

# St. Petersburg Drive Construction Project Application

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## 2017 Complete Streets Call for Projects



Submitted by:







# City of Oldsmar

*To provide leadership, innovation, environmental stewardship and excellent services in partnership with the community*

Planning & Redevelopment Department ~ 100 State Street West ~ Oldsmar, FL 34677-3655 ~ (813) 749-1100 ~ Fax (813) 855-2730

December 15, 2017

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

## **Subject: City of Oldsmar Application for Forward Pinellas Complete Streets Program Construction Grant**

The City of Oldsmar is excited to submit this application for the Forward Pinellas Complete Streets Program construction grant to continue St. Petersburg Drive's complete street transformation. The function of St. Petersburg Drive has evolved since it was State Road 580 that included significant east/west vehicular traffic. This project will reconstruct the roadway to its proper context that will help make St. Petersburg Drive an east/west multimodal corridor that is more conducive to bicycle and pedestrian travel. The project includes improving a section of St. Petersburg Drive East from Dartmouth Avenue to Bayview Boulevard that will build on improvements the City has already made to the east. The project meets all of the criteria listed in the grant application:

1. **The project has support:** City Council approved a resolution on December 5, 2017 to support the Complete Streets Program. There is a significant local match with over **\$2 million** in the five-year work program to improve the corridor. The Upper Tampa Bay Chamber and several local stakeholders also support this project.
2. **Provides improved accommodations for all modes:** This project will enhance safety for bicyclists, pedestrians, transit users, motorists, and golf cart users too!
3. **Catalyst for transformative change:** The project aligns with the City's economic development goals to continue the development of the community redevelopment Area (CRA) with a focus on St. Petersburg Drive.
4. **LAP certified agency to construct the project:** The City is a LAP certified agency.
5. **100% of the Right of Way is available to construct the project:** The City has 100% of the Right of Way needed to complete the project.

Furthermore, the project aligns well with the Forward Pinellas Strategic Business Plan's stated goal of enabling safe travel for all users. Pedestrian, bicycle, and transit facilities are currently inadequate and the proposed improvements include wider sidewalks on one side, a shared multimodal path on the other that connects to surrounding trails, pedestrian scaled lighting, landscaping, enhanced crossings, and upgraded transit shelters. These improvements will provide a continuous, safe, and enhanced multimodal environment for all users as well as creating a sense of place.

The City has already invested more than \$600,000 on streetscaping enhancements, intersection improvements, parking, signage, sidewalks, and landscaping on the adjacent segment of St. Petersburg Drive East from State Street East to Dartmouth Avenue. These investments have helped to complement and attract mixed-use development, a library, and townhomes which will soon be under construction.

The grant funding being requested will be used for improvements to a 0.5-mile section between Dartmouth Avenue and Bayview Boulevard and extend the previously completed streetscape enhancements to the west. The proposed project corridor is located within the CRA and is part of the City of Oldsmar Town Center Development Plan. This grant would work in tandem with significant funding of over \$2 million programmed in the City's Capital Improvement Program between 2018 and 2023.



This project will not only help to address mobility along the corridor, but will serve to incentivize redevelopment. A mix of commercial, civic, and residential properties currently exists along the corridor making it a prime location for redevelopment. There are vacant parcels within the CRA and the City is proactively seeking revitalization opportunities. The area has the potential to be a commercial corridor, however there is a lack of transportation options for all roadway users.

We are confident that this project fits all of the grant application criteria and believe it would help the City to realize its vision of creating a continuous east/west multimodal corridor that connects to other north/south multimodal infrastructure. This grant funding would complement the significant funding the City has already programmed to make this project a success and to help meet economic development and mobility goals. The City of Oldsmar looks forward to working with Forward Pinellas and other partners including the Florida Department of Transportation to implement this high-quality and cost-effective project.

Thank you for your consideration,

*Marie Dauphinais*

Marie Dauphinais, CEcD, AICP, CFM  
Director Planning & Redevelopment  
City of Oldsmar

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# Project Introduction

## *Purpose and Needs*

The primary purpose of this project is to enhance mobility, access, and safety for all road users by constructing context sensitive design improvements along the corridor. This will also support and encourage economic development and revitalization efforts to continue the transformation of St. Petersburg Drive. This project continues streetscape improvements and revitalization efforts previously conducted to the east of the project limits.

The need for these improvements is supported by the significant focus on revitalization efforts in the area. The project limits are included in the community redevelopment area and the City's Town Center Plan, which includes St. Petersburg Drive and connects to State Street. Complete streets efforts supported by the MPO and FDOT also align with the need for context sensitive design that supports narrower lane widths, wider bicycle and pedestrian facilities, and transit enhancements.

## Contact Information

### Primary:

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## ***Project Background: The Transformation of a Corridor***

The function of St. Petersburg Drive has evolved over time and the design of the roadway does not address either the existing or planned surrounding land use contexts. The roadway is a two-lane collector that runs through the heart of the City of Oldsmar. In the past, it was SR 580, which provided the vital east/west regional connection between Hillsborough County to Safety Harbor, Dunedin, and the rest of Pinellas County. The current four-lane SR 580 was built to the north in the mid-1990's along with the significant expansion of Tampa Road. The illustration below shows how the new SR 580 was constructed and Tampa Road was expanded from a total of 2 lanes to 6 lanes in some sections. The look and feel of the St Petersburg Drive corridor has not changed much since, even though the function of the roadway is completely different. Now a collector in an Urban General context, the City has been transforming it into more of a complete corridor.



1995



1998



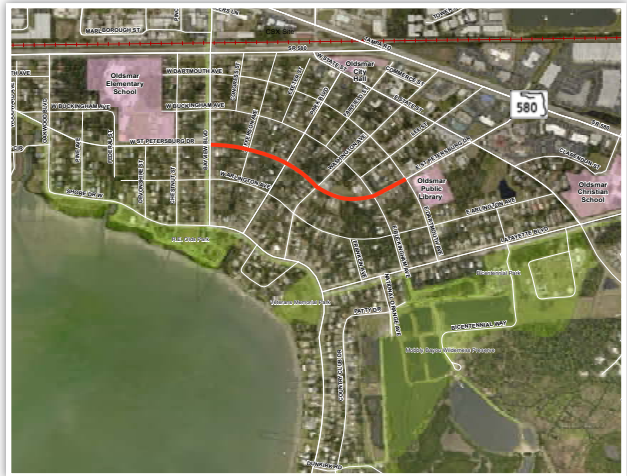


# Project Location

## Project Location Profile

The project is located in the center of the City of Oldsmar in the historical part of the city that was platted in the early 20th century with a unique, traditional neighborhood design with radial streets modeled after Washington, DC.

