

July 10, 2019

*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

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#### Garlen Capita of consultant firm WRT presented initial draft recommendations of the Gateway Area Master Plan

- The Gateway/Mid-County Area Master Plan has been an 18-month collaborative effort led by Forward Pinellas, along with funding partners Pinellas County, the City of St. Petersburg, the City of Largo, the City of Pinellas Park, and the Florida Department of Transportation
  - The study area is bounded by Belleair Road to the north, Starkey Road to the west, Gandy Boulevard/62nd Avenue North to the South, and Tampa Bay to the east
  - In stakeholder interviews, have heard that the Gateway needs safety and connectivity, but also a sense of place
- The master plan lays out an action-oriented strategy creating a series of distinctive places within the Gateway
  - Within that vision is a four-part framework:
    - Incorporating multimodal transportation, including first/last mile solutions and premium transit
    - Land use + innovation
    - Triple bottom line resilience (environmental, human well-being, economic)
    - Sustainable infrastructure
- Capita specifically outlined a land use vision for various sub-areas and sites within the Gateway
  - Eco-Industrial Park
    - Example: South of Ulmerton Road and west of 49th Street, also bounded by the Cross Bayou canal to the east
    - This area has degraded land uses and is not as developed as it could be, thus having transformative potential
    - The vision gives flexibility to parcel sizes, allowing both large and smaller manufacturing to co-locate
    - This area could have a central transit node with circulator and other transit, connected to trails and possible bike share
    - Would consolidate stormwater management to become a feature of the site - County is currently acquiring right of way along the canal to use it as a stormwater collector
  - Mixed-Use Center
    - Example: Carillon Zone 4, remaining 58-area undeveloped area in Carillon nearby to Echelon City Center
    - Redeveloped surface parking lots could be redeveloped into shared parking structures and add density to areas that are not currently dense
    - An intermodal center could happen here or somewhere on Roosevelt, and peripheral park and ride with a circulator would also be a possibility
    - Opportunity to implement renewable energy generation and storage
  - Airport Business Park
    - Leverages the area around St. Petersburg/Clearwater International Airport and its proximity to the coming Gateway Expressway
    - Taking surface parking lots to more intense development
    - This is infilling an area with a high school and office buildings, so development would need to support the existing area to make it more safe, walkable and connected
  - Mixed-Use Employment

- Example: US 19/Bay Vista area, includes technology (Tech Data Corporation, Vology), health (Suncoast Hospice, e-Tele Quote Insurance), and regional/community (Bay Vista Learning Center, Largo Datsko Park) uses
  - Lots of existing surface parking and tight, existing residential neighborhoods
  - Could develop into a mixed-use, walkable, urban environment with public spaces, opportunities for residential development with mixed commercial and other uses
    - These mixed-use developments would benefit both the adjacent residential developments and the office workers
- The study team is currently developing guiding principles for adoption of an interlocal agreement between key partners to guide implementation of the master plan over time
- Board members were highly complimentary of the concepts and offered suggestions for additional stakeholders to contact and ways to consolidate land

**Following extended positive discussion, the board unanimously recommended approval of proposed changes to the Countywide Plan standards following a public hearing**

- Forward Pinellas staff [had previously presented](#) about the draft amendments at the June board meeting
- The Countywide Plan is periodically updated in response to changing conditions and needs
  - The proposed changes aim to better accommodate the growth that is projected over the next 25 years, estimated at 93,000 new people and 59,000 new jobs, and include:
    - A new land use strategy map with priority transit development corridors
    - Revised framework for adopting and amending activity center and multimodal corridor designation
    - A new Planned Redevelopment District category, a middle ground between suburban and transit-oriented development
    - Bonus provisions that encourage transit-supportive mixed use development
    - A proposed strategy for priority corridor funding, linking land use and transportation
  - The proposed changes would incentivize mixed use development by allowing the full density and intensity to be used for mixed-use areas instead of splitting the allowed densities among uses
  - After the initial presentation in June, local governments had recommended density increases for multimodal corridors above what was previously proposed, although the new densities are still below activity center levels
  - The changes will also simplify the amendment process to allow some minor amendments to occur at the local government level
- Board members expressed the need for transit to better serve residential, business and industrial areas going forward as the population grows, as well as the need for affordable housing in these areas
  - The executive director noted that these amendments exemplified the Forward Pinellas mission of linking land use and transportation decision-making, as well as economic development, with Commissioner Ken Welch saying he could see the “promised land” of transportation and land use plans uniting
- Planners Advisory Committee member and St. Petersburg Urban Planning Manager Derek Killborn spoke in support, saying that the planned changes show how communities can achieve high density and still fit into the community character
- The proposed changes will now come before the Board of County Commissioners in its role as the Countywide Planning Authority for approval in October

