

October 10, 2018

Please note that this summary has not been approved as the official minutes of the board.

THE PLANNING COUNCIL AND METROPOLITAN PLANNING ORGANIZATION FOR PINELLAS COUNTY

Forward Pinellas Executive Director Whit Blanton presented on the Advantage Pinellas initiative and a five-point plan for enhancing the county's transportation network

- He explained the Advantage Pinellas brand, which incorporates the Forward Pinellas 2045 Long Range Transportation Plan, the Pinellas Suncoast Transit Authority's (PSTA) Community Bus Plan, the Forward Pinellas Bicycle Pedestrian Master Plan, and other plans that might fall under the transportation & land use umbrella
 - Advantage Pinellas incorporates the idea that we can create a competitive advantage through planning for land use, transportation and economic development
- Using a map of the Tampa Bay region, he noted that the Long Range Transportation Plans of the '80s and '90s had horizon years of 2000-2020 and focused on building out the roadway network, especially US 19
 - Now, the focus needs to be on multimodal transportation, including transit, going forward
- Using a working vision map of current, planned and possible transit corridors and projects, Blanton outlined a vision for a five-point plan to enhance the county's transit network
 1. Define premium transit corridors
 2. Conduct corridor visioning and redevelopment planning
 3. Establish discretionary/dedicated funding source
 4. Prioritize corridors for state/federal funding
 5. Ensure clarity and transparency of roles
- The presentation began with a regional view of the Regional Transit Feasibility Plan and possible Brightline intercity passenger rail system and Tampa Bay Rays stadium projects in Ybor
 - It then moved into Pinellas County and touched on the Central Avenue Bus Rapid Transit (BRT), Gateway Master Plan
 - The bulk of the presentation envisioned what possible transformative development could look like in a transit-focused corridor, using Alternate US 19 at Ulmerton Road as an example
- Much of the board's discussion after the presentation focused on point 3 of the five-point plan - establishing a discretionary/dedicated funding source
 - Board members noted that Greenlight didn't pass, and that none of these plans could be possible without a funding source
 - They raised the possibility of raising the shared gas tax and also using bed tax funds for projects that relate to tourism
 - While raising the PSTA millage cap could fit that funding source, some members felt that the legislature wouldn't be open to it especially given that not all municipalities currently pay into PSTA's services

- Blanton reminded the board that a scheduled January 18 shared workshop with the Board of County Commissioners, PSTA, Forward Pinellas and the Mayors Council would take up the funding question, along with the recommendation coming out of the current study on Regional MPO Coordination and Cooperation
 - Board members agreed that significant time would need to be set aside for the funding discussion at that workshop
- The board also discussed the possibility of tolls on the Howard Frankland Bridge, whether Brightline could come over the bridge to St. Petersburg (not in current plans - train would need to be lighter), and dynamic pricing as a tool to control congestion

The board heard four land use cases, with case 18-22 from Pinellas County continued to the November 14 meeting

- Case CW 18-19 – City of St. Petersburg
 - The board considered a regular amendment for a property at 5908 4th Street North from Residential Medium to Multimodal Corridor in order to facilitate the reconstruction of the fitness club with a parking garage rather than the current surface parking lot
 - Pinellas Park Mayor Sandra Bradbury expressed concern over the whether the change would enable further commercial redevelopment encroaching on a residential area, and whether the surrounding residential uses would be disturbed by increased noise from a parking garage
 - St. Petersburg staff said there had been a few concerns from residents about traffic circulation and building height, and St. Petersburg Councilmember Darden Rice noted that it had passed council unanimously
 - The case was recommended for approval, with one vote against (Mayor Bradbury)
- Case CW 18-21 – City of Clearwater
 - The board considered a regular amendment for property at 3474 Aspen Trail, 3490 and 3492 Lake Shore Lane from Preservation and Public/Semi-Public to Residential Low/Medium
 - The Habitat Assessment Memorandum submitted by the applicant concluded that there are no natural wetlands on the property and some areas are incorrectly designated as Preservation
 - One resident came as an opponent to represent the homeowners association south of the property to say he felt whatever category the property was put into would be a mischaracterization due to the stormwater facility
 - The case was recommended for approval, with two votes against (Dunedin Mayor Julie Bujalski and Largo Vice Mayor Michael Smith)
- Case CW 18-23 – City of St. Petersburg
 - The board considered a regular amendment for approximately 82 acres in St. Petersburg's Innovation District that would not change the current land use category of Activity Center, but would amend St. Petersburg's local land use standards and regulations to strengthen the area by integrating supportive uses at higher intensities (i.e., residential, office, commercial services, restaurant, lodging, etc.), attract talent, high-wage jobs, and new investment The amendment results from St. Petersburg's Innovation District Vision Summary and other initiatives and is meant to attract business and incentivize redevelopment beyond the current land use codes, which have been narrowly defined to the historical uses in the district
 - The case was unanimously recommended for approval

