



December 14, 2018

Ms. Chelsea Favero, AICP
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Subject: City of St. Petersburg's Application for Forward Pinellas Complete Streets Program

Dear Ms. Favero,

The City of St Petersburg is pleased to submit the attached 22nd Street South Complete Streets Construction Project application for consideration with the Forward Pinellas Complete Streets Program. The project is derived from the draft Warehouse Arts District Deuces Live Joint Action Plan which calls for roadway and streetscape improvements along 22nd Street from 5th Avenue South to 11th Avenue South.

Once completed, the new streetscape will connect three new parks being created along the corridor: Deuces Park at 9th Avenue South, District Park at 5th Avenue South, and Deuces Live Pop-up Park to the south of 9th Avenue South. The roadway and streetscape improvements, coupled with the park developments, provide considerable benefits to the public realm that are likely to be transformative for these two critical districts and south St. Petersburg. As noted within the application, the City is prepared to initiate design for the project in 2019 using previously allocated City funds.

Thank you for the opportunity to apply for funding that will allow the City of St. Petersburg to meet the transportation safety and economic development needs of our city's residents and visitors. We look forward to the support of Forward Pinellas and are excited at the opportunity to work collaboratively to build this important infrastructure along 22nd Street South.

Sincerely,

Evan Mory, Director
Transportation & Parking Management



City of St. Petersburg
Transportation & Parking Management Department
P.O. Box 2842
St. Petersburg, FL 33731-2842
O: 727-892-5328

22nd Street South Complete Streets

Forward Pinellas Complete Streets Program
Construction Project Application
December 14, 2018

1. Provide the name and contact information for the agency point of contact for this application.

Name: Cheryl N. Stacks, P.E., AICP, Transportation Manager
Postal Address: One 4th Street North, 8th Floor, St. Petersburg, FL 33701
Email Address: Cheryl.Stacks@stpete.org
Phone: 727-892-5328

2. Describe the project location. Include specific information on the project limits, jurisdiction of roadway and abutting properties, land use characteristics of abutting properties and any unique characteristics of the roadway (serves local/regional travel, serves a major activity center, etc.).

The Warehouse Arts District and Deuces Live Main Street areas of St. Petersburg have been a focus area for the City due to its great potential as a future employment, residential, and commercial destination in south St. Petersburg. 22nd Street forms the thread that connects these two districts to each other, serving the front doors of special buildings such as the Morean Center for Clay, the Manhattan Casino, and the Royal Theater. The importance of this corridor is reflected in the Warehouse Arts District Deuces Live Joint Action Plan (WADA/Deuces Plan), which calls for improvements along 22nd Street South as one of the plan's primary recommendations, thereby encouraging the development of supporting uses and businesses in the surrounding properties.

The corridor is also a critical link to get across Interstate 275, which breaks down St. Petersburg's characteristic street grid and decreases mobility in the area. It is important that 22nd Street South contribute not only to vehicular access, but to the ongoing redevelopment of the physical, social and economic fabric of the area. The street north of Interstate 275 is generally configured for an industrial area. Today, while the area still includes some active industrial uses, there is a need to serve a more diverse array of emerging businesses and land uses. The section south of Interstate 275 is a traditional Main Street environment.

The roadway is under the jurisdiction of the City of St. Petersburg, the City is LAP certified, and the project is 100% on public right of way. For context of the area surrounding the project, the current zoning and future land use categories for the study area are shown on the following pages.

1ST AVE N

CENTRAL AVE

1ST AVE S

5TH AVE S

22ND ST S

16TH ST S

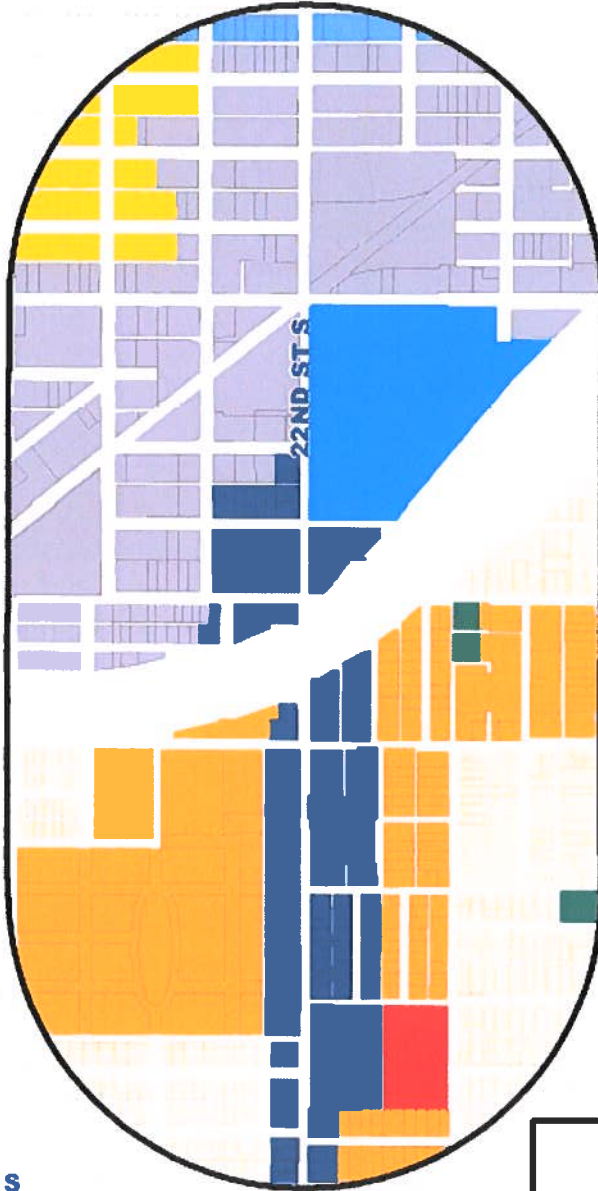


11TH AVE S

9TH AVE S

28TH ST S

15TH AVE S



ZONING

	NT - 1		CCT - 1
	NT - 2		CCT - 2
	NSM - 1		IC
	NSM - 2		IT
	NSE		



STUDY AREA - ZONING

1ST AVE N

CENTRAL AVE

1ST AVE S

5TH AVE S

22ND ST S

16TH ST S



9TH AVE S









11TH AVE S

28TH ST S

15TH AVE S



FUTURE LAND USE

- | | |
|---|--|
|  RM |  CRD |
|  RH |  IG |
|  PR-R |  R/QS |
|  PR-MU |  INS |



STUDY AREA - FUTURE LAND USE

3. Describe in detail the proposed improvements that will be provided by the project, including the following, as applicable:

The 22nd Street South project is derived from the Warehouse Arts District Deuces Live Joint Action Plan (WADA/Deuces Plan), which calls for improvements along 22nd Street South as one of the plan's primary recommendations. The Plan is expected to be finalized in December 2018 and will be presented to City Council for adoption. The first project from the Plan is streetscape and roadway improvements along 22nd Street from 5th Avenue S to 11th Avenue S.

Once completed, the improved roadway will connect the three new parks developed as a part of the overall district plan: Deuces Park at 9th Avenue S, District Park at 5th Avenue S, and Deuces Live Pop-up Park to the south of 9th Avenue S. The roadway and streetscape improvements, coupled with the park developments, provide considerable benefits to the public realm that are likely to be transformative for these two critical districts and south St. Petersburg. As an emergent Main Street and arts/culture community, the districts require more complete facilities for all modes of travel, opportunistic on-street parking, and an appearance that more appropriately reflects the energy and personality of the businesses.

This section of the corridor will remain a two-lane road with consistent bike lanes, on-street parking additions and modifications, streetscape enhancements, and intersection reconfigurations. A new transit line has been proposed on this section of the corridor. Correspondingly, new bus stop locations will be created to serve the desired future service as well as to serve trolley stops for the current monthly Art Walk Event. The project introduces consistent streetscape materials such as sidewalk pavements, crosswalks, trees, and lighting to unify the entire corridor. Intersections will be enhanced by raising the pavement, adding adequate pedestrian crossings, and creating gateway features. The design will also include specific character areas such as the 22nd/5th intersection, the Interstate 275 arts and light underpass, and the Main Street section.



The 22nd Street S corridor needs to be updated to reflect the character, history and future needs of the businesses and residents. Some of the key improvements proposed for the segment are:

- Fill gaps in the bike lanes and also widen the bike lanes to be a consistent width for the full length of the corridor.
- Redesign the intersection with 5th Avenue South to prepare for bike lanes on all approaches and to improve the Pinellas Trail crossing.
- Re-align Fairfield Avenue S at the Manhattan Casino, and create an intersection with a special treatments to work as the new Deuces Live Main Street Gateway.
- 9th Avenue S: Will be a raised intersection and the northern gateway of the Main Street Core.
- Re-design the “Main Street” section between 9th and 11th Avenues S as a feature street for the Deuces Live Area.
- 11th Avenue S: Will be a raised intersection and the southern gateway of the Main Street Core.

