipient fails to comply with the terms and conditions of a Federal award.
(2) When the recipient agrees to the termination and termination conditions.
(3) When the recipient provides the COPS Office written notification requesting termination including the reasons, effective date, and the portion of the award to be terminated. The COPS Office may terminate the entire award if the remaining portion will not accomplish the purposes of the award.
(4) Pursuant to any other award terms and conditions, including, when an award no longer effectuates the program goals or agency priorities to the extent such termination is authorized by law.
2. C.F.R. § 200.340.

Condition 13
Recipient Integrity and Performance Matters: For awards over $500,000, the recipient agrees to comply with the following requirements of 2 C.F.R. Part 200, Appendix XII to Part 200 – Award Term and Condition for Recipient Integrity and Performance Matters:
I. Reporting of Matters Related to Recipient Integrity and Performance
(a) General Reporting Requirement.
(1) If the total value of your active grants, cooperative agreements, and procurement contracts from all Federal agencies exceeds $10,000,000 for any period of time during the period of performance of this Federal award, then you as the recipient must ensure the information available in the responsibility/qualification records through the System for Award Management (SAM.gov), about civil, criminal, or administrative proceedings described in paragraph (b) of this

award term is current and complete. This is a statutory requirement under section 872 of Public Law 110–417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111– 212, all information posted in responsibility/qualification records in SAM.gov on or after April 15, 2011 (except past performance reviews required for Federal procurement contracts) will be publicly available.
(b) Proceedings About Which You Must Report.
(1) You must submit the required information about each proceeding that—
(i) Is in connection with the award or performance of a grant, cooperative agreement, or procurement contract from the Federal Government;
(ii) Reached its final disposition during the most recent five-year period; and
(iii) Is one of the following—
(A) A criminal proceeding that resulted in a conviction;
(B) A civil proceeding that resulted in a finding of fault and liability and payment of a monetary fine, penalty, reimbursement, restitution, or damages of $5,000 or more;
(C) An administrative proceeding that resulted in a finding of fault and liability and your payment of either a monetary fine or penalty of $5,000 or more or reimbursement, restitution, or damages in excess of $100,000; or
(D) Any other criminal, civil, or administrative proceeding if—
(1) It could have led to an outcome described in paragraph (b)(1)(iii)(A) through (C);
(2) It had a different disposition arrived at by consent or compromise with an acknowledgment of fault on your part; and
(3) The requirement in this award term to disclose information about the proceeding does not conflict with applicable laws and regulations.
(c) Reporting Procedures. Enter the required information in SAM.gov for each proceeding described in paragraph (b) of this award term. You do not need to submit the information a second time under grants and cooperative agreements that you received if you already provided the information in SAM.gov because you were required to do so under Federal procurement contracts that you were awarded.
(d) Reporting Frequency. During any period of time when you are subject to the requirement in paragraph (a) of this award term, you must report proceedings information in SAM.gov for the most recent five-year period, either to report new information about a proceeding that you have not reported previously or affirm that there is no new information to report. If you have Federal contract, grant, and cooperative agreement awards with a cumulative total value greater than $10,000,000, you must disclose semiannually any information about the criminal, civil, and administrative proceedings.
(e) Definitions. For purposes of this award term—
Administrative proceeding means a nonjudicial process that is adjudicatory in nature to make a determination of fault or liability (for example, Securities and Exchange Commission Administrative proceedings, Civilian Board of Contract Appeals proceedings, and Armed Services Board of Contract Appeals proceedings). This includes proceedings at the Federal and State level but only in connection with the performance of a Federal contract or grant. It does not include audits, site visits, corrective plans, or inspection of deliverables.
Conviction means a judgment or conviction of a criminal offense by any court of competent jurisdiction, whether entered upon a verdict or a plea, and includes a conviction entered upon a plea of nolo contendere. Total value of currently active grants, cooperative agreements, and procurement contracts includes the value of the Federal share already received plus any anticipated Federal share under those awards (such as continuation funding).

Condition 14
Reporting Subawards and Executive Compensation: The recipient agrees to comply with the following requirements of 2 C.F.R. Part 170, Appendix A to Part 170 – Award Term:
I. Reporting Subawards and Executive Compensation
(a) Reporting of first-tier subawards—(1) Applicability. Unless the recipient is exempt as provided in paragraph (d) of this award term, the recipient must report each subaward that equals or exceeds $30,000 in Federal funds for a subaward to an entity or Federal agency. The recipient must also report a subaward if a modification increases the Federal funding to an amount that equals or exceeds $30,000. All reported subawards should reflect the total amount of the
subaward.
(2) Reporting Requirements. (i) The entity or Federal agency must report each subaward
described in paragraph (a)(1) of this award term to the Federal Funding Accountability
and Transparency Act Subaward Reporting System (FSRS) at http://www.fsrs.gov.
(ii) For subaward information, report no later than the end of the month following the month in which the subaward was issued. (For example, if the subaward was made on November 7, 2025, the subaward must be reported by no later than December 31, 2025).
(b) Reporting total compensation of recipient executives for entities—(1) Applicability. The recipient must report the total compensation for each of the recipient’s five most highly compensated executives for the preceding completed

fiscal year if:
(i) The total Federal funding authorized to date under this Federal award equals or exceeds $30,000;
(ii) in the preceding fiscal year, the recipient received:
(A) 80 percent or more of the recipient's annual gross revenues from Federal procurement contracts (and subcontracts) and Federal awards (and subawards) subject to the Transparency Act; and
(B) $25,000,000 or more in annual gross revenues from Federal procurement contracts (and subcontracts) and Federal awards (and subawards) subject to the Transparency Act; and,
(iii) The public does not have access to information about the compensation of the executives through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986 after receiving this subaward. (To determine if the public has access to the compensation information, see the U.S. Security and Exchange Commission total compensation filings at http://www.sec.gov/answers/execomp.htm.)
(2) Reporting Requirements. The recipient must report executive total compensation described in paragraph (b)(1) of this appendix:
(i) As part of the recipient's registration profile at https://www.sam.gov.
(ii) No later than the month following the month in which this Federal award is made, and annually after that. (For example, if this Federal award was made on November 7, 2025, the executive total compensation must be reported by no later than December 31, 2025.)
(c) Reporting of total compensation of subrecipient executives—(1) Applicability. Unless a first-tier subrecipient is exempt as provided in paragraph (d) of this appendix, the recipient must report the executive total compensation of each of the subrecipient's five most highly compensated executives for the subrecipient's preceding completed fiscal year, if:
(i) The total Federal funding authorized to date under the subaward equals or exceeds $30,000;
(ii) In the subrecipient's preceding fiscal year, the subrecipient received:
(A) 80 percent or more of its annual gross revenues from Federal procurement contracts (and subcontracts) and Federal awards (and subawards) subject to the Transparency Act; and,
(B) $25,000,000 or more in annual gross revenues from Federal procurement contracts (and subcontracts), and Federal awards (and subawards) subject to the Transparency Act; and
(iii) The public does not have access to information about the compensation of the executives through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986 after receiving this subaward. (To determine if the public has access to the compensation information, see the U.S. Security and Exchange Commission total compensation filings at http://www.sec.gov/answers/execomp.htm.)
(2) Reporting Requirements. Subrecipients must report to the recipient their executive total compensation described in paragraph (c)(1) of this appendix. The recipient is required to submit this information to the Federal Funding Accountability and Transparency Act Subaward Reporting System (FSRS) at http://www.fsrs.gov no later than the end of the month following the month in which the subaward was made. (For example, if the subaward was made on November 7, 2025, the subaward must be reported by no later than December 31, 2025).
(d) Exemptions. (1) A recipient with gross income under $300,000 in the previous tax year is exempt from the requirements to report:
(i) Subawards, and
(ii) The total compensation of the five most highly compensated executives of any subrecipient.
(e) Definitions. For purposes of this award term:
Entity includes:
(1) Whether for profit or nonprofit:
(i) A corporation;
(ii) An association;
(iii) A partnership;
(iv) A limited liability company;
(v) A limited liability partnership;
(vi) A sole proprietorship;
(vii) Any other legal business entity;
(viii) Another grantee or contractor that is not excluded by subparagraph (2); and
(ix) Any State or locality;
(2) Does not include:

(i) An individual recipient of Federal financial assistance; or
(ii) A Federal employee.
Executive means an officer, managing partner, or any other employee holding a management position.
Subaward has the meaning given in 2 CFR200.1.
Subrecipient has the meaning given in 2CFR 200.1.
Total Compensation means the cash and noncash dollar value an executive earns during an entity's preceding fiscal year. This includes all items of compensation as prescribed in 17 CFR 229.402(c)(2).

Condition 15
Assurances and Certifications: The recipient acknowledges its agreement to comply with the Assurances and Certifications forms that were signed as part of its application.

Condition 16
Conflict of Interest: Recipients and subrecipients must disclose in writing to the COPS Office or pass-through entity, as applicable, any potential conflict of interest affecting the awarded federal funding in 2 C.F.R. § 200.112.

Condition 17
Debarment and Suspension: The recipient agrees not to award federal funds under this program to any party which is debarred or suspended from participation in federal assistance programs. 2 C.F.R. Part 180 (Government-wide Nonprocurement Debarment and Suspension) and 2 C.F.R. Part 2867 (DOJ Nonprocurement Debarment and Suspension).

Condition 18
Equal Employment Opportunity Plan (EEOP): Please see the Office for Civil Rights website https://www.ojp.gov/eeop-notice for current information on the recipient's responsibilities related to the federal regulations pertaining to the development and implementation of an Equal Employment Opportunity Plan.

Condition 19
Employment Eligibility: The recipient agrees to complete and keep on file, as appropriate, the Department of Homeland Security, U.S. Citizenship and Immigration Services (USCIS) Employment Eligibility Verification Form (I-9). This form is to be used by recipients of federal funds to verify that persons are eligible to work in the United States. Immigration Reform and Control Act of 1986 (IRCA), Public Law 99-603.

Condition 20
Enhancement of Contractor Protection from Reprisal for Disclosure of Certain Information: Recipients and subrecipients agree not to discharge, demote, or otherwise discriminate against an employee as reprisal for the employee disclosing information that he or she reasonably believes is evidence of gross mismanagement of a federal contract or award, a gross waste of federal funds, an abuse of authority relating to a federal contract or award, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a Federal contract (including the competition for or negotiation of a contract) or award. Recipients and subrecipients also agree to provide to their employees in writing (in the predominant native language of the workforce) of the rights and remedies provided in 41 U.S.C. § 4712. Please see appendices in the Award Owner's Manual for a full text of the statute.

Condition 21
False Statements: False statements or claims made in connection with COPS Office awards may result in fines, imprisonment, debarment from participating in federal awards or contracts, and/or any other remedy available by law. 31 U.S.C. § 3729-3733.

Condition 22
Mandatory Disclosure: Recipients and subrecipients must timely disclose in writing to the Federal awarding agency or pass-through entity, as applicable, all federal criminal law violations involving fraud, bribery, or gratuity that may potentially affect the awarded federal funding. Recipients that receive an award over $500,000 must also report certain civil, criminal, or administrative proceedings in SAM and are required to comply with the Term and Condition for Recipient Integrity and Performance Matters as set out in 2 C.F.R. Part 200, Appendix XII to Part 200. Failure to make required disclosures can result in any of the remedies, including suspension and debarment, described in 2 C.F.R. §

200.339. 2 C.F.R. § 200.113.

Condition 23
Reports/Performance Goals: To assist the COPS Office in monitoring and tracking the performance of your award, your agency will be responsible for submitting semi-annual programmatic performance reports that describe project activities during the reporting period and quarterly Federal Financial Reports using Standard Form 425 (SF-425). 2 C.F.R. §§ 200.328 - 200.329. The performance report is used to track your agency's progress in implementing the award, and, as applicable, community policing strategies including gauging the effectiveness of your agency's community policing capacity. The Federal Financial Report is used to track the expenditures of the recipient's award funds on a cumulative basis throughout the life of the award.

Condition 24
System for Award Management (SAM.gov) and Universal Identifier Requirements: The recipient agrees to comply with the following requirements of 2 C.F.R. Part 25, Appendix A to Part 25 – Award Term:
I. System for Award Management (SAM.gov) and Universal Identifier Requirements
(a) Requirement for System for Award Management. (1) Unless exempt from this requirement under 2 CFR 25.110, the recipient must maintain a current and active registration in SAM.gov. The recipient's registration must always be current and active until the recipient submits all final reports required under this Federal award or receives the final payment, whichever is later. The recipient must review and update its information in SAM.gov at least annually from the date of its initial registration or any subsequent updates to ensure it is current, accurate, and complete. If applicable, this includes identifying the recipient's immediate and highest-level owner and subsidiaries and providing information about the recipient's predecessors that have received a Federal award or contract within the last three years.
(b) Requirement for Unique Entity Identifier (UEI). (1) If the recipient is authorized to make subawards under this Federal award, the recipient:
(i) Must notify potential subrecipients that no entity may receive a subaward until the entity has provided its UEI to the recipient.
(ii) Must not make a subaward to an entity unless the entity has provided its UEI to the recipient. Subrecipients are not required to complete full registration in SAM.gov to obtain a UEI.
(c) Definitions. For the purposes of this award term:
System for Award Management (SAM.gov) means the Federal repository into which a recipient must provide the information required for the conduct of business as a recipient. Additional information about registration procedures may be found in SAM.gov (currently at https://www.sam.gov).
Unique entity identifier means the universal identifier assigned by SAM.gov to uniquely identify an entity.
Entity is defined at 2 CFR 25.400 and includes all of the following types as defined in 2 CFR 200.1:
(1) Non-Federal entity;
(2) Foreign organization;
(3) Foreign public entity;
(4) Domestic for-profit organization; and
(5) Federal agency.
Subaward has the meaning given in 2 CFR 200.1.
Subrecipient has the meaning given in 2 CFR 200.1.

Condition 25
Additional High-Risk Recipient Requirements: The recipient agrees to comply with any additional requirements that may be imposed during the award performance period if the awarding agency determines that the recipient is a high-risk recipient. 2 C.F.R. § 200.208.

Condition 26
Criminal Intelligence Systems: Recipients using award funds to operate an interjurisdictional criminal intelligence system must comply with the operating principles of 28 C.F.R. Part 23. At the time of application, the recipient assured the COPS Office that it will comply with the requirements of 28 C.F.R. Part 23.