- Case CW 18-24 City of Belleair Bluffs (subthreshold amendment)
 - The board considered a subthreshold amendment for property at 2726 Bayway Avenue from Residential Low to Retail and Services at the request of the homeowner to provide better compatibility with adjacent uses (City Hall to the south, fire station to the north, and commercial to the east)
 - The homeowners had originally intended to sell the property when the fire station was built but decided to stay
 - Board members asked if the homeowners decided to sell the house, whether there would be flexibility within the rules to allow someone else to live there as residential - Forward Pinellas staff confirmed that the local category of “residential/office/retail” would allow for a single family home to remain on the property
 - The case was unanimously recommended for approval

The board received an update on the agency’s bicycle and pedestrian strategy, encompassing network & connectivity, safety, communications and information sharing

- Forward Pinellas is beginning the development of a new Bicycle Pedestrian Master Plan
 - The last plan was developed in 2013, and while previous updates focused on building the trail network, this update will move toward a strategic approach focused on low-stress networks that benefits public health, safety and recreation
 - Plan development begins at the end of this year and will conclude in summer 2019
- Starting in early 2019, Forward Pinellas will develop a Vision Zero action plan for Pinellas County over a 12 month period
 - Vision Zero seeks to eliminate traffic fatalities while enhancing mobility for all, a mission well-aligned with the MPO roles of planning, funding and policy
- In spring 2019, Forward Pinellas will survey trail users on their trips on the trail and opinions of the trail
 - Board members asked about whether future efforts could look into connecting the county via motorized scooters, golf carts, and other non-auto vehicles
- Forward Pinellas continues to serve as a bike/pedestrian data clearinghouse through the Crash Data Management System, tracking usage of the Pinellas Trail through continuous automated trail counters, and will be developing a new web-based system Transportation Database that can be configured to incorporate bicycle and pedestrian metrics

Board members established a nominating committee to nominate officers for the 2019 board

- The members of the nominating committee are St. Petersburg City Councilwoman Brandy Gabbard, Oldsmar Mayor Doug Bevis, and County Commissioner Janet Long, who will make nominations at the November board meeting
- There was some discussion of whether to simply move the current slate of officers up one position (vice chair into chair, etc.), but it was pointed out that current Chair Doreen Caudell had not served a full year in the position, so the nominating committee was formed

Other Items

- Commissioner Long gave the TBARTA and PSTA activities report, noting that TBARTA is asking the legislature for \$1.5M in recurring funding and to allow the St. Petersburg and Tampa mayors to delegate alternates
 - TBARTA's new Executive Director David Green will begin October 26
 - PSTA also has new electric buses
- Blanton discussed the upcoming Forward Pinellas/PSTA fact-finding trip to Indianapolis, which is happening November 7-9
 - He noted that Indianapolis has made great strides in transit in recent years and that the area speaks with one voice for their priorities, offering lessons for Pinellas County
- Forward Pinellas staff, the county, and FDOT have met to discuss modifications to the planned US 19 interchanges and the department is continuing to look at options for overpasses
- The Forward Pinellas Legislative Committee has been discussing indexing the gas tax to inflation, as well as legislative solutions to local governance issues for short term rentals

Upcoming Dates

- [October 22 Forward Pinellas and Tampa Bay Next Community Working Group](#)
- [October 29 TBARTA Regional Transportation Leadership Workshop #3](#)
- [November 7-9 Forward Pinellas/PSTA Fact Finding Mission Trip to Indianapolis](#)
- [November 13 5:30-7:30 pm Gateway/Mid-County Area Master Plan Public Workshop – Pinellas Park](#)
- [November 14 5:30-7:30 pm Gateway/Mid-County Area Master Plan Public Workshop – St. Petersburg](#)
- [November 15 Gateway/Mid-County Area Master Plan Public Workshop - Largo](#)

Official Actions from Oct. 10 meeting:

Consent Agenda (vote: 11-0)

Approved to include the following:

Approval of Minutes of the September 12, 2018 Meeting

Approval of Committee Appointments

Approval of Contract for Level of Service Database Development and Maintenance

Approval of Scope of Services to Develop Financial Resources for the Advantage Pinellas Plan

Regular Countywide Plan Map Amendments

Three cases were recommended for approval:

CW 18-19 – City of St. Petersburg (vote: 10-1, Mayor Bradbury dissenting)

CW 18-21 – City of Clearwater (vote: 9-2, Mayor Bujalski and Vice-Mayor Smith dissenting)

CW 18-23 – City of St. Petersburg (vote: 11-0)

Subthreshold Countywide Plan Map Amendments

One case was recommended for approval:

CW 18-24 – City of Belleair Bluffs (vote: 11-0)

One case was continued and will be heard at the next meeting November 14:

CW 18-22 – Pinellas County (vote: 11-0)