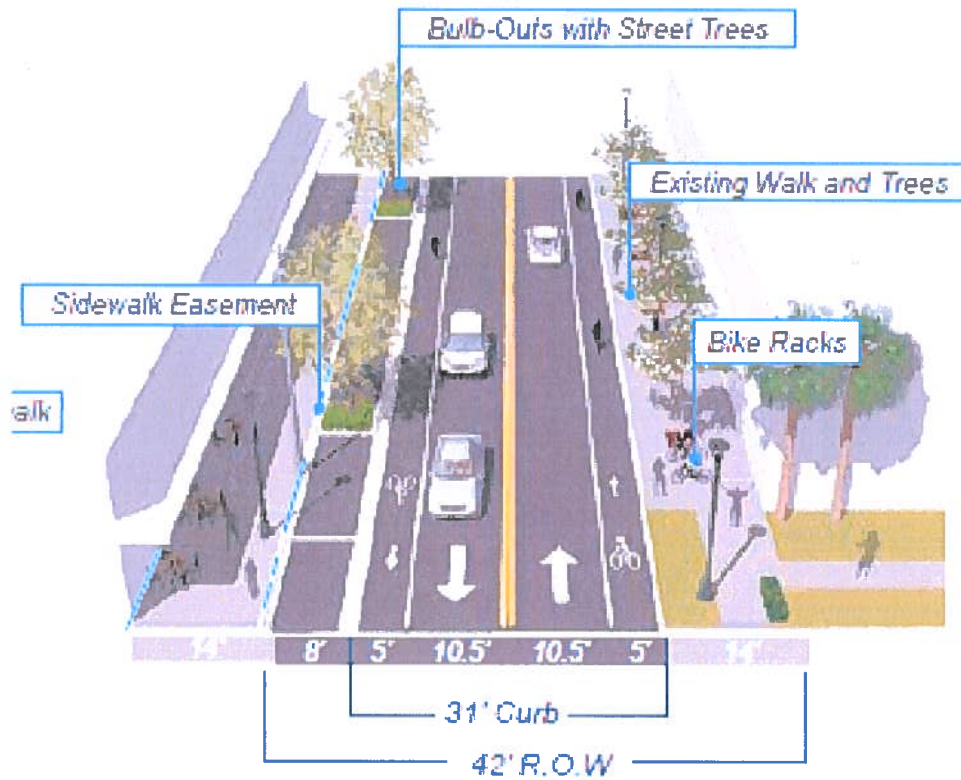
a. Pedestrian accommodations being added/enhanced;

The core infrastructure recommendations within the WADA/Deuces Plan is to complete the walkable infrastructure and make 22nd Street S a livable street. Landscaping and other streetscape amenities will improve the pedestrian environment along the entire corridor. The segment of 22nd Street S between 9th Avenue S and 11th Avenue S will be designed as a brick feature street for the Deuces Live Main Street. This segment will be designed to easily transform into a pedestrian only street for special events, such as festivals, markets and music events.



a(sic). Bicycle facilities being added/enhanced;

The existing bike lanes on 22nd Street are minimum width of 4' between 5th Avenue S and 9th Avenue S, and the northbound lane is dropped entirely for one block immediately south of Fairfield Avenue. This project will be widening the bike lanes to a consistent 5' for this section. The proposed configuration of the roadway and bike lanes in this segment are shown in the following images.

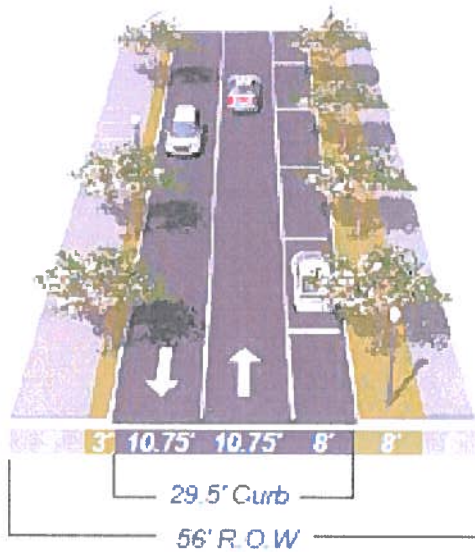


C 5TH AVENUE S 7TH AVENUE S
 PROPOSED CONDITION
 Two Lane Road with On-Street Parking
 on West Side and Bike Lanes

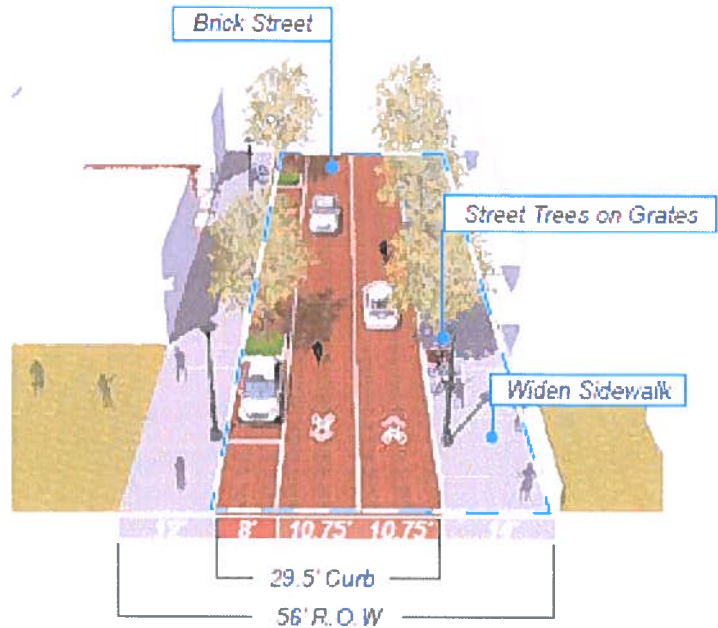
- Streetscape Improvements:
- Bike Lanes
 - On-Street Parking
 - Bulb-Outs Planters
 - Pedestrian and Roadway Lights
 - Bike Racks
 - Street Trees



There are currently no bicycle facilities between 9th Avenue S and 11th Avenue South. However, this project will be adding Shared Lane Markings as a part this project. The overall improved streetscape in this section will be creating a destination-focused and low-speed environment conducive to shared lanes. The proposed configuration of the roadway in this segment are shown in the following images.



TYPICAL EXISTING CONDITION
Two Lane with On-Street Parking on the East Side of the Road



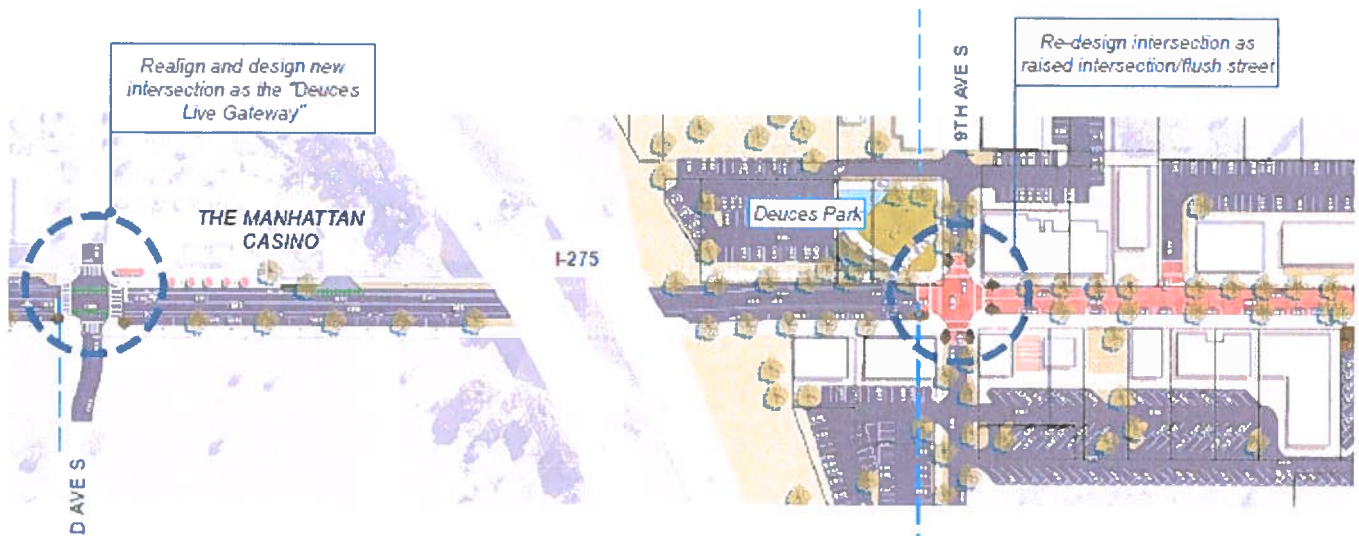
MAIN STREET CORE - PHASE 2

**[9th Avenue S to 11th Avenue S]
PROPOSED CONDITION**

Two Lane with On-Street Parking on the West Side of the Road and Shared Bicycle Lanes

