THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

1. **CALL TO ORDER AND INTRODUCTIONS**

2. **APPROVAL OF MINUTES – January 30, 2017**

3. **REVIEW OF FORWARD PINELLAS AGENDA FOR MARCH 8, 2017**
   **PUBLIC HEARINGS**
   - Subthreshold Countywide Plan Map Amendments
     None
   - Regular Countywide Plan Map Amendments
     None
     A. CPA Actions and Tier I Countywide Plan Map Amendments February 2017
     B. Model Ordinance for Waterborne Transportation
     C. Complete Streets Program Recommendation

4. **PLANNING TOPICS OF INTEREST**
   A. Transit-Oriented Land Use Vision Map Discussion
   B. Coastal High Hazard Area (CHHA) Update (Information)

5. **OTHER PAC BUSINESS/DISCUSSION**
   A. Pinellas SPOTlight Emphasis Areas Update (Information)

6. **UPCOMING EVENTS**
   - March 2-3 – 2017 CNU Florida Summit
   - March 3 – 2017 APA Sun Coast Section Annual Awards Deadline is 5:00 p.m.
   - March 17 – A Dozen Tools for Accelerating Local Sustainability Leadership – Free Webcast
   - March 24 – Taxation: Zoning & Licensing for Short-Term Residential Rentals – Free Webcast
   - March 31 – Forward Pinellas Board Work Session
   - April 5 – 2017 APA Sun Coast Section Annual Awards Reception – Details TBD
   - April 20-21 – Pinellas Economic Leadership Symposium
   - May 12 – Collaborative Lab on Regional Governance

**NEXT PAC MEETING – TUESDAY, APRIL 3, 2017**

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact the Office of Human Rights, 400 South Fort Harrison Avenue, Suite 300, Clearwater, Florida 33756; [(727) 464-4062 (V/TDD)] at least seven days prior to the meeting.

Appeals: Certain public meetings result in actions taken by the public board, commission or agency that may be appealed; in such case persons are advised that, if they decide to appeal any decision made at a public meeting/hearding, they will need a record of the proceedings, and, for such purposes, they 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.
SUMMARY

The Summary Agenda Action Sheet for the January 30, 2017 PAC meeting is attached for committee review and approval.

ATTACHMENT(S): PAC Summary Agenda Action Sheet for the January 30, 2017 meeting

ACTION: PAC to approve the Summary Agenda Action Sheet from the January 30, 2017 meeting
<table>
<thead>
<tr>
<th><strong>ITEM</strong></th>
<th><strong>ACTION TAKEN</strong></th>
<th><strong>VOTE</strong></th>
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<tbody>
<tr>
<td>1. CALL TO ORDER AND INTRODUCTIONS</td>
<td>The meeting was called to order at 1:32 p.m.</td>
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<tr>
<td>2. MINUTES OF REGULAR PAC MEETING OF JANUARY 3, 2017</td>
<td>Motion: Dean Neal</td>
<td>11-0</td>
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<td>Second: Marshall Touchton</td>
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<td>3. REVIEW OF FORWARD PINELLAS AGENDA FOR FEBRUARY 8, 2017 MEETING PUBLIC HEARINGS</td>
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<td>Subthreshold Countywide Plan Map Amendments</td>
<td>None</td>
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<td>Regular Countywide Plan Map Amendments</td>
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<td>A. CW 17-1 – City of Largo</td>
<td>Motion: Mark Ely</td>
<td>11-0</td>
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<td>Second: Dean Neal</td>
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<td>B. CPA Actions and Tier I Countywide Plan Map Amendments January 2017</td>
<td>None; informational item only</td>
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<td>C. Rule Interpretations Annual Update</td>
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<td>4. PLANNING TOPICS OF INTEREST</td>
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<td>A. Microbreweries</td>
<td>Alicia Parinello, Forward Pinellas staff, presented information about how Florida, and specifically Pinellas County, ranks with regard to the number of brewing establishments. She outlined ways to incentivize them to bring more into the local economies. She shared the research conducted by Forward Pinellas staff regarding local regulations and best practices. Forward Pinellas intends to do a Rule amendment to better define these types of establishments.</td>
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<tr>
<td>B. Forward Pinellas Complete Streets Program Applications</td>
<td>After a brief introduction by Chelsea Favero, Forward Pinellas staff, each applicant local government presented their submitted projects for the Forward Pinellas Complete Streets Program grant funding to the PAC members. Chelsea advised that a subcommittee is being formed to evaluate the projects and make recommendations to the Forward Pinellas Board at its March meeting. She called for volunteers from the PAC membership, who are not from the submitting local governments, to be on the subcommittee and asked that they contact her to express their interest.</td>
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5. OTHER PAC BUSINESS/PAC DISCUSSION AND UPCOMING AGENDA
   A. Pinellas SPOTlight Emphasis Areas Update
      A. Rodney Chatman updated the members regarding the three emphasis areas. On Enhancing Beach Community Access, Forward Pinellas staff continues to work on the S.R. 60 Multimodal Implementation Strategies Study, including a series of community workshops to identify solutions. Forward Pinellas staff is finalizing the draft model ordinance for waterborne transportation and should bring that to the next PAC meeting for input. Over the next months Forward Pinellas will begin an assessment of Beach Community LDRs related to bicycle/pedestrian accessibility. He advised that Forward Pinellas staff continues working with Pinellas County staff to expand the economic assessment study area on US 19 and is working on a concept plan for BRT on the US 19 corridor.