Condition 27
Allowable Costs: The funding under this award is for the payment of approved costs for program-specific purposes. The allowable costs approved for your agency's award are limited to those listed in your agency's award package. In

accordance with 2 C.F.R. § 200.400(g), the recipient or subrecipient must not earn or keep any profit resulting from the award. Your agency may not use award funds for any costs not identified as allowable in the award package.

Condition 28
Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment: Recipient agrees that it, and its subrecipients, will not use award funds to extend, renew, or enter into any contract to procure or obtain any covered telecommunication and video surveillance services or equipment as described in 2 CFR §200.216. Covered services and equipment include telecommunications or video surveillance services or equipment produced or provided by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities); Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities); or an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of China. The use of award funds on covered telecommunications or video surveillance services or equipment are unallowable.
2. C.F.R. § § 200.216 & 471. See also Section 889 of the John S. McCain National Defense Authorization Act of Fiscal Year 2019, Public Law 115-232.

Condition 29
Sole Source Justification: Recipients who have been awarded funding for the procurement of an item (or group of items) or service in excess of the simplified acquisition threshold (currently, $350,000) and who plan to seek approval for use of a noncompetitive procurement process must provide a written sole source justification to the COPS Office for approval prior to obligating, expending, or drawing down award funds for that item or service. 2 C.F.R. § 200.325(b)(2).

Condition 30
Buy America Preference
Recipients of an award of Federal financial assistance for the construction, alteration, maintenance, or repair of infrastructure are hereby notified that none of the funds provided under this award may be used for an infrastructure project unless:
(1) All iron and steel used in the project are produced in the United States—this means all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States;

(2) All manufactured products used in the project are produced in the United States— this means the manufactured product was manufactured in the United States; and the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product, unless another standard that meets or exceeds this standard has been established under applicable law or regulation for determining the minimum amount of domestic content of the manufactured product; and
(3) All construction materials are manufactured in the United States—this means that all manufacturing processes for the construction material occurred in the United States. The construction material standards are listed below.

Incorporation into an infrastructure project. The Buy America Preference only applies to articles, materials, and supplies that are consumed in, incorporated into, or affixed to an infrastructure project. As such, it does not apply to tools, equipment, and supplies, such as temporary scaffolding, brought to the construction site and removed at or before the completion of the infrastructure project. Nor does a Buy America Preference apply to equipment and furnishings, such as movable chairs, desks, and portable computer equipment, that are used at or within the finished infrastructure project but are not an integral part of the structure or permanently affixed to the infrastructure project.

Categorization of articles, materials, and supplies. An article, material, or supply should only be classified into one of the following categories: (i) Iron or steel products; (ii) Manufactured products; (iii) Construction materials; or (iv) Section 70917(c) materials. An article, material, or supply should not be considered to fall into multiple categories. In some cases, an article, material, or supply may not fall under any of the categories listed in this paragraph. The classification of an article, material, or supply as falling into one of the categories listed in this paragraph must be made based on its status at the time it is brought to the work site for incorporation into an infrastructure project. In general, the work site is the location of the infrastructure project at which the iron, steel, manufactured products, and construction materials will be incorporated.

Application of the Buy America Preference by category. An article, material, or supply incorporated into an infrastructure project must meet the Buy America Preference for only the single category in which it is classified.

Determining the cost of components for manufactured products. In determining whether the cost of components for manufactured products is greater than 55 percent of the total cost of all components, use the following instructions:

(a) For components purchased by the manufacturer, the acquisition cost, including transportation costs to the place of incorporation into the manufactured product (whether or not such costs are paid to a domestic firm), and any applicable duty (whether or not a duty-free entry certificate is issued); or

(b)For components manufactured by the manufacturer, all costs associated with the manufacture of the component, including transportation costs as described in paragraph (a), plus allocable overhead costs, but excluding profit. Cost of components does not include any costs associated with the manufacture of the manufactured product.

Construction material standards. The Buy America Preference applies to the following construction materials incorporated into infrastructure projects. Each construction material is followed by a standard for the material to be considered “produced in the United States.” Except as specifically provided, only a single standard should be applied to a single construction material.

(1) Non-ferrous metals. All manufacturing processes, from initial smelting or melting through final shaping, coating, and assembly, occurred in the United States.

(2) Plastic and polymer-based products. All manufacturing processes, from initial combination of constituent plastic or polymer-based inputs, or, where applicable, constituent composite materials, until the item is in its final form, occurred in the United States.

(3) Glass. All manufacturing processes, from initial batching and melting of raw materials through annealing, cooling, and cutting, occurred in the United States.

(4) Fiber optic cable (including drop cable). All manufacturing processes, from the initial ribboning (if applicable), through buffering, fiber stranding and jacketing, occurred in the United States. All manufacturing processes also include the standards for glass and optical fiber, but not for non-ferrous metals, plastic and polymer-based products, or any others.

(5) Optical fiber. All manufacturing processes, from the initial preform fabrication stage through the completion of the draw, occurred in the United States.

(6) Lumber. All manufacturing processes, from initial debarking through treatment and planing, occurred in the United States.

(7) Drywall. All manufacturing processes, from initial blending of mined or synthetic gypsum plaster and additives through cutting and drying of sandwiched panels, occurred in the United States.

(8) Engineered wood. All manufacturing processes from the initial combination of constituent materials until the wood product is in its final form, occurred in the United States.

Waivers.
When necessary, recipients may apply for, and the Office of Community Oriented Policing Services (COPS Office) may grant, a waiver from these requirements.

The COPS Office may waive the application of the Buy America Preference when it has determined that one of the following exceptions applies:

(1) applying the Buy America Preference would be inconsistent with the public interest;
(2) the types of iron, steel, manufactured products, or construction materials are not produced in the United States in sufficient and reasonably available quantities or of a satisfactory quality; or
(3) the inclusion of iron, steel, manufactured products, or construction materials produced in the United States will increase the cost of the overall project by more than 25 percent.

A request to waive the application of the Buy America Preference must be in writing. If requested, the COPS Office will provide instructions on the format, contents, and supporting materials required for any waiver request. Waiver requests are subject to public comment periods of no less than 15 days and must be reviewed by the Made in America Office.

Recipients do not need to obtain a waiver of the Buy America Preference requirements from the COPS Office if they will use only iron, steel, manufactured products, and construction materials that meet the criteria as specified above for the project.

If a recipient determines a waiver is necessary, an application for a waiver should be submitted as soon as possible and provide detailed information to expedite the COPS Office's review. Recipients agree not to obligate, expend or draw down funds for infrastructure projects or activities unless they comply with the Buy America Preference requirements or request and obtain a waiver of the requirements from the COPS Office.

If you have any questions about this requirement or requesting a waiver of the requirement, please contact your COPS Office Program Manager at 800-421-6770.

Condition 31
Domestic preferences for procurements: Recipient agrees that it, and its subrecipients, to the greatest extent practicable, will provide a preference for the purchase, acquisition, or use of goods, products, and materials produced in, and services offered in, the United States. 2. C.F.R. § 200.322 and Executive Order 14005, Ensuring the Future is Made in All of America by All of America's Workers, January 25, 2021.

Condition 32
Requirement to report actual or imminent breach of personally identifiable information (PII).