**Forward Pinellas Staff an update on the Advantage Pinellas Plan and the parallel development of the Active Transportation Plan**

- A brief update was presented on the overall Advantage Pinellas Plan, including a [Metroquest survey running through the end of July](#) asking for resident input on transportation priorities

- Currently, Forward Pinellas staff is coming up with cost estimates for projects and defining a revenue split among all modes of transportation
- In order to prioritize projects for funding, Forward Pinellas will look to set targets that include traffic flow/congestion relief, safety, mode share, Greenhouse Gas emissions, equity and enhanced transit service
- The Advantage Pinellas: Active Transportation Plan is the portion of the Advantage Pinellas Plan that focuses specifically on walking and bicycling
  - While Pinellas County has numerous high-profile accomplishments - being a bronze level Bicycle Friendly Community, the Pinellas Trail Loop, Complete Streets - bicycle/pedestrian traffic fatalities are still higher than the statewide and national averages
  - Since the last bicycle/pedestrian master plan was adopted in 2013, there has been new guidance on designing for all ages and abilities, as well as other infrastructure and design standards
- In visioning exercises, stakeholders said they wanted a safe, connected, accessible network
  - Pinellas residents responded to an interactive mapping tool and indicated the routes they currently walk or bike, would like to walk or bike, and what barriers they experienced to walking and biking
  - Data indicates that nearly 60% of people are interested in riding a bicycle, but are concerned because they don't feel safe
- The Active Transportation Plan will lay out a vision for 10-12 strategic projects that can be built over the next 15 years
  - The Active Transportation Plan will identify corridors where demand is high and it is feasible to build infrastructure
  - In identifying those corridors, planners considered several components:
    - Population/employment density
    - Proximity to destinations
    - Equity
    - Transit stops on core routes
    - Typical walk & bike trip lengths.
  - Next steps include project prioritization, proposed network improvements, and summaries of project concepts
- Dunedin Mayor Julie Bujalski asked for the countywide consistency of trail crossing signage and rules to be considered in the plan

**The Forward Pinellas executive director gave a brief update on the status of the US 19 interchanges from Tampa Road north to the merge with Alternate US 19**

- The Florida Department of Transportation was looking into alternatives to elevated interchanges and flyovers north of Tampa Road
- While Tampa was not deemed feasible for innovative treatments, others were feasible for treatments such as displaced left turn lanes or restricted crossing u-turns (sometimes called a continuous flow intersection)
  - While elevated interchanges would cost \$80-100M, innovative intersection options \$40M-50M with the same lifespan and level of service
  - There are still right of way impacts that need to be evaluated
- FDOT staff will be coming before the Forward Pinellas board in coming months to present these options
- The first continuous flow intersection recently opened in Lee County:
 

<https://www.fox4now.com/news/local-news/a-continuous-flow-intersection-is-opening-in-lee-county>

## The board recommended approval of three amendments to the Countywide Plan

- A subthreshold amendment in the City of Clearwater at the southwest corner of US 19 North and Nursery Road, amending from Retail and Services to Activity Center in order to incorporate a vacant property into the Clearwater Activity Center for redevelopment
- A subthreshold amendment in the City of St. Petersburg at Pasadena Presbyterian Church, 111 Pinellas Way N., allowing the property to exchange its existing Public/Semi-Public and Residential Low Medium uses to allow it to build homes on the part of the property previously categorized as Public/Semi-Public
- A regular amendment in the City of Tarpon Springs north of River Watch Boulevard on US 19 N from Retail and Services to Industrial to allow for the development of an auto repair facility