   B. Truth in Annexation Online Worksheet Information Request
      B. Linda Fisher reminded the PAC members that an email request for information would soon be forthcoming in order to update the Online Worksheet.

   C. May 12th Workshop - MPO Coordination and Planning Area Reform
      C. Whit Blanton updated the members on the latest regarding the new Federal Rule concerning the regionalizing of the MPO’s in the Tampa Bay Area. He advised of the upcoming Collaborative Lab being held on May 12, 2017 to kick off the study of best practices.

      Chelsey Welden, St. Pete Beach, advised the group of an upcoming APA Florida Chapter, Suncoast Section event and encouraged attendance. A Tarpon Springs Boat and Walking Tour on Friday, February 3rd.

      Valerie Brookens, PAC Chair, suggested a future technical assistance topic of sustainability and resiliency. Whereupon, Rodney Chatman advised that Forward Pinellas staff would soon be meeting individually with each local government to further assess needs for technical assistance topics.

6. ADJOURNMENT
   The meeting was adjourned at 3:00 p.m.

Respectfully Submitted,

PAC Chairman ___________________________________________ Date __________________
SUMMARY

This information is presented in order to better, and more systematically, apprise the Forward Pinellas Board of final action(s) by the Board of County Commissioners, in their role as the Countywide Planning Authority (CPA) on matters that have been previously considered. This summary also includes the Tier I Countywide Plan Map Amendments that have been administratively reviewed by Forward Pinellas staff.

CPA Actions from February 2017:

There were no items that went to the CPA in February.

Tier I Countywide Plan Map Amendments February 2017:

- FLUM 17-3, City of Tarpon Springs satisfies the Tier I provisions of Section 6.1.2.1 of the Countywide Rules.

ACTION: None required; informational item only
SUMMARY

Pinellas County has many miles of intercoastal waterways which can be used to help meet the region’s transportation needs. Recently, there has been a lot of discussion and positive momentum towards developing and growing waterborne transportation options. As more water taxi and ferry services are contemplated and established, there is a growing need to establish a consistent set of local government regulatory processes. It is in this context that Forward Pinellas established a working group of local planners and water taxi operators to craft a model ordinance that outlines a clear and consistent set of standards for this new transportation option. Research shows that passenger ferry and water taxi services has many benefits but as with any private business, there needs to be a certain degree of uniformity in permitting, and the overall steps necessary to start a ferry or water taxi service, or to expand an existing service.