The recipient (and any subrecipient at any tier) must have written procedures in place to respond in the event of an actual or imminent breach (as defined in OMB M-17-12) if it (or a subrecipient)-- 1) creates, collects, uses, processes, stores, maintains, disseminates, discloses, or disposes of personally identifiable information (PII) (as defined in 2 C.F.R. 200.1) within the scope of a COPS Office grant-funded program or activity, or 2) uses or operates a Federal information system (as defined in OMB Circular A-130). The recipient's breach procedures must include a requirement to report actual or imminent breach of PII to the recipient's COPS Office Program Manager no later than 24 hours after an occurrence of an actual breach, or the detection of an imminent breach.

Condition 33
Community Policing: Community policing activities to be initiated or enhanced by your agency were identified and described in your award application. All equipment, technology, training, and civilian positions awarded under your agency's COPS Office award must be linked to the implementation or enhancement of community policing. 34 U.S.C. § 10382 (c)(10).

Condition 34
Travel Costs: Travel costs for transportation, lodging and subsistence, and related items are allowable with prior approval from the COPS Office. Payment for allowable travel costs will be in accordance with 2 C.F.R. § 200.475.

Condition 35
The Paperwork Reduction Act Clearance and Privacy Act Review: Recipient agrees, if required, to submit all surveys, interview protocols, and other information collections to the COPS Office for submission to the Office of Management and Budget (OMB) for clearance under the Paperwork Reduction Act (PRA). Before submission to OMB, all information collections that request personally identifiable information must be reviewed by the COPS Office to ensure compliance with the Privacy Act. The Privacy Act compliance review and the PRA clearance process may take several months to complete. 44 U.S.C. §§ 3501-3520 and 5 U.S.C. § 552a.

Condition 36
Evaluations: The COPS Office may conduct monitoring or sponsor national evaluations of its award programs. The recipient agrees to cooperate with the monitors and evaluators. 34 U.S.C. § 10385(b).

Condition 37
Extensions: Recipients may request an extension of the award period to receive additional time to implement their award program. Such extensions do not provide additional funding. Only those recipients that can provide a

reasonable justification for delays will be granted no-cost extensions. Extension requests must be received prior to the end date of the award. 2 C.F.R. §§ 200.308(f)(10) and 200.309.

Condition 38
Supplementing, not Supplanting: State, local, and tribal government recipients must use award funds to supplement, and not supplant, state, local, or Bureau of Indian Affairs (BIA) funds that are already committed or otherwise would have been committed for award purposes (hiring, training, purchases, and/or activities) during the award period. In other words, state, local, and tribal government recipients may not use COPS Office funds to supplant (replace) state, local, or BIA funds that would have been dedicated to the COPS Office-funded item(s) in the absence of the COPS Office award. 34 U.S.C. § 10384(a).

Condition 39
Modifications: Award modifications are evaluated on a case-by-case basis in accordance with 2 C.F.R. § 200.308(i). For federal awards in excess of the simplified acquisition threshold (currently, $350,000), any modification request involving the reallocation of funding between budget categories that exceed or are expected to exceed 10 percent (10%) of the total approved budget requires prior written approval by the COPS Office. Regardless of the federal award amount or budget modification percentage, any reallocation of funding is limited to approved budget categories. In addition, any budget modification that changes the scope of the project requires prior written approval by the COPS Office.

Condition 40
State Information Technology Point of Contact: The recipient agrees to ensure that the appropriate State Information Technology Point of Contact receives written notification regarding any technology or information-sharing project funded by this award during the obligation and expenditure period. This is to facilitate communication among local and state governmental entities regarding various information technology projects being conducted with these award funds. In addition, the recipient agrees to maintain an administrative file documenting the meeting of this requirement. For a list of State Information Technology Points of Contact, go to https://it.ojp.gov/technology-contacts.

Condition 41
Computer Network Requirement: The recipient understands and agrees that no award funds may be used to maintain or establish a computer network unless such network blocks the viewing, downloading, and exchanging of pornography. Nothing in this requirement limits the use of funds necessary for any federal, state, tribal, or local law enforcement agency or any other entity carrying out criminal investigations, prosecution, or adjudication activities. Commerce, Justice, Science; Energy and Water Development; and Interior and Environment Appropriations Act, 2026, Public Law 119-74, Division A, Title V, Section 527.

Condition 42
Contracts and/or MOUs with Other Jurisdictions: Items funded under this award must only be used for law enforcement activities or services that benefit your agency and the population that it serves and cannot be utilized by other agencies unless the items benefit the population that your agency serves.

Condition 43
Unmanned Aircraft Systems: Recipients using award funding for Unmanned Aircraft Systems (UAS) understand and agree to the following:
1. Any UAS purchased must be one manufactured by an entity included, as of the date of purchase on the U.S. Department of War, Defense Contract Management Agency (DCMA) Blue UAS Cleared List (available at https://bluelist.appsplatformportals.us/);
2. Any UAS purchased must not be manufactured by an entity that will be included, as of the date of purchase, on the International Trade Administration of the Department of Commerce's Consolidated Screening List (available at https://www.trade.gov/consolidated-screening-list);
3. No modifications or additional accessories that are not on the DCMA Blue UAS Cleared List will be introduced to the purchased UAS. Further, the applicant understands that the entity operating the UAS must have sufficient policies and procedures regarding privacy, civil liberties, and information technology cybersecurity related to the operation of the UAS; and
4. Counter-UAS or activities are unallowable under this program.
For the purpose of this award condition, the terms "unmanned aircraft system," "drone," and "unmanned aerial vehicle"

all have the meaning given to the term “unmanned aircraft system” in 49 U.S.C. § 44801(12). The term “counter-UAS” has the meaning given to the term “counter-UAS system “in 49 U.S.C. § 44801(5).

Condition 44
Compliance with National Environmental Policy Act and related statutes: Upon request, the recipient must assist the COPS Office in complying with the National Environmental Policy Act (NEPA), the National Historic Preservation Act, and other related federal environmental impact analyses requirements in the use of these award funds. Accordingly, the recipient agrees to determine if new construction or renovation or remodeling of a property will be funded by the grant, and if so, agrees to comply with all NEPA requirements prior to obligating, expending, or drawing down award funds for any award purposes. The recipient understands and agrees that complying with NEPA may require the preparation of an environmental study, including an Environmental Assessment (EA) and/or an Environmental Impact Statement (EIS), as directed by the COPS Office. The NEPA compliance process may take several months to complete. 42 U.S.C. §§ 4321 et seq.

[ ] *I have read and understand the information presented in this section of the Federal Award Instrument.*

Award Acceptance

Declaration and Certification to the U.S. Department of Justice as to Acceptance

By checking the declaration and certification box below, I--

A. Declare to the U.S. Department of Justice (DOJ), under penalty of perjury, that I have authority to make this declaration and certification on behalf of the applicant.

B. Certify to DOJ, under penalty of perjury, on behalf of myself and the applicant, to the best of my knowledge and belief, that the following are true as of the date of this award acceptance: (1) I have conducted or there was conducted (including by applicant’s legal counsel as appropriate and made available to me) a diligent review of all terms and conditions of, and all supporting materials submitted in connection with, this award, including any assurances and certifications (including anything submitted in connection therewith by a person on behalf of the applicant before, after, or at the time of the application submission and any materials that accompany this acceptance and certification); and (2) I have the legal authority to accept this award on behalf of the applicant.

