



2018-2019 Florida Job Growth Grant Fund Public Infrastructure Grant Proposal

Proposal Instructions: The Florida Job Growth Grant Fund Proposal (this document) must be completed by the governmental entity applying for the grant and signed by either the chief elected official, the administrator for the governmental entity or their designee. Please read the proposal carefully as some questions may require a separate narrative to be completed. If additional space is needed, attach a word document with your entire answer.

Governmental Entity Information

Name of Governmental Entity: City of St. Petersburg
Government Federal Employer Identification Number: [REDACTED]

Primary Contact Name: Sophia Sorolis
Title: Economic and Workforce Development Director
Mailing Address: PO Box 2842
St. Petersburg, FL 33731-2842
Phone Number: 727-893-7787
Email: sophia.sorolis@stpete.org

Secondary Contact Name: Gary Jones
Title: Economic Development Officer
Phone Number: 727-893-7877

Public Infrastructure Grant Eligibility

Pursuant to section 228.101, F.S., the Florida Job Growth Grant Fund was created to promote economic opportunity by improving public infrastructure and enhancing workforce training. Eligible entities that wish to access this grant fund must submit public infrastructure proposals that:

- Promote economic recovery in specific regions of the state, economic diversification or economic enhancement in a targeted industry ([View Florida's Targeted Industries here](#)).
- Are not for the exclusive benefit of any single company, corporation or business entity.
- Are for infrastructure that is owned by the public and is for public use or predominately benefits the public.

1. Program Requirements:

(If additional space is needed, attach a word document with your entire answer.)

Each proposal must include the following information describing how the project satisfies eligibility requirements listed on page 1.

A. Provide a detailed description of the public infrastructure improvements.

Two intersection upgrades and a bicycle/pedestrian trail system connecting the gateway area to the north St. Petersburg transportation system and interconnecting businesses. (See attached)

B. Provide location of public infrastructure, including physical address and county of project.

The intersection upgrades will be at the Jabil driveway & Dr. MLK Jr. St. N., 116th Ave. & Dr. MLK Jr. St. N. The trail will be at various locations in gateway St. Petersburg. (See attached Exhibit A)

C. Is this infrastructure currently owned by the public? Yes No

If no, is there a current option to purchase or right of way provided to the County?

Not applicable

D. Provide current property owner.

Not applicable

E. Is this infrastructure for public use or does it predominately benefit the public?

Yes No

F. Will the public infrastructure improvements be for the exclusive benefit of any single company, corporation or business entity?

Yes No

G. Provide a detailed description of, and quantitative evidence demonstrating, how the proposed public infrastructure project will promote:

- Economic recovery in specific regions of the state;
 - Economic diversification; or
 - Economic enhancement of a Targeted Industry ([View Florida's Targeted Industries here](#)).
- Describe how the project will promote specific job growth. Include the number of jobs that will be retained or created, and in which industry(ies) the new net jobs will be created using the North American Industry Classification System ([NAICS](#)) codes. Where applicable, you may list specific businesses that will retain or create jobs or make capital investment.
 - Provide a detailed explanation of how the public infrastructure improvements will connect to a broader economic development vision for the community and benefit additional current or future businesses.

See attached.

2. Additional Information:

(If additional space is needed, attach a word document with your entire answer.)

A. Provide the proposed commencement date and number of days required to complete construction of the public infrastructure project.

The project's construction drawings would be started upon award of the funding. The project will be completed within two years, having a twelve month design process, followed by a twelve month construction period.

B. What permits are necessary for the public infrastructure project?

The intersection upgrade at 116th Avenue will require a Pinellas County permit, and the trail project will require an FDOT permit only in the limited areas intersecting their jurisdiction.

- C. Detail whether required permits have been secured, and if not, detail the timeline for securing these permits. Additionally, if any required permits are local permits, will these permits be prioritized?

Required permits have not been secured but will be easily obtained. The City construction approval process will be prioritized.

- D. What is the future land use and zoning designation on the proposed site of the infrastructure improvements, and will the improvements conform to those uses?

Future Land Use - Industrial Limited, Planned Redevelopment Mixed-Use & Residential Medium.
Zoning - Employment Center, Commercial Corridor Suburban & Neigh Multi-family. Project conforms.

- E. Will an amendment to the local comprehensive plan or a development order be required on the site of the proposed project or on adjacent property to accommodate the infrastructure and potential current or future job creation opportunities? If yes, please detail the timeline.

Yes No

- F. Is the project ready to commence upon grant fund approval and contract execution? If no, please explain.

Yes No

- G. Does this project have a local match amount? Yes No

If yes, please describe the entity providing the match and the amount.

The City will provide a \$500,000 match for these infrastructure improvements.

- H. Provide any additional information or attachments to be considered for this proposal. Maps and other supporting documents are encouraged.

See attached.

- Exhibit A [Project Maps and Budgets]
 - Exhibit B [Gateway Master Plan Summary]
 - Exhibit C [Gateway Business Council Meeting Summaries]
-

3. Program Budget

(If additional space is needed, attach a word document with your entire answer.)

Estimated Costs and Sources of Funding: Include all applicable public infrastructure costs and other funding sources available to support the proposal.

1.) **Total Amount Requested** \$ 6.87 million
 Florida Job Growth Grant Fund

A. Other Workforce Training Project Funding Sources:

 City/County \$ 0

 Private Sources \$ 0

 Other (grants, etc.) \$ 0

Please Specify: _____

Total Other Funding \$ 0

B. Public Infrastructure Project Funding Sources:

 Construction \$ 5.27 million

 Reconstruction \$ 0

 Design & Engineering \$ 2.1 million

 Land Acquisition \$ 0

 Land Improvement \$ 0

 Other \$ 0

Please Specify: _____

Total Project Costs \$ 7.37 million

Note: The total amount requested must equal the difference between the workforce training project costs in 3. and the other Public infrastructure project funding sources in 2.

- C. Provide a detailed budget narrative, including the timing and steps necessary to obtain the funding and any other pertinent budget-related information.

The budget for the intersection upgrades includes costs for signalized mast arms, sidewalks, and street crossings, and project design. The trail budget includes pavement, signs, basic amenities and street crossings. The City currently has a \$500,000 million for a match that will allow design to start immediately after receiving funding. Construction is expected to proceed immediately after the design stage. See the attached detailed budget in Exhibit A.

4. Approvals and Authority

(If additional space is needed, attach a word document with your entire answer.)

- A. If the governmental entity is awarded grant funds based on this proposal, what approvals must be obtained before it can execute a grant agreement with the Florida Department of Economic Opportunity (e.g., approval of a board, commission or council)?

City Council must approve the grant agreement which can be obtained within one month after receiving the award.

If board authorization is not required, who is authorized to sign?

See above.

- B. If approval of a board, commission, council or other group is needed prior to execution of an agreement between the governmental entity and the Florida Department of Economic Opportunity:

- i. Provide the schedule of upcoming meetings for the group for a period of at least six months.
- ii. State whether entity is willing and able to hold special meetings, and if so, upon how many days' notice.

