

**PINELLAS PLANNING COUNCIL
AGENDA MEMORANDUM**

AGENDA ITEM: II A.

MEETING DATE: October 21, 2009

SUBJECT:

Consent Agenda

A. Minutes of September 16, 2009 Council Meetings

RECOMMENDATION:

Council Approve Minutes for September 16, 2009 Council Meeting

BACKGROUND

Council minutes for September 16, 2009 are attached for your approval.

PINELLAS PLANNING COUNCIL ACTION:

COUNTYWIDE PLANNING AUTHORITY ACTION:

MINUTES OF THE MEETING OF THE
PINELLAS PLANNING COUNCIL
September 16, 2009

The Pinellas Planning Council (PPC) met in regular session in the County Commission Assembly Room, Pinellas County Courthouse, 315 Court Street, Clearwater, Florida, at 1:04 P.M. with the following members present:

Beverley Billiris, Chairman, City of Tarpon Springs Mayor
Jerry Knight, Vice-Chairman, Town of North Redington Beach Vice-Mayor
John Morroni, Treasurer, County Commissioner
Nina Bandoni, City of Safety Harbor Vice-Mayor
Sandra L. Bradbury, City of Pinellas Park Councilmember
John Doran, City of Clearwater Councilmember
Jim Kennedy, City of St. Petersburg Councilmember
Linda S. Lerner, School Board Member
Stephanie Oddo, Town of Belleair Commissioner
Jim Ronecker, City of Oldsmar Mayor
Patricia J. Shontz, City of Madeira Beach Mayor

Late Arrival:

Patricia Gerard, Secretary, City of Largo Mayor

Not Present:

David Carson, City of Dunedin Commissioner

Also Present:

David P. Healey, Executive Director, PPC
Michael C. Crawford, PPC Staff
Carolyn Shoemaker, PPC Staff
Jewel White Cole, Managing Assistant County Attorney
Other interested individuals
Arlene J. Kennare, Deputy Clerk

AGENDA

- I. CALL TO ORDER
 - A. Invocation and Pledge
 - B. Identification of Members Present

- II. CONSENT AGENDA
 - A. Minutes of July 6 and July 15, 2009 Meetings

- B. Financial Statements for July and August 2009
 - C. Countywide Planning Authority (CPA) Actions – August 2009
 - D. Annexation Reports – July and August 2009
 - E. Preliminary October 2009 Agenda
 - F. Correspondence
- III. PUBLIC HEARING – To begin at 1:00 P.M. or as soon thereafter as agenda permits
- A. Public Hearing Format Announcement and Oath
 - B. Proposed Amendments to the Countywide Future Land Use Plan
 - Group 1: Subthreshold Amendments – None
 - Group 2: Regular Amendments – None
- IV. REPORTS/OTHER ACTION
- A. Transit-Related Items
 - 1. Tampa Bay Area Regional Transit Authority (TBARTA) Update
 - 2. Livable Communities Report
 - 3. Transit Workshop Follow-Up
 - B. Scenic/Noncommercial Corridor Pilot Study – Acceptance and Follow-Up
 - C. Proposed Amendment to the Countywide Rules Re: Density/Intensity Averaging
- V. EXECUTIVE DIRECTOR ITEMS
- A. Determinations of Consistency – Belleair Bluffs, Belleair Shore, Indian Rocks Beach, and Indian Shores
 - B. Renewal of the Interlocal Agreement between the Property Appraiser’s Office and the Pinellas Planning Council
 - C. Council Resolutions No. 09-1 and 09-2 – Follow-Up
 - D. Interlocal Service Area Boundary Agreement Process Update
 - E. Revised Planners Advisory Committee (PAC) Format
 - F. Verbal Reports
- VI. OTHER COUNCIL BUSINESS
- A. Chairman/Member Items
 - 1. Procedure for Executive Director Review
- VII. ADJOURNMENT

CALL TO ORDER

Chairman Billiris called the meeting to order at 1:04 P.M.

INVOCATION AND PLEDGE

The Invocation was given by Mayor Shontz, following which she led the Pledge of Allegiance to the Flag.

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At this time, 1:05 P.M., Mayor Gerard entered the meeting.

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IDENTIFICATION OF MEMBERS PRESENT

At the request of Chairman Billiris, a roll call was taken in which the members introduced themselves.

CONSENT AGENDA – APPROVED

Chairman Billiris presented the Consent Agenda items and indicated that there was a scrivener's error in the minutes of July 6, 2009 distributed with the member's packets, which has been corrected.

- A. Minutes of July 6 and July 15, 2009 Meetings
- B. Financial Statements for July and August 2009
- C. Countywide Planning Authority (CPA) Actions – August 2009
- D. Annexation Reports – July and August 2009
- E. Preliminary October 2009 Agenda
- F. Correspondence

Councilmember Doran moved, seconded by Vice-Mayor Knight and carried, that the Consent Agenda items be approved including the revision to the July 6, 2009 minutes (Vote 12 – 0).