C. Accept this award on behalf of the applicant.

D. Declare the following to DOJ, under penalty of perjury, on behalf of myself and the applicant: (1) I understand that, in taking (or not taking) any action pursuant to this declaration and certification, DOJ will rely upon this declaration and certification as a material representation; and (2) I understand that any materially false, fictitious, or fraudulent information or statement in this declaration and certification (or concealment or omission of a material fact as to either) may be the subject of criminal prosecution (including under 18 U.S.C. §§ 1001 and/or 1621, and/or 34 U.S.C. §§ 10271-10273), and also may subject me and the applicant to civil penalties and administrative remedies under the federal False Claims Act (including under 31 U.S.C. §§ 3729-3730 and/or §§ 3801-3812) or otherwise.

Agency Approval

Title of Approving Official	Name of Approving Official	Signed Date And Time
COPS Office Deputy Director	Cory D. Randolph	9/23/26 6:59 PM

Authorized Representative

☐ Declaration and Certification (Law Enforcement Executive/Program Official)

Entity Acceptance

Title of Authorized Entity Official
no value

Name of Authorized Entity Official
no value

Signed Date And Time
no value

☐ Declaration and Certification (Government Executive/Financial Official)

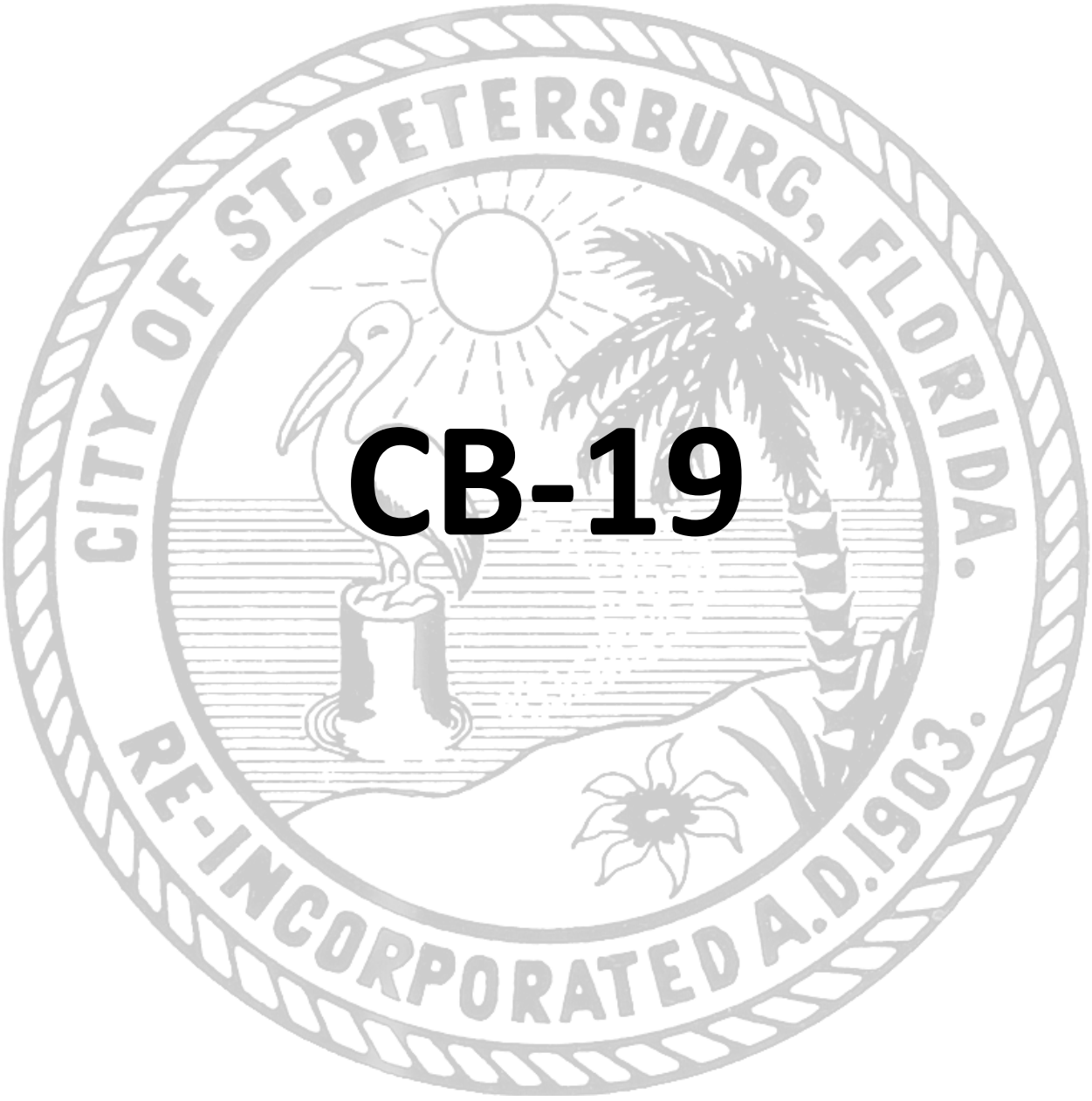
Entity Acceptance

Title of Authorized Entity Official
Assistant City Administrator

Name of Authorized Entity Official
no value

Signed Date And Time
no value

The following page(s) contain the backup material for Agenda Item: Legislative Affairs and Intergovernmental Relations Committee Meeting Minutes (August 20, 2026)
Please scroll down to view the backup material.



CB-19

City of St. Petersburg
Legislative Affairs and Intergovernmental Relations Committee
August 20, 2026 Meeting Minutes
City Hall, Room 100

Present: Committee Chair Brandi Gabbard, Committee Vice-Chair Lisset Hanewicz, Council Member Deborah Figgs-Sanders, and Council Member Mike Harting (Alternate)

Absent: Council Member Gina Driscoll

Also Present: Assistant City Attorney Jane Wallace, Chief of Staff Doyle Walsh, Government Affairs Director David Thompson, Deputy City Clerk Jordan Wilson, The Southern Group Partner Jon Stewart, Capitol Counsel LLC Partner Rob Diamond, Congressional District 14 District Director Marcia Mejia, and Congressional District 14 Legislative Assistant Capreece Kelsaw

Support Staff: Kimberly Amos – City Council Senior Legislative Aide

1) Call to Order – 10:30 AM
2) Approval of Agenda – Chair Hanewicz motioned for approval. All voted in favor.
3) Approval of May 28, 2026 Minutes – CM Figgs-Sanders motioned for approval. All voted in favor.
4) New Business – August 20, 2026

Federal Delegation Update – *Marcia Mejia, District Director and Capreece Kelsaw, Legislative Assistant representing the office of Congresswoman Kathy Castor*

District Director Marcia Mejia reviewed the committee process and relayed the Congresswoman's priorities, including continued storm recovery efforts in partnership with the Federal Emergency Management Agency (FEMA). Legislative Assistant Capreece Kelsaw celebrated the passage of the 21st Century ROAD to Housing Act.[1] Ms. Kelsaw highlighted improvements to the Community Development Block Grant Disaster Recovery (CDBG-DR) initiative, support of veteran home buyers, and grant incentives for home repairs as key aspects of the ROAD to Housing Act.