ATTACHMENT(S): Draft Waterborne Transportation Model Ordinance

ACTION: The PAC to make a recommendation to Forward Pinellas for distribution of model ordinance
Waterborne Transportation Model Ordinance
Introduction

Enhancing Beach Community Access is one of three emphasis areas (along with a Vision for US 19 and a Master Plan for the Gateway/Mid-County area) that Forward Pinellas has undertaken to develop solutions that address the critical land use and transportation needs of the county. Enhancing Beach Community Access outreach has focused on ideas for addressing traffic congestion, improving safety for people on foot, on bikes and in cars, and ensuring that redevelopment occurs in a way that fits with transportation options, supports each community's goals, and sustains our fragile environment. One of the solutions that has emerged during the course of this initiative is waterborne transportation. Currently, there are three waterborne transportation service providers, the Cross Bay Ferry, the Clearwater Ferry, and the Tampa Bay Water Taxi & Ferry, that are operating on Pinellas County's waterways. There are a wide range of needs along our beach communities and fostering the growth of alternative transportation modes can effectively address congestion and safety.

Model Ordinance

Local governments have a role to play in the growth and development of water taxis and ferries becoming a more robust, dynamic part of the transportation solution. This Model Ordinance can assist our local government partners by providing a regulatory framework that balances the needs of the public and private sectors. We have developed this model by thoroughly surveying existing law, conducting research, and consulting with a working group of local government planners and waterborne transportation service providers. Because Forward Pinellas is a countywide agency, we cannot provide legal analysis that is tailored to each local government’s regulatory environment; it is important to consult the local legal counsel, who may need to alter elements of this model to comply with local processes and/or procedures. In addition, local communities vary widely in how their permitting processes are organized and administered, so further customization may be required to ensure that this framework is consistent with local practices.

Policy Options

The model ordinance offers a variety of policy options. In some instances, alternate language is offered or blanks have been left for the language to be customized to fit the needs of a specific community. In other instances, the options mentioned in annotations (“comments”) following the legal provisions. In considering which options to choose, drafters should balance the public interest against practical solutions and other local conditions specific to your jurisdiction.
ORDINANCE NO._____

AN ORDINANCE OF__________________, FLORIDA, REGULATING WATEROBORNE TRANSPORTATION SERVICES; PROVIDING FOR PURPOSE AND INTENT; PROVIDING DEFINITIONS; PROVIDING FOR PROCEDURAL REQUIREMENTS; PROVIDING FOR REVOCATION OR SUSPENSION OF A LICENSE; PROVIDING FOR SAFE OPERATIONS; PROVIDING FOR DOCKING, MOORING AND THE DISCHARGE AND BOARDING OF PASSENGERS; PROVIDING FOR LOCATION AND PARKING REQUIREMENTS; PROVIDING FOR SIGNAGE REQUIREMENTS; PROVIDING FOR ALCOHOLIC BEVERAGES; PROVIDING FOR BOARDING OF VESSELS BY AUTHORIZED REPRESENTATIVES; PROVIDING FOR INCLUSION IN THE CODE; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the [Elected Body] has determined that it is in the best interests of [Local Government] and the general public to permit licensed and qualified ferry and/or water taxi operators to provide services necessary to transport passengers along Pinellas County’s waterways; and

WHEREAS, local governments in Pinellas County regulate ferry and/or water taxi service providers in varying ways and this lack of uniformity is hindering the long-term viability of this mode of transportation; and

WHEREAS, [Local Government] desires to provide a streamlined and uniform regulatory process with respect to these waterborne transportation providers; and

WHEREAS, [Local Government] has entered into a non-exclusive revocable agreement with duly licensed, Coast Guard certified, persons or firms which own and/or operate ferries or water taxis, are capable of performing the work prescribed in the agreement, and possess all current requisite licenses, registrations, certifications, permits, and other approvals from all entities with regulatory jurisdiction; and

WHEREAS, Forward Pinellas, in its role as the Pinellas County Metropolitan Planning Organization, has adopted certain goals in its 2040 Long Range Transportation Plan (LRTP) that support a balanced and integrated multi-modal transportation system for local and regional travel and this ordinance furthers that goal; and
WHEREAS, the successful provision of waterborne transportation services in [Local Government] is critical to addressing Pinellas County’s accessibility and economic development challenges along the gulf beaches.