PUBLIC HEARINGS - NONE

Chairman Billiris stated that there are no public hearing items for consideration.

REPORTS AND OTHER ACTION

- A. Transit Related Items

Mr. Healey indicated that the transit presentations have been put together as a follow-up to previous discussions and the process that is underway in the county; that the

TBARTA representative has not yet arrived; and that, deviating from the agenda, Item A. 2. Livable Communities will be presented at this time.

2. Livable Communities Report – Received/Discussed

Planning Section Manager Al Bartolotta conducted a PowerPoint presentation titled *Pinellas County Metropolitan Planning Organization Livable Communities Initiative*, a copy of which has been filed and made a part of the record; and related that during the 2002 Metropolitan Planning Organization (MPO) review of the transportation and impact fee ordinance, amendments were put in place permitting developers to implement improvements such as bike trails, sidewalks, and bus shelters in lieu of paying a portion of the impact fee assessment; and that this led to the approval of a project which would encompass a comprehensive plan model and a model land development code. He provided the definition of *livable community*, and related that transportation and land use strategies are used to create communities with a better quality of life for residents. He explained the concepts of density, design, diversity, and destinations; and indicated that the comprehensive plan model included the following six objectives:

- ✓ Objective 1: Create livable streets that are designed and oriented towards a multimodal transportation system.
- ✓ Objective 2: Design and provide safe, attractive, convenient, and comfortable transit stops.
- ✓ Objective 3: Parking lots and driveways should be designed to support pedestrian safety, connections, and comfort by reducing the number of curb cuts and providing interconnectivity between and through sites.
- ✓ Objective 4: Support efforts to create, recreate, and sustain areas of mixed-use development at appropriate locations.
- ✓ Objective 5: Promote high quality design standards that support the community's image and contribute to its identity and unique sense of place.
- ✓ Objective 6: Increase workforce housing opportunities, particularly within proximity to places of employment and transit facilities.

Referring to the PowerPoint presentation, Mr. Bartolotta related that the model land development code is intended to provide a toolbox for local governments seeking to maintain the livability of an area or to change it to a more desirable urban form; and that it contains three parts: district and development standards, design standards, and optional standards; whereupon, he provided photographs and detailed information with respect to floor area ratio, units per acre, build to line, and sidewalk width in each type of district. He related that the model code addresses site design by encouraging placement of buildings closer to the

street with parking in the rear or on the side, bus stops in adjacent rights of way, orienting garages toward alleys or side streets, and the inclusion of architectural features; and that developers can satisfy concurrency requirements by meeting optional standards which would improve transit issues.

Mr. Bartolotta stated that many of the cities have implemented policies that either mirror or are similar to this initiative; that other cities are interested in moving in this direction; and that the County has received grant money through the Stimulus Act to support its efforts to revise its Land Development Code to include these livable community standards and standards which focus on reducing greenhouse gas emissions.

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Mr. Healey noted that the TBARTA representative has arrived; and that Item A.1. will be presented at this time.

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1. TBARTA Update – Received/Discussed

Referring to a PowerPoint presentation titled *A Connected Region for Our Future, Tampa Bay Area Regional Transportation Authority Regional Transportation Master Plan*, a copy of which has been filed and made a part of the record, TBARTA Land Use Coordinator Jennifer Willman provided an overview of TBARTA; described its purpose and mission; and indicated that TBARTA is striving for a competitive advantage over other cities and regions across the country by developing a world class multimodal transportation system throughout the seven-county region from Citrus to Sarasota Counties.

Ms. Willman related that a Land Use Working Group was formed to assist with a master plan process; that in creating the master plan, it was important to look at land in connection with transportation to ensure that transportation and land use reinforce each other; and that the goals for the working group include the creation of a common language for transportation and land use planners and the understanding of other regional efforts. She related that the group was formed by engaging the planning councils in the TBARTA region; and that many types of planners are working in this group.

Ms. Willman related that the Land Use Working Group plans to review corridor studies for prioritized projects and start holding station area planning meetings; that currently the working group is analyzing the overall master plan; and that this analysis involves the description of the service corridor, determines how much it will cost to build that piece of transit, and then compares it with other corridors in that group. She indicated that once these profiles are

reviewed, they will be presented to the TBARTA Board; that the Board will determine which projects will be studied in more detail; and that priorities will be identified through coordination with and gathering comments from TBARTA committees, the MPO, and staff directors.

Responding to queries by School Board Member Lerner and Councilmember Doran, Ms. Willman related that the TBARTA Board visited Charlotte, Denver, and Dallas to see their transit systems; that the primary source of funding for other transit systems across the country is a sales tax; and that the Board has been investigating other funding opportunities, including federal funding, special tax assessment districts, and public/private partnerships.

Mr. Healey related that TBARTA has created an excellent forum to develop ideas and a process to deal with the land use component; that Pinellas County should be a part of that forum in order to address the issues from a countywide perspective, while laying the groundwork for what each community may choose to do; and that the PPC has been and will continue to be an important part of that dialogue.

3. Transit Workshop Follow-Up – Received/Discussed