Current Status in Washington D.C. – *Robert Diamond, Capitol Counsel LLC*

Capitol Counsel LLC Partner Rob Diamond discussed Continuing Resolutions (CR) filed by each chamber to fund the government through December 13, 2026. Mr. Diamond reviewed a key difference between the two CRs, noting that the Senate's resolution includes language that would prevent an Executive Order regarding how agencies approve discretionary grant funding from taking effect. Mr. Diamond explained how the budget CR will impact the approval process for Community Project Funding (CPF) requests. Mr. Diamond highlighted that the CR incorporates the Surface Transportation Reauthorization Bill.[2] Mr. Diamond mentioned that the Water Resources Development Act (WRDA) continues to have positive movement, but the Farm Bill will require additional negotiation to resolve outstanding issues. Mr. Diamond relayed that discretionary grant applications are in their review period with award result notifications anticipated in the fall.

[1] The 21st Century ROAD (Renewing Opportunity in the American Dream) to Housing Act is a major U.S. federal law that aims to boost housing supply, reduce regulatory barriers, and improve housing affordability. The Act became law on July 11, 2026.
[2] The BUILD (Building Unrivaled Infrastructure and Long-Term Development) America 250 Act is a five-year reauthorization bill regarding funding, policies, and priorities for roads, bridges, public transit, and rail systems.

Committee Chair Gabbard requested monitoring of how the "Homes are for people, not corporations" aspects of the ROAD to Housing Act will be implemented and if any bills or preemptions are filed for consideration at the state level. Committee Chair Gabbard also requested monitoring of the five-year Whole Home Repairs Pilot Program for supplemental funding opportunities to support St. Petersburg's Rebates for Rehab Program. CM Harting asked for additional information on the implemented tariffs and intended outcomes. Mr. Diamond reviewed various proposed tariffs and the attempts to enact them, explaining that the intended outcome is to encourage American manufacturing onshore. CM Harting requested continued monitoring of tariffs to determine any relevant financial impacts to capital improvement projects. Mr. Diamond informed the committee that the Yes In God's Backyard (YIGBY) Act has been introduced in Congress and referred to the House Financial Services Committee and the Senate Finance Committee. Council Chair Hanewicz thanked the 14th Congressional District team and Congresswoman Castor for their partnership and service to the city. Council Chair Hanewicz asked for an update on the Federal Emergency Management Agency (FEMA). Mr. Diamond reported that a new administrator was assigned in August; however, the agency has faced severe staffing reductions. Council Chair Hanewicz asked if staff feedback is sought concerning the ROAD to Housing Act, and Government Affairs Director David Thompson confirmed staff contributions. CM Figgs-Sanders requested an update on the Keep Kids Covered Act; Ms. Kelsaw agreed to follow up with additional information. CM Figgs-Sanders asked about the process for reallocating project grant funding if property tax budgetary impacts occur. Ms. Mejia and Mr. Thompson relayed that each federal department has a different process and agreed to continue working collaboratively should any issues arise. Mr. Thompson thanked Capreece Kelsaw for her assistance acquiring the Booker Creek Trail extension.

Current Status in Tallahassee – *Jon Stewart, The Southern Group*

The Southern Group Partner, Jon Stewart, reviewed the current status of election season and discussed opportunities to partner on appropriation requests in the next legislative session, slated to begin in March of 2027. Committee Chair Gabbard informed the committee that Forward Pinellas selected the Southern Group as its lobbying firm, providing additional opportunities for regional advocacy. Council Chair Hanewicz asked for the current polling status surrounding the proposed amendment to property taxes.[3] Mr. Stewart responded that current polling is a range of 52-54% supportive of the amendment. Mr. Thompson and Committee Chair Gabbard referenced the need for continued conversation on the topic due to the scheduled convening of the Florida Taxation and Budget Reform Commission.[4] Council Chair Hanewicz asked how the commission members are appointed. Committee Chair Gabbard responded that the nominations are divided amongst the Governor, the Speaker of the House, and the Senate President. Mr. Thompson reviewed the priority bill list, noting that the Governor vetoed House Bill 145, which proposed changes to Florida's sovereign immunity law, and Senate Bill 382, which would establish statewide safety regulations and speed limits for electric bicycles. Mr. Thompson discussed state leadership changes after the Executive Director of the Florida Division of Emergency Management's resignation. Committee Chair Gabbard emphasized the need to continue monitoring the impacts this change could have on the Elevate Florida Program's

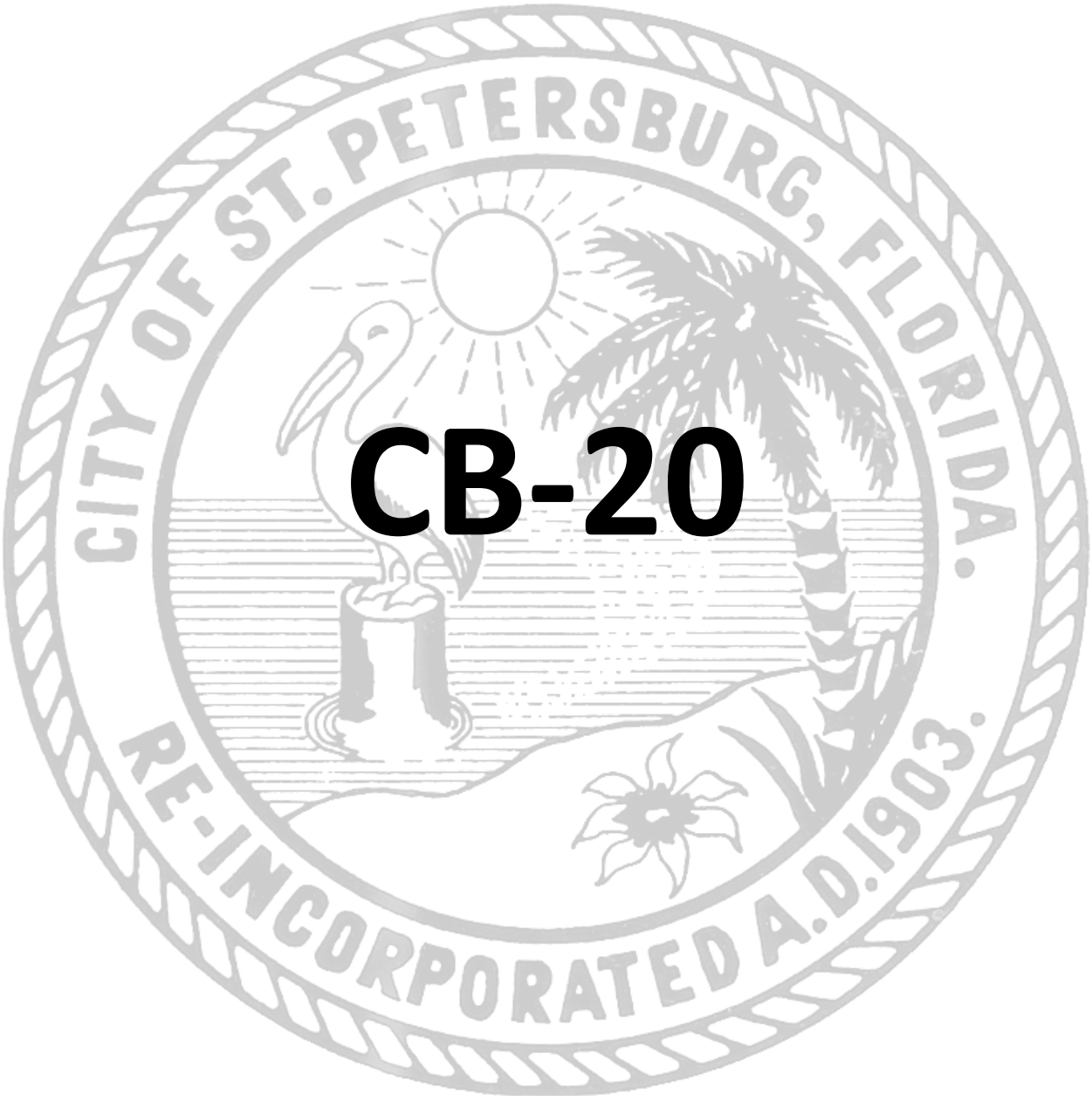
[3] During the Special Session F convening of the Florida Legislature, a constitutional amendment was approved to be placed on the November 2026 general election ballot regarding property taxes, which requires approval from at least 60% of voters to amend the Florida Constitution.