The corridor is located south of several major east/west roadways such as SR 580/Tampa Road, SR 584, and SR 586 that divide the City. More project location and existing profile is found below:



**Project Limits:** St. Petersburg Drive East from Bayview Boulevard to Dartmouth Avenue East.

**Project Length:** 0.5-mile section

**Road Type:** 2 lanes undivided

**Posted Speed:** 35 mph along project, 25 mph to the east on completed streetscape (Dartmouth Avenue to State Street)

**Median/Turn Lanes:** None

**Bicycle Lanes:** None

**Sidewalk:** 4 to 5 feet

**Transit Stops:** One stop with a shelter, several other stops without facilities

**Drainage:** Open Swale

**Lighting:** Sporadically on either side of the roadway

**Land use:** Residential, with a mix of commercial, office, civic uses

**Schools:** Connects to Oldsmar Elementary School and a Pinellas County Adult learning center on the western boundary

**Attractions:** Oldsmar Trail network, Oldsmar Public Library, connection to waterfront parks

**Connection to Other Projects:**

- Existing and on-going drainage improvements
- Completed streetscape improvement on St. Petersburg Drive from Dartmouth Avenue to State Street
- Completed trail along Bayview Drive
- Planned trail on Dartmouth Avenue



## Jurisdiction of the Roadway and Abutting Properties

The project limits are under the jurisdiction of the City of Oldsmar, run through the heart of the city, and abut residential, commercial, and civic properties. The purpose of improving this corridor is to continue previous streetscaping efforts on St. Petersburg Drive East to transform an unappealing former state highway that now serves as a collector roadway into an appealing multimodal and mixed-use corridor. There are multiple vacant parcels along the corridor for which this project can serve as a catalyst for future development and a more significant mix of uses.

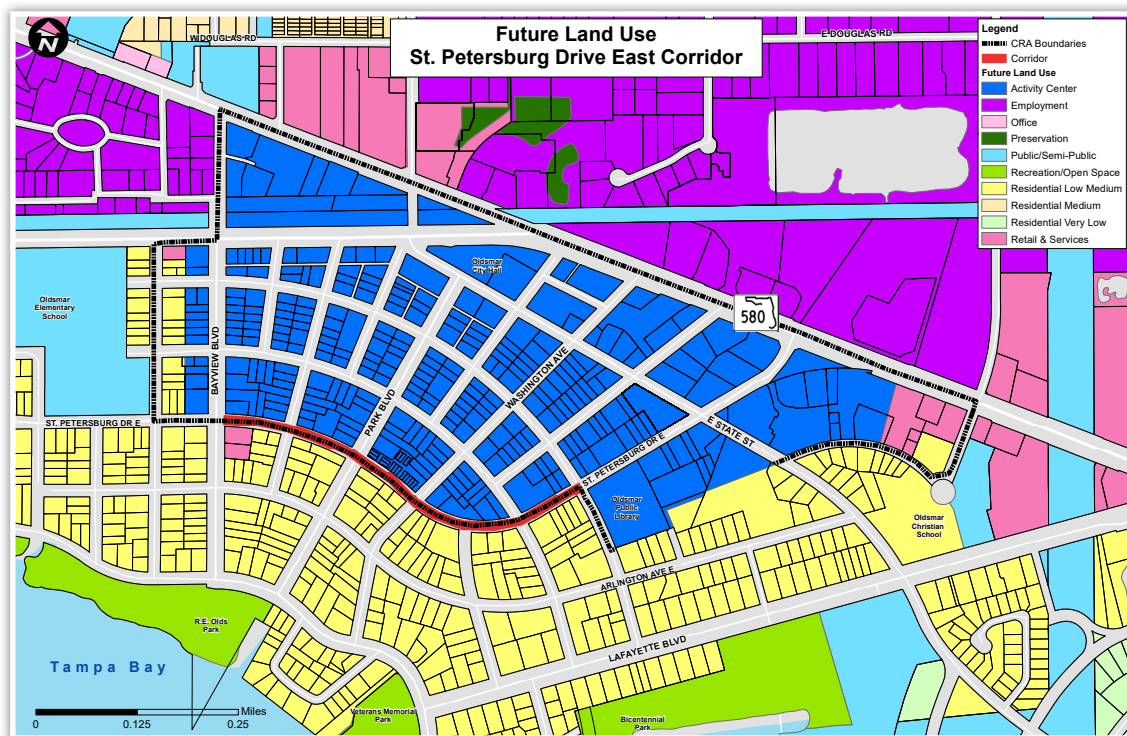


*Example of vacant parcels along the corridor*

No right-of-way is required for the project as the streetscape improvements are planned to be constructed within the existing right-of-way. This project will be completed in coordination with the City's Public Works Department who is experienced in the implementation of LAP-funded projects.

## Land Use Characteristics

The land use context adjacent to the project limits is consistent with Urban General (C-4) as defined in the Florida Department of Transportation's context classification guidance. Referencing the Pinellas countywide map, the project corridor is on the southern boundary of a designated activity center. In addition, the Pinellas County Transit-Oriented Land Use Vision Map designates the corridor as a supporting corridor and located in a special center. The proposed project is in the City's CRA and the properties adjacent to the project corridor on the north have a future land use designation of commercial redevelopment district. The properties south of the project include residential areas with a small amount of offices.



## *Unique Characteristics of the Roadway*

St. Petersburg Drive was previously SR 580, and served as the major east/west roadway through the city until the creation of the current SR 580 that splits off from SR 584 north of City Hall. A portion of the roadway east of the project limits has already been improved by the city, but the remainder of the corridor remains as it was when it served as SR 580 and needed to carry higher volumes of regional traffic. Currently, the project corridor has a speed limit of 35 miles per hour and an average annual daily traffic of 2,700. It is not uncommon to witness higher speeds traversing the corridor due to the original state highway design.