Streetscape Improvements:

- Add Brick Paver on the Street
- Add New Street Trees in Grates on East Side
- Widen East Sidewalk
- Pedestrian Lights
- Street Furniture



b. Sidewalks and/or bicycle facilities along an adjacent roadway segment that truncate at the project limits;

The WADA/Deuces Plan envisions a complete transformation of the intersection with 22nd Street at the Pinellas Trail crossing at 5th Avenue S. 5th Avenue S is identified for a road diet conversion from four travel lanes to two travel lanes in each direction with the addition of bike lanes and some sections of on street parking. The resulting new configuration of the intersection will be a modern “protected intersection” to serve the bike lanes on each leg and removing the diagonal trail crossing. This project will be setting the stage for the future road diet and intersection transformation. An image of the new configuration is below:



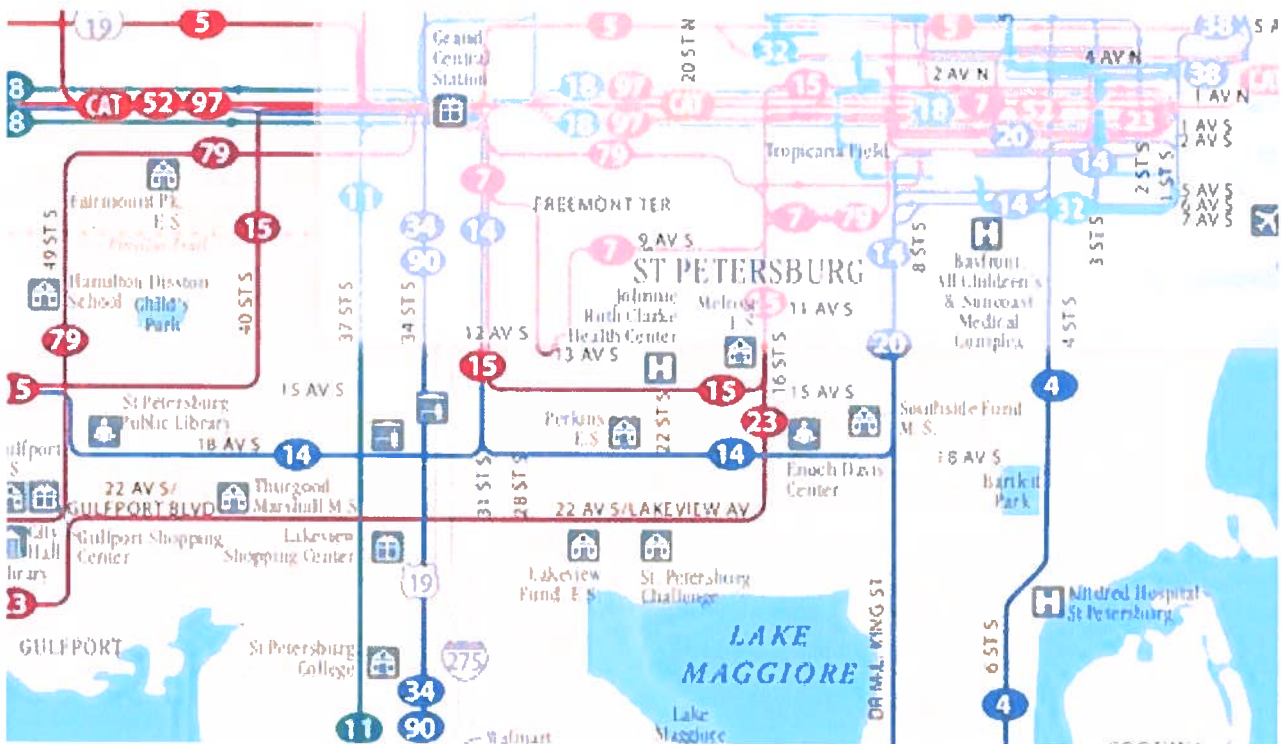
There are existing Shared Lane Markings along 9th Avenue S to the east of 22nd Street.

c. Existing and proposed transit service along the corridor, including frequency of service;

No PSTA bus routes currently run along 22nd Street South. PSTA Route 7 crosses the corridor at 9th Avenue S and PSTA Route 79 crosses the corridor at 5th Avenue S.

Route 15 travels along 15th Avenue S immediately south of the study area with 60-minute headways between 31st Street and 16th Street, but is required to detour back north to Grand Central Station to get across I-275 before returning to 15th Avenue S to the west.

A new transit line has been proposed on this section of the corridor. New bus stop locations will also serve as trolley stops for the monthly Art Walk Event.

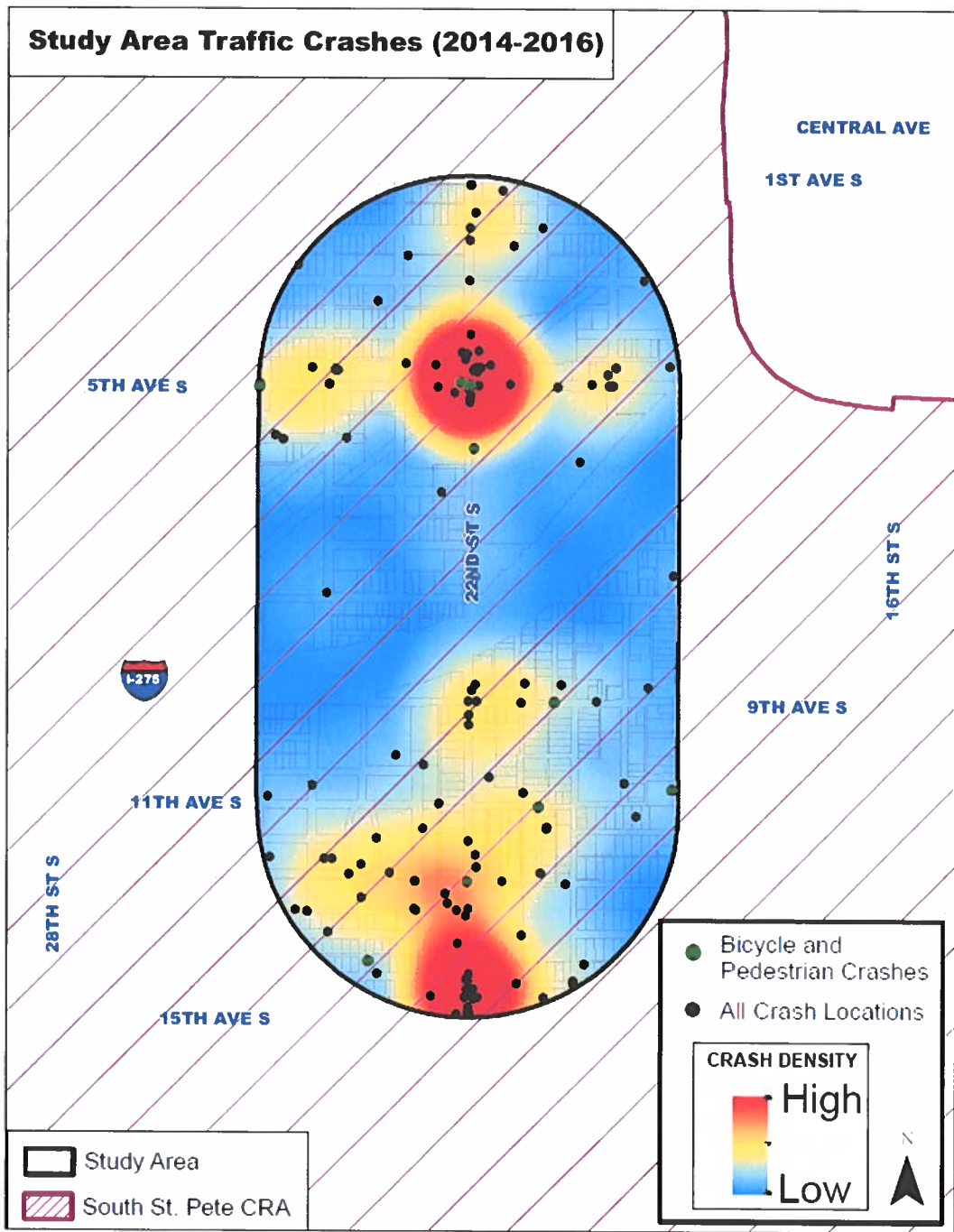


d. How the project will provide accommodations for transit riders along the corridor

Improved sidewalk will increase the user experience for both existing and future transit customers. The project also improves connections to Central Avenue to the north, including the future Central Avenue Corridor Bus Rapid Transit line, which will run along 1st Avenues North and South and have stations at 22nd Street.

e. Documented safety concerns along the corridor (e.g. high crash rate, high number of crashes involving vulnerable users, etc.). How will the project improve safety for all users? Forward Pinellas is available to provide assistance in compiling this data to support your application

The project will address the primary safety concern for all users, which is mostly speeding traffic. The project includes steps toward a complete redesign and new configuration of the intersection and Pinellas Trail crossing at 5th Avenue S, which is the largest cluster of crashes on the corridor. Crash data for the corridor is shown below.