The St. Petersburg City Council meets twice monthly on the first and third Thursdays.


- C. Attach evidence that the undersigned has all necessary authority to execute this proposal on behalf of the governmental entity. This evidence may take a variety of forms, including but not limited to: a delegation of authority, citation to relevant laws or codes, policy documents, etc.

The City Charter Section 4.04(9) provides the authority for the Mayor to sign contracts for the City of St. Petersburg.

I, the undersigned, do hereby certify that I have express authority to sign this proposal on behalf of the above-described entity and to the best of my knowledge, that all data and information submitted in proposal is truthful and accurate and no material fact has been omitted.

Name of Governmental Entity: City of St. Petersburg

Name and Title of Authorized Representative: Rick Kriseman, Mayor

Representative Signature: 

Signature Date: 1-30-19

Additional Information

Question 1.A.

The two intersection upgrades will include traffic signal mast arms, reconstructed sidewalks and handicap ramps, crosswalks and lane markings.

The City Trail project will consist of 7¾ miles of paved surface or elevated pathways approximately 12 to 15 feet wide that can be used by pedestrians and bicyclists as an alternative form of transportation. Both project maps and budgets are in Exhibit A.

Question 1.G.

Promotion of Job Growth

These proposed transportation improvements will provide economic diversification and economic enhancement of Florida Targeted Industries.

These transportation projects will promote job growth by solidifying the State's and City's commitment to retaining numerous well-paying jobs. An atmosphere of expansion and job creation for many companies will continue to be enhanced. St. Petersburg's Gateway area is a prominent area for companies seeking new office and industrial space, currently having 850 companies, 39,644 employees and more than 2,500 residential units. Mobility between developments both commercial and residential is an important component to the St. Petersburg Complete Streets program improving safety and transportation options. Businesses in this area have expressed the desire for the City to move forward with plans for additional City Trails that connect to the State and regional trail system.

Businesses (NAICS) that will be enhanced with the completion of these improvements are:

- Raymond James headquarters (551114)
- Franklin Templeton (523110)
- AEGON (5244210)
- Allstate Insurance (524210)
- Spectrum/Charter Communications (517311)
- FIS Management Services (541990)
- Home Shopping Network (551114)
- Jabil (551114)
- Power Design (551114)
- PCSU (551114)
- Transamerica (524210)
- Mercury Insurance (524210)
- Paychex (541214)
- Humana Insurance (524114)

Raymond James headquarters (551114) will be located in close proximity to a proposed City Trail and is expanding their campus, adding 650 high-wage jobs.

The public intersection upgrade at Dr. Martin Luther King Jr. Street and 116th Avenue North will benefit all businesses in the area, however, Power Design's headquarters (551114) is located adjacent to the project location. Power Design is a Florida Targeted Industry that offers electrical contracting and engineering services to developers and general contractors, and is expanding their facilities to increase their staff from 270 to 720 persons at this location. Power Design will invest \$12 million into their building expansion. This project is necessary to provide a safe transportation network for all area businesses after Power Design's expansion.

The public intersection upgrade at Dr. Martin Luther King Jr. Street and Roosevelt Boulevard will benefit all businesses in the area, however, Jabil's headquarters (551114) is located adjacent to the project location. Jabil is a Florida Targeted Industry that is a global electronics manufacturer, expanding their facilities and increasing their employees. Jabil is expected to spend \$65.3 million on new construction, adding 300 high-wage employees to the current 1,600 persons employed. This project is necessary to provide a safe transportation network for all area businesses after Jabil's expansion.

The trail and intersection upgrade projects are ready to go to design and can be completed within two years after the grant being awarded.

Economic Development Vision

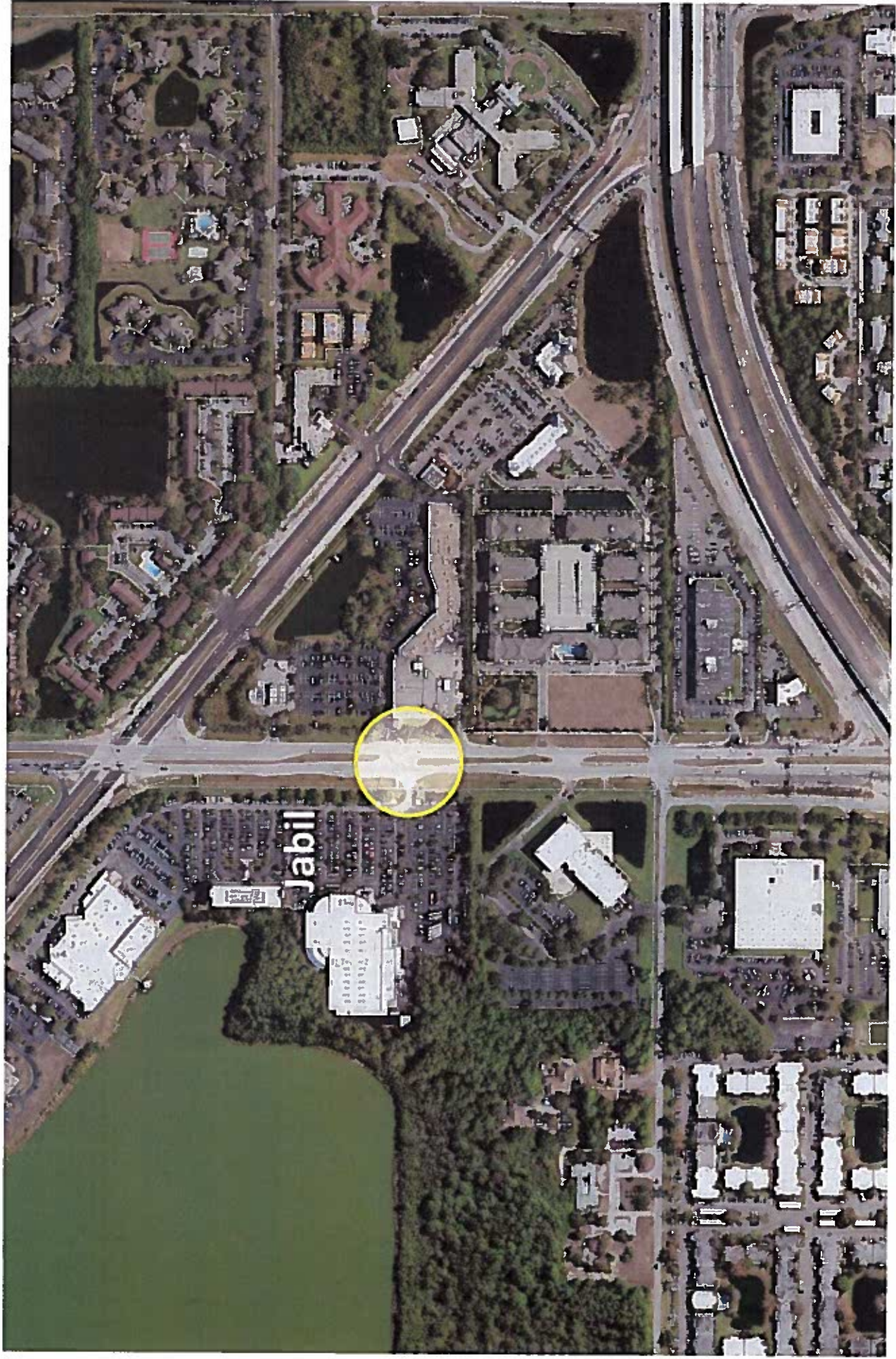
The Institute for Transportation Research and Education: North Carolina State, has provided a study that documents trails or shared use paths increases jobs, retail sales tax and property values. The Atlanta Beltline has generated a direct economic impact in private development many times over the public investment. The City of St. Petersburg shares the vision of this form of economic development.

