

City of St. Petersburg
Public Services & Infrastructure Committee

Agenda

February 13, 2020 – 9:25 AM
Sunshine Center Auditorium
330 5th St. N. St. Petersburg, FL 33705

Members: Committee Chair Darden Rice, Committee Vice-Chair Amy Foster, Council Chair Ed Montanari, and Council Member Deborah Figgs-Sanders

Alternate: Council Member Robert Blackmon

Support Staff: Jayne Ohlman - City Council Legislative Aide

1) Call to Order

2) Approval of Agenda

3) Approval of January 30, 2020 Minutes

4) New Business – February 13, 2020

- a) Albert Whitted Airport Master Plan Update & General Operations Update - *Rich Lesniak & Chris Ballestra*

Upcoming Meeting Dates & Tentative Agenda Items

February 27, 2020

- a) Water Resources Management Evaluation (2017) – Annual Update – *John Palenchar & Claude Tankersley*
- b) Consent Order Update – *John Palenchar & Claude Tankersley*

General Attachments:

Minutes of the January 30, 2020 PS&I Committee Meeting
New Business Item Support Material
Pending and Continuing Referral List

City of St. Petersburg
Public Services & Infrastructure Committee
January 30, 2020 Meeting Minutes
Sunshine Center Auditorium

Present: Committee Members – Council Chair Ed Montanari, Council Member Amy Foster, Council Member Darden Rice, and Council Member Deborah Figgs-Sanders

Also Present: Council Member Robert Blackmon (Alternate), Council Member Brandi Gabbard, City Administrator - Deputy Mayor Dr. Kanika Tomalin, Assistant City Administrator Tom Greene, Chief Assistant City Attorney Jeannine Williams, Assistant City Attorney Devon Haggitt, Assistant City Attorney Jane Wallace, Billing & Collections Director Tammy Jerome, and Collection Manager David Dickerson

Support Staff: Jayne Ohlman - City Council Legislative Aide

1. **Call to Order** – 9:26 AM
2. **Approval of Agenda** – CM Foster moved approval, all members voted in favor.
3. **Approval of January 16, 2020 Minutes** – CM Foster moved approval, all members voted in favor.
4. **New Business – January 30, 2020**

Discussion of Potential Changes to the Special Assessment Program, Specifically Related to Term Length, Interest Rate, & the Basis for Estimating Assessments – Tom Greene

Committee Chair Rice began by introducing her new business item and gave a brief overview of the circumstances that led to the exploration of potential changes to the special assessment program. CM Rice explained that there is a portion of her district, the Magnolia Heights neighborhood, that still has unpaved roads. CM Rice explained that residents of the Magnolia Heights neighborhood have expressed interest in having their roads paved, however they would like to have a more manageable interest rate and repayment term.

Assistant City Administrator Tom Greene presented the committee with an overview of the city’s current practice for implementing special assessment programs. Mr. Greene also emphasized that the committee will be considering potential changes to the capital improvement portion of the program, which includes capital improvements such as paving and sidewalks. Mr. Greene explained that the current code language (2-299 Sec. 2-307) allows for a maximum repayment period of “not to exceed 20 years and establishes the maximum interest rate of 8% on current assessments.” Mr. Greene explained that City Council approved two modifications to the special assessment program in 1984 (Ordinance 789-F) to include the following language: “a primary rate of interest as shall be fixed by resolution of the city council. The installments shall be payable in ten (10) equal installments or for a shorter period as may be fixed by city council”

Mr. Greene explained that the “not to exceed 20-year term” codified in our code and the 10-year term utilized in the city’s current assessment format could be seen as inconsistent with Florida Statue, which allows for a maximum repayment period of 30 years. In addition, utilizing the 10-year repayment period for all capital improvement assessments may not take into consideration the useful life of the asset being financed. Mr. Greene stated that in order to address the Florida Statutory maximum and to take into consideration the useful life of the improvement being financed, staff proposes the following changes (noted in bold type) to city

code Section 2-307(a): “The special assessment shall be payable at the time and in the manner set forth in the resolution and may be made payable in equal installments of principal over a period not to exceed **30 years, or the useful life of the asset or improvement financed whichever is less.**

CM Blackmon asked Mr. Greene if there would be changes to the interest rate cap along with the proposed changes to the payback term. Mr. Greene responded that there is not currently a proposal to change the language relating to interest rate, however, staff is exploring options such as indexing, which would allow the city to more accurately reflect the cost of the programs in changing interest rate environments. However, the city would maintain the 8% cap as provided in Florida Statute.

CM Figs-Sanders asked what percentage of residents affected by a capital improvement special assessment would need to vote in favor for a project to move forward. CM Rice responded that 51% would need to vote in favor.

Mr. Greene emphasized that any potential changes will be implemented on a prospective basis and will not be applied to existing special assessments currently outstanding.

Council Chair Montanari made a motion to approve the proposed changes as presented by administration and CM Figs-Sanders seconded the motion. All voted in favor.

Committee Chair Rice adjourned the meeting at 9:45 AM

	Topic	Return Date	Referral Date	Prior Meeting	Referred By	Staff	Notes
1	An update on the Albert Whitted Airport Master Plan, potential runway expansion, & general operational improvements	2/13/20	5/17/18	8/9/18	Staff Request	R. Lesniak C. Ballestra	8/9/18- R. Lesniak and C. Ballestra presented the committee with an update on the airport's runway feasibility study, an economic impact study, and an update on the airport master plan
2	Annual Update by Water Resources on Recommendations from the 2017 Management Evaluation & Consent Order Update	2/27/20	12/7/17	1/10/19	Council	C. Tankersley J. Palenchar	12/7/17-PS&I to manage the 57 recommendations made by LA Consulting. 1/10/19- C. Tankersley & J. Palenchar updated committee on progress of implementation of the 57 recommendations 1/16/2020 – Committee decided to add a consent order update in light of the recently submitted Integrated Water Resources Master Plan (IWRMP)
3	Update on the City's Facility Maintenance Plan	3/26/20	6/7/18	5/9/19	Foster, Admin	A. Wendler L. Glover-Henderson	9/12/19 – T. Greene indicated staff would like return to PS&I for a check-in once the plan became fully staffed
4	A discussion on possible amendments to the City's Grease Waste Management Program	4/23/20	4/4/19	10/24/19	Gerdes	S. Lewis C. Tankersley J. Palenchar	10/24/19 – CM Gerdes requested that staff return to PS&I with a draft ordinance after stakeholder outreach & FDEP review process is completed
5	Quarterly report on Grow Smarter sites a) Port Site b) Innovation District Site c) 800 Block Site d) Police Station Site e) Tropicana Field Site f) Commerce Park Site g) 22 nd Street Sites h) Tangerine Plaza Site		2/15/18 3/8/18	3/8/18 5/31/18 9/13/18 6/13/19 11/7/19	Foster Driscoll	A. DeLisle	2/15/18-Requesting a report regarding opportunities/plans available at City-owned Grow Smarter sites. 5/31/18-Discussion covered the Innovation District, Police Station Site, Tropicana Field Site, and Tangerine Plaza Site 9/13/18-A memo from A. DeLisle was distributed to the committee in lieu of a verbal update on Tangerine Plaza. See minutes of 9/13 for full memo 6/13/19- Update on Innovation District, Former Police Station Site, & Tangerine Plaza
6	Discussion of an ordinance that will set standards for mechanical noise, such as HVAC systems		4/18/19	9/26/19	Driscoll	L. Abernethy D. Goodwin	9/26/19 – Committee requested staff to explore potential mechanical noise mitigation incentives & return to PS&I to present options.
7	Discussion of potential changes to the special assessment program, specifically related to term length, interest rate, & the basis for estimating assessments		1/9/20	1/30/20	Rice	T. Greene H. Judd B. Prayman	1/30/20 – Committee approved staff's proposed changes & the revised ordinance will return to full City Council in March 2020
8	Body Cameras and Dashboard Cameras		5/18/17	6/15/17	Council	A. Holloway	6/15/17-CM Gerdes made a motion to move forward with \$87,000 allocation for Dash Cams. 7/13/17-Council approved purchase of dashboard cameras & accessories for \$87,000.