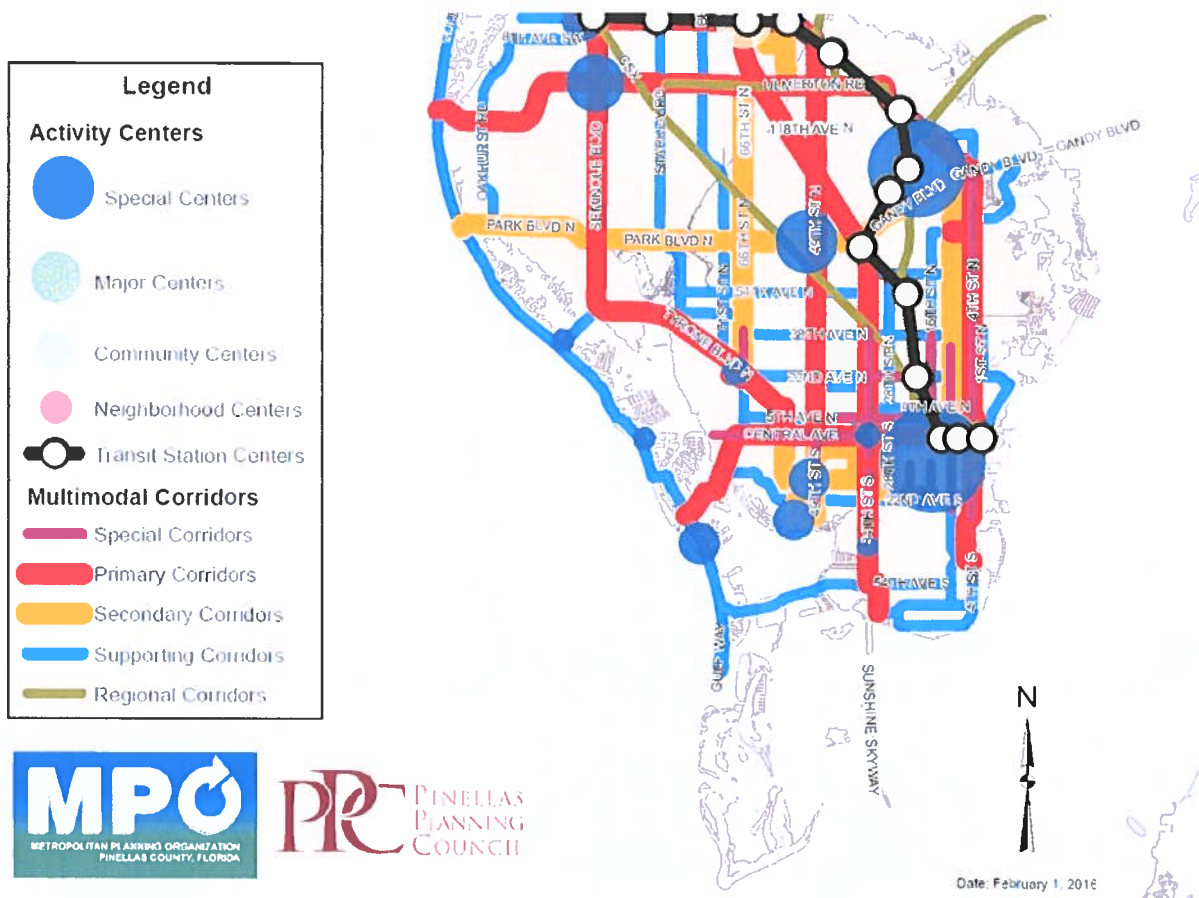


f. Access/connections to Activity Center(s) or Multimodal Corridor(s), as designated on the Transit Oriented Vision Map (see link: http://forwardpinellas.org/wpcontent/uploads/2016/06/Vision_Map_21000_scale.pdf)

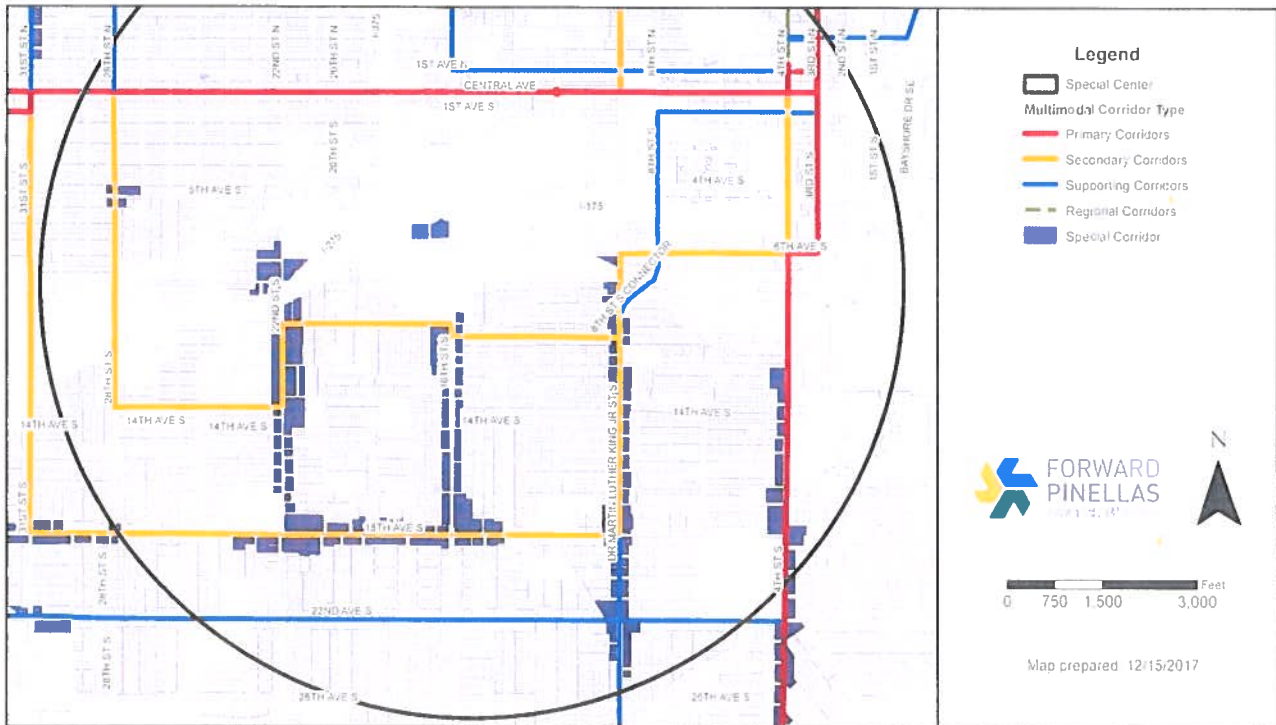
The entire project is within a Special Center. 22nd Street S between 9th Avenue S and 11th Avenue S is identified as a Secondary Corridor and also a Special Corridor.

The Transit Oriented Vision Map section covering the study area is excerpted below. Since a large section of the study area is covered by the downtown St. Petersburg special center designation, Forward Pinellas staff provided the map that shows the underlying multimodal corridors.