NOW THEREFORE, BE IT ORDAINED by [Elected Body], Florida, that:

**Section 1. Findings.**

The [Local Government] supports reasonable regulation of activities in and on the waterways as necessary to protect the safety, health and welfare of the public.

**Section 2. Purpose and Intent.**

The purpose of this [article / chapter] is to encourage the growth and development of waterborne transportation options in [Local Government]. Areas with existing or planned infrastructure investments are ideal because they can serve as a cost-effective means of achieving a more balanced transportation system. More specifically, the intent is to institute a regulatory program that provides clear standards that protect the public interest while also creating uniformity and predictability for local governments and existing and future waterborne transportation service providers.

**COMMENT:** Municipalities may add additional reasons to this purpose and intent clause as appropriate or desired.

**Section 3. Definitions.**

The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them herein, except where the context clearly indicates a different meaning:

**Approved Ferry Stop** means a publicly-owned or privately-owned docking or mooring location that has been inspected and approved by [Local Government] as a location where a Ferry may board and discharge passengers. Approved Ferry Stops shall be lighted if the ferry boards or discharges passengers one hour or more after sunset.

**COMMENT:** Local governments should consult their legal counsel on Americans with Disabilities Act (ADA) provisions that may be applicable to docking infrastructure (i.e., ADA accessible-walking surface, minimum width, and slope of the deck/walkway to gain access to the boarding area, the ramp necessary to access the vessel may require a handrail or edge/curb protection). While ferry stops should be maintained by the service provider, state and federal permits may be necessary for stops that are located in areas without existing infrastructure.
**Capacity** means the maximum number of passengers as listed on the certificate of inspection provided by the Coast Guard. Vessels that do not require a certificate of inspection, or that are not otherwise provided for in this article, are limited to a capacity of six passengers.

**Ferry** means a vessel that operates on a pre-determined schedule and transports passengers along the waterways to one or more stops along a fixed route returning to the same dock or mooring location it departed from on a regular interval. Such term does not include a Water Taxi.

**Vessel** means any watercraft, boat or conveyance for hire, designed to be used to transport persons or cargo upon the water within the jurisdiction of [Local Government].

**Water Taxi** means any on-demand vessel for hire that is used to pick up and drop off passengers from properties adjacent to the local waterways. Water taxis are limited to a capacity of ___ passengers. Such term does not include a Ferry.

**Section 4. Procedural Requirements.**

a) It shall be unlawful for any person or firm to operate a ferry or water taxi without first obtaining from [Local Government] a permit and paying a fee required for the right to operate each vessel authorized under this process. Permits may also be required from county, state or federal agencies. A water taxi or ferry permittee shall also obtain the required local business tax receipt, prior to commencing operations. If currently operating before adoption of this Ordinance, such providers shall apply for the required permit with sixty (60) days after the effective date of this Ordinance.

*b) The required license and permit applications shall be on forms designated by [Local Government].

*c) An application for a water taxi or ferry permit shall be made to the ____________________ (insert name of local permitting office or official) and must include the following information:

1. The name, business address and telephone number of the person or firm operating the water taxi or ferry business. If a corporation or partnership, include the names of all directors, officers or partners, where applicable.
2. A description of each vessel proposed to be utilized as a water taxi or ferry, including a copy of the Florida vessel registration and United States Coast Guard certificate of inspection.

**COMMENT:** The issuance of local business tax receipts is not uniform throughout Pinellas County. If a local business tax receipt process has been established then these procedural requirements can be a substitute for a permit. If no local business tax receipt process has been established then a separate permit process is recommended. More information on local business tax receipts can be found in Chapter 205, Florida Statutes.
3. A list of all pilots who will operate the water taxi or ferry, including their names, addresses, and a copy of the United States Coast Guard license for the class of vessel the pilots will operate.

**COMMENT:** The waterborne transportation service operator will have copies of the USCG licenses for each vessel pilot. Local governments have the discretion to require copies of this information or rely on the USCG process.

4. Where each water taxi or ferry will be located when not in use.
5. The method of dispatch and the location of the dispatcher.
6. A letter of permission from any privately-owned landside facility from which the water taxi or ferry will operate.
7. A certificate of insurance showing the city as a named insured on a policy or policies insuring each vessel and the business in an amount determined by the local government.
8. The designated routes for the service.