*Example of 35 mph sign with a 25 mph sign side of the opposite side of the road*





# Proposed Improvements

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# Proposed Improvements

This proposed project will provide numerous multimodal transportation improvements along the entire project limits (St. Petersburg Drive East from Bayview Boulevard to Dartmouth Avenue East). The existing conditions and proposed improvements are listed below and shown in the typical sections on the following page:

Improvement Type	Existing	Proposed
<b>Roadway Realm</b>		
Lane Width	2 – 12' lanes	2 – 11' lanes
Bicycle Facilities	None	Provided on separated multimodal path
<b>Pedestrian/Streetside Realm</b>		
Sidewalks	4-5'	8' sidewalk on one side, 10' multimodal path on the other side
Landscaping	Sporadic	Enhanced landscaping including additional street trees and irrigation
Lighting	Sporadic	Ornamental street lighting
Drainage	Open swale	Closed drainage, curb and gutter
Utility Undergrounding	Overhead	Undergrounding power and communications
Transit stop	One transit shelter	Additional transit shelters at key locations (to be coordinated with PSTA)
Wayfinding	Some wayfinding signage	Additional wayfinding and decorative signage
<b>Intersections</b>		
Crossings	Traditional pavement marking	Enhanced crossings with pavers
Connections to Trails	Sidewalk Connections	Connection to trail near Bayview Blvd. and Dartmouth Ave. with potential pedestrian refuge areas (seating)
Stop signs	None	Four way stops at key locations



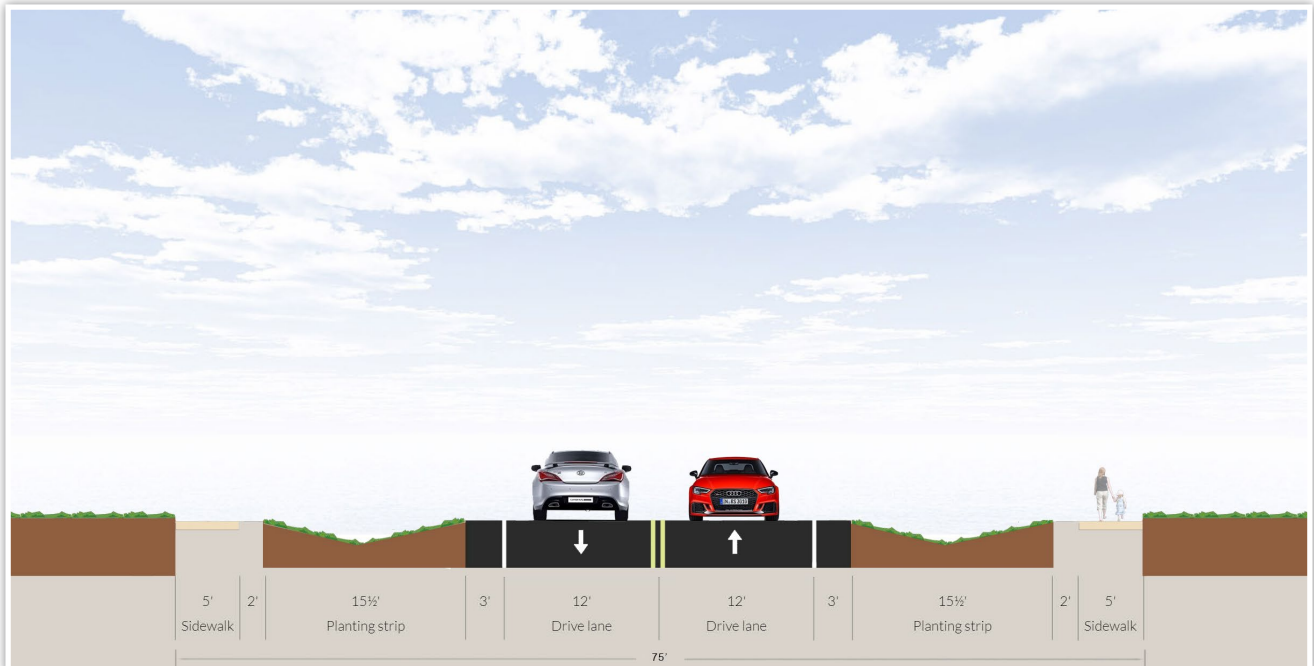
Current overhead utilities



Existing wayfinding and drainage improvements

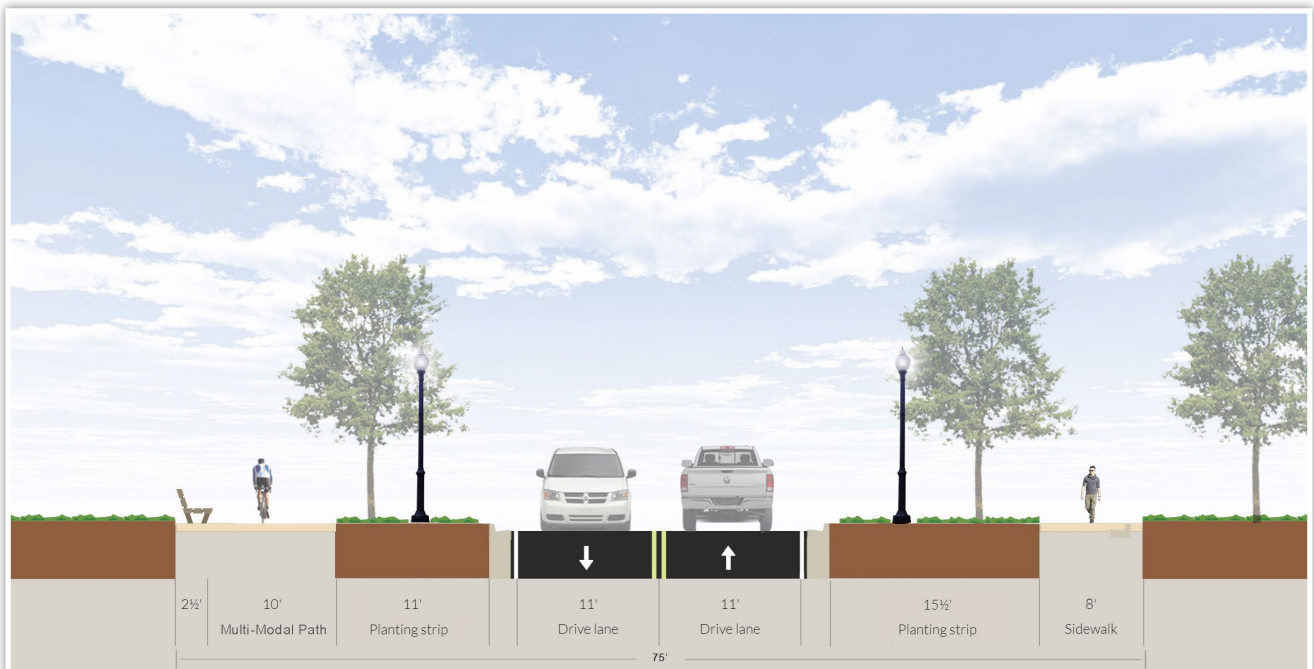


## Existing Conditions



The existing cross section above shows the roadway design for the overall project corridor. The area from Bayview Boulevard to Dartmouth Avenue includes two 12-foot travel lanes, separated sidewalks, wide planting strips with open drainage, no bicycle lanes, and inconsistent street lighting. The corridor is about 30 feet curb to curb and has 75 feet of total right-of-way in tighter locations.