(see link: http://forwardpinellas.org/wp-content/uploads/2016/06/Vision_Map_21000_scale.pdf)

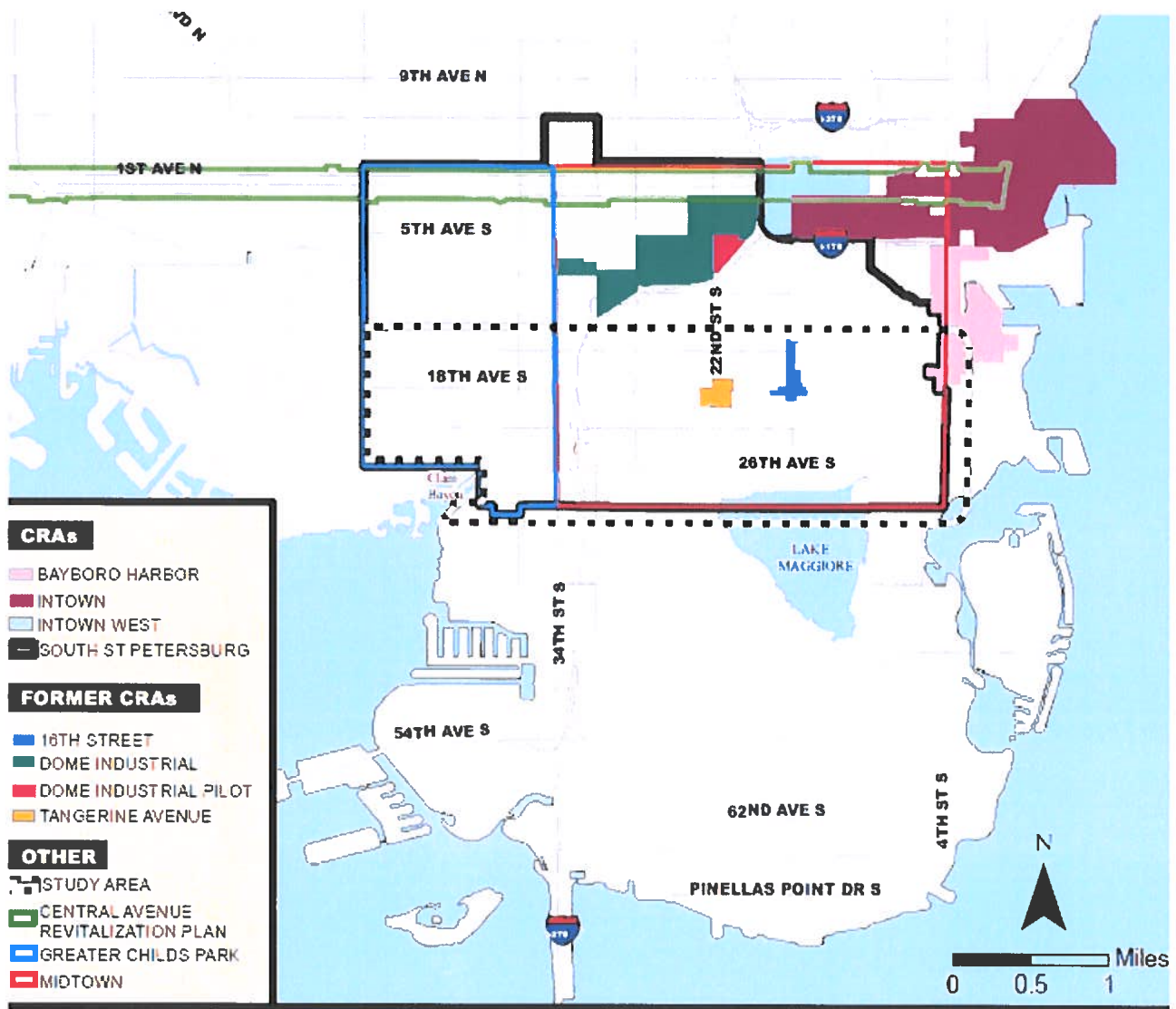


Vision Map Corridors for Downtown St. Petersburg Area



g. Is the project segment within an adopted CRA?

Yes, the project is located in the South St. Petersburg Community Redevelopment Area (see map below), and aims specifically to make progress towards the goals outlined in that CRA Redevelopment Plan. It directly builds upon the work done under several past redevelopment areas and plans within this study area including: 16th Street South Revitalization Plan (1983), Tangerine Avenue (2003), Midtown Strategic Planning Initiative (2002), and the Greater Childs Park Strategic Planning Initiative (2007). It also is influenced by work completed for the surrounding areas including: Dome Industrial Park (2007) and the many neighborhood plans.



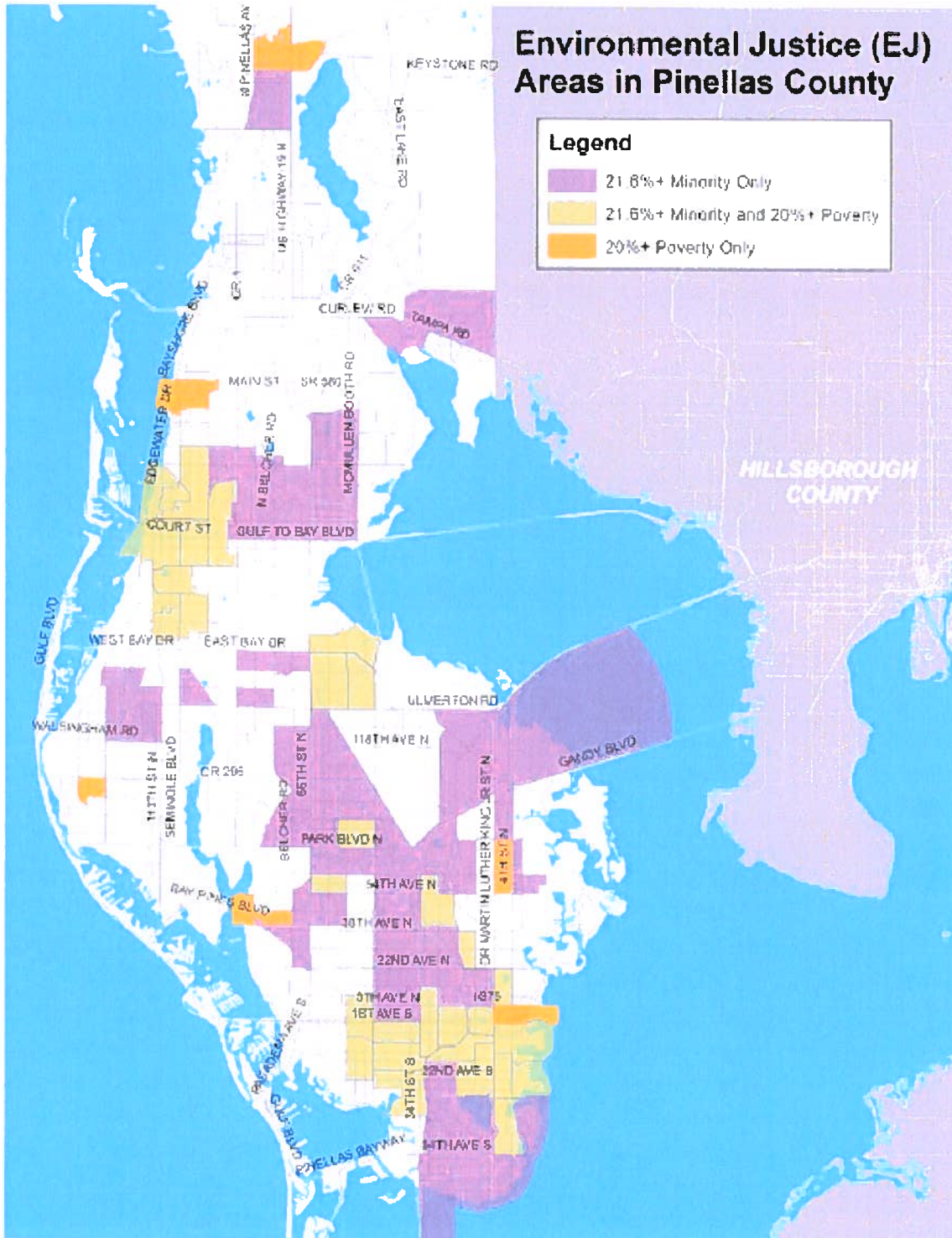
Locator Map

h. Does the project corridor have street lighting? Will the project add/enhance street lighting along the corridor?

The corridor currently features an inconsistent assortment of street lighting including FDOT cobra lighting attached to utility poles, several dedicated roadway lights, and scattered acorn lights for pedestrians. Notably, there is an artistic light installation for the area under the Interstate 275 overpass. The streetscape redesign to be completed as a part of this project will include modern and consistent lighting for both the roadway and sidewalks on both sides of Interstate 275.

i. Is the project corridor within a low income, disadvantaged or Environmental Justice area?

The entire study area is comprised of both minority and poverty Environmental Justice areas, as noted in the below extracted image from page 4-52 of the 2040 Pinellas L RTP.



<http://forwardpinellas.org/wp-content/uploads/2016/11/2040-LRTP.pdf>

j. Access management strategies.

22nd Street is an existing urban corridor with established small blocks and regular intersections. Driveways replaced as a part of the project will be sized and designed appropriately to maintain the pedestrian character and streetscape elements. The addition and reconfiguration of on-street parking will improve access to businesses and cultural destinations along the corridor.