The City Trail expansion will better connect corporations, businesses and residential developments together in an area having over 300,000 daily vehicle trips. Businesses today are seeking alternative forms of transportation and amenities for their employees, and locations without these enhancements are subject to falling behind and losing businesses vitally important to their economy. St. Petersburg's economic vision includes transportation as a key component. The City, Pinellas County and adjacent cities are underway with completing the Gateway Master Plan to review all modes of transportation. Key findings and stakeholder summaries for the Plan, including those pertaining to trails, are attached as Exhibit B. The City holds periodic meetings with the Gateway Business Council who has expressed an interest in these proposed transportation improvements (Exhibit C).

Exhibit A

Project Maps and Budgets

Intersection Upgrade—Dr. MLK Jr. St/south of Roosevelt



January 21, 2018

Jabil Inc.
10560 Dr. MLK Jr. St. N.
St. Petersburg, FL 33716

Dear Florida Department of Economic Opportunity;

Jabil enthusiastically supports the City of St. Petersburg's efforts to obtain the Florida Job Growth Grant Fund Public Infrastructure Grant. These proposed transportation improvements will provide economic diversification and economic enhancement of Florida Targeted Industries including Jabil's Corporate Connector Headquarters.

These transportation projects will promote job growth by solidifying the State's and City's commitment to retaining numerous well-paying jobs. An atmosphere of expansion and job creation for Jabil will be enhanced with the approval of this grant, and construction the proposed infrastructure projects. Mobility between commercial and residential developments is important to the St. Petersburg Complete Streets program, improving safety and transportation options.

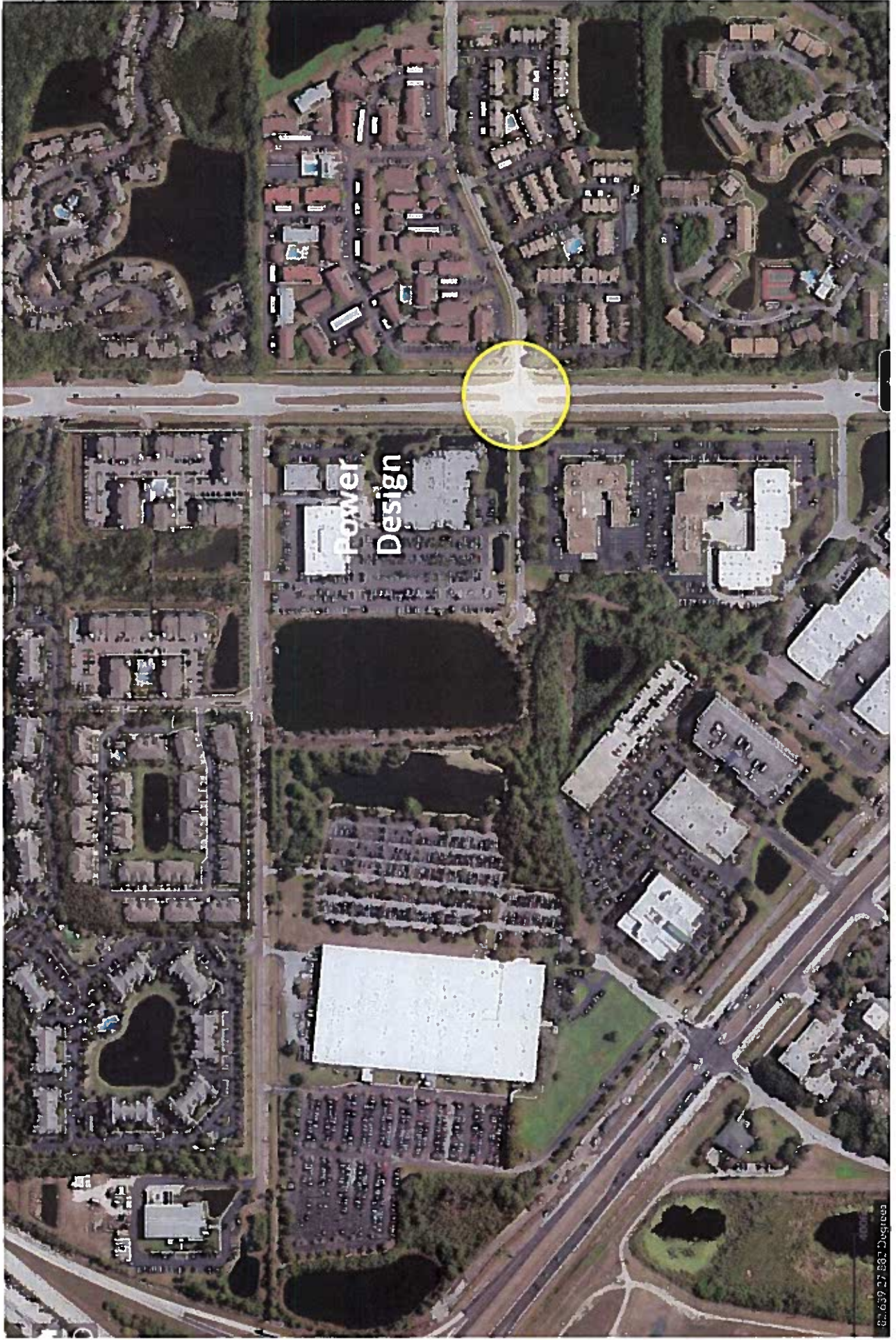
Transportation initiatives and improvements are important to Jabil's future in St. Petersburg and our growth. These improvements are an important ingredient for Jabil's ability to continue to grow here locally on in our St Petersburg site. Jabil is a global company; this infrastructure will help enable Jabil's Corporate growth. Please consider awarding this grant to the City of St. Petersburg to continue the success of economic development in this area of St. Petersburg.

Thank you,

A handwritten signature in black ink, appearing to read "Chris Johnson", is written over a horizontal line.