## Proposed Improvements



The proposed concept above includes the reduction of the 12-foot travel lanes to 11 feet on each side. The 5-foot sidewalks are proposed to be widened to 8 feet on one side and to a 10-foot multimodal path on the other side. This multimodal path would add a designated space for pedestrians and bicyclists to use. In addition, consistent pedestrian-scaled lighting, landscaping, and curb and gutter will be installed on both sides of the roadway. Curb and gutter is installed along with the drainage improvements and narrowing of travel lanes to slow traffic speeds. This will create a comfortable, safe, and attractive pedestrian realm.

## *Pedestrian Accommodations*

This proposed project will implement improvements and other pedestrian accommodations similar to those on the adjacent segment. Currently, several intersections such as the intersections of Washington Avenue, Jefferson Avenue, and Buckingham Avenue East, lack adequate pedestrian crosswalks.

This project will implement marked paved crosswalks with pedestrian crossing signage. Florida-friendly landscaping, Victorian ornamental lighting, and decorative signage will be implemented to enhance the safety and aesthetic for the pedestrian environment. Street trees and lower level landscaping will be placed along the corridor to improve the overall appearance and pedestrian comfort.



*Example of improved streetscape*

The previously enhanced portion of St. Petersburg Drive East from Dartmouth Avenue East to State Street East has a posted speed limit of 25 miles per hour. One of the goals in improving the streetscaping along St. Petersburg Drive East is to encourage drivers to drive reduce their speed to slower than the currently posted 35 miles per hour to 25 or 30 miles per hour and consistent with the revised design of the roadway.

Lastly, the existing sidewalk widths varies from 4 to 5 feet. Florida Department of Transportation's Design Manual supports an 8-foot sidewalk in the Urban General (C-4) context should be demonstrated, which can be made with the mix of uses in the area including several schools and civic uses. By providing these enhancements, we hope to provide a continuous enhanced pedestrian environment along St. Petersburg Drive East.

## *Bicycle Facilities*

There are currently no bicycle facilities along the project corridor. The current sidewalk width of 4 to 5 feet in different areas creates unresolvable conflicts between bicyclists and pedestrians.

A 10-foot multimodal path is proposed on one side of the roadway while an 8-foot sidewalk is proposed on the other side. The 10-foot multimodal path can support bicyclists and pedestrians. This design is consistent with the existing trails and paths along Bayview Boulevard and other areas within the city.

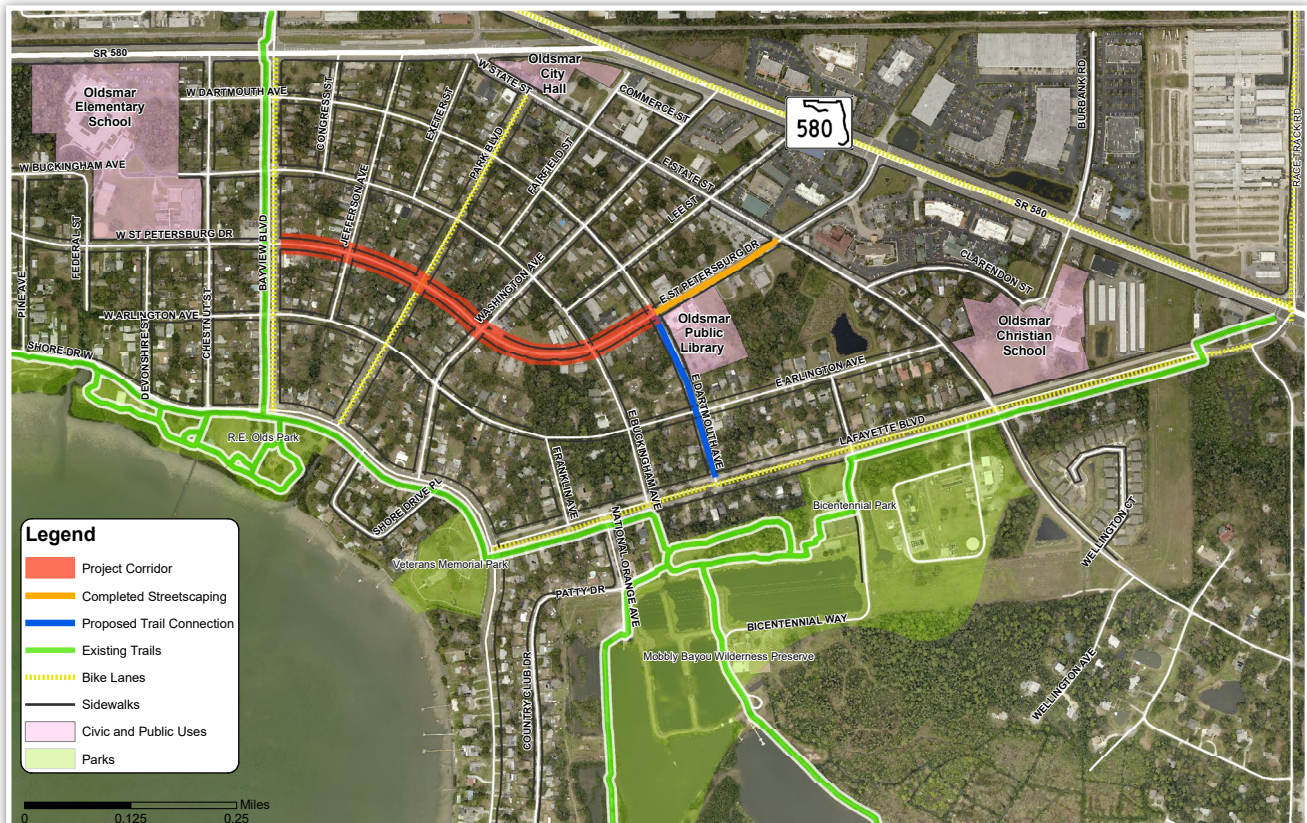


*Example of a multimodal path*



## *Sidewalks and/or bicycle facilities along an adjacent roadway segment that truncate at the project limits*

Bicycle lanes do exist on Park Boulevard, and the new multimodal path would connect to the existing trail network on Bayview Boulevard on the west side of the project limits. In addition, a proposed trail extension along Dartmouth Avenue from Lafayette Boulevard to St. Petersburg Drive would connect the multimodal path to the trail network on the east side of the project limits. The surrounding streets already have a well-connected sidewalk network. Sidewalk width at the eastern limits of the project corridor at the Oldsmar Public Library is 6 to 8 feet. Upgrading the sidewalk width along the project corridor will provide a continuous pedestrian environment.