4. Provide a detailed cost estimate and documentation of the local match being provided by the applicant.

The total estimated cost of the 22nd Street South project, including the roadway and streetscape changes laid out in this application, along with the parks is anticipated to be just over \$5.5M, with the roadway and streetscape elements constituting nearly \$3.2M. Included in the roadway and streetscape improvements are such elements as widened sidewalks, pedestrian bulb-outs, street trees and landscaping, pedestrian-scale lighting, and street furniture including benches, trash receptacles, and bike racks. The City’s application for this project requests the full amount of funding offered through the Forward Pinellas Complete Streets Program, or \$1,000,000. The remaining balance of the project \$2.2M would be required through local funds or other future-identified funds, with the project phased to accommodate approved funding levels.

The budget figures provided are opinions of probable cost based on conceptual planning and include 35% contingency mark up and 15% design/engineering soft costs. Actual costs may vary based on market, time of implementation and detail decisions made in final design regarding level of complexity & finish. No additional ROW is anticipated to be needed for the project, although minor utility relocation by Duke Energy might be needed.

The improvement of 22nd Street is critical to the development of these districts. The tables below show the details of all work the City is undertaking to implement Phase 1 of the WADA/Deuces Plan (including both the parks and the roadway work laid out in this application), along with the funding already allocated to advance the project.

Phase I Recommended Project			
Project Number	Project Name	Project Description	Expected Cost
20	Deuces Park	Construct a public park/plaza at the NE intersection of 22nd Street and 9th Ave	\$ 735,810
15	District Park	Construct a public park/plaza at the NE intersection of 22nd Street and 5th Ave	\$ 1,527,524
1d	Main Street Core	Convert 22nd St, between 9th & 11th Avenues, to a flush street - adding brick pavers, widening sidewalks, and adding enhanced streetscape	\$ 1,300,000
1b	5th Ave to 7th Ave S	Streetscape enhancements	\$ 1,273,000
1c	7th Ave to 9th Ave S	Streetscape enhancements	\$ 617,500
12, 13a, 13b	Dome Signs	Repurpose existing Dome Industrial Signs to artwork	\$ 110,000
Total Phase I Improvement Costs			\$ 5,563,834

Existing Budget			
Type	Project Number	Project Name	Amount
CIP	15613	Deuces Live/Warehouse Arts AP	\$ 1,000,000
CIP	16155	Deuces Live/Warehouse Art FY18	\$ 500,000
CIP	13709	Dome Industrial Park Phase II	\$ 205,000
Total Existing Budget			\$ 1,705,000

5. Describe any barriers to connecting low income communities with activity centers that exist along the project limits, and how the proposed project will address them.

I-275 disconnects the north-south street grid within the project area, channeling all roadway users to 22nd Street for north-south travel. The current lack of consistent bicycle facilities, outdated streetscape, and vacant and underutilized parcels negatively affect the user experience for people walking and biking the corridor to access the Central Avenue or Downtown Activity Centers. This project will update the streetscape to current best practices for lighting, street trees, and furniture, while providing consistent and wider bicycle lanes. These improvements will help activate the public realm and spur private investment in parcels along the corridor, creating a safer and more inviting space.

6. Describe the local planning requirements that make the area surrounding the project corridor supportive of multimodal transportation improvements. For example, does the local land use plan encourage mixed use development? Does the local land development code require buildings to be located adjacent to the ROW line or enable reduced surface parking? Does the local plan facilitate connectivity of local road, bicycle and/or pedestrian networks? Please refer to the Planning and Urban Design Principles in the Forward Pinellas Countywide Plan for more examples of desired local planning requirements (see link below). (<http://www.pinellasplanningcouncil.org/cwp/CWPstrategies.pdf>)

St. Petersburg is defined by the established urban grid of streets, which provides multiple route and mode options for getting around. This specific study area is an exception to that norm with Interstate 275 limiting the travel route options. This project is expressly intended to implement and catalyze further urban form elements identified in the planning and urban design principles as enumerated in Land Use Component Goal 16 of The Countywide Plan Strategies (2015). Specifically, this Action Plan will create a facility that achieves the Transportation Element Goals 3 & 4 by making 22nd Street more conducive to multimodal and transit-oriented travel. This project encourages transformative change towards the goals clearly defined for the WADA/Deuces Plan.

Most of the corridor is located within Corridor Commercial Traditional District - 1 (CCT - 1) zoning. This zoning category is supportive of multimodal transportation and principles in the Countywide Plan in multiple ways:

16.20.080.1. - Composition of corridor commercial traditional.

- A. The corridor commercial traditional development pattern includes the design aesthetics, densities and uses found in the various neighborhood shopping districts of the early 20th Century Main Street.
- B. These districts are characterized by a collection of compatible, interrelated uses that include shopping, service, employment and residential opportunities. The symbiotic relationship of these mixed uses creates a more balanced community, reduces traffic, consolidates service delivery, and benefits the surrounding residential areas that are within walking distance.
- C. The buildings in the corridor commercial traditional districts often exhibit architecture of the early 20th Century Main Street. Buildings typically feature vertically oriented architecture and are constructed close to the street, as these uses depend upon pedestrian access. Architectural details such as large display windows, awnings, an articulated base course and cornice, use of natural materials and other fenestrations are common. Primary entries face the street and are enhanced with architecturally appropriate features.
- D. Driveways and parking areas in front yards are not typical in most traditional corridors. Consequently, alleys and secondary roadways are the primary routes for utilities and access to off-street parking to the rear of properties. Rear parking areas are often connected to the building by rear entrances, arcades within buildings or small pedestrian paths, courtyards or plazas between buildings.

16.20.080.7. - Building design.

The following design criteria allows the property owner and design professional to choose their preferred architectural style, building form, scale and massing, while creating a framework for good urban design practices which create a positive experience for the pedestrian.

Site layout and orientation. The City is committed to creating and preserving a network of linkages for pedestrians. Consequently, pedestrian and vehicle connections between public rights-of-way and private property are subject to a hierarchy of transportation, which begins with the pedestrian.

Building and parking layout and orientation.

- 1. New multi-building development shall relate to the development of the surrounding properties. This means there shall be no internally oriented buildings which cause a rear yard or rear facade to face toward abutting properties (*supports LU 16.1.3.C.i*)
- 2. Buildings shall create a presence on the street. This means that a minimum of 60 percent of the principal structure's linear frontage, per street face, shall be on the building setback line (*supports LU 16.1.3.C.ii*)
- 3. All service areas and loading docks shall be located behind the front facade line of the principal structure (*supports LU 16.1.3.C.iii*)
- 4. The principal structure shall be oriented toward the primary street. A building on a corner property may be oriented to the secondary street so long as all street facades are articulated as primary facades. Buildings at the corner of two intersecting streets are encouraged to highlight and articulate the corner of the building (*supports LU 16.1.3.C.i*)
- 5. All mechanical equipment and utility functions (e.g. electrical conduits, meters, HVAC equipment) shall be located behind the front façade line of the principal structure. Mechanical equipment that is visible from the primary street shall be screened with a material that is compatible with the architecture of the principal structure (*supports LU 16.1.5.B.iii*)
- 6. Parking, detention and retention ponds, drainage ditches, and accessory structures shall be located behind the principal building to the rear of the property. Detention and retention ponds and

drainage ditches shall comply with the design standards set forth in the drainage and surface water management section (*supports LU 16.1.3.C.iii*)

Vehicle connections.

1. Nonresidential development within CCT-1:

Access to parking shall be from the street. If the primary street is utilized for vehicular access, the driveway shall serve the entire complex, not individual units, and shall not exceed one lane in each direction (*supports LU 16.1.3.B.iii*)

2. Residential development within CCT-1:

Access to parking shall be designed to take advantage of the first available alternative in the following prioritized list: (*supports LU 16.1.3.B.iii*)

- a. Access shall be made from the alley or secondary street.
- b. Where no alley or secondary street are present, access shall occur from the primary street.
- c. For multi-unit structures, the driveway shall serve the entire complex, not individual units and shall not be wider than one lane in each direction.

Pedestrian connections.

1. Each ground floor multifamily unit or commercial unit that faces a primary street shall contain a primary entry which faces the primary street. The primary entry shall include decorative door surrounds, porches, porticos and/or stoops (*supports LU 16.1.5.C.iii*)

2. Where a single building includes separate commercial and residential entrances, the residential entrances shall be raised at least 16 inches above ground level or recessed within the facade to reinforce a privacy zone and distinguish it from the commercial entrances (*supports LU 16.1.5.C.iii*)

7. Provide a project schedule to highlight the anticipated timeline to complete the project.

Design is anticipated to begin in early 2019 and take 10-12 months, utilizing previously allocated City funds. If additional funding is secured, construction could start as soon as 2020.