**COMMENT:** Local governments should consult with their legal counsel or risk management department to establish an appropriate amount of insurance.

d) The City Manager or his/her designee shall review and either approve or reject all applications for a permit, based on the applicant’s demonstration that it has the proper equipment and personnel to operate a water taxi or ferry. No application from the same person or firm whose application has been rejected shall be submitted again within six (6) months from the date of such rejection.
e) Upon the granting of a permit, [Local Government] shall authorize the owner of each vessel to operate as a water taxi or ferry. The fee for each permit is ________________ and authorizes the operation of that vessel as a water taxi or ferry for a period of _______ year(s). Each permit is renewable for a period of ________________ year(s) upon submission of documentation to the City that all vessels and pilot licenses and insurances are in full force and effect. The renewal fee is ________________ for each permit, payable thirty (30) days prior to the expiration of the permit. A water taxi or ferry license that has been revoked or suspended is not renewable. The permit shall be displayed on the vessel alongside the state commercial registration sticker. A permit may not be assigned by the operator to other entities.

**COMMENT:** The intent of this section is to prevent a waterborne transportation service provider from transferring permission to operate to another service provider without local government knowledge and authorization.
Section 5. Revocation or Suspension of a Permit.

a) A permit may be revoked or suspended for any of the following reasons:
   1. Failure to comply with all state and federal laws and regulations concerning the vessels of the type utilized by the permittee.
   2. Two or more instances of careless operation of a water taxi or ferry in violation of state or local laws.
   3. Failure to maintain all required policies of insurance in full force and effect.
   4. Submission of false or incomplete documentation or information required by this section.
   5. Failure to submit any associated renewal fees pursuant to the terms herein.
   6. Any other act by the permittee, if a person, or by any director, officer or partner of the permittee, if a corporation or a partnership, that would constitute a threat to the health, safety and welfare of the public.

b) If the City Manager or County Administrator or his/her designee has reason to believe that a water taxi or ferry permit should be revoked or suspended for one (1) or more of the aforementioned causes, he/she shall send written notice to the permittee indicating the grounds for potential suspension or revocation within ___ days of becoming aware of said grounds for suspension or revocation. The permittee shall have ___ days to respond to allegations of the City Manager or County Administrator or designee. If the City Manager or County Administrator or his/her designee determines the response inefficient to cure the violation, he/she shall schedule a suspension or revocation hearing at the next regular meeting of the [Elected Body] held at least fifteen (15) days after receipt of the notice by the permittee. All affected parties shall have the right to be heard. Upon finding cause, [Elected Body] may revoke or suspend any license and the permits issued thereunder, and shall indicate what steps are needed to reinstate the permit.

COMMENT: It is common for these types of regulations to have a process for revoking or suspending a permit for public health, safety, and/or welfare reasons. However, local governments also have the ability to rely on the USCG licensing process to identify operators that may be in violation of these requirements.


The water taxi or ferry operator shall at all times operate in a safe manner and shall adhere to all laws, including but not limited to wake and speed limits. All water taxis must cease operations during any period in which wind speeds are predicted or recorded at 39 miles per hour or above. Operations may resume no sooner than 2 hours after the last recorded incident of such wind speed.

OR
The United States Coast Guard (USCG) ensures that water taxis and ferries are operated in a manner that is safe for the traveling public. Any waterborne transportation vessel must operate consistent with USCG regulations.

**COMMENT:** Tropical storm force winds are in the range of 39 mph to 73 mph. Local governments should be aware that other severe weather events such as thunderstorms, dense fog, and small craft advisories may impact safe vessel operations and are regulated by the USCG.