## *Existing and Proposed Transit Service*

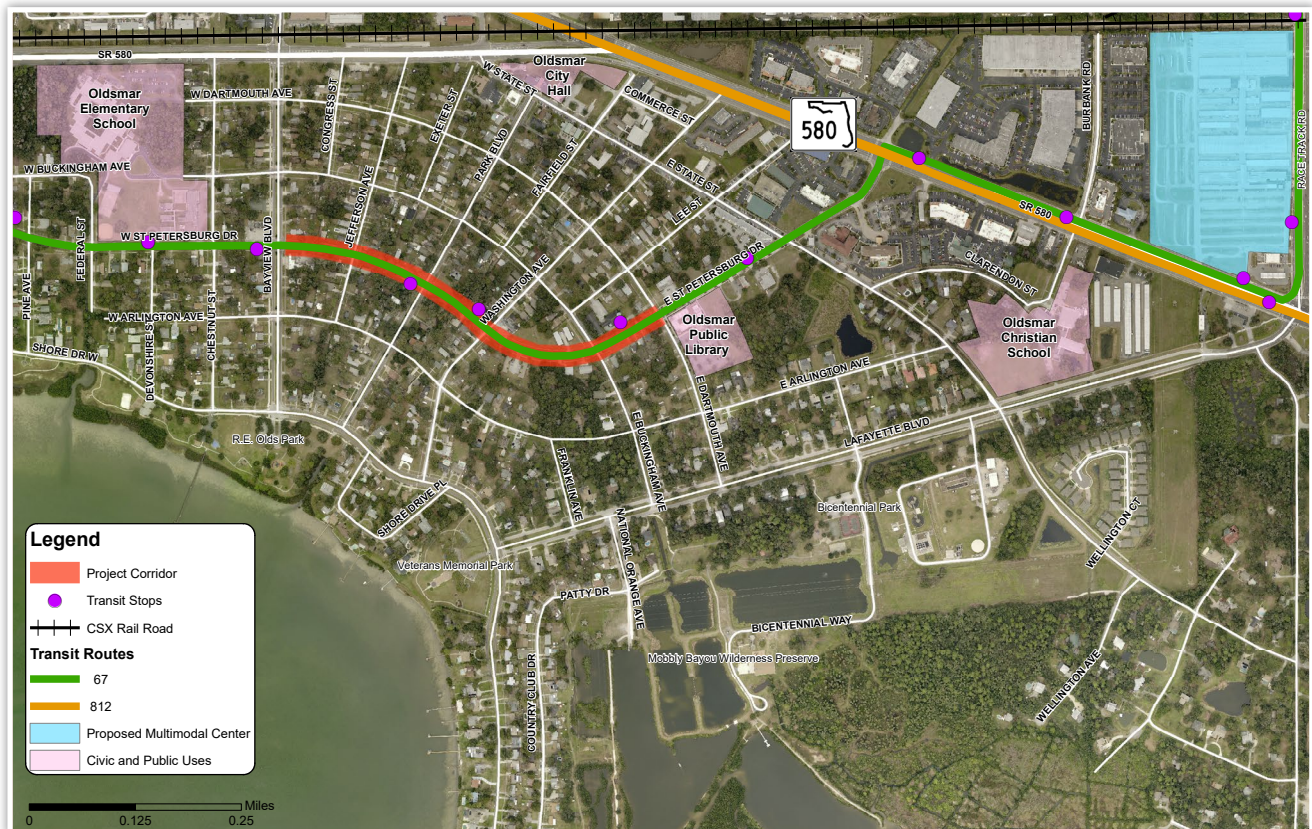
The project corridor is currently served by Pinellas Suncoast Transit Authority's (PSTA) Route 67 which had an annual ridership of 114,485 in 2016. Route 67 features average headways of 60 minutes on weekdays and weekends. Route 67 runs Monday to Friday from 6:00 am to 6:55 pm and 6:00 am to 6:50 pm on Saturday and Sunday. There are currently several stops throughout the project limits with one stop being sheltered. We envision working with partners at PSTA to include additional shelters. From a citywide perspective, a multimodal transit center is anticipated to be built at SR 580 (Tampa Road) and Race Track Road. Transit along St. Petersburg Drive will connect directly to this site.



*Existing transit stop*



Currently there are four transit stops along the project corridor. Several transit stops need enhancements such as shelters, adequate wayfinding/signage, ADA compliance, and amenities like lighting and trashcans. Improved sidewalk and bicycle facilities to the existing transit stops will also improve user experience.