[4] The Florida Taxation and Budget Reform Commission (TBRC) is a constitutionally mandated 25-member body that convenes every 20 years to comprehensively evaluate the state's tax structure, budget processes, and revenue-raising capabilities

implementation. Council Chair Hanewicz asked for an update on the abandoned utility pole removal process. Mr. Thompson relayed that the issue is being discussed with neighborhood leaders and legislative advocacy will occur with the delegation after November's elections. CM Harting discussed the telecommunications companies' status as necessary emergency infrastructure as a potential barrier and questioned the continued need for that designation given the emergence of satellite and fiber optic technologies. Council Chair Hanewicz relayed additional resident concerns regarding fiber optic installations in the public right-of-way that are impacting both landscaping and the tree canopy.

Committee Chair Gabbard adjourned the meeting at 11:16 AM.

The following page(s) contain the backup material for Agenda Item: Health, Energy, Resilience, and Sustainability Committee Meeting Minutes (September 17, 2026)
Please scroll down to view the backup material.



CB-20

City of St. Petersburg
Health, Energy, Resilience, and Sustainability Committee
September 17, 2026 Meeting Minutes
City Hall, Room 100

Present: Committee Chair Brandi Gabbard, Committee Vice-Chair Richie Floyd, Council Member Gina Driscoll, and Council Member Corey Givens Jr

Absent: None

Also Present: City Administrator Robert Gerdes, City Attorney Jacqueline M. Kovilaritch, Assistant City Attorney Brett Pettigrew, Sustainability and Resilience Director Maeven Rogers, Engineering and Capital Improvements Director Brejesh Prayman and Deputy City Clerk Paul Traci

Staff Liaison: Millicent Battle – City Council Legislative Aide

1) Call to Order – 9:30 AM
2) Approval of Agenda – VC Floyd motioned for approval. All voted in favor.
3) Approval of August 27, 2026 Minutes – CM Givens Jr motioned for approval. All voted in favor.
4) New Business – September 17, 2026

A Discussion on the Creation of a City Policy Outlining Natural and Ecological Based Stormwater and Surge Considerations for Competitive Solicitations – *Maeven Rogers, Sustainability and Resilience Director and Brejesh Prayman, Engineering and Capital Improvements Director*

Sustainability and Resilience Director Maeven Rogers introduced the discussion on green infrastructure. She explained that Administration had previously been asked to develop a green infrastructure policy however, a meaningful citywide policy could not be completed within approximately one month without additional coordination, technical analysis, and input from the departments responsible for designing, constructing, operating, and maintaining infrastructure. Ms. Rogers emphasized that St. Petersburg could not simply adopt another community's approach because of differences in topography, development patterns, water systems, environmental conditions, infrastructure, and planning history. Rather than presenting a finished policy, Administration intended the presentation to begin a broader discussion and receive Committee direction.

Engineering and Capital Improvements Director Brejesh Prayman stated that the topic was particularly important given permitting requirements and the level of infrastructure investment anticipated. He noted that terminology and definitions can differ among departments and that a common understanding would be necessary before developing policy. Mr. Prayman then asked the Committee to provide directions regarding desired objectives and the appropriate balance between green, blue, and gray infrastructure.

Ms. Rogers explained that green infrastructure incorporates vegetation, soil, and engineered natural features; blue infrastructure focuses on water systems; nature-based solutions represent a broader category; and low-impact design seeks to preserve or restore natural drainage patterns. She discussed potential applications including bioswales, living shorelines, green roofs, urban trees, and tree-box filters. Ms. Rogers also noted potential benefits related to water quality, erosion, infiltration, filtration, sediment reduction, heat mitigation, and stormwater management.

Mr. Prayman provided the example of the Seventh Street and 50th Avenue North stormwater project, where green catchment areas are designed to remove nutrients before stormwater enters Tampa Bay. He explained that the appropriate solution depends upon groundwater conditions, flow, and the specific characteristics of each site.

Ms. Rogers further explained that urban projects frequently lack adequate soil capacity to support vegetation and that engineered systems such as tree-box filters and civil cells can create the necessary soil volume. She also discussed the potential benefits of trees for shade, air quality, walkability, and heat mitigation. Ms. Rogers noted that the City's gray stormwater standard is based on a 7.5-inch, 24-hour rainfall event, while green infrastructure generally addresses smaller rainfall events. She emphasized that green infrastructure should not be viewed as a stand-alone solution but as part of a hybrid green, blue, and gray infrastructure approach. Ms. Rogers also discussed nature-based approaches to storm surge, noting that their effectiveness depends upon available land and shoreline conditions. She explained that much of St. Petersburg's shoreline is privately owned, creating limitations for large-scale nature-based storm surge projects. Ms. Rogers recommended a coordinated, site-specific approach involving multiple City departments and community input.

Vice-Chair Floyd stated that his original intent was more straightforward, his intent was a City policy acknowledging that when the City plans stormwater, storm surge, rainfall, heat and other infrastructure projects, green infrastructure should be considered as part of the planning process. Vice-Chair Floyd expressed concern that the broader discussion should not cause the Committee to lose sight of that initial objective.

Mr. Prayman responded that the City's existing Engineering/Public Works manual already incorporates concepts such as Leadership in Energy and Environmental Design (LEED), Envision, low-impact design, stormwater design criteria, and water quality considerations. He noted that recent projects had received LEED Gold certification and that the Northwest Water Reclamation Facility had received Envision certification. Mr. Prayman offered to provide the Committee with the applicable portions of the manual.

VC Floyd clarified that he understood Administration was already doing much of this work. He then explained that his objective was to make the practice explicit and consistent.

Chair Gabbard noted that she also received information from Administration indicating that many of these practices occur. She then specified the goal should be to solidify existing practices and create greater alignment between Administration and the City Council.