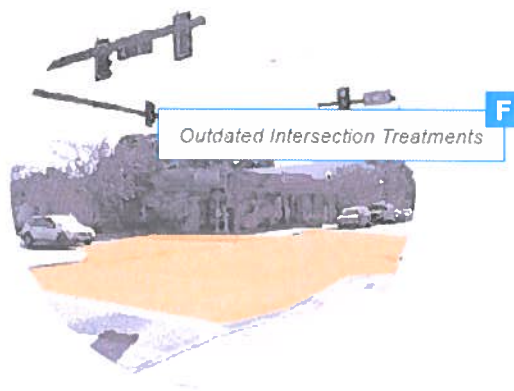
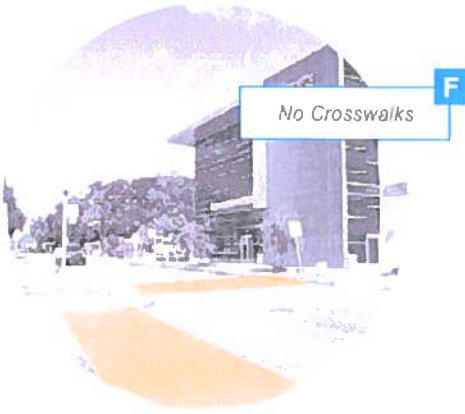
8. What percentage of parcels along the corridor are vacant?

14% of parcels within ¼-mile of the corridor are vacant. 3.8 acres out of 27.8 acres total.

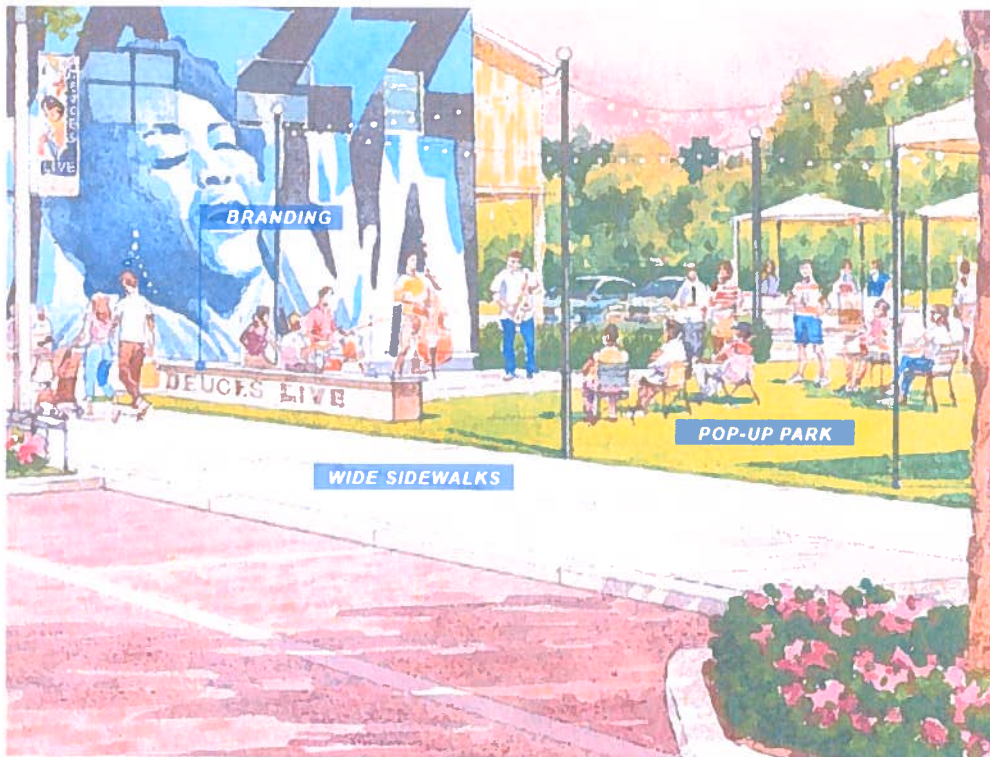
9. Describe how the parcels along the corridor are underdeveloped or underutilized and would benefit from complete streets treatments.

Several special buildings are along the corridor, such as the Morean Center for Clay, the Manhattan Casino, and the Royal Theater can be featured, encouraging the development of supporting uses and businesses in the surrounding properties. The streetscape improvements outlined in this application along with the park investments that the street will connect is the primary tool being utilized to spur investment and business development on the corridor.

EXISTING CONDITIONS Some of the existing challenges are highlighted in the pictures below:



TARGETED UTILIZATION



10. Provide the percentages of each existing land use category that is within ¼ mile of the centerline of the roadway included in this application.

<u>LAND USE</u>	<u>ACRES</u>	<u>PERCENT</u>
Churches	10.86	5.60
Clubs/Lodges Halls	1.38	0.71
Colleges	0.59	0.30
Cultural Groups	2.12	1.09
Federal	16.27	8.39
Forest, Parks Rec	1.39	0.72
Light Manufacture	8.86	4.57
Mineral Processing	3.77	1.94
Mixed Use	0.31	0.16
Mortuary/Cemetery	0.63	0.32
Multi-Fam <10 Units	5.35	2.76
Multi-Fam 10+ Units	14.93	7.70
Municipal	9.19	4.74
Non-Profit Service	0.70	0.36
Off Bldg 1 Story	3.08	1.59
Open Storage	2.69	1.39
Ornamentals/Misc	0.04	0.02
Other Food Proc	0.05	0.02
Professional Bldg	0.66	0.34
Public Schools	2.37	1.22
Restaurants/Cafe	0.29	0.15
Rights-Of-Way	0.04	0.02
Single Family	32.00	16.50
Stores, 1 Story	2.90	1.50
Utilities	0.30	0.16
Vac Institutional	0.12	0.06
Vacant	16.41	8.46
Vacant Commercial	13.19	6.80
Vacant Government	4.36	2.25
Vacant Industrial	17.65	9.11
Vehicle SI/Serv/Rent	0.33	0.17
Warehouse Stor/Dist	21.09	10.88
TOTAL	193.90	100.00

11. Is the project located in an area designated by Forward Pinellas as an environmental justice area? For minority, low income or both?

The entire project is located within an area designated by Forward Pinellas as an environmental justice area for both low income and minority populations. See map in section 3.i. above.

12. Describe how the transportation disadvantaged (persons with disabilities, children, the elderly and low income) populations will be served by the improvements proposed.

The transportation disadvantaged will benefit from the project in multiple ways. Improved lighting will increase the safety of the area and can reduce crashes between motor vehicle drivers and vulnerable roadway users. Connected bicycle infrastructure will make utilizing a bicycle as a means of transportation more appealing and comfortable for riders of all ages and abilities. All of the proposed pedestrian improvements also benefit transit riders, since transit riders typically walk to and from bus stops and a primary aim of the project is to slow motor vehicle speeds and create a better pedestrian environment.

22nd Street S Complete Streets

Forward Pinellas Complete Streets Program Construction Project Application

Support for Application – Included as Attachments

1. St. Petersburg City Council Resolution 2018-624
(The attached Council material and resolution indicates unanimous approval at the meeting on December 13, 2018. As a sign of the strong support, the item was moved off the Consent Agenda and heard separately as a Good News item, which means it also received a dedicated vote of unanimous approval)
2. City of St. Petersburg Complete Streets Committee
3. South St. Petersburg CRA Citizens Advisory Committee
4. AARP Florida

CONSENT



AGENDA

COUNCIL MEETING

CITY OF ST. PETERSBURG

Consent Agenda B December 13, 2018

NOTE: The Consent Agenda contains normal, routine business items that are very likely to be approved by the City Council by a single motion. Council questions on these items were answered prior to the meeting. Each Councilmember may, however, defer any item for added discussion at a later time.

(Procurement)

- 2018-619 1. Approving the renewal of a blanket purchase agreement with Tyler Technologies, Inc., formerly Socrata, Inc., a sole source supplier, for software maintenance for the Department of Technology Services, at an estimated annual cost of \$119,941, for a total contract amount of \$262,293.
- 2018-620 2. Accepting a proposal from BLM Technologies of Florida LLC, dba EvolvTec, for computer hardware maintenance and repair, for the Department of Technology Services, at an estimated annual cost of \$40,000, for a total contract amount of \$120,000.
3. ~~Approving a job order to New Vista Builders Group, LLC, to partially renovate the interior of the James Weldon Johnson Community Library (JWJCL). Work is being coordinated by City Engineering & Capital Improvements for the St. Petersburg Library System, at a total contract amount of \$64,903.~~ [MOVED TO REPORTS AS ITEM F-5]

(City Development)

- 2018-621 4. Authorizing the Mayor, or his designee, to execute a Fifth Amendment to the City of St. Petersburg's September 27, 2007 Lease Agreement with Harborage Marina, L.L.C. ("Lease") in accordance with the voter-approved conditions of Ordinance 336 H, including expansion of the leased premises to allow for a new dock and other improvements and extension of the Lease term to a date no more than 30 years following execution of the amendment (expected November 30, 2048). Requires affirmative vote of at least six (6) members of City Council.
- 2018-622 5. Authorizing the Mayor, or his designee, to execute a five (5) year License Agreement with Robert A. Diaz and Christine Harlan, for an annual fee of \$50.00, to fence a portion of a City-owned property located in Safety Harbor for the City's 36-Inch Water Transmission Main.
- 2018-623 6. Authorizing the Mayor, or his designee, to execute a three (3) year License Agreement between the City of St. Petersburg and the Salvador Dali Museum, Inc. for use of fifty (50) non-exclusive vehicular parking spaces to accommodate employee parking within the Albert Whitted Airport overflow parking area for a use fee of \$1,406.89 per month. Requires affirmative vote of at least six (6) members of City Council.
- 2018-624 7. A Resolution expressing support for the Complete Streets projects submitted on behalf of the City of St. Petersburg to Forward Pinellas for funding consideration within the Forward Pinellas Complete Streets Program; and providing an effective date. [Moved for good news]

A motion was moved and approved by Councilmember Montanari with a second by Councilmember Gerdes. Roll Call. Ayes. Driscoll. Gerdes. Wheeler-Bowman. Montanari. Kornell. Rice. Foster. Gabbard. Naves. None. Absent. None.