## Other Items

- The board adopted the Forward Pinellas budget for the 2020 fiscal year totaling \$3.66M and maintaining the current 0.0150 millage rate, which moves to the Board of County Commissioners for final approval in September
- The board made appointments to its legislative affairs committee: County Commissioner Dave Eggers, Indian Rocks Beach Mayor Cookie Kennedy, and St. Petersburg Councilmember Brandi Gabbard will all remain on the committee, and Clearwater Councilmember David Allbritton will join as a new member
- The PSTA board approved an agreement to accept \$4M from the City of St. Petersburg for the Central Avenue BRT project, and PSTA will hold open houses along the corridor as the project gets closer to completion of the design phase
- The board discussed the upcoming July 18 workshop of the Board of County Commission to address transportation funding options, which has been a joint project of PSTA, Forward Pinellas and Pinellas County
- The Palm Harbor roundabout item was deferred at FDOT's request until the board's next meeting, which will be in September as the August meeting is canceled
- The board approved a TIP modification to transfer funds from the previous Forward Pinellas unified planning work program to the current FY2020 UPWP.
- The TBARTA MPO Chairs Coordinating Committee is revising its bylaws, which includes formalizing the Tampa Bay TMA Leadership Group as a subcommittee

## Action Sheet

**July 10, 2019**

At its July meeting, the Forward Pinellas Board took the following official actions:

- **Consent Agenda** (vote: 11-0)  
Approved to include the following:
  - A. Approval of Minutes of the June 12, 2019 Meeting
  - B. Approval of Committee Appointments (TCC)
  - C. Approval of Proposed Amendments to the School Transportation Safety Committee (STSC) Bylaws
  - D. Approval of Interlocal Agreements for Complete Streets Grants
    1. City of Clearwater
    2. City of St. Petersburg
  - E. Approval of Award for Collection of Traffic Counts

- F. Approval of Scope of Services for Downtown St. Petersburg Mobility Study
- G. Approval of Procurement #19-04 for Vision Zero Effort

- **Modification to the FY 2018/19 – FY 2022/23 Transportation Improvement Program**  
Following a presentation by Forward Pinellas staff and public hearing, the board, in its role as the metropolitan planning organization, approved the modification to the FY 2018/19 – FY 2022/23 TIP. (vote: 11-0)
  
- **Subthreshold Countywide Plan Map Amendment(s)**  
Two cases were recommended for approval:
  - 1. CW 19-11 – City of Clearwater (vote: 10-0, Mayor Bradbury abstained)
  - 2. CW 19-12 – City of St. Petersburg (vote: 11-0)
  
- **Regular Countywide Plan Map Amendment(s)**  
One case was recommended for approval:
  - 1. CW 19-13 – City of Tarpon Springs (vote: 10-0, Mayor Bradbury abstained)
  
- **Proposed Amendments to the Countywide Plan Strategies and Countywide Rules**  
Following a staff presentation and public hearing, the board, in its role as the Pinellas Planning Council, adopted a resolution authorizing the transmittal of the proposed amendments to the Countywide Plan Strategies and Rules to the Countywide Planning Authority for adoption. (vote: 11-0)
  
- **Annual Budget and Millage Rate for FY 20**  
Following a presentation by Forward Pinellas staff, the board, in its role as the Pinellas Planning Council, adopted Resolution 19-2 authorizing the transmittal of the budget and millage rate for FY 2020 to the Board of County Commissioners for approval. (vote: 11-0)
  
- **Forward Pinellas Legislative Committee Appointments**  
The board reappointed Commissioner Dave Eggers, Councilmember Brandi Gabbard and Mayor Cookie Kennedy and added Councilmember David Allbritton to its Legislative Committee. (vote: 11-0)