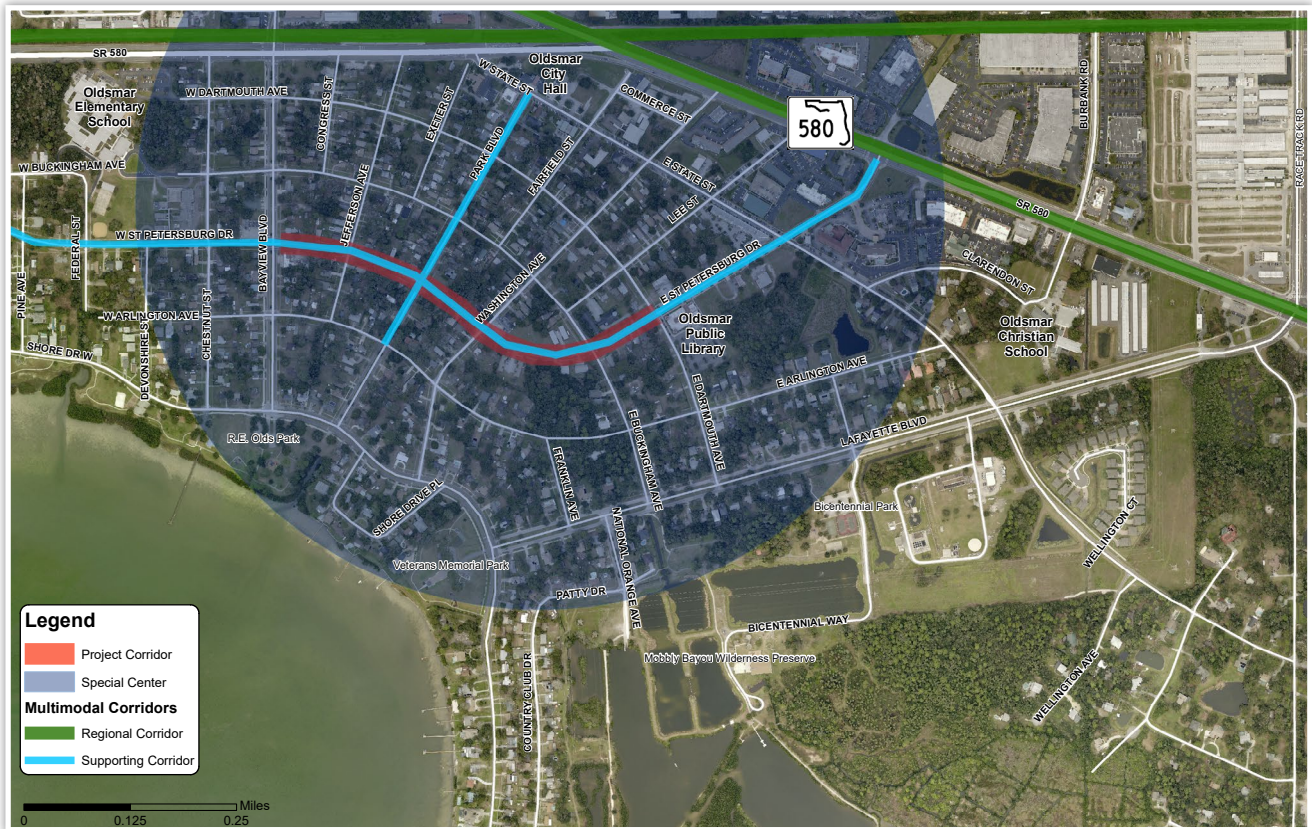
## Safety Concerns

From 2012 to 2016 there were 14 crashes within the corridor area and six crashes within proximity to the corridor limits. Two of the crashes included incapacitating injuries. Crash types include angle, hit fixed object, left turn, head on, and sideswipes. The redesigned roadway and low speed limits will improve safety in the corridor. Also, there are currently students that use St. Petersburg Drive to walk to school and these enhancements will also improve safety.

## Access/Connections to Activity Centers or Multimodal Corridors

The entire project corridor is identified as a special activity center and as a supporting corridor. The project corridor also abuts SR 580 (Tampa Road) and SR 584, both of which are regional corridors. The Transit Oriented Vision Map of the City of Oldsmar excerpt is found on the following page.





## Oldsmar CRA

The project corridor is located within the City of Oldsmar's CRA at the southern edge of the CRA boundary. The project helps to advance the CRA's specific goals of continuing streetscape improvements, attracting retail, office, and residential development and preserving a small-town atmosphere.

## Lighting

The project corridor has limited street lighting, however it is not continuous on both sides of the roadway. We propose adding ornamental street lighting on both sides of the project corridor. The ornamental street lighting will be similar to that installed for the previously completed streetscaping project on St. Petersburg Drive East from State Street to Dartmouth Avenue. Providing this unified street lighting network would provide increased visibility and safety for pedestrians and vehicles.

### *Low Income, Disadvantaged or Environmental Justice Areas*

The project corridor isn't within a low income or environmental justice area. However, there are blighted multimodal conditions in the area such as a street design not suited for pedestrian access. In some areas, the project corridor does not provide bicycle facilities, wide sidewalks, adequate transit shelters, lighting, or landscaping. Each of these elements are essential for the transportation-disadvantaged to comfortably and safely traverse the project corridor and access a mix of uses and destinations.

### *Access Management Strategies*

The project will address pedestrian and bicyclist safety concerns. Currently there are several large curb cuts for commercial uses and there are several crossings at intersections that are not marked. This project will work with the business community as well as in conjunction with redevelopment efforts to provide safe access to vehicles, pedestrians, bicyclists, and transit riders.



*Examples of large curb cuts with needed intersection improvements*





# Barriers to Connecting Low Income or Elderly Communities

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# Barriers to Connecting Low Income or Elderly Populations

Currently 15% of the residents within a quarter of a mile of the project limits are age 65 and over. Several low income housing areas are also adjacent to, or near the corridor.

Also, the project corridor currently provides inadequate multimodal facilities which are a challenge to use for those unable to drive. Widening the sidewalks, adding bicycle facilities, ornamental street lighting, and landscaping are all essential enhancements for providing better facilities for low income and elderly populations to utilize the corridor and access the civic and commercial buildings within and adjacent to the corridor. Below is a summary of low income or senior residents within a quarter mile of the project limits:



*Example of barriers to pedestrian access*

- Over 15% of the residents are 65 and over
- Over 25% of households have one or more persons with a disability
- Over 3% of workers rely on the bicycle as a means of transportation
- There are several low income housing areas adjacent or near the corridor

The project limits are currently within a CRA. In establishing the CRA, several barriers were identified that may impact low income or elderly communities:

- **Drainage Ditches:** Steep-graded drainage ditches have been identified as potentially unsafe. Since 1993, drainage improvements have been made along St. Petersburg Drive from State Street to Dartmouth Avenue. The steep-graded drainage conditions along the remaining portions of St. Petersburg Drive need to be addressed.
- **Sidewalks:** There are incomplete or damaged segments that exist within the sidewalk network.
- **Lighting:** Currently there is not a unified street lighting system. A unified street lighting system would provide vehicular and pedestrian traffic visibility, safety and property security.
- **Property Values:** The overall CRA taxable values have decreased by 25% since 2006. Underutilized properties within the CRA has resulted in a decrease in the tax base and reduction in tax revenues which could adversely affect the quality of life residents and business prospects.





# Supporting Land Use Requirements

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## Supporting Land Use Requirements

The street layout within the CRA reflects a traditional neighborhood design with small block sizes which contributes to the overall walkability and connectivity within the project corridor. There are vacant parcels of land within the CRA and the City is proactively seeking development opportunities. New townhomes will be constructed at the intersection of St. Petersburg Drive East and Park Boulevard. With the push towards developing commercial properties, it is imperative that multimodal improvements are constructed.