**Section 7. Docking, Mooring and the Discharge or Boarding of Passengers.**

a) A permitted ferry may board and discharge passengers only at approved ferry stops.

b) A permitted water taxi may board and discharge passengers at any location including city owned dock facilities that have been designated for such use, provided permission has been obtained from the property owner(s) of record. Dock space which has been leased to another individual or commercial entity shall not be used by a water taxi.

c) No permitted water taxi shall remain moored immediately adjacent to a residential lot or structure except to safely board or discharge passengers with the property owner’s permission if the property lines extend to where the taxi is moored and/or where passengers will have to traverse across the property owner’s private property.

d) No permitted water taxi or ferry shall at any time have in use loudspeakers or any device to amplify sound, with the exception of an internal intercom system, the sounding of horns for navigational purposes, passenger pickup and discharge for safety-related purposes, or in the case of an emergency. No permitted water taxi or ferry shall at any time, except for safety-related purposes, illuminate by spotlight or any other means any of the sights or places of interest located along its route of operation, including, but not limited to, residential dwellings, businesses or government buildings.

**Section 8. Location and Parking Requirements.**

**COMMENT:** Off-street parking requirements may vary by community. This model ordinance includes three options for local governments to consider adopting based on the parking needs of the area in which these services will operate.

a) Permitted water taxis and ferries are authorized to operate throughout the jurisdictional waters of [Local Government].

b) Dedicated parking spaces are not required for water taxis or ferries.

**OR**

c) Permitted ferries shall provide one parking space for every ____ (insert number) passengers of capacity either on-site or off-site within a reasonable walking distance.

**OR**
d) Permitted ferries shall provide one off-street parking space for every four seats plus one per employee.

**COMMENT:** A distance of 0.25 miles is often used as an acceptable walking distance in U.S. research studies.

**Section 9. Signage Requirements for Water Taxis and Ferries.**

a) Permitted water taxis and ferries are permitted to have signage that displays the service schedule, on the vessel including painting or wrap of the vessel itself, and identification signage to be posted at each mooring location. Signage shall not exceed a maximum of 16 square feet in sign area per sign face and 20 feet in height.

**COMMENT:** The maximum sign area should be modified to conform to local conditions.

b) The Manual on Uniform Traffic Control Devices (MUTCD) authorizes local governments to install municipal signage with transportation-related messages, such as the location of water taxis and ferries, as a means of identifying a route to a transportation facility.

**COMMENT:** Most communities do not allow temporary signs, banners, pennants, etc. in the right-of-way. All signs require a permit must meet the Florida Building Code and must be installed by a licensed contractor.

**Section 10. Alcoholic Beverages.**

a) All permitted water taxis and ferries shall comply with all local, State and federal laws concerning the sale, service, possession or consumption of alcoholic beverages.

**Section 11. Boarding of Vessels by Authorized Representatives.**

a) The operator of a permitted water taxi or ferry, by applying for a local business tax receipt and permit, grants permission to any duly authorized representative of the local government to board any vessel to determine whether the water taxi or ferry is in compliance with this Code or with any other applicable laws, ordinances, rules or regulations promulgated by any jurisdiction, body or agency pursuant thereto.

**Section 12. Inclusion in the Code of Laws and Ordinances.**

a) The provisions of this Ordinance shall become and be made part of the ______________________ (insert name of local government code). The sections of this Ordinance may be renumbered or relettered to accomplish such, and the word “ordinance” may be changed to “section,” “article,” or other appropriate word.

**Section 13. Severability.**
If any section or provision of this ordinance is declared void, unconstitutional, or unenforceable by a court of competent jurisdiction, all remaining sections or provisions of this ordinance shall remain in full force and effect.

Section 14. Effective Date.
This Ordinance shall take effect on ______________________, _______. 
SUMMARY

Through collaboration with its committees and board, in 2016 Forward Pinellas developed an incentive program to assist local governments in planning, designing and constructing Complete Streets projects, particularly those with the potential to serve as a catalyst for transformative redevelopment within a corridor or activity center. The program will award up to $100,000 annually for planning projects, beginning in fiscal year (FY) 2017/18, and up to $1 million annually for construction projects, to be programmed in the Five Year Work Program.