CM Driscoll stated she wanted the City to commit to always asking whether green infrastructure could be incorporated into a project, like a Health in All Policies (HiAP) approach. She emphasized that the question should be asked before a project is finalized and that the process should include a decision matrix or flowchart documenting whether green infrastructure was considered and, if not, why it was not feasible. CM Driscoll provided an example of a roadway project where she questioned whether bioswales could be incorporated and believed the possibility had not initially been considered.

Ms. Rogers responded that the way a project problem is initially defined can influence whether nature-based solutions are considered. CM Driscoll agreed, stating that the project definition process itself may need to change. Mr. Prayman compared the concept of accessibility and right-of-way standards, explaining that when a project affects a sidewalk or ramp, applicable standards are incorporated into the work. He then suggested a similarly holistic approach to green, blue, and gray infrastructure.

CM Driscoll added that relatively small improvements, such as bulb-outs and intersection projects, could incorporate green elements and collectively produce meaningful results.

CM Givens stated the City should be able to demonstrate what it invested in and what results were achieved. He also emphasized maintenance and workforce considerations, particularly in anticipation of additional infrastructure investment through a potential General Obligation (GO) Bond. CM Givens advocated a bottom-up approach and suggested that workforce development opportunities could be connected to infrastructure and maintenance needs.

Mr. Prayman cautioned that maintenance costs and operational capacity must be considered when selecting green infrastructure. He explained that landscaped areas can create additional maintenance

requirements and that good intentions can create problems if the City lacks the capacity to maintain the improvements.

Ms. Rogers agreed, noting that maintenance limitations have prevented some trees from being planted despite available opportunities.

CM Givens said these limitations could also present workforce-development opportunities. He referenced potential partnerships with the Future Ready Academy and City departments and discussed the need for proactive shade and tree planning, particularly in areas experiencing shade deserts. CM Givens emphasized that multiple City plans and investments should work together and that resilience planning should address both coastal, high-hazard areas and inland neighborhoods requiring infrastructure and neighborhood improvements.

Chair Gabbard proposed that every public infrastructure investment includes a feasibility assessment for blue-green infrastructure before traditional gray infrastructure is approved. If blue-green infrastructure were determined to be infeasible, inappropriate, or too burdensome to maintain, she said the rationale should be documented and presented to the Council along with the funding and implementation considerations. Chair Gabbard requested that Administration return in October with a draft framework or policy approach.

Mr. Prayman suggested that the eventual title should not be limited to green infrastructure, noting that resilient infrastructure design or sustainable infrastructure design guidelines might better reflect the broader objective.

A Discussion on the Creation of a Citizen-led Resiliency Advisory Board – *Maeven Rogers, Sustainability and Resilience Director and Brejesh Prayman, Engineering and Capital Improvements Director*

Ms. Rogers presented two initiatives under development: a GO Bond Advisory Committee and a Flood Risk Adaptation Committee. Ms. Rogers explained that the proposed GO Bond Advisory Committee would provide independent citizen advice and oversight if a bond referendum proceeds, including review of expenditures for consistency with the referendum and applicable requirements, public transparency, and at least one public forum annually. The committee would remain in place until bond proceeds were expended, projects substantially completed, and the final independent audit accepted by Council.

Ms. Rogers also described the proposed Flood Risk Adaptation Committee, which is associated with approximately $390,000 in Florida Department of Environmental Protection funding. The City is conducting a vulnerability assessment addressing exposure, sensitivity, and risk associated with sea-level rise, storm surge, and rainfall. The next phase will address models, goals, adaptation strategies, and implementation. Ms. Rogers stated that the grant requires an established advisory body and that the committee would likely begin its work in early 2027 and remain through completion of the plan.

VC Floyd stated that while both proposals were useful, they were not the broader resilience committee he had envisioned. He wanted an ongoing citizen body addressing stormwater, storm surge, heat protection, resilience planning, community ideas, and public feedback, with GO Bond oversight incorporated as appropriate. VC Floyd emphasized that resilience work would remain necessary even if a GO Bond did not proceed.

Mr. Prayman inquired whether VC Floyd envisioned one overarching committee with individual topics functioning as subcommittees or objectives. Chair Gabbard and VC Floyd indicated that this was generally the concept. Mr. Prayman confirmed he would work with Ms. Rogers and Legal to determine whether the grant requirements could accommodate such a structure without jeopardizing the funding.

Chair Gabbard asked Assistant City Attorney Brett Pettigrew to explain the legal distinctions among committees, task forces, and similar bodies. Mr. Pettigrew explained that there is no single

structure applicable to every City advisory body. Some are created by statute, while others are established through ordinance or resolution. He noted that the title is less important than the body's powers, duties, and duration. A task force generally suggests a temporary body, while the broader proposal discussed by VC Floyd appeared more consistent with an ongoing advisory committee.

CM Driscoll agreed, stating that she viewed the proposed GO Bond and Flood Risk bodies as task forces because they have defined purposes and endpoints. She explained VC Floyd's concept was different because it would be an ongoing advisory structure. CM Driscoll supported both efforts but cautioned against treating them as the same type of body.

Mr. Prayman referenced models in which a broader advisory body oversees several related committees or work groups.

CM Driscoll supported further examination of existing citizen-led committees and suggested that membership criteria should be tailored to the subject matter. She noted that bond oversight should include members with relevant knowledge of bonds, infrastructure, and bond-funded projects, while flood resilience could benefit from specialized expertise, including representatives associated with the Florida Flood Hub. CM Driscoll emphasized that members should be positioned to make meaningful contributions.

VC Floyd agreed that expertise was valuable but advised that overly restrictive requirements could make recruitment difficult, noting existing challenges in filling advisory positions.

Chair Gabbard questioned whether the flood grant required immediate action. Ms. Rogers said the City would ideally make decisions by January 2027 so the committee could begin work at that time. Ms. Rogers also agreed to confirm with the State whether the grant required a committee specifically or whether a task force could satisfy the requirement.

Chair Gabbard discussed the City's previous experience with task forces, noting that a temporary structure could be useful for grant-specific work but that volunteer fatigue and repeated requests for the same subject-matter experts were concerns. Chair Gabbard expressed support for a broader resiliency advisory board that could establish subcommittees or focused groups as needed. She further emphasized that resilience work would continue regardless of the outcome of a GO Bond and that community engagement, communication, and feedback should remain central.

Mr. Prayman cautioned against creating a separate committee for every grant or initiative. He suggested developing one broader structure that could accommodate future resilience grants and projects, subject to legal and grant requirements.

Chair Gabbard agreed that committee terms, staggered appointments, staff support, and the overall organizational structure would need to be addressed. She concluded that the proposal was not sufficiently developed to move forward at the September meeting.

Chair Gabbard then asked whether the Committee should begin the third agenda item **A Discussion on the Creation of a Comprehensive Citywide Resiliency Plan** or continue the discussion at the October 15, 2026, HERS Committee meeting.

VC Floyd stated that the remaining item, the comprehensive citywide resilience plan, would require significant discussion and should receive adequate time. He recommended that the Committee return in October with the resilience plan as the first item, followed by the green infrastructure and resilience committee discussions.

Chair Gabbard confirmed that Administration and Legal were comfortable continuing the discussion without additional parliamentary action. **The Committee agreed to continue the remaining agenda items at the October 15, 2026, HERS Committee meeting.**

Committee Chair Gabbard adjourned the meeting at 10:42 AM.