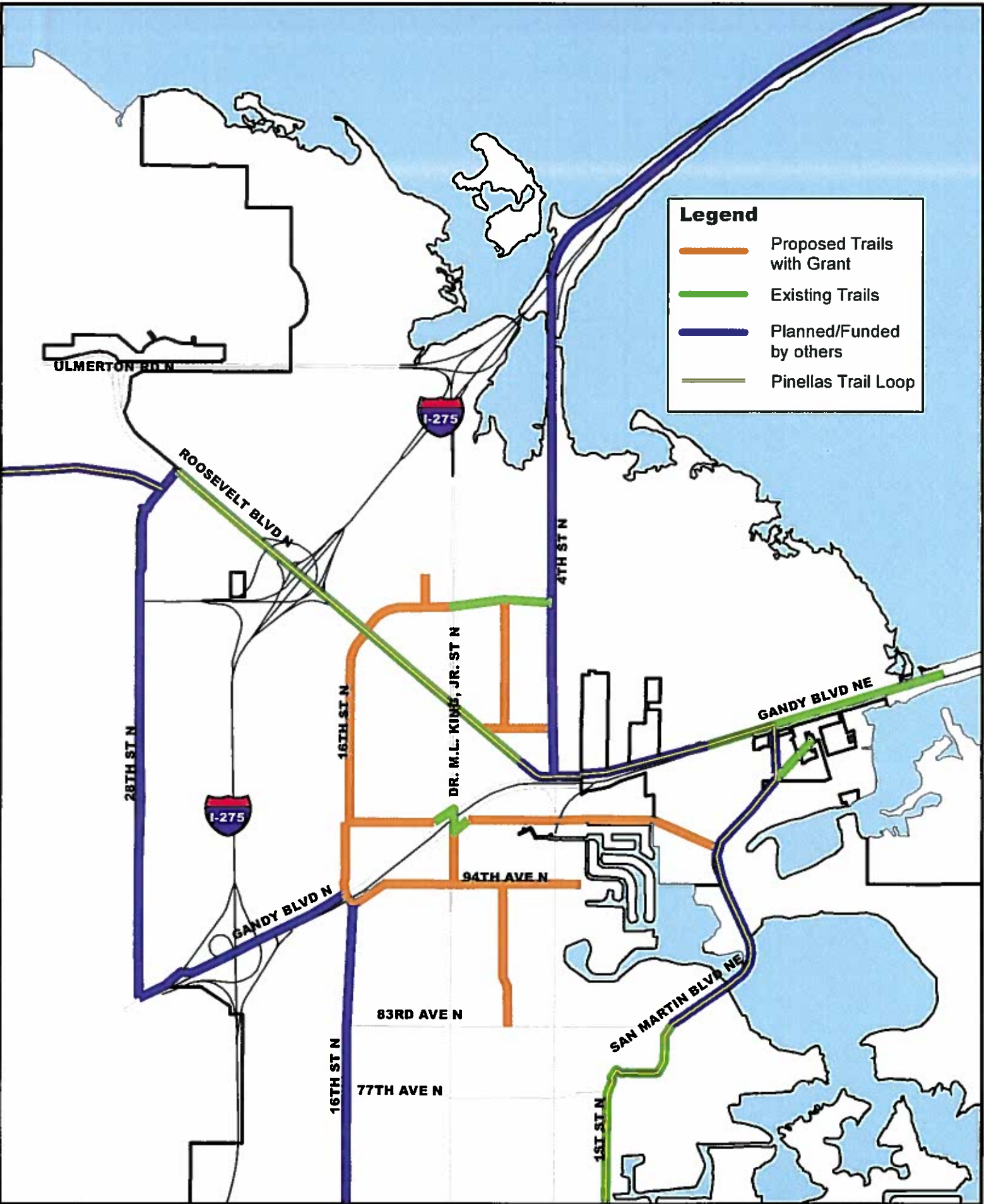
Chris Johnson
Sr. Government & Civic Engagement Director
Jabil Inc.

Intersection Upgrade—Dr. MLK Jr. St/116th Avenue



CONSTRUCTION COST ESTIMATE
Dr. Martin Luther King Jr. Street / 116th Avenue N
CITY OF ST. PETERSBURG

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
101-1	MOBILIZATION	LS	1	\$33,548.32	\$ 33,548.32
102-1	MAINTENANCE OF TRAFFIC	LS	1	\$33,548.32	\$ 33,548.32
630-2-11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	140	\$6.19	\$ 867.02
630-2-12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	790	\$17.19	\$ 13,582.47
632-7-1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	1	\$5,505.43	\$ 5,505.43
632-7-6	SIGNAL CABLE, REMOVE- INTERSECTION	PI	1	\$595.39	\$ 595.39
635-2-11	PULL & SPLICE BOX, F&I, 17" x 30" COVER SIZE	EA	18	\$519.31	\$ 9,347.58
639-1-122	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER PURCHASED BY CONTRACTOR	AS	1	\$2,966.76	\$ 2,966.76
639-1-610	ELECTRICAL POWER SERVICE, REMOVE OVERHEAD	AS	1	\$199.67	\$ 199.67
639-2-1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	LF	35	\$5.76	\$ 201.74
641-2-12	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE	EA	1	\$1,341.33	\$ 1,341.33
641-2-80	PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL-POLE 30' AND GREATER	EA	4	\$3,997.61	\$ 15,990.44
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL, FURNISH & INSTALL	EA	4	\$1,094.41	\$ 4,377.65
649-31-105	MAST ARM,F&I, WIND SPEED-150,SINGLE ARM,W/O LUMINAIRE-78	EA	2	\$44,261.68	\$ 88,523.36
649-31-204	MAST ARM,F&I, WIND SPEED-130,SINGLE ARM,W/O LUMINAIRE-70.5	EA	2	\$42,224.33	\$ 84,448.65
650-1-14	TRAFFIC SIGNAL, FURNISH & INSTALL, ALUMINUM, 3 SECTION, 1 WAY	AS	8	\$995.80	\$ 7,966.38
650-1-16	TRAFFIC SIGNAL, FURNISH & INSTALL, ALUMINUM, 4 SECTION, 1 WAY	AS	4	\$1,192.47	\$ 4,769.86
653-1-12	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 2 WAY	AS	4	\$1,237.85	\$ 4,951.41
660-4-11	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT	EA	1	\$7,625.26	\$ 7,625.26
660-4-12	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPMENT	EA	4	\$4,938.66	\$ 19,754.64
665-1-11	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD	EA	8	\$276.83	\$ 2,214.61
670-5-112	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA, 2 PREEMPTION	AS	1	\$27,221.70	\$ 27,221.70
670-5-600	TRAFFIC CONTROLLER ASSEMBLY, REMOVE CONTROLLER WITH CABINET	AS	1	\$458.00	\$ 458.00
685-1-13	UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, LINE INTERACTIVE WITH CABIN	EA	1	\$4,058.30	\$ 4,058.30
700-3-201	SIGN PANEL, FURNISH & INSTALL, OVERHEAD MOUNT, UP TO 12 SF	EA	4	\$625.19	\$ 2,500.74
700-5-22	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF	EA	4	\$3,463.99	\$ 13,855.95
711-14-123	THERMOPLASTIC (PERFORMED) (SOLID) (WHITE) (12") (CROSSWALK)	LF	536	\$9.23	\$ 4,946.74
711-14-125	THERMOPLASTIC (PERFORMED) (SOLID) (WHITE) (24") (CROSSWALK OR STOP BAR)	LF	558	\$12.93	\$ 7,212.15
	DESIGN				\$ 100,000.00
				GRAND TOTAL	\$ 502,579.84



