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I. CITY MANAGER AND CITY ATTORNEY REPORT

II. DISCUSSION

1. No Wake Zone - St. James Bridge
2. No Wake Zone - Blind Pass
3. Purchase Authority for FY 2021 Insurance Policy Renewals
4. City Hall Renovation
5. Library

III. OLD BUSINESS

IV. CITY COMMISSION REPORTS

V. PUBLIC COMMENT

VI. ADJOURN

For any person desiring to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based [F.S. 286.0105]. NOTE: Any transcript shall be requested and made by the individual requesting same at his or her own expense. Therefore, a court reporter may be desired or required accordingly.
Any person with a disability who needs any accommodation in order to participate in this proceeding is entitled to assistance at no cost. Please contact the Office of the City Clerk in writing at 120 108th Avenue, Treasure Island, FL, 33706 or by phone at (727) 547-4575 at least two working days prior to the meeting to advise what assistance is needed.
DATE: August 26, 2020
TO: Mayor and City Commission
FROM: Garry Brumback, City Manager
SUBJECT: No Wake Zone - St. James Bridge

BACKGROUND

There has been a request to establish a no/minimum wake zone in the area of St James bridge adjacent to and behind the new Fusion docks. This request was made by the owners of the Fusion citing concern for boaters and jet skis safety.

POLICY / PURPOSE

The purpose of this item is to receive guidance from the Commission on whether or not they want to approve one or both of these requests.

STRATEGIC PLAN RELEVANCE

Goal 7: Preserve the City's unique and high-quality neighborhoods.

ANALYSIS / DISCUSSION

Staff has received requests for the wake zone as described above. The process to establish these zones is lengthy and may require approval from agencies outside the City. Even if we can establish them ourselves it will need to be done in coordination with both Pinellas County navigation and the Fish and Wildlife Commission.

FUNDING

There is no funding needed for this request.

RECOMMENDATIONS

It is requested that the City Commission determine the value of this request and direct staff accordingly.
ATTACHMENT(S)

- Email from City Attorney Jennifer Cowan on the potential process

MOTION
I move to approve/deny the request for a no/minimum wake zone at the waterway at the St. James Bridge in the vicinity of the Fusion docks and authorize the City Manager to pursue the necessary permits to effect this approval.
I did some really quick research and here is some brief information on no wake zones. If you are interested in proceeding with this further, I would like to do a little more research.

Quick Summary – Municipalities can establish vessel speed, including no wake areas, in limited circumstances. Those circumstances are outlined below. Additionally, COTI has set up such zones. (See section 58-92 of the City’s Code).

Pursuant to s. 327.46(1)(a), Florida Statutes, the Fish and Wildlife Conservation Commission may establish boating-restricted areas, including restrictions of vessel speed and vessel traffic, on the waters of this state for any purpose necessary to protect the safety of the public if such restrictions are necessary based on boating accidents, visibility, hazardous currents or water levels, vessel traffic congestion, or other navigational hazards or to protect seagrasses on privately owned submerged lands.

Pursuant to s. 327.46(1)(b), Florida Statutes, municipalities and counties have the authority to establish the following boating-restricted areas by ordinance:

1. An ordinance establishing an idle speed, no wake boating-restricted area, if the area is:
   a. Within 500 feet of any boat ramp, hoist, marine railway, or other launching or landing facility available for use by the general boating public on waterways more than 300 feet in width or within 300 feet of any boat ramp, hoist, marine railway, or other launching or landing facility available for use by the general boating public on waterways not exceeding 300 feet in width.
   b. Within 500 feet of fuel pumps or dispensers at any marine fueling facility that sells motor fuel to the general boating public on waterways more than 300 feet in width or within 300 feet of the fuel pumps or dispensers at any licensed terminal facility that sells motor fuel to the general boating public on waterways not exceeding 300 feet in width.
   c. Inside or within 300 feet of any lock structure.

2. An ordinance establishing a slow speed, minimum wake boating-restricted area if the area is:
   a. Within 300 feet of any bridge fender system.
   b. Within 300 feet of any bridge span presenting a vertical clearance of less than 25 feet or a horizontal clearance of less than 100 feet.
   c. On a creek, stream, canal, or similar linear waterway if the waterway is less than 75 feet in width from shoreline to shoreline.
   d. On a lake or pond of less than 10 acres in total surface area.
3. An ordinance establishing a vessel-exclusion zone if the area is:
   a. Designated as a public bathing beach or swim area.
   b. Within 300 feet of a dam, spillway, or flood control structure.

Pursuant to s. 327.46(1)(c), Florida Statutes, municipalities and counties have the authority to establish by ordinance the following other boating-restricted areas:

1. An ordinance establishing an idle speed, no wake boating-restricted area, if the area is within 300 feet of a confluence of water bodies presenting a blind corner, a bend in a narrow channel or fairway, or such other area if an intervening obstruction to visibility may obscure other vessels or other users of the waterway.

2. An ordinance establishing a slow speed, minimum wake, or numerical speed limit boating-restricted area if the area is:
   a. Within 300 feet of a confluence of water bodies presenting a blind corner, a bend in a narrow channel or fairway, or such other area if an intervening obstruction to visibility may obscure other vessels or other users of the waterway.
   b. Subject to unsafe levels of vessel traffic congestion.
   c. Subject to hazardous water levels or currents, or containing other navigational hazards.
   d. An area that accident reports, uniform boating citations, vessel traffic studies, or other creditable data demonstrate to present a significant risk of collision or a significant threat to boating safety.

3. An ordinance establishing a vessel-exclusion zone if the area is reserved exclusively:
   a. As a canoe trail or otherwise limited to vessels under oars or under sail.
   b. For a particular activity and user group separation must be imposed to protect the safety of those participating in such activity.

Any of the ordinances adopted pursuant to this paragraph shall not take effect until the commission has reviewed the ordinance and determined by substantial competent evidence that the ordinance is necessary to protect public safety pursuant to this paragraph. Any application for approval of an ordinance shall be reviewed and acted upon within 90 days after receipt of a completed application. Within 30 days after a municipality or county submits an application for approval to the commission, the commission shall advise the municipality or county as to what information, if any, is needed to deem the application complete. An application shall be considered complete upon receipt of all requested information and correction of any error or
omission for which the applicant was timely notified or when the time for such notification has expired. The commission’s action on the application shall be subject to review under chapter 120. The commission shall initiate rulemaking no later than January 1, 2010, to provide criteria and procedures for reviewing applications and procedures for providing for public notice and participation pursuant to this paragraph.

City Regulations
The City of Treasure Island has designated swim zones, idle speed/no wake zones, and slow speed zones in section 58-92 of its Code.

Other items mentioned in our discussion
Additionally – here is information on manatee protection zones - https://myfwc.com/boating/waterway/markers/manatee-protection-zone/
Also – here is generic information on Pinellas County Water and Navigation’s purpose and charge - https://www.pinellascounty.org/environment/watershed/water_navigation.htm

Please let me know if you need anything more on this. Thanks.
Ruth,
Could you please add this to the Commission Workshop packet for Item 2.1. This was sent from Shawn Byrne, who owns Fusion Resort and the Wake Zone near the St. James Bridge. Maybe a note on the same page as the picture can say "Request from Fusion Resort".

Thanks!

Thanks,
J.
Tyler Payne
District 2 Commissioner
City of Treasure Island
www.mytreasureisland.com

Attachment: Addition for Workshop Packet (2327 : No Wake Zone - St. James Bridge)
Two new poles with "Slow no Wake" Signs

STAFF RECOMMENDATION

Attachment: Blind Pass Waterway Markers (2327 : No Wake Zone - St. James Bridge)
DATE: August 26, 2020

TO: Mayor and City Commission

FROM: Garry Brumback, City Manager

SUBJECT: No Wake Zone - Blind Pass

BACKGROUND

We have been asked to look at the possibility to mark the waterway of Blind Pass as a minimum/no wake zone. The pass is currently a no/minimum wake zone on weekends and holidays and the request has been to make it 7 days a week. The rationale is that there have been reports of boats and jet skis speeding in the pass during the week potentially causing damage to boats that are not on lifts and as well as the seawalls.

This has also been a request from the Commission of St Pete Beach and they support your approval.

POLICY / PURPOSE

The purpose of this item is to get guidance from the Commission on whether or not they want to approve this request.

STRATEGIC PLAN RELEVANCE

Goal 7: Preserve the City’s unique and high-quality neighborhoods.

ANALYSIS / DISCUSSION

Staff has received requests for two no/minimum wake zones as described above. The process to establish these zones is lengthy and may require approval from agencies outside the City. Even if we can establish them ourselves it will need to be done in coordination with both Pinellas County navigation and the Fish and Wildlife Commission.

FUNDING

There is no funding needed for this request.
RECOMMENDATIONS

It is requested that the City Commission determine the value of this request and direct staff accordingly.

ATTACHMENT(S)

- Email from City Attorney Jennifer Cowan on the potential process

MOTION

I move to approve/deny the request for a no/minimum wake zone at Blind Pass and authorize the City Manager to pursue the necessary permits to effect this approval.
I did some really quick research and here is some brief information on no wake zones. If you are interested in proceeding with this further, I would like to do a little more research.

*Quick Summary – Municipalities can establish vessel speed, including no wake areas, in limited circumstances. Those circumstances are outlined below. Additionally, COTI has set up such zones. (See section 58-92 of the City’s Code).*

Pursuant to s. 327.46(1)(a), Florida Statutes, the Fish and Wildlife Conservation Commission may establish boating-restricted areas, including restrictions of vessel speed and vessel traffic, on the waters of this state for any purpose necessary to protect the safety of the public if such restrictions are necessary based on boating accidents, visibility, hazardous currents or water levels, vessel traffic congestion, or other navigational hazards or to protect seagrasses on privately owned submerged lands.

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   b. Within 500 feet of fuel pumps or dispensers at any marine fueling facility that sells motor fuel to the general boating public on waterways more than 300 feet in width or within 300 feet of any fuel pumps or dispensers at any licensed terminal facility that sells motor fuel to the general boating public on waterways not exceeding 300 feet in width.
   c. Inside or within 300 feet of any lock structure.

2. An ordinance establishing a slow speed, minimum wake boating-restricted area if the area is:
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   b. Within 300 feet of any bridge span presenting a vertical clearance of less than 25 feet or a horizontal clearance of less than 100 feet.
   c. On a creek, stream, canal, or similar linear waterway if the waterway is less than 75 feet in width from shoreline to shoreline.
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2. An ordinance establishing a slow speed, minimum wake, or numerical speed limit boating-restricted area if the area is:
   a. Within 300 feet of a confluence of water bodies presenting a blind corner, a bend in a narrow channel or fairway, or such other area if an intervening obstruction to visibility may obscure other vessels or other users of the waterway.
   b. Subject to unsafe levels of vessel traffic congestion.
   c. Subject to hazardous water levels or currents, or containing other navigational hazards.
   d. An area that accident reports, uniform boating citations, vessel traffic studies, or other creditable data demonstrate to present a significant risk of collision or a significant threat to boating safety.

3. An ordinance establishing a vessel-exclusion zone if the area is reserved exclusively:
   a. As a canoe trail or otherwise limited to vessels under oars or under sail.
   b. For a particular activity and user group separation must be imposed to protect the safety of those participating in such activity.

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Also – here is generic information on Pinellas County Water and Navigation’s purpose and charge - https://www.pinellascounty.org/environment/watershed/water_navigation.htm

Please let me know if you need anything more on this. Thanks.
Two new poles with "Slow no Wake" Signs

Attachment: Blind Pass Waterway Markers (2306 : No Wake Zone - Blind Pass)
DATE: August 27, 2020

TO: Garry Brumback, City Manager

FROM: Tiffany Makras, Human Resources Director

SUBJECT: Purchase Authority for FY 2021 Insurance Policy Renewals

BACKGROUND

In 2010, the City of Treasure Island hired an Insurance Consultant (InterRisk) to conduct a comprehensive review of the City’s property, casualty, and workers’ compensation insurances. As a result of that process, the City elected to purchase property coverage with World Risk Management (WRM) through Public Risk Management’s (PRM) self-insured public risk pool due to the higher limits and broader language proposed by WRM and recommended by the consultant. And the City elected to purchase casualty lines and workers compensation insurance through Public Risk Insurance Agency (PRIA), due to higher limits on non-monetary damages coverage proposed by PRIA and recommended by the consultant.

POLICY / PURPOSE

In FY19 the Commission authorized staff to bind a two-year policy for workers’ compensation and liability insurance coverages to take advantage of a two-year rate guarantee provided by PRIA. The current liability and workers’ compensation insurance policies with PRIA will expire on September 30, 2020.

Likewise, the current property and crime insurance policies with WRM will expire on September 30, 2020.

ANALYSIS / DISCUSSION

PRIA provided a package liability and workers’ compensation renewal proposal at an overall increased rate of 7.3%; which equates to a premium increase of $32,440 over last year. The higher premium costs are attributed to multiple factors, such as the increase in total payroll, a higher experience rate for workers’ compensation due to claim losses, an increased amount in the total insured value of our vehicle assets, and an overall hardening market due to COVID-19 and law enforcement liability.
PRIA’s total proposed premium for FY 2021 for liability and workers’ compensation coverage is $446,740.

WRM provided a property and crime renewal proposal at an increased rate of 20.2%; which equates to a premium increase of $20,708 over last year. Staff was anticipating up to 35% increase due to a significant market hardening resulting from COVID-19 claims, a sharp rise in frivolous litigation, as well as $24 billion in claim losses from Hurricanes Irma and Michael.

WRM’s proposed premium for FY 2021 for property and crime coverage is $123,168.

Copies of the renewal proposals for all policies are available in the City Clerk’s office.

**FUNDING**

Sufficient funding was budgeted for each coverage insurance in the proposed FY 2021 budget.

**RECOMMENDATIONS**

Staff recommends authorizing purchasing authority to the City Manager for premium payments to Public Risk Insurance Agency and Public Risk Management of Florida to renew property, crime, liability, and workers’ compensation insurance policies.

**MOTION**

I move to approve City Manager purchase authority in the amount of $446,740 for premium payments to Public Risk Insurance Agency to bind coverage for workers’ compensation and liability insurance for Fiscal Year 2021

AND

I also move to approve City Manager purchase authority in the amount of $123,168 for premium payments to Public Risk Management of Florida to bind coverage for crime and property insurance for Fiscal Year 2021.
DATE: August 27, 2020

TO: Garry Brumback, City Manager

FROM: Stacy Boyles, Asst Director of Public Works

SUBJECT: City Hall Renovation

BACKGROUND

The City purchased what was known to the community as the Allied Building in March 2020 to be used as a new City facility housing City Commission chambers, City Hall departments, Public Works Administration and to include community space. The community space would be rented for events, meetings and will provide much needed programming space. The overall goal is for the facility to serve as a central hub of the City by providing public space that is assessable, functional and will become a source of pride.

In May, the City awarded a contract to Wannemacher Jensen Architects to design the renovation of the New City Hall. The remodeled building and site will be designed to incorporate the following values:

- ADA accessible, secure, welcoming, and easy to navigate;
- Defining the City’s character;
- Meet all FEMA requirements;
- Have all building systems including electrical, HVAC, plumbing, fire suppression, roof, elevators, windows, and others, in good working order;
- Incorporate an environmentally-friendly design to produce a healthy building;
- Utilize smart technologies where feasible with an updated technology infrastructure throughout; and
- Designed for functionality and flexibility to serve the changing needs of the future.

POLICY / PURPOSE

The purpose of this item is to provide an update on the design for the new City Center and to obtain feedback.

STRATEGIC PLAN RELEVANCE
Goal 2 of the City’s Strategic Plan is to “Create and maintain functional and cost-effective facilities to serve the needs of the community”.

ANALYSIS / DISCUSSION

In addition to creating an efficient work environment, the goal of the proposed renovation is to create a space that is frequented by the community. This design incorporates a new entrance that highlights the City’s seal with a promenade space and a wide staircase with a landing for event use. Upon entering through the new entrance onto the second floor, there will be clear wayfinding to escort visitors into the new customer service lobby. Here folks can use a public computer or sit in a comfortable chair and access free wi-fi. Customer service representatives will be available to answer questions or to call upon another staff members to assist.

Beyond the lobby is the Commission Chamber overlooking the beach. The next floor up is the staff working floor, with a primarily open floorplan, designed to keep staff located in close proximity for efficiency and collaboration. The workspaces will be designed with flexibility, keeping in mind the potential needs of the future workforce.

The fifth floor is reserved as the community’s space and boasts a beautiful view of the Gulf, the downtown corridor and Treasure Island Park. Here, multiple sized rooms are available allowing for simultaneous classes, meeting space for community groups and activities. This multi-use space significantly expands on the programs available to our residents and adequately aligns our ability to offer more activities consistent with our neighboring municipalities. This floor is also home to one larger premiere event space with a catering kitchen, making it an attractive venue for a variety of functions. Designed to promote community, the fifth floor further engages residents with the New City Hall.

Staff has worked closely with the architect team to develop the preliminary floorplans and to assess the building’s conformity with applicable codes. The building is located in the AE12 flood zone, requiring flood proofing up to the base flood elevation of 14 feet. The existing ground floor lobby is at 5.6 feet and thus flood proofing adds a significant additional expense to the renovation of approximately $115,000. The required fire suppression system upgrades also add a cost of about $100,000. As seen below, the renovation cost estimates have come in over the initial budget estimate, and as such, staff suggests that the City Commission review options towards the renovation. Since the renovation work outlined in this agenda is over budget and we do not yet know the future need, it is not recommended that any work be done to the fourth floor at this time.
Option 1
One option is to renovate the exterior, ground (or first floor), second floor, and the third floor, leaving the fourth and fifth floors untouched at this time. This would be the minimum renovation needed to make the building operational whereby the Commission Chambers, Building Department, City Hall Departments and Public Works Administration can be relocated into the new facility. In general, any time you split out construction projects, there are added costs associated with additional bid packages that are compiled by consultants and generally construction costs increase with time. There is additional time added on to the project when you phase construction. If the renovation phasing separated the construction of the second and third floor, there would be added costs associated with having to maintain and operate two city hall buildings and it may be confusing to the public and would be operationally inefficient for staff if the community development department were separated from the rest of staff. Estimated cost: $2.23M

Option 2
The second option would be to complete the entire renovation project to include the fifth floor. This would allow for the completion of all of the planned renovations at once. The fifth floor is intended to be primarily used as rental and programming space for the public and community groups. Estimated cost: $3.1M
Next Steps and Tentative Timeline:
- Commission update: cost estimate, design renderings, and furniture/equipment purchase authorization - November 2020
- Completion of construction documents - January 2021
- Construction to begin - March 2021
- Construction completion - September 2021

FUNDING

Of the $1,578,855 renovation budget, the design contract was awarded in the not-to-exceed amount of $280,000 and an elevation and boundary survey was performed for $2,100, leaving $1,296,755 available for construction and the purchase of furniture/fixtures/equipment.

The total cost of Option 1 is estimated at $2,228,963, requiring additional construction funds of approximately $932,213. No additional design funds are needed, as the original authorized design fee of $280,000 included a contingency that can absorb the additional cost.

The total cost of Option 2 is estimated at $3,165,714, requiring additional construction funds of approximately $1,866,859, including the additional design cost of $70,100 that would be required.

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<th>Description</th>
<th>Option 1</th>
<th>Option 2</th>
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<td>Est. Add'l Design</td>
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<tr>
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</tr>
</tbody>
</table>

If option 1 is selected staff recommends to fund the additional $932,213 needed from the assigned Facilities Renew & Replacement fund balance, reducing this assigned fund balance from $1,276,000 to $343,831.

If option 2 is selected staff recommends to fund the additional $1,866,859 needed from both the assigned Facilities Renew & Replacement fund balance, reducing this assigned fund balance from $1,276,000 to $0 and not pay the BB&T loan off early. The BB&T loan will be paid off by 2027 and a very competitive interest rate was obtained. By not paying off the loan early, the City is able to use what was assigned for an early pay off in FY 2022 towards the renovation cost.
RECOMMENDATIONS

It is recommended that the City Commission review the preliminary floorplan schematics presented by the architects and provide feedback as to which option to pursue.

Also recommend that the Commission consider calling the new City facility something other than City Hall to more accurately reflect the use and need this facility will give the community.

ATTACHMENT(S)

Attachment A - Presentation with design schematics