							<p>9/27/18-Per Chief Holloway: No update at this time. 9/12/19 – CM Driscoll requested an update at the next quarterly council report (Nov. 7, 2019)</p>
9	<p>Capital Improvement Assessment (Maintenance & Hurricane/Tropical Storm Preparedness)</p> <p>a. Bridges b. Reclaimed Water & possible expansion c. Roads / Sidewalks / Pedestrian Bridges d. Seawalls e. Stormwater f. Potable Water (water quality audit) g. Buildings h. Sewers / Wastewater (if needed) i. New sidewalk planning</p>		2/2/17	<p>a. 4/27/17 a. 7/20/17 b. 8/24/17 c. 11/9/17 d. 3/22/18 d. 11/15/18 e. 7/12/18 f. 7/26/18 (COW)</p>	Kennedy, Gerdes	<p>a. Prayman b. Palenchar c. Prayman d. Prayman e. J. Norris f. Palenchar g. Tankersley i. Tankersley, Mory</p>	<p>a) Bridges-Staff to bring back analysis of long-term and pedestrian bridge funding. CM Kennedy asked to have noted that between 2021 and 2025 there is a \$50 million shortage on funding for bridges. b) Reclaimed Water-report provided by J. Palenchar. Items b), e), f) & h) are in Integrated Master Plan. c) Roads/Sidewalks-power point by B. Prayman & J. Norris. Staff to report to committee on updated numbers for annual sidewalk repair & replacement with the numbers based on new technology. Funding for brick streets replacement as a recurring maintenance cost needs to be considered. e) Stormwater – J. Norris updated committee on Stormwater infrastructure, challenges, and ongoing projects. d) Seawalls/Living Shorelines: B. Prayman, C. Frey, & C. Tankersley updated the committee on seawall repairs/replacements, living shoreline projects and updated mapping of the city seawalls/living shorelines. 1/16/2020 – Committee requested continued updates in 2020</p>
<p>PS&I 2020 Dates: 1/16, 1/30, 2/13, 2/27, 3/12, 3/26, 4/23, 5/14, 5/28, 6/11, 7/16, 7/30, 8/13, 8/27, 9/10, 9/24, 10/8, 10/22, 11/12, 12/10</p>							



ALBERT WHITTED AIRPORT MASTER PLAN UPDATE



ALBERT WHITTED AIRPORT (SPG) – OVERVIEW

- City of St. Petersburg is the “Airport Sponsor”.
- Located on the shores of Tampa Bay a few blocks south of downtown St. Petersburg within the “Innovation District”.
- Designated as a general aviation, reliever airport.
- ±179 acres: ±110 Functional, ±60 Submerged, ±9 AWWWTP
- Two Runways: 7/25 (3,677 ft) & 18/36 (2,864 ft).
- ±90,000 operations per year; ±180 based aircraft.
- Controlled airfield. FCT in operation from 7am – 9pm daily. 38th out of 256 (FCT); 165th out of 520 (all Towers)
- \$79 million annual economic impact; 665 jobs (*source 2019 FDOT study)



ALBERT WHITTED AIRPORT - HISTORY

- St. Petersburg site of first commercial flight: the “St. Petersburg-Tampa Airboat Line” (1914).
- Airport property created from dredge material when Port of St. Petersburg was created.
- Used as an airfield starting in 1917 with a single landing strip.
- In 1928 facility named the “Albert Whitted Airport”.
- Original home of the Goodyear Blimp & National Airlines.
- Improved and served as a training site during WWII (Naval V-5 Program; Stearmans/Wacos).
- Original home to the USCG Air Station (relocated to SPCIA in 1976).



ALBERT WHITTED AIRPORT – HISTORY (RECENT)

→ As early as the 1960s the future usage of airport property questioned.

→ Late 1990s heavy push for alternative uses of airport property (waterfront park, condos & expand USFSP).

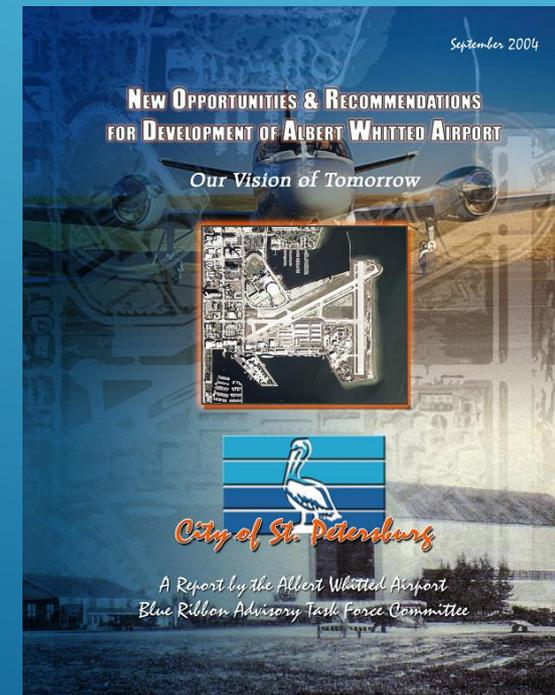
→ In 2003, referendum on the airport was put before the voters - 78% voted to retain the airport property as an operating airport.

→ Mayor/City Council put together a Task Force to study the airport and make recommendations on its future.

→ City did a Master Plan update (2005 – 2007) and commenced a Capital Improvement Program.

→ \$18.5 Million in capital improvements; 85% paid for with Federal and State grants.

→ 2009 General Aviation Airport of the Year (FDOT)



ALBERT WHITTED AIRPORT – RECENT IMPROVMENTS



Runway 7-25 Rehab - \$2.8M



Galbraith Terminal - \$5.2M



Tower - \$3.1M

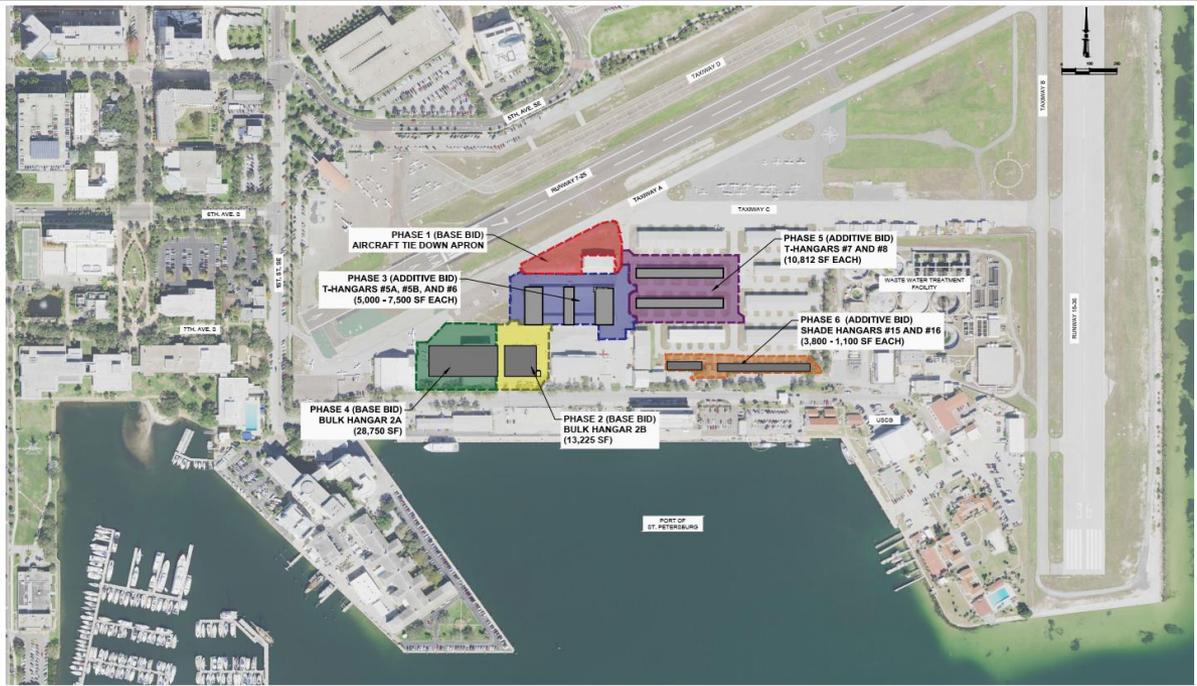


Terminal Hangar - \$1.1M



Taxiway C Rehab - \$800K

ALBERT WHITTED AIRPORT – ONGOING IMPROVMENTS



PHASE 1 (BASE BID)
AIRCRAFT TIE DOWN APRON

PHASE 3 (ADDITIVE BID)
T-HANGARS #1A, #1B, AND #8
(5,000 - 7,500 SF EACH)

PHASE 4 (BASE BID)
BULK HANGAR 2A
(28,750 SF)

PHASE 2 (BASE BID)
BULK HANGAR 2B
(13,225 SF)

PHASE 5 (ADDITIVE BID)
T-HANGARS #7 AND #8
(10,812 SF EACH)

PHASE 6 (ADDITIVE BID)
SHADE HANGARS #15 AND #16
(3,800 - 1,100 SF EACH)

HANGAR 2A (BASE BID)

- SHADE CANOPY (ADD-ALTERNATE)
- LANDSCAPING TRELLIS (ADD-ALTERNATE)
- POLISHED CONCRETE FLOORING (ADD-ALTERNATE)
- MARINE PAINT (ADD-ALTERNATE)
- 75% OF DEMOLISHED BUILDING TO BE RECYCLED (ADD-ALTERNATE)

HANGAR 2B (BASE BID)

- SHADE CANOPY (ADD-ALTERNATE)
- POLISHED CONCRETE FLOORS (ADD-ALTERNATE)
- MARINE PAINT (ADD-ALTERNATE)

ALL OTHER HANGARS (ADDITIVE BIDS)

- MARINE GRADE PAINT (ADD-ALTERNATE FOR EACH HANGAR)



**ALBERT WHITTED AIRPORT
SOUTHWEST HANGAR
REDEVELOPMENT**

AD 3810 NORTHDALE BLVD.
STE. 170
AMERICAN INFRASTRUCTURE DEVELOPMENT, INC. TAMPA, FL 33624
TRANSPORTATION CONSULTING OFFICE: 813-374-2200

**SOUTHWEST HANGAR
REDEVELOPMENT PROJECT (\$8M Secured)**



**RUNWAY 18/36
REHAB PROJECT**

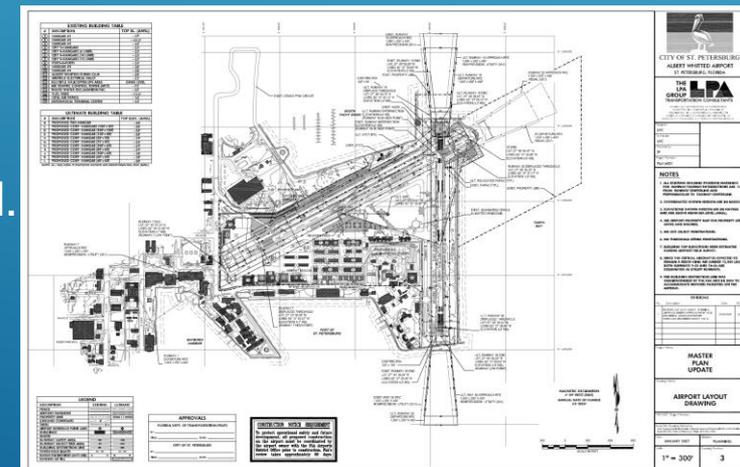
■ Main Project Area

■ PAPIs/REILs (separate grant request)

**Runway 18/36
Rehab Project
(±\$4.5M)**

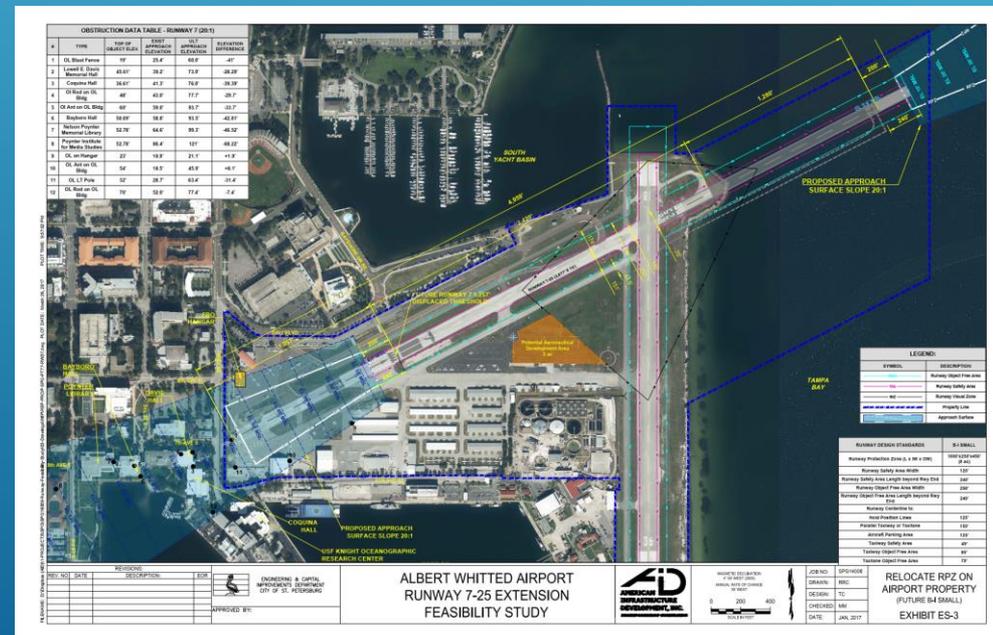
WHAT IS AN AIRPORT MASTER PLAN

- A FAA prescribed planning process (general layout & content of a MP is consistent for all airports)
- The primary goal is to create a twenty (20) year development program that will maintain a safe, efficient, economical and environmentally acceptable airport facility for the local community and flying public.
- The industry average is about every ten (10) years.
- Public Input is a key component.
- The FAA does not approve the Master Plan, they review, comment and ultimately “accept” it.
- An Airport Layout Plan (ALP) document is created.
- A current and approved ALP is required to be on file with the FAA if an airport would like to be the recipient of federal grants.



WHY DO AN AIRPORT MASTER PLAN NOW?

- Last one completed in 2007 (13 years ago).
- Changes (emerging) in industry, technology, markets, regulations, etc.
- The City has completed a good portion of the improvements that came out of the last master plan and Blue Ribbon Task Force.
- Airport is at full capacity and has a large demand.
- Runway 7/25 Feasibility Study (2017).



RUNWAY 7-25 FEASIBILITY STUDY

- SAFETY ENHANCEMENT – Airport is safe, but continued risk reduction is always a goal
- OPERATIONAL ENHANCEMENT – Airport is limited for the corporate aircraft fleet
- ECONOMIC IMPACT – Increase revenues/self-sufficiency; Job creation; Competitive advantage



Total Economic Impact Summary (Current dollars)

	Employment	Earnings (000's)	Output (000's)
One-time, nonrecurring Economic Impacts			
Construction	207	\$ 10,360	\$ 25,790
On-going, recurring Economic Impacts			
Operations	24	\$ 730	\$ 2,710
Non-scheduled Air	38	2,150	8,594
Enhanced Development	3,120	184,000	381,600
Total on-going	3,182	\$ 186,850	\$ 392,905

RUNWAY 7-25 FEASIBILITY STUDY
ALBERT WHITTED AIRPORT



PREPARED BY:
AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.



IN ASSOCIATION WITH:
ENVIRONMENTAL SCIENCE ASSOCIATES



November 2016
(updated, January 2017)

COMMUNITY SOLUTIONS GROUP

A GAI Consultants, Inc. Service Group

ECONOMIC IMPACT ANALYSIS Albert Whitted Airport Proposed Runway Improvements

St. Petersburg, Florida

February 2018

GAI Consultants, Inc.
Community Solutions
618 E. South Street
Suite 700
Orlando, FL 32801



ALBERT WHITTED AIRPORT MASTER PLAN

→ \$400K Budget

→ Secured FAA & FDOT Grants

FAA - \$360,000 (90%)

FDOT - \$32,000 (8%)

City - \$8,000 (2%)

→ RFQ Process Spring/Summer 2018

→ Environmental Science Associates (ESA)
selected

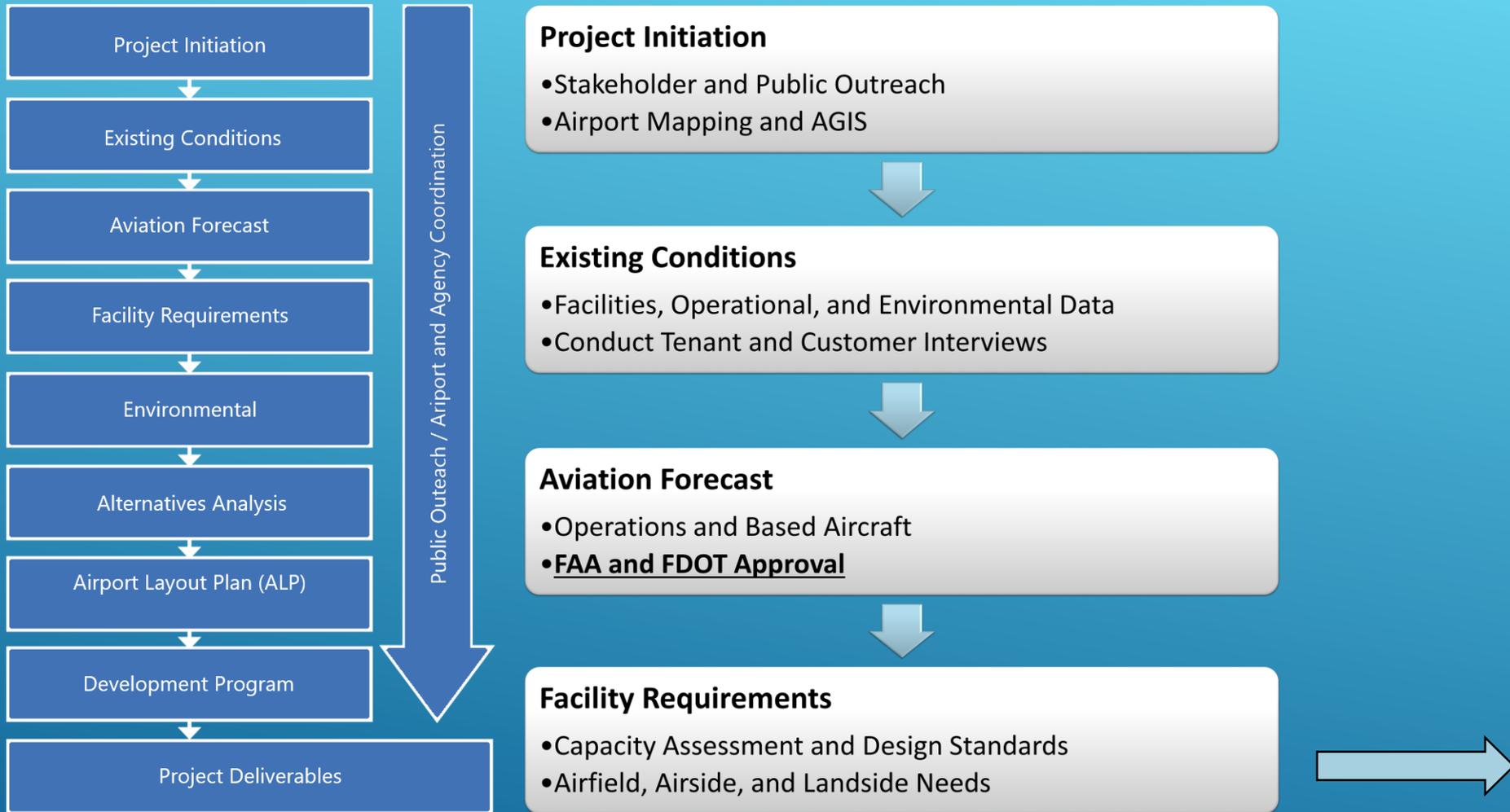
→ Awarded by Council in October 2018

→ Formally kicked-off December 2018

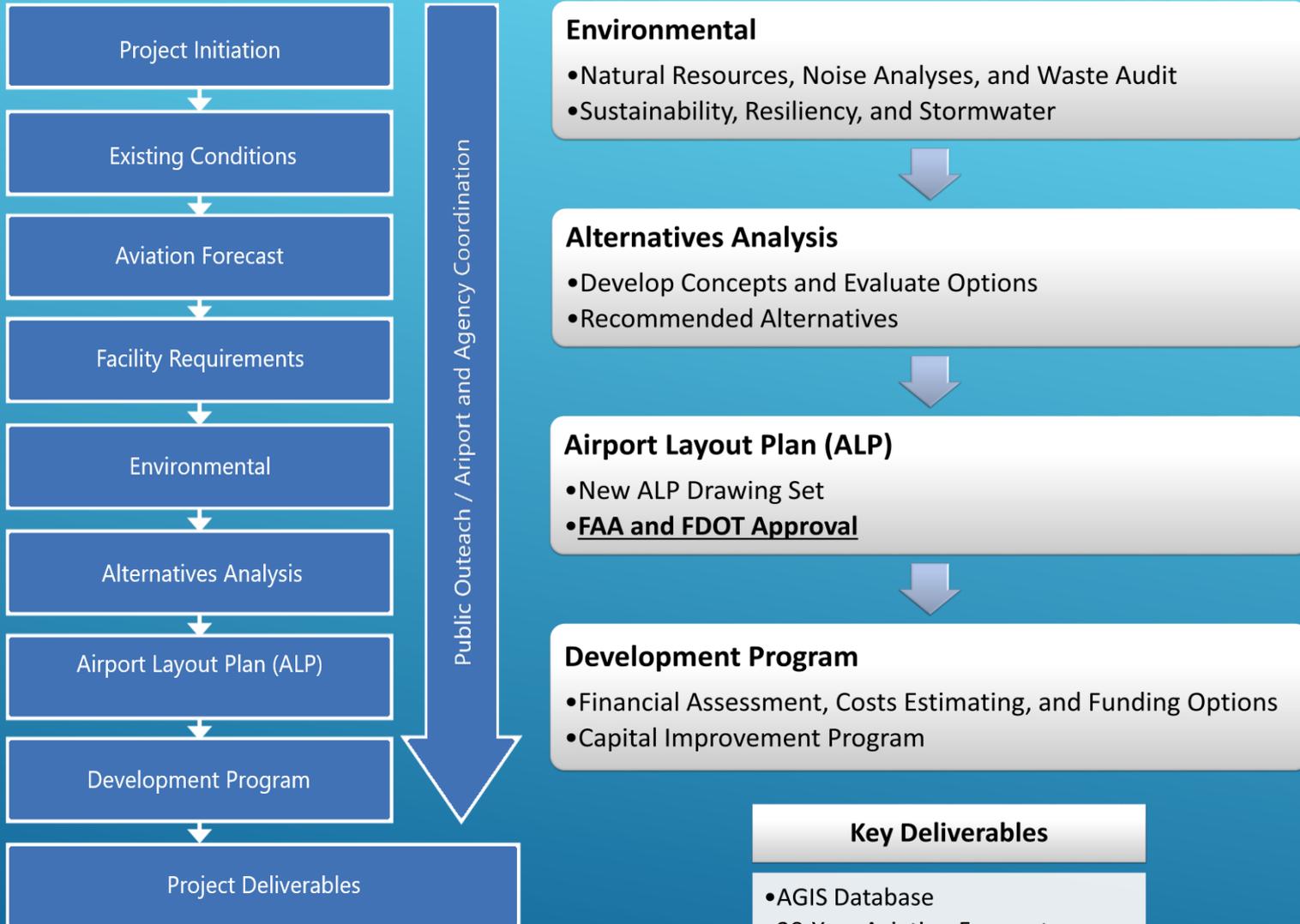
→ Estimate 18 – 24 months to complete



AIRPORT MASTER PLAN PROCESS



AIRPORT MASTER PLAN PROCESS (CONT.)

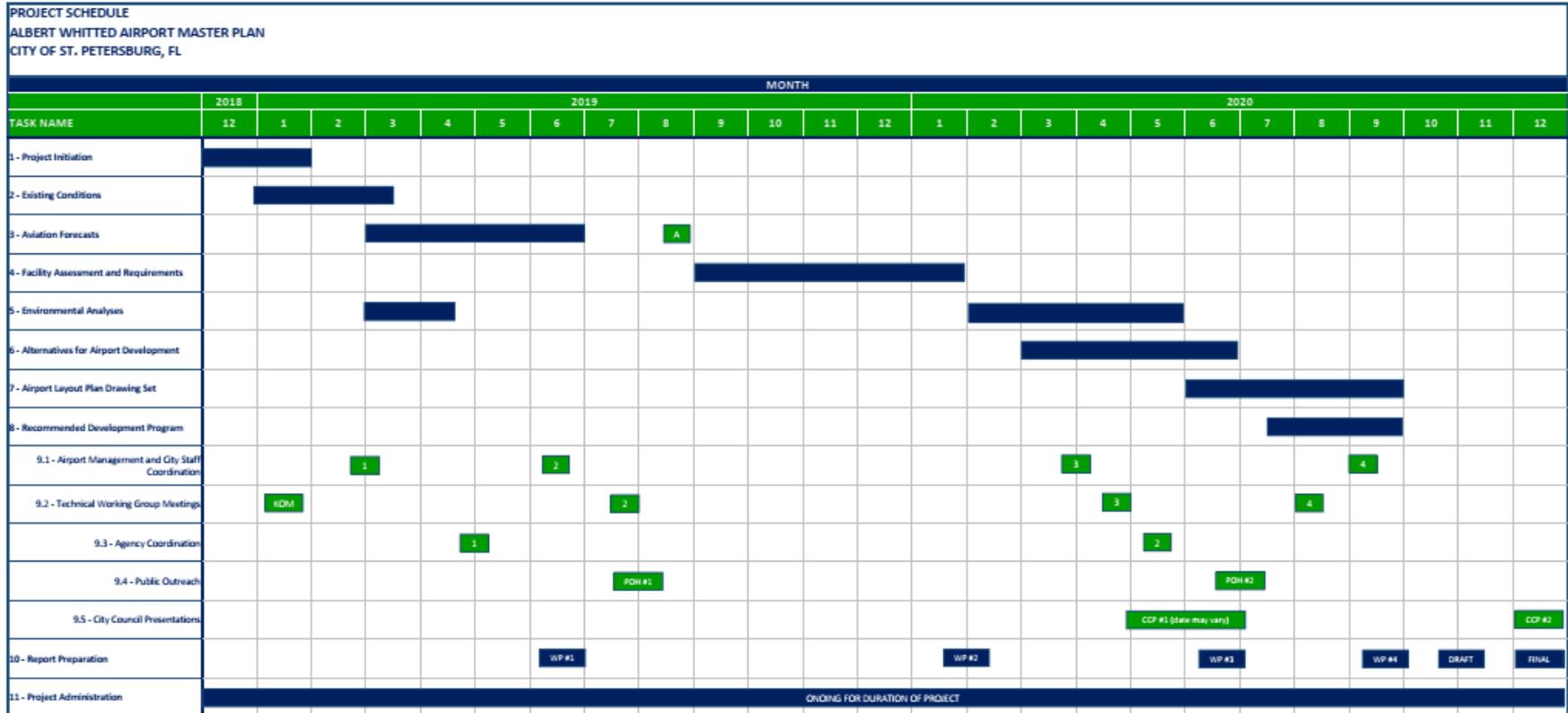


ALBERT WHITTED MASTER PLAN FOCUS AREAS

- Extension/Shifting of Runway 7/25
- Aircraft Storage Capacity
- Albert Whitted Waste Water Treatment Plant Site (8.8 Acres)
- Community Integration
- Sustainability and Resiliency



ALBERT WHITTED MASTER PLAN SCHEDULE



Updated: January 2020



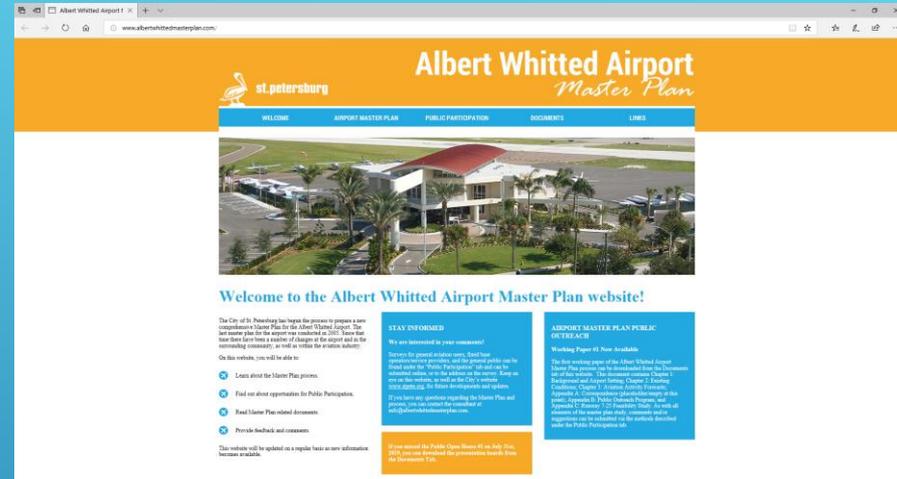
LEGEND	
CCP	City Council Presentation
KOM	Kick-off Meeting
POH	Public Open House
WP	Working Paper

NOTES	
A	Federal Aviation Administration Forecast Approval - August 22, 2019



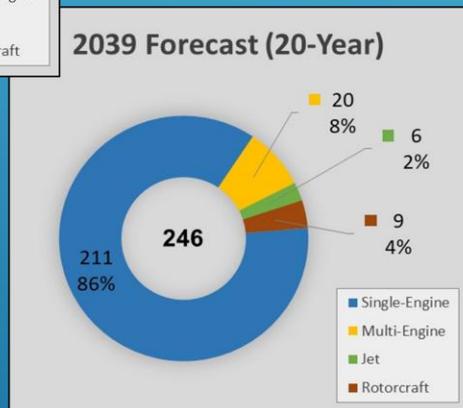
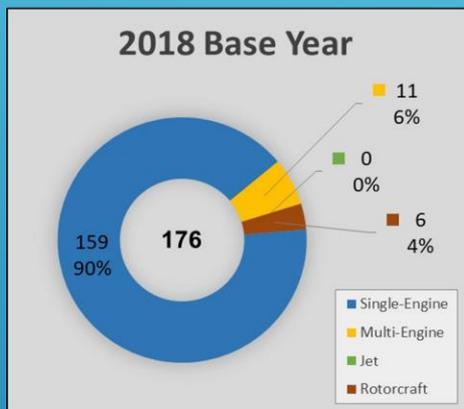
KEY MILESTONES COMPLETED

- Master Plan Website established:
www.albertwhittedmasterplan.com
- AGIS Survey Completed
- Established & Met with Technical Working Group
- Working Paper #1 Completed: Introduction, Existing Conditions, Aviation Forecasts
- FAA Approved the Aviation Forecasts; “Critical Aircraft” Identified
- First Public Workshop held in July 2019
- Working Paper #2 Draft: Facility Requirements

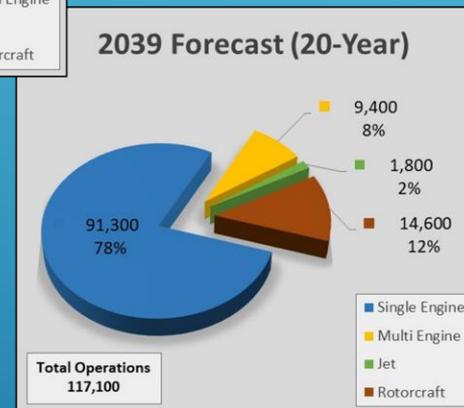
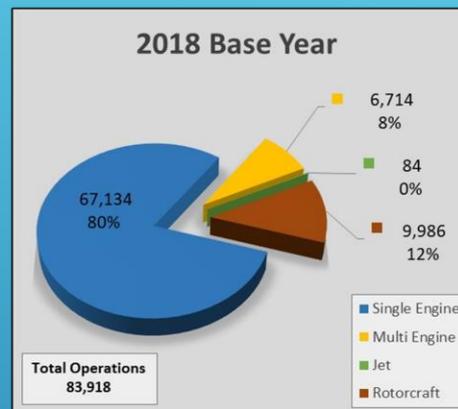


AVIATION FORECASTS

Based Aircraft



Operational Fleet Mix



EXISTING CRITICAL AIRCRAFT

Runway 7-25

Pilatus PC-12



- Wingspan 53' 4"
- Length 47' 3"
- Tail Height 14' 0"
- MTOW 10,450 lbs.
- Reference Code A-II Small Aircraft

Runway 18-36

Piper PA-31 Navajo



- Wingspan 40' 8"
- Length 32' 8"
- Tail Height 13'
- MTOW 6,500 lbs.
- Reference Code B-I Small Aircraft

REPRESENTATIVE FUTURE CRITICAL AIRCRAFT

Runway 7-25

Cessna Citation CJ4



- Wingspan 50' 10"
- Length 53' 4"
- Tail Height 15' 5"
- MTOW 17,110 lbs.
- Reference Code B-II

Runway 18-36

Piper PA-31 Navajo



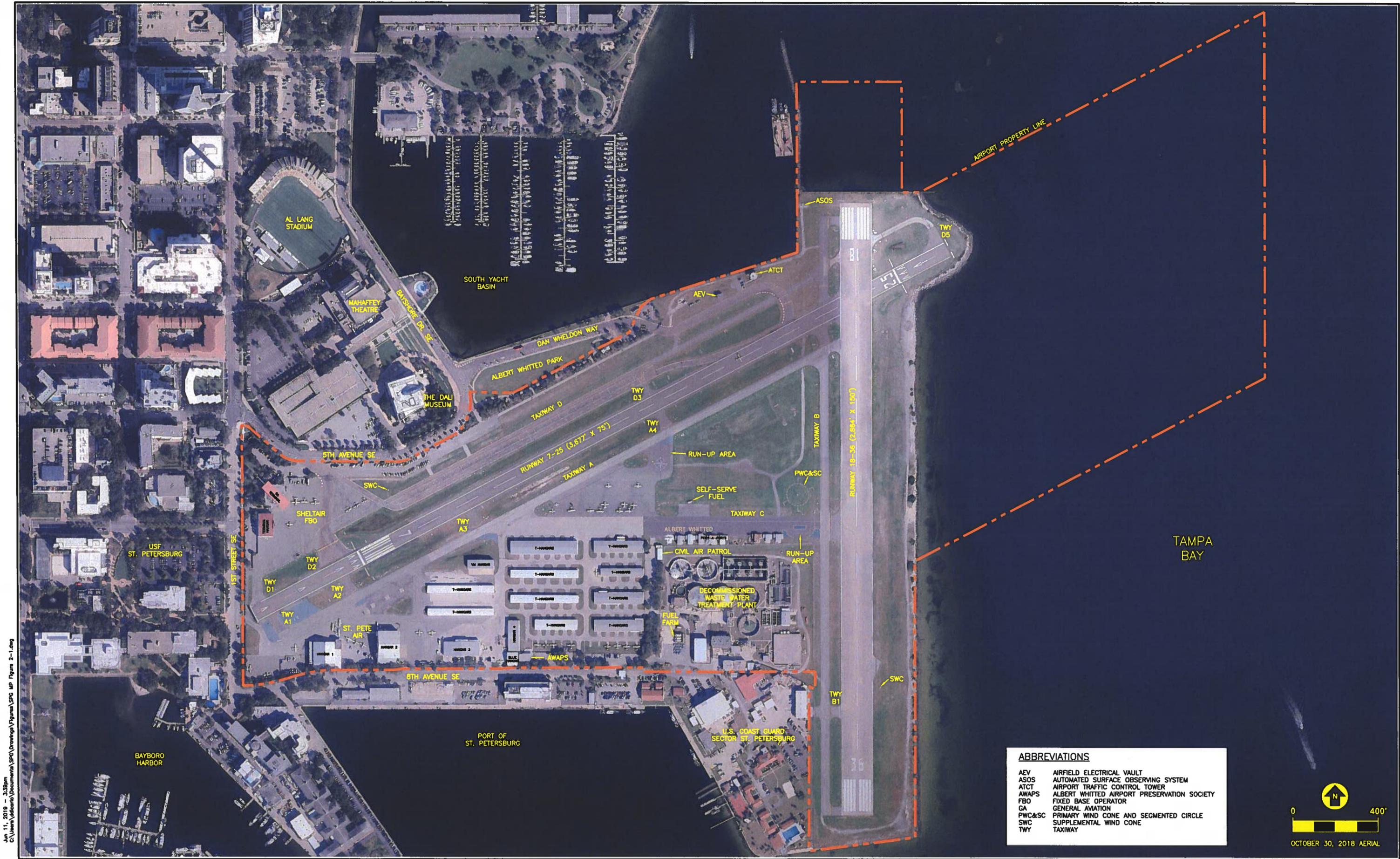
- Wingspan 40' 8"
- Length 32' 8"
- Tail Height 13'
- MTOW 6,500 lbs.
- Reference Code B-I Small Aircraft

NEXT STEPS

- Environmental Analysis
- Create Development Alternatives
- Select Preferred Alternative
- Complete and Submit New ALP
- Additional Public Form/TWVG Meeting
- Create Capital Improvement Program
- City Adoption of Final Plan
- Final Submittal to FAA







Jun 11, 2019 10:33:59am
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ABBREVIATIONS	
AEV	AIRFIELD ELECTRICAL VAULT
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM
ATCT	AIRPORT TRAFFIC CONTROL TOWER
AWAPS	ALBERT WHITTED AIRPORT PRESERVATION SOCIETY
FBO	FIXED BASE OPERATOR
GA	GENERAL AVIATION
PWC&SC	PRIMARY WIND CONE AND SEGMENTED CIRCLE
SWC	SUPPLEMENTAL WIND CONE
TWY	TAXIWAY

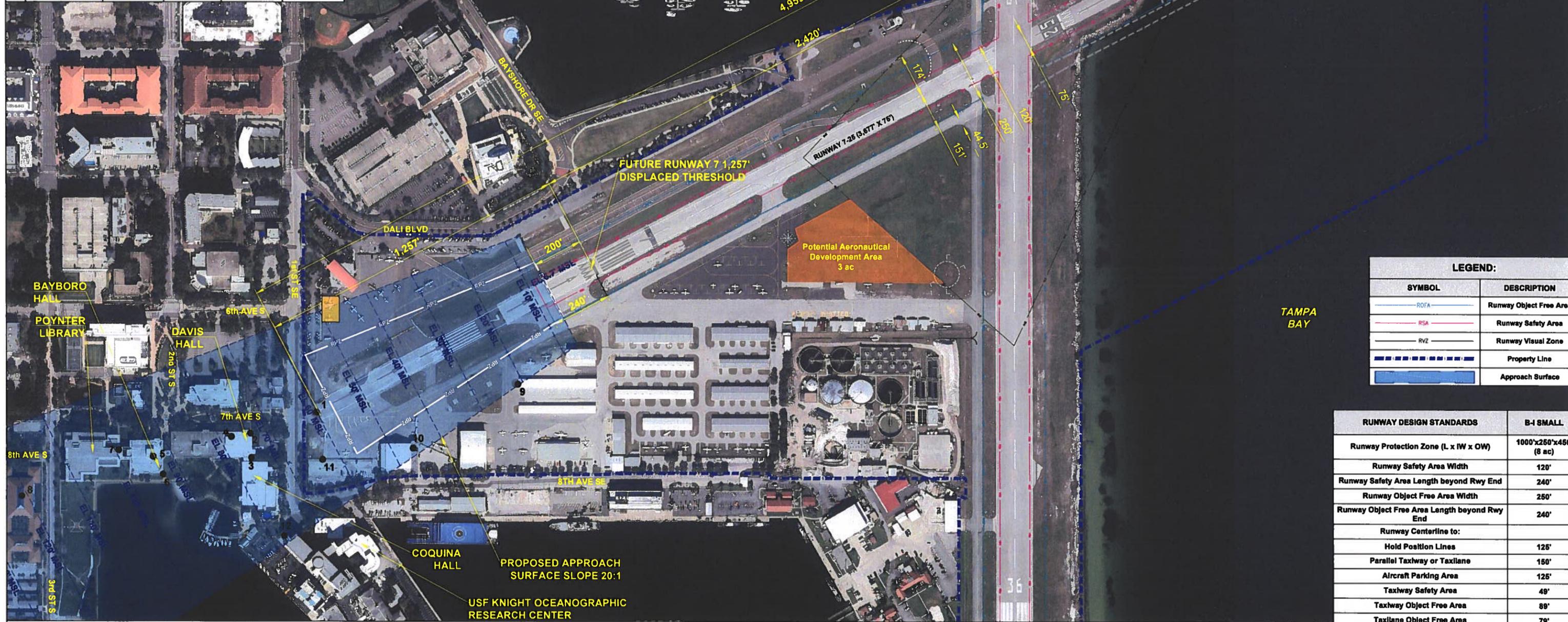


Source: ESA, 2019.

Albert Whitted Airport Master Plan
FIGURE 2-1
 EXISTING AIRFIELD FACILITIES

OBSTRUCTION DATA TABLE - RUNWAY 7 (20:1)

#	TYPE	TOP OF OBJECT ELEV.	EXIS APPROACH ELEVATION	ULT APPROACH ELEVATION	ELEVATION DIFFERENCE
1	OL Blast Fence	19'	25.4'	60.0'	-41'
2	Lowell E. Davis Memorial Hall	45.61'	39.2'	73.9'	-28.29'
3	Coquina Hall	36.61'	41.3'	76.0'	-39.39'
4	Ol Rod on OL Bldg	48'	43.0'	77.7'	-29.7'
5	Ol Ant on OL Bldg	60'	59.0'	93.7'	-33.7'
6	Bayboro Hall	50.69'	58.8'	93.5'	-42.81'
7	Nelson Poynter Memorial Library	52.78'	64.6'	99.3'	-46.52'
8	Poynter Institute for Media Studles	52.78'	86.4'	121'	-68.22'
9	OL on Hangar	23'	10.9'	21.1'	+1.9'
10	OL Ant on OL Bldg	54'	18.5'	45.9'	+8.1'
11	OL LT Pole	32'	28.7'	63.4'	-31.4'
12	OL Rod on OL Bldg	70'	52.0'	77.4'	-7.4'



LEGEND:

SYMBOL	DESCRIPTION
	Runway Object Free Area
	Runway Safety Area
	Runway Visual Zone
	Property Line
	Approach Surface

RUNWAY DESIGN STANDARDS	B-I SMALL
Runway Protection Zone (L x IW x OW)	1000'x250'x450' (8 ac)
Runway Safety Area Width	120'
Runway Safety Area Length beyond Rwy End	240'
Runway Object Free Area Width	250'
Runway Object Free Area Length beyond Rwy End	240'
Runway Centerline to:	
Hold Position Lines	125'
Parallel Taxiway or Taxilane	150'
Aircraft Parking Area	125'
Taxiway Safety Area	49'
Taxiway Object Free Area	89'
Taxilane Object Free Area	79'

REVISIONS:

REV. NO	DATE	DESCRIPTION:	EOR

APPROVED BY:  ENGINEERING & CAPITAL IMPROVEMENTS DEPARTMENT CITY OF ST. PETERSBURG

ALBERT WHITTED AIRPORT RUNWAY 7-25 EXTENSION FEASIBILITY STUDY



MAGNETIC DECLINATION
4° 09' WEST (2005)
ANNUAL RATE OF CHANGE
05' WEST

0 200 400
SCALE IN FEET

JOB NO: SPG14006
DRAWN: RRC
DESIGN:
CHECKED: LJM
DATE: APR 2016

RELOCATE RPZ ON AIRPORT PROPERTY (FUTURE B-I SMALL) EXHIBIT ES-3