Legend

- Proposed Trails with Grant
- Existing Trails
- Planned/Funded by others
- Pinellas Trail Loop



Gateway Trail Project

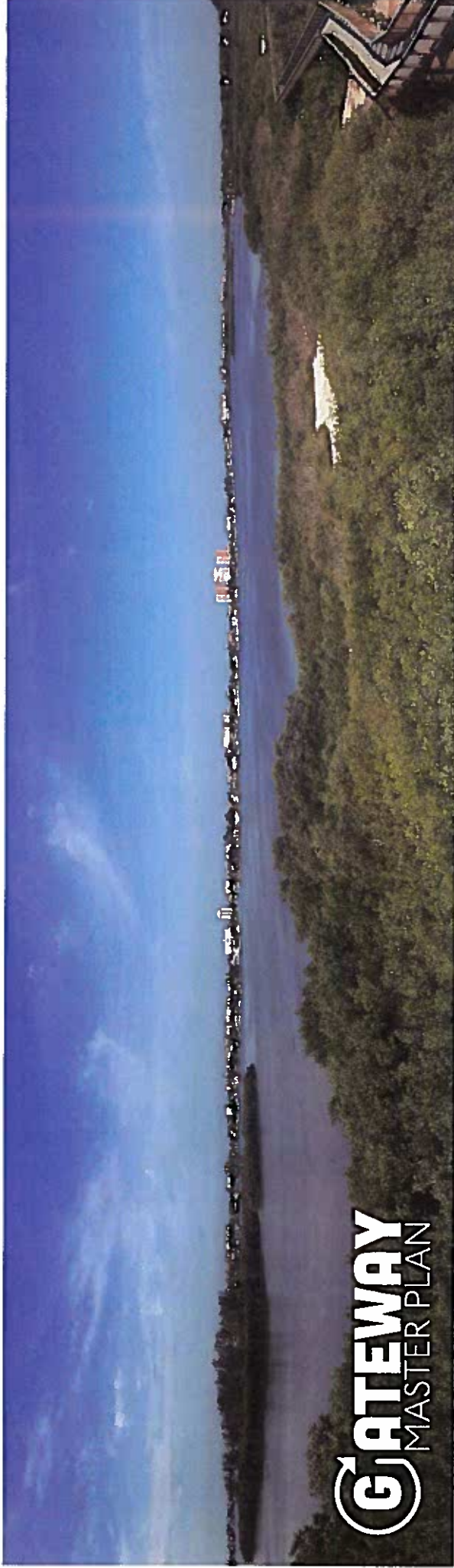


Revised: October 30, 2018

FID	Corridor	Infrastructure Recommendation	Length MI	Infrastructure		
				Planning/Design	Construction	Cost May18
104	7th Street Pathway - 106th Ave N to 116th Ave N	Trail	0.62	\$186,000	\$434,000	\$620,000
105	106th Avenue N - Roosevelt to 4th St	Trail	0.35	\$105,000	\$245,000	\$350,000
88	Duke Energy Trail - West of 4th St	Trail	1.15	\$345,000	\$805,000	\$1,150,000
242	Duke Energy Trail - East of 4th St	Trail	0.79	\$237,000	\$553,000	\$790,000
new	MLK Street pathway - east side, 94th Ave N to Duke Energy Trail	Trail	0.4	\$144,000	\$336,000	\$480,000
151	94th Avenue N - 16th St to 2nd St	Bike Lane	1.13	\$10,170	\$23,730	\$33,900
152	7th Street - 83rd Ave N to 94th Ave N	Neighborhood Greenway	0.7	\$6,300	\$14,700	\$21,000
107	16th Street pathway - 83rd Ave N to Gandy	Trail	0.67	\$201,000	\$469,000	\$670,000
243	16th Street pathway - Gandy to Duke Energy Trail	Trail	0.38	\$114,000	\$266,000	\$380,000
103	16th Street Pathway - Duke Energy Trail to Roosevelt	Trail	0.96	\$288,000	\$672,000	\$960,000
241	16th Ct N/116th Ave N pathway - Roosevelt to MLK St	Trail	0.44	\$132,000	\$308,000	\$440,000
144	116th Ave N to 118th Ave N pathway (west of Power Design)	Trail	0.17	\$51,000	\$119,000	\$170,000
			7.76	\$1,819,470	\$4,245,430	\$6,064,900
	Intersections/Crossings (\$50k each)	Spot Improvements	Locations 6	\$90,000	\$210,000	\$300,000
				<u>Total Planning/Design</u>	<u>Total Construction</u>	<u>Total Cost</u>
				\$1,909,470	\$4,455,430	\$6,364,900

Exhibit B

Gateway Master Plan Summary



PINELLAS GATEWAY / MID-COUNTY AREA MASTER PLAN

OPEN HOUSE PUBLIC MEETING #2

November 13th, 14th, 15th, 2018



OVERVIEW

PLAN GOALS



- ➔ The Gateway Master Plan is about creating a vibrant, livable area that continues to attract jobs and includes multiple options to get to work and other destinations safely and conveniently.
- ➔ The Gateway Master Plan creates an opportunity to build on existing assets while further integrating transportation and land use to direct the area's growth towards a more socially, environmental, and economically sustainable future.

OVERVIEW

WHY A MASTER PLAN FOR THE GATEWAY?

With the scarcity of land and pace of growth and change, Pinellas County will need to include a well thought out strategy for redevelopment and reuse of existing sites within the Gateway in order to maintain its competitive advantage as a regional job center.



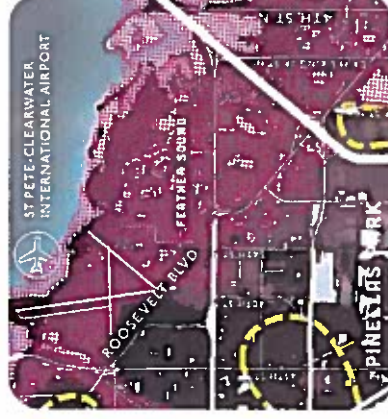
FRAGMENTED LAND USE



LOW DENSITY/SPRAWLING



LIMITED REMAINING LAND



SIGNIFICANT ENVIRONMENTAL AND ECOLOGICAL CONSTRAINTS

OVERVIEW

WHY A MASTER PLAN FOR THE GATEWAY?

Automobiles continue to dominate mobility within the County and traffic congestion is a challenge for residents, employees, and visitors alike.