The project corridor borders the Town Center Commercial Neighborhood (TCCN) zone, Town Center Boulevard (TCB) zone, and several residential districts on the southern side. The residential zones provide for small residential units and lots to maintain a high-density environment.

Dwellings must cover 50 percent maximum of the lot and have a minimum floor area of 1,250 square feet. The TCCN promotes a mix of residential, commercial, retail, and service development. Buildings within the TCCN require buildings to be located adjacent to the right-of-way.

The TCCN district allows for a residential density of 15 dwelling units per acre and off-site parking facilities. This category also has enough right-of way for ornamental lighting, wide sidewalks, and landscaping.

The TCB promotes residential development of a maximum of 12 dwelling units per acre. The TCB require 70 percent maximum lot coverage and does not permit front yard parking. These higher density areas are conducive to the increased street level activity that will accompany the proposed corridor improvements. This also complies with the Planning and Urban Design Principles in the Forward Pinellas Countywide Plan.

As designated by the town center plan, off-street parking will be moderated based on the number of pedestrian trips and off-street parking usage. To reduce surface parking, the TCCN and TCB zones allow for the reduction of off-street parking by 10 percent plus the number of on-street spaces for office, commercial, public uses. The Town Center Plan promotes multimodal transportation by requiring a minimum sidewalk width of 8 feet in the TCB district, minimum sidewalk width of 10 feet in the TCCN, and a minimum sidewalk width of 10 feet within or near the St. Petersburg Drive right-of-way. Our proposed multimodal path will meet this 10-foot requirement and the proposed sidewalks will meet the 8-foot requirement.



*Example of good pedestrian realm and land use*





# Cost Information and Schedule

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## Cost Information

Planning level cost estimates have been generated that include the streetscape improvements, specifically the bicycle and pedestrian improvements described above. The City is also funding utility undergrounding and needed drainage improvements along the project limits, which could fluctuate over time. While a major cost, the City is seeking consistency in the corridor.

The City of Oldsmar is looking for this grant to help specifically with roadway, bicycle, and pedestrian improvements and to allow the City to utilize funding to accomplish complementary improvements along St. Petersburg Drive. The City is currently committing over \$2 million in funding for improvements along St. Petersburg Drive. The current location match shown below is in the currently adopted capital improvements program (2017/2018 to 2022/2023).

A design phase has not been completed at this time and costs could increase or decrease substantially based on bid costs. The table below shows the planning level costs of over \$3.1 million to accomplish improvements identified in this application. Additional costing information can be provided as the project approaches and a design phase is completed. The table below shows how the \$1 million funding from the grant application could be applied. It is anticipated that the funding would be utilized on funding the roadway and pedestrian improvements with City funding the utility undergrounding, drainage improvements, as well as streetscape funding for a portion of the roadway, including landscaping as well as design, mobilization, CEI costs.

Improvement	Description	Amount	Potential Funding	
			City Funding	Grant Funding
Roadway and Pedestrian Improvements				
1	Crossing Improvements	\$60,600		
2	Roadway (Mill and Resurface, Curbs)	\$275,600		
3	Enhanced Sidewalk (8 feet) and Multimodal Path (10 feet), includes demolition, clearing/grubbing	\$352,200		
4	Roadway Signing and Marking (Including stop signs, wayfinding)	\$55,900		
5	Ornamental Street Lighting	\$279,000		
6	Landscaping and Irrigation Improvements	\$441,000		
Subtotal - Roadway and Pedestrian Improvements		\$1,464,300	\$464,300	\$1,000,000
Utility Undergrounding				
7	Electrical Undergrounding	\$375,000		
Subtotal - Utility Improvements		\$375,000	\$375,000	
Drainage Improvements				
8	Piping and Structures	\$400,000		
Subtotal - Drainage Improvements		\$400,000	\$400,000	
Subtotal Construction		\$2,239,300	\$1,239,300	\$1,000,000
Design		\$335,900	\$335,900	
Mobilization, CEI, Contingency		\$559,800	\$559,800	
TOTAL		\$3,135,000	\$2,135,000	\$1,000,000

The City of Oldsmar has requested opinions of probable cost for the roadway and pedestrian improvements.

*The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.*



## Schedule

The proposed improvements on St. Petersburg Drive East are included in the five year capital improvement program with drainage improvements that are underway and other phases running through 2023. The utility undergrounding will begin in 2019 to 2020, and recommence in 2021 to be completed in 2022. The streetscaping improvements are anticipated to be ongoing from 2017-2018 to 2022-2023.

Improvement Type	17-18	18-19	19-20	20-21	21-22	22-23	Total
Utility Undergrounding (Dartmouth to Bayview)			\$175,000		\$200,000		\$375,000
Streetscaping (Dartmouth to Bayview)			\$80,000	\$600,000	\$80,000	\$600,000	\$1,360,000
Drainage Improvements	\$400,000						\$400,000
<b>Total</b>	<b>\$400,000</b>		<b>\$255,000</b>	<b>\$600,000</b>	<b>\$280,000</b>	<b>\$600,000</b>	<b>\$2,135,000</b>



# Appendix



## **RESOLUTION 2017-21**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OLDSMAR, FLORIDA EXPRESSING ITS SUPPORT FOR A COMPLETE STREET PROJECT FOR ST. PETERSBURG DRIVE TO BE SUBMITTED TO FORWARD PINELLAS FOR FUNDING CONSIDERATION WITHIN THE FORWARD PINELLAS COMPLETE STREETS PROGRAM; AND PROVIDING FOR AN EFFECTIVE DATE.**

WHEREAS, the City is working to implement a Complete Streets Program where streets are designated 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, the City Council has previously approved within the City of Oldsmar, Community Redevelopment Capital Improvement Budget funds for streetscaping of St. Petersburg Drive; and

WHEREAS, Pinellas County's Land Use and Transportation 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 is seeking local government projects for its Complete Streets Program; and

WHEREAS, the City has identified, for consideration within the Community Redevelopment Area, the St. Petersburg Drive Streetscaping Project as a project that meets or exceeds the minimum application criteria and represents the City's best opportunity to be awarded funds from the Forward Pinellas Complete Streets Program.