Resolution No. ____

A RESOLUTION EXPRESSING SUPPORT FOR THE COMPLETE STREETS PROJECTS SUBMITTED ON BEHALF OF THE CITY OF ST. PETERSBURG TO FORWARD PINELLAS FOR FUNDING CONSIDERATION WITHIN THE FORWARD PINELLAS COMPLETE STREETS PROGRAM; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City is working to implement a Complete Streets Program where streets are designed and operated to promote safety and accessibility for all users of the transportation network, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and people of all ages and physical and economic abilities; and

WHEREAS, this City Council has previously stated an intent that all appropriate sources of funding, including city, county, state and federal sources, be drawn upon to implement the City's Complete Streets Program; and

WHEREAS, Pinellas County's Land Use and Transportation planning agency, Forward Pinellas, has developed a Complete Streets Program that is intended to support local governments by "creating an incentive program to encourage the implementation of Complete Streets projects that help to reinforce desired land use and redevelopment activities that meet criteria identified in the adopted Countywide Land Use Plan"; and

WHEREAS, Forward Pinellas has recently issued a Call for Applications to solicit projects for funding consideration in two categories, which are Concept Planning and Construction; and

WHEREAS, the City has identified two outstanding candidate projects in each category within the Forward Pinellas Complete Streets Program that meet or exceed the minimum application criteria, and represent the City's best opportunities to be awarded funds from the Forward Pinellas Complete Streets Program; and

WHEREAS, the candidate project in the Concept Planning category is the 18th Avenue South Complete Streets project which is intended to review the 18th Avenue South corridor within the city limits, considering the various adjacent land uses, and develop a specific plan and preliminary design that best

accommodates all roadway users to further the community goals established in the CRA Redevelopment Plan; and

WHEREAS, the candidate project in the Construction category is the 22nd Street South Complete Streets project which advances the highest-priority project from the Warehouse Arts District Deuces Live Joint Action Plan, and includes streetscape improvements and roadway improvements along 22nd Street from 5th Avenue S to 11th Avenue S that will allow the existing bicycle lanes to be widened to a consistent width for the full length of the corridor; and

WHEREAS, these projects have been endorsed by the City's Complete Streets Committee and relevant local community groups to move forward as the City's candidate projects for the Forward Pinellas Complete Streets Program.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg that this Council hereby affirms its support of the Complete Streets project submitted on behalf of the City of St. Petersburg to Forward Pinellas for funding consideration within the Forward Pinellas Complete Streets Program.

This resolution shall become effective immediately upon its adoption.

LEGAL:



00415035

DEPARTMENT:





MEMORANDUM

To: Forward Pinellas Board Members

From: Cheryl N. Stacks, P.E., PTOE, AICP *CNS*
St. Petersburg Complete Streets Committee Chairperson

Date: November 14, 2018

Subject: Support for the two Complete Streets projects submitted on behalf of the City of St. Petersburg to Forward Pinellas for consideration within the Forward Pinellas Complete Streets Program

At its meeting on November 13, 2018, the City of St. Petersburg's Complete Streets Committee voted unanimously to indicate support for the City of St. Petersburg's two applications for funding within the Forward Pinellas Complete Streets Program; our committee member that represents the Forward Pinellas staff recused himself from the vote.

The Committee is excited by the opportunities presented in these two candidate projects that align well with the City's forthcoming Complete Streets Implementation Plan. The City's Concept Planning and Design Application is the 18th Avenue South Corridor Study which will review the 18th Avenue South corridor from west of 34th Street to east of 16th Street, completing community engagement and detailed traffic analysis to develop safety and operational improvements to further the goals of the established CRA Redevelopment Plan and determine specific improvements outlined in the draft Complete Streets Implementation Plan. The City's Construction Application is the 22nd Street South Corridor Improvements which will implement road way and streetscape improvements along 22nd Street South from 5th Avenue South to 11th Avenue South, that closes existing gaps in the bike lanes and allows the existing bicycle lanes to be widened to a consistent width for the full length of the corridor. The roadway and streetscape improvements are derived from the nearly final Warehouse Arts District Deuces Live Joint Action Plan and the Complete Streets Implementation Plan. Both projects further the goals of the established CRA Redevelopment Plan related to the revitalization of commercial corridors which are intended to grow existing businesses and attract new ones, while also providing access to jobs for residents within the CRA.

With support from the Forward Pinellas Board, these candidate projects will be catalysts for redevelopment. By providing South St. Petersburg residents with Complete Streets, our residents will have greater transportation options for work, school, medical and shopping trips that are essential to the economy growth and to socioeconomic mobility that is a desired outcome of the South St. Petersburg Community Redevelopment Plan. We look forward to the support of Forward Pinellas for these much-desired projects in South St. Petersburg.



SOUTH ST. PETERSBURG COMMUNITY REDEVELOPMENT AREA
CITIZEN ADVISORY COMMITTEE
ECONOMIC DEVELOPMENT DIVISION

City of St. Petersburg
P.O. Box 2842
St. Petersburg, FL 33731-2842

December 4, 2018

Ms. Chelsea Favero, AICP
Planning Manager
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Subject: Support by the South St. Petersburg Citizen Advisory Committee for the City of St. Petersburg's Complete Streets Construction Project Application

Dear Ms. Favero,

On behalf of South St. Petersburg Community Redevelopment Area (CRA) Citizen's Advisory Committee, I would like to indicate our strong support for the City of St. Petersburg's Complete Streets Construction Project Application. The proposed Construction Project will implement improvements along the 22nd Street South corridor from 5th Avenue South to 11th Avenue South. The roadway and streetscape improvements are derived from the nearly final Warehouse Arts District Deuces Live Joint Action Plan, and further the goals of the established CRA Redevelopment Plan related to the revitalization of commercial corridors which are intended to grow existing businesses and attract new ones, while also providing access to jobs for residents within the CRA.

With support from the Forward Pinellas Board, this Construction Project will be a catalyst for redevelopment. By providing South St. Petersburg residents with Complete Streets, our residents will have greater transportation options for work, school, medical and shopping trips that are essential to the economy growth and to socioeconomic mobility that is a desired outcome of the South St. Petersburg Community Redevelopment Plan. We look forward to the support of Forward Pinellas for this much-desired project in South St. Petersburg.

Sincerely,

Dr. Ricardo Davis, Chair
South St. Petersburg Citizen Advisory Committee



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Ms. Chelsea Favero, AICP
Planning Manager
Forward Pinellas
310 Court Street
Clearwater, FL 33756

Subject: Support for the City of St. Petersburg's Complete Streets Concept Planning and Construction Application - South St. Petersburg

Dear Ms. Favero,

As a non-profit, non-partisan social welfare membership organization, AARP enhances the quality of life for all as we age. One way that AARP is driving social changes is by working with communities to adopt an "age-friendly" mindset to make their city a great place for people of all ages. In 2016, the City of St. Petersburg was designated as a member of the World Health Organization/AARP Age Friendly Network of Communities.

Part of that effort is to address transportation needs, which includes work such as complete streets. If this application is approved, we look forward to collaborating with the City of St. Petersburg on their Complete Streets concept planning and streetscape improvements in South St. Petersburg.

By providing South St. Petersburg residents with a network of Complete Streets, it enables greater transportation options. Walkable and bikeable communities allow residents to access work, medical needs, parks, and shopping. All of these are essential to our economy and to residents' well-being.

As AARP's Florida state office, we welcome every effort by any of Florida's cities to become more age-friendly and support the City of St. Petersburg's Complete Streets Concept Planning and Construction Application. We believe that these complete streets projects will help residents of all ages and abilities to better engage with their community.

Sincerely,

A handwritten signature in black ink that reads "Jeff Johnson". The signature is written in a cursive, flowing style.

Jeff Johnson
State Director
AARP Florida

Real Possibilities