LACK OF IDENTITY



AUTO-CENTRIC DEVELOPMENT PATTERNS THAT IMPACT VEHICULAR, PEDESTRIAN & BICYCLE SAFETY



NEED FOR INCREASED TRANSIT ACCESS TO EMPLOYMENT CENTERS AND DESTINATIONS

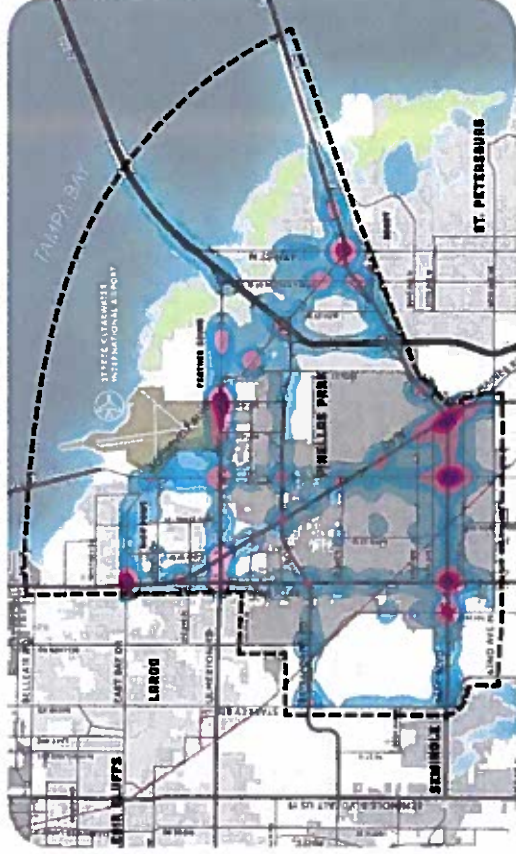
OVERVIEW

WHY A MASTER PLAN FOR THE GATEWAY?

While improvements have been made in reducing the crash rate, the rate of fatal and incapacitating accidents continues to be high, especially amongst bicyclists and pedestrians. There is an opportunity to develop a multi-modal network that supports economic vitality, and promotes safe, livable communities.



DANGEROUS CONDITIONS FOR BICYCLISTS AND PEDESTRIANS ALONG HIGHLY TRAFFICKED ROADS



OVERVIEW

ONGOING DISCUSSIONS WITH STAKEHOLDERS

SMT



**STUDY MANAGEMENT
TEAM**

STAKEHOLDERS



**INTERVIEWS OF KEY
STAKEHOLDERS AND SMALL
GROUP DISCUSSIONS**

THE PUBLIC



**OPEN HOUSE 1: MAY 10TH, 2018
OPEN HOUSE 2: NOV. 15TH, 2018
OPEN HOUSE 3: SPRING 2019**

ONLINE



**ONLINE SURVEYS
GATEWAYMASTERPLAN.ORG**

BASED ON THE STAKEHOLDER INTERVIEWS AND
PUBLIC WORK SESSIONS

STAKEHOLDER PRIORITIES FOR THE GATEWAY



Improved Access & Mobility

Need to address traffic congestion and traffic safety and provide safe, pedestrian, bicycle and vehicular connections



Address Vulnerabilities

Need to address threats from Sea-level Rise/Flooding and damage from storm events; Improve the environment (water quality, reduce urban heat island, address stormwater...)



Provide Quality Housing Options

Need for a wider range of quality housing options (market rate, affordable, workforce) connected to amenities and work centers



Better Land Utilization

Need to create dense, functional, walkable mixed-use centers



STAKEHOLDER FEEDBACK

MASTER PLAN PRIORITIES



Provide Services and Amenities

Need for greater access and range of services and amenities for residents, employees and visitors.



Embrace New Technologies

Embrace mobility, safety, telecommunications and other technologies that benefit the local economy, while supporting healthy, vibrant and connected communities.



Job Retention and Job Growth

Continue to be a competitive jobs center with diverse industries (manufacturing, business and financial services, and information technology as key employment sectors)



Public Realm Improvements that create a sense of place, identity and attractive places