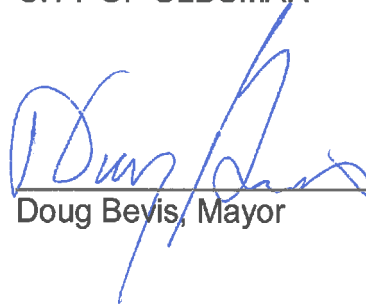
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Oldsmar, Florida, that:

Section 1. The City Council of the City of Oldsmar, Florida, hereby affirms its support of the St. Petersburg Streetscaping Project submitted on behalf of the City of Oldsmar to Forward Pinellas for funding consideration within the Forward Pinellas Complete Streets Program:

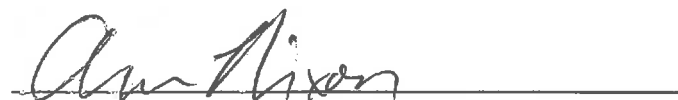
Section 2. That this Resolution shall become effective immediately upon its passage and adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF OLDSMAR,  
FLORIDA, THIS 5<sup>th</sup> DAY OF December, 2017.


CITY OF OLDSMAR

  
\_\_\_\_\_  
Doug Bevis, Mayor

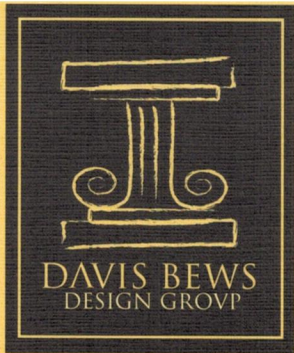
ATTEST:

  
\_\_\_\_\_  
Ann A. Nixon  
City Clerk  
City of Oldsmar

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Thomas J. Trask  
City Attorney  
City of Oldsmar





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JOHN BEWS  
MANAGING PARTNER

JOHN R. WAGNER  
PARTNER

December 11, 2017

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

Subject: Support for the City of Oldsmar's Complete Streets Construction Application – St. Petersburg Drive from Dartmouth to Bayview Blvd.

Dear Ms. Favero,

On behalf of Davis Bews Design Group, I would like to indicate our strong support for the City of Oldsmar's Complete Streets Construction Application for St. Petersburg Drive from Dartmouth Avenue to Bayview Boulevard.

The proposed project will further the redevelopment of the Town Center by providing on St. Petersburg Drive widened and buffered sidewalk improvements, installing decorative brick paver crosswalks, installation of Old Town Florida landscaping, Victorian street lighting, and decorative wayfinding signage. These improvements will significantly enhance the ambiance of the area while also improving conditions for non-motorized roadway users such as pedestrians and bicyclists and those utilizing transit services along the corridor.

Importantly, it is in keeping with a key objective of the Community Redevelopment Area to create a multimodal environment throughout the CRA.

With support from the Forward Pinellas Board, the construction of these streetscaping improvements supports the continued development of St. Petersburg Drive as a Complete Street that accommodates all roadway users. It also leverages and enhances other City investments that have been enjoyed in the CRA to create a multimodal environment.

We look forward to the support of Forward Pinellas for these improvements.

Sincerely,

John Bews

WE ARE PERSONALLY  
COMMITTED TO ESTABLISHING  
A GENUINE PARTNERSHIP  
WITH OUR CLIENTS THROUGH  
EXCITING DESIGN, EXCEPTIONAL  
DRAWINGS, AND SERVICE THAT  
EXCEEDS EXPECTATIONS AND  
CONTRIBUTES TO THEIR SUCCESS.

S I N C E 1 9 9 4



AA 26002190

CGC 1517173

Architecture

Construction

Design/Build

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

Subject: Support for the City of Oldsmar's Complete Streets Construction  
Application – St. Petersburg Drive from Dartmouth to Bayview Blvd.

Dear Ms. Favero,

On behalf of FSA, Inc., I would like to indicate our strong support for the City of Oldsmar's Complete Streets Construction Application for St. Petersburg Drive from Dartmouth Avenue to Bayview Boulevard.

The proposed project will further the redevelopment of the Town Center by providing on St. Petersburg Drive widened and buffered sidewalk improvements, installing decorative brick paver crosswalks, installation of Old Town Florida landscaping, Victorian street lightening, and decorative wayfinding signage. These improvements will significantly enhance the ambiance of the area while also improving conditions for non-motorized roadway users such as pedestrians and bicyclists and those utilizing transit services along the corridor.

Importantly, it is in keeping with a key objective of the Community Redevelopment Area to create a multimodal environment throughout the CRA.

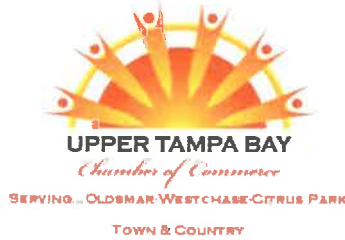
With support from the Forward Pinellas Board, the construction of these streetscaping improvements supports the continued development of Ste. Petersburg Drive as a Complete Street that accommodates all roadway users. It also leverages and enhances other City investments that have been enjoyed in the CRA to create a multimodal environment.

We look forward to the support of Forward Pinellas for these improvements.

A handwritten signature in black ink, appearing to read 'Francisco Semsch', followed by a horizontal line.

Francisco Semsch, AIA-CGC  
President





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

Subject: Support for the City of Oldsmar's Complete Streets Construction  
Application – St. Petersburg Drive from Dartmouth to Bayview Blvd.

Dear Ms. Favero,

On behalf of the Upper Tampa Bay Chamber of Commerce, I would like to indicate our strong support for the City of Oldsmar's Complete Streets Construction Application for St. Petersburg Drive from Dartmouth Avenue to Bayview Boulevard.

The proposed project will further the redevelopment of the Town Center by providing on St. Petersburg Drive widened and buffered sidewalk improvements, installing decorative brick paver crosswalks, installation of Old Town Florida landscaping, Victorian street lightening, and decorative wayfinding signage. These improvements will significantly enhance the ambiance of the area while also improving conditions for non-motorized roadway users such as pedestrians and bicyclists and those utilizing transit services along the corridor.

Importantly, it is in keeping with a key objective of the Community Redevelopment Area to create a multimodal environment throughout the CRA.

With support from the Forward Pinellas Board, the construction of these streetscaping improvements supports the continued development of Ste. Petersburg Drive as a Complete Street that accommodates all roadway users. It also leverages and enhances other City investments that have been enjoyed in the CRA to create a multimodal environment.

We look forward to the support of Forward Pinellas for these improvements.

Sincerely,

  
Jerry Peruzzi  
President/CEO