Between October 3rd and December 16th, 2016, Forward Pinellas called for local governments to submit applications for funding Complete Streets projects in their communities. Six applications were received - four for planning and two for construction. At the January committee meetings, the TCC and Planners Advisory Committee (PAC) received presentations from each of the applicant agencies, providing an overview of each project seeking funding. A subcommittee comprised of members of both the TCC and the PAC, as well as Forward Pinellas staff, met this month to review each application and to develop a recommendation for funding. The subcommittee recommended that Forward Pinellas provide $50,000 in funding to the City of Clearwater for the Drew Street Complete Street application, $50,000 in funding to the Pinellas County Lealman Complete Streets project, and $1 million to St. Petersburg for the construction of the 34th St. S. sidewalk improvements. The TCC accepted the subcommittee recommendations, recommended that the Board approve, and also asked that the awarded projects be added to relevant priority lists to be eligible for funding.

ATTACHMENT(S): None

ACTION: None required; informational item only
SUMMARY

In August 2015, the Pinellas Planning Council and Countywide Planning Authority adopted a new Countywide Plan, which for the first time included the Transit-Oriented Land Use Vision Map, designed to coordinate higher-density and -intensity land use with appropriate transportation planning. Developed as part of a three-year planning process, the Vision Map was integrated with the Greenlight Pinellas transit plan, which proposed both enhanced bus routes and a light rail corridor. The Greenlight corridors are shown on the Vision Map and serve as locational criteria for the adoption of higher-density Countywide Plan Map categories needed to support transit.

Although the Greenlight referendum failed prior to the adoption of the new Countywide Plan, the Council made a policy decision to leave the corridors on the Vision Map. Because land use and transportation patterns support and reinforce one another, the intent is to continue encouraging the corridors to redevelop in a more transit-oriented pattern to lay the groundwork for future transit planning. However, in order to avoid allowing land use planning to get too far ahead of transit implementation, the most dense/intense subcategory of Activity Center (Transit Station Center, allowing up to 200 dwelling units per acre and 7.0 floor area ratio), which was intended to be used with the planned light rail corridor, cannot be used unless funding/implementation of a premium transit route is finalized.

Per the Council’s direction at the time the Countywide Plan was adopted, the proposed light rail corridor and station areas remain on the Vision Map as a symbolic commitment to future transit planning, but do not enable densities/intensities beyond those available elsewhere in the county. Now that more than two years have passed since the Greenlight referendum, and planning for other prospective premium transit routes has begun, it is an appropriate time to reevaluate whether the light rail corridor should be removed and/or replaced with other corridors.

ATTACHMENT(S): The Transit-Oriented Land Use Vision Map

ACTION: None required; informational item only
SUMMARY

Section 163.3178(6)(h), Florida Statutes defines the Coastal High Hazard Area (CHHA) as “the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.” The SLOSH model is periodically updated by the National Oceanic and Atmospheric Administration and validated by the Florida Division of Emergency Management and regional planning councils.

While past SLOSH updates have been well-publicized, a new version was released in July 2016 with apparently little fanfare. The data has not yet been validated for all regions of Florida, and up to now there has not been a consistent position from the Department of Economic Opportunity (DEO) on whether the new CHHA is official for comprehensive planning purposes.

Per Barbara Lenczewski from DEO, it has now been clarified that the new SLOSH data has been validated for our region, and our local governments should begin adopting new CHHA maps into their comprehensive plans. Pinellas County Emergency Management is in the process of updating evacuation zones and clearance time estimates for the county, which will also need to be referenced in local comprehensive plans once finalized.

Forward Pinellas has obtained a copy of the new SLOSH data and will share it upon request. We will also begin using the updated CHHA in Countywide Plan Map amendments beginning next month. Since there have been significant changes to the CHHA boundaries in some areas of the county, we recommend reviewing the attached map for changes affecting your community.

ATTACHMENT(S): 2016 Coastal High Hazard Area Map

ACTION: None required; informational item only
2016 Coastal High Hazard Area (CHHA) Map

Legend

- 2016 CHHA*
- 2010 CHHA*

*As defined by Section 163.3178(6)(h), Florida Statutes, the CHHA is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Source: National Oceanic and Atmospheric Administration, 2016; Pinellas County Emergency Management, 2017

Date: February 22, 2017
SUMMARY

Forward Pinellas staff will provide a brief update on the status of the activities related to the three SPOTlight Emphasis Areas.

ATTACHMENT(S): None

ACTION: None required; informational item only