Improved Regional and Local Transit Infrastructure

Incorporates 'Health in All Policies' and Considers Most Vulnerable Users

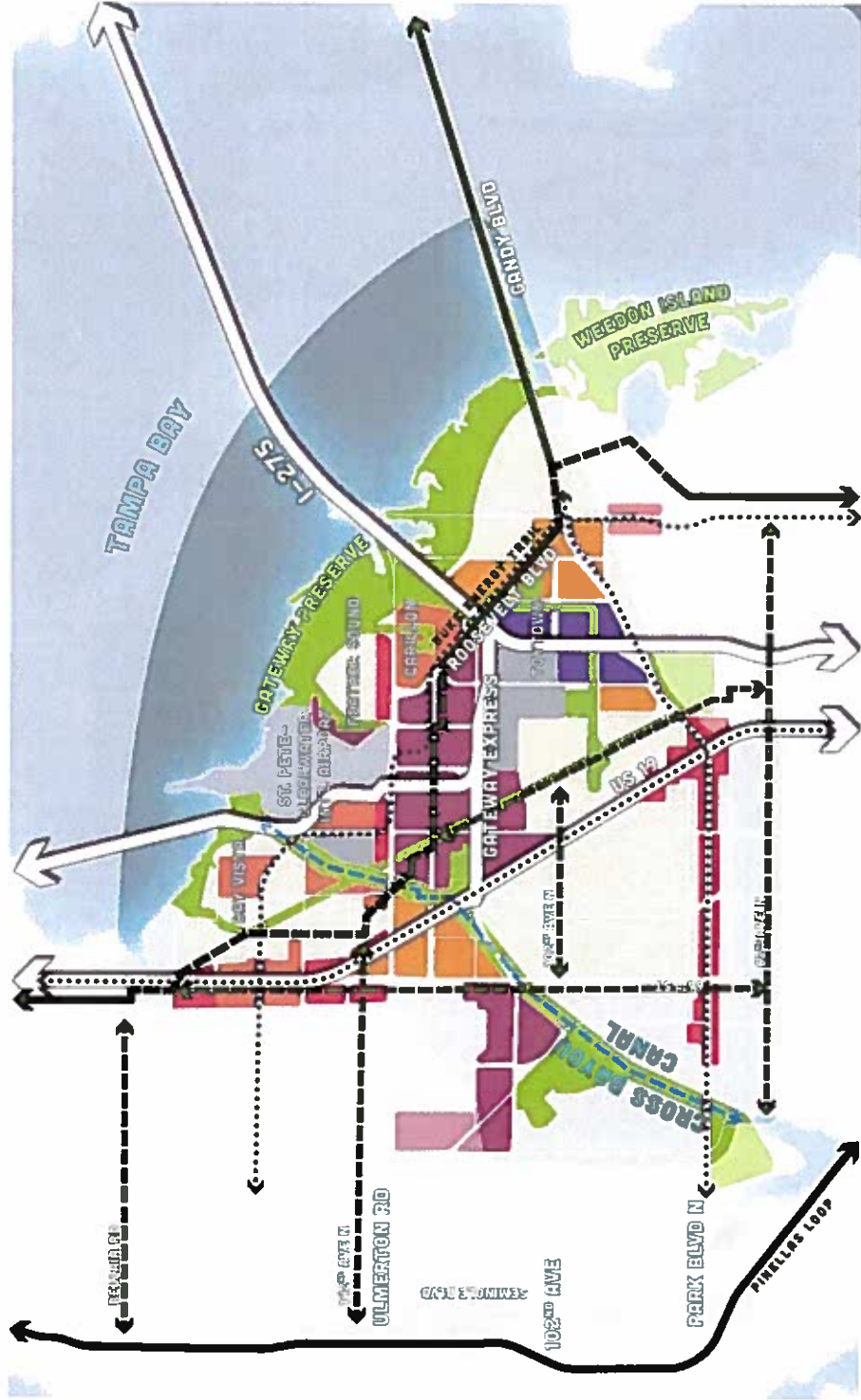


PINELLAS GATEWAY MID-COUNTY AREA

Over the next 25 years, the Gateway will evolve into several distinct, sustainable, mixed-use districts that celebrate its regional geography and leverage its central location on Tampa Bay to retain and encourage job growth while providing new housing, services, and a host of amenities for employees, residents and visitors. Each district will include vibrant nodes that are connected to transit, with safe walkable and bikeable streets, trails and blueways. These new centers will be connected to existing residential neighborhoods and support quality of life while promoting community health and contributing to a robust regional economy. **Ensuring a place that residents and employees will desire to live, work and stay today as well as in the future.**

FRAMEWORK

LAND USE: SUSTAINABLE MIXED-USE VISION



FRAMEWORK LEGEND

- Open Space/Green Infrastructure
- Stable Residential
- Mixed-Use Live Work District
- Mixed-Use Town Center
- Commercial Gateway
- Eco-Industrial Park
- Mixed-Use Employment
- Public Infrastructure (Least Likely To Change)
- Existing Pinellas Loop
- Proposed Duke energy trail
- Existing trails
- Proposed Trail connections
- Proposed cross-Bayou Blueway
- Proposed Trails
- Transit Spine

FRAMEWORK

MULTI-MODAL TOOLKIT



IMPROVED CONNECTIONS

- » Improved local and connector street network
- » Improved pedestrian and cyclist amenities
- » Connections to regional trails and blueways
- » Community Trail connecting to transit and amenities



IMPROVED TRANSIT INFRASTRUCTURE

- » Create a local system of circulators
- » Connection to new intermodal center

FRAMEWORK

MULTI-MODAL TOOLKIT



ENHANCED ROAD CROSSINGS

- » Improved crosswalk markings and delineation
- » Reduce curb radii



PLACEMAKING POTENTIAL

- » Enhanced landscaping and tree canopy
- » Gateway elements such as lighting, signage, and improved wayfinding

FRAMEWORK

OPEN SPACE AND TRAILS



COMPLETE STREETS

» Safe Bike and Pedestrian amenities



IMPLEMENT FUTURE TRAIL PRIORITIES

» Prioritize funding towards completing the Pinellas Trail Loop (Duke Energy Trail connection) first.



PROVIDE CONNECTED NETWORK

» Prioritize connections to major employment, residential areas, community assets, greenspaces as well as to transit spine and amenities



CONNECT TO EXISTING AND FUTURE OPEN SPACES

» Cross Bayou Canal (Blueway)
» Green Infrastructure



0 0.5 1 MILES

- EXISTING PINELLAS LOOP
- PROPOSED DUKE ENERGY TRAIL
- EXISTING TRAILS
- PROPOSED TRAIL CONNECTIONS
- PROPOSED CROSS-BAYOU BLUEWAY
- PROPOSED TRAILS
- PUBLIC PARKS
- OPEN SPACE/GREEN INFRASTRUCTURE

Exhibit C

Gateway Business Council Meeting Summaries



Gateway Business Council Meeting Review

Wednesday, February 21st, 8:30 – 10:00 am

Franklin Templeton, 100 Fountain Place

8:30 AM Welcome & Opening Remarks

Alan DeLisle, City Development Administrator

Alan DeLisle welcomed the group and shared the goal of the Gateway Business meetings. Focus on the Gateway district and maintaining an enhanced private-public partnership. These meetings are to collaborate on local initiatives. Raymond James officially announced expansion and addition of 650 jobs. The State of the Economy address is available to view online at www.stpeteshines.com which benchmarks key economic indicators and compares St. Pete to peer-cities.

8:40 AM Newly elected District 2 Council Member Introduction

Brandi Gabbard, City Council Member

Brandi Gabbard introduced herself and the vision she has for District 2: growing jobs, creating a more walkable, live, work, play neighborhoods. There is much opportunity in the Gateway area to be St. Petersburg's next phase of development progress in St. Petersburg. Kayleigh Sagonowski is the legislative aide who works directly with Council Member Gabbard and welcomes all to contact her with any questions or needs. She can be reached at kayleigh.sagonowski@stpete.org or 727-893-7232.

8:45 AM Transportation Initiatives Update

Evan Mory, City's Transportation and Parking Director

\$2.5 million in roadway improvements are underway in the Carillon area. These improvements will not only mitigate current traffic related issues, but also accommodate for future job growth and development in the area. Plans are close to completion and the design consultants presented the current stage of the plans which is 90% complete. Three intersections were focused on for improvements. A study completed in 2016 determined a 3-4 minute delay improvement to exit Carillon Park during peak traffic congestion times.

1. Lake Carillon drive at 28th and Roosevelt intersection will add an additional through lane with dual left and right turn lanes.

2. Spectrum entrance median will be reconfigured to accommodate “right in-right out” to improve entrance/exit flow.
3. Ulmerton Road and Carillon Parkway intersection will be widened to accommodate triple left turn lanes.

8:50 AM

Jabil Expansion Plans

Chris Johnson, Senior Director Government and Civic Engagement, Jabil

Jabil announced this month of their decision to expand current headquarters in the Gateway area. Jabil has 180,000 employees around the world and 150 of Fortune 500. They decided where they are located currently is a perfect location due to transportation logistics, access to workforce, and the high quality of life. Currently, Jabil has 7 different locations in St. Petersburg and will be consolidating these locations into one central campus.

- Phase 1: Land building, the relocation and expansion of TBRI (Tampa Bay Research Institute) to accommodate a new 40,000 sq.ft. lab space building. This will bring a world class facilities for technologists in St. Pete. This phase will be beginning in the upcoming weeks.
- Phase 2: Original manufacturing building on Roosevelt will be demolished and a new corporate office and lab facility will be constructed.
- Phase 3: The existing headquarters building will be renovated to be primarily an office location.

9:00 AM

Echelon City Center Update

Steve Kurcan, Innovation District Executive Director

Hardy Gillespie, Division Manager, AG Spanos

16 vacant acres south of Publix site – 8 different blocks rezoned to be developed independently and embarked on plan that allows 500,000sf office space, 700,000sf retail, 1500 residential units, 120 hotel units. Data study was collected that showed that between now and 2035, Carillon is the best location for economic impact, household income, workforce, commute, etc. The intent of the overall development is to create a walkable/livable community within Carillon.

Hardy Gillespie is with AG Spanos, which develops multifamily residential properties nationwide, presented on the first development project moving forward on the site. The first proposed project is a 5-story residential midrise with 298 units and a parking garage

accommodating 515 spaces. Timeline: drawings are in for review, break ground in May 2018, and complete at the end of 2020. Studio units <600sf up to 2 BR units <1500sf with rents ranging from \$1250 to \$2500, comparable to downtown but more affordable. The development project is being considered the “next big hub” in St. Petersburg, comparable to Westchase in Tampa. Project site location is at the corner of Carillon Parkway and Fountain Parkway.

9:20 AM

Sustainability Initiatives

Sharon Wright, Sustainability & Resiliency Director

Office of Sustainability and Resiliency is a new program within the city established by Mayor Kriseman in late 2015. The goals of the office include 100% clean energy, zero waste, protection and enhancement of natural systems/preserves, protection and enhancement of shade, urban forest and greenspace, sustainable build environment and practices, and more.

Current projects include Integrated Sustainability Action Plan (ISAP), County vulnerability assessment, energy efficiency, retrofit analysis, and others. How are we establishing a framework for resiliency? Around equity and economy.

The Integrated Sustainability Action Plan will be used as a tool of key indicators to prioritize what is important to the community. As part of the engagement, communication with corporate businesses and discussing their sustainability action plan. For example, Jabil has been a part of the carbon disclosure project to improve transparency and share what actions are working for their business.

For more information or to become engaged as a business partner with any of the programs, contact Sharon Wright at Sharon.wright@stpete.org or (727) 551-3396

9:35

Adjourn

Next Meeting: August 15th, 2018



Gateway Business Council Meeting Review

Wednesday, August 15th, 8:30 – 10:00 am

Franklin Templeton, 100 Fountain Place

8:30 AM

Welcome & Opening Remarks

Alan DeLisle, City Development Administrator

Alan DeLisle welcomed the group and shared the goal of the Gateway Business meetings. With the announcement of Power Design, Jabil and Raymond James making major investments this year within the Gateway area, it significantly contributes to the city's net new jobs creation. The city wants to continue private/public partnership to continue promoting job creation.

Bill Jordan with Power Design updated group with expansion news. Currently developing third building in their headquarters expansion. Converted retention pond into recreational use and walking trail in response to highly requested feedback from employees. Tour of new campus is available.

J.P. DuBuque updated on the Grow Smarter Strategy, the chamber received grant funding to hire additional staff to coordinate the strategy and push the effort forward. The Tropicana Redevelopment Plan is close to completion and will tie into the Grow Smarter Strategy as a business park. Learn more about Grow Smarter at <http://www.stpete.com/growsmarter.html>

8:40 AM

Echelon Town Center overview and updates

Steve Kurcan, Vice President of Development, Echelon

Echelon has been involved in the overall development of the Carillon Center over the years. Most of the last remaining pieces of property in Carillon is owned by Echelon. FAA approved height limitation increase to 250' which was significant impact for development plan. The overall plan calls for development of individual blocks with main street, park and traffic improvements. First development phase is underway with AG Spanos, a 298 unit, 5-story residential project breaking ground in September.

Second project, "Water View", is a 15-story residential high-rise with 16,000sf retail at ground level, 6 levels of parking, and amenity deck. Construction plans were submitted to the city for review and finalizing development partners on project.

Currently, there are 400 acres within Carillon with over 17,000 employees. An analysis of commute time during peak drive time shows that Carillon was the #1 site in 2035 for business development demand in Tampa Bay. The Overachieving goal of the City Center is to develop Carillon into a live/work destination so that the employees that work in the park will not be required to commute. Public space will be available to promote local events for the community.

One of the top priorities of the Gateway Business group was higher density development to allow for an activity center that will significantly impact Gateway Area's talent recruitment needs and the Echelon City Center will meet those top priorities.

9:00 AM

Gateway Master Plan Update

Chelsea Favero, Forward Pinellas

Forward Pinellas is a county-wide land use and transportation planning agency contracted by Pinellas County. The goal of the Gateway Master Plan to create a vision and action oriented redevelopment strategy for the Gateway area. The development of the plan is in the middle of a six-stage process. Community engagement and stakeholder meetings have been completed this year. The final plan will be adopted by Spring of 2019. Residents of the Gateway area attended an open house in May, over 27 different zip codes were represented. Some key takeaways from public and stakeholder input:

- **Assets/strengths**
 - **Desired Destination -centrally located**
 - **Business coordination and community involvement**
 - **Access to Pinellas trail**
- **Weaknesses/Improvements**
 - **Traffic congestion**
 - **Lack of transit, access and connections**
 - **Lack of walkability to surrounding businesses**
 - **Lack of manufacturing spaces**
 - **Lack of space to expand**
 - **Lack of overall amenities**

There are a lot of opportunities to improve the Gateway area. Overall, residents and business seek higher density with walkability. The bicycle and ped network was analyzed and a improvements are planned, but nothing in place accept the trail along Gandy Blvd. Plan will identify ways to connect to the trail and expand the trail network so employees

may utilize bicycle for commuting to work. For further updates on the Gateway Master Plan, visit <http://forwardpinellas.org/spotlights/master-plan-gatewaymid-county-area/>

9:20 AM **Resolution to roadside debris**
Paul Booth, Interim Director of Traffic Operations

Paul updated the group on stormwater operations and the reduction of pollutants into the system. Concerns are roadside debris that end up directly into Tampa Bay. There is also a large problem with pesticide and herbicides into the bay and affect the habitat. In an effort to reduce this impact into the system, operations have increased street sweeping operations in the area to twice a month. Stormwater is also working with FDOT to improving the drainage open conveyances in the area to address in a more timely manner. The city may consider contracting through the FDOT to maintain these operations. It is encouraged to utilize the city's SeeClickFix app if any issues are not being addressed. <https://en.seeclickfix.com/st-petersburg>

9:20 AM **Proposed Traffic Signals & Bike Trails**
Michael Frederick, Manager of Traffic Operations

With the expansion of Jabil and Power Design expanding, comes the need for transportation improvements for this economic growth. To help support this growth, the city has applied for an infrastructure grant that will be tied into the complete streets plan to help gain award. The Florida Job Growth Grant is sponsored by the DEO and Enterprise Florida. \$85M available for this funding year. Tying into the complete streets plan, will allow to fund future improvements for multimodal networks. This includes separated lanes for bicycle paths, neighborhood greenways and trails, and alternate modes of transportation.

Breakdown of proposed facilities include: \$7M funded for bicycle lanes, neighborhood greenways (routes on existing low traffic, low speed roadways), and two additional traffic signals. Application will be submitted in the upcoming month. This will be the City's first application submission for this type of program.

9:20 AM **Business Updates/Open Discussion**

Steve Kurcan mentioned when the Spanos project begins, there will be a lot of activity, but to please contact if any concerns in the area during construction phases. Topics for the next agenda: Transportation update on major projects surrounding Gateway.

9:30 PM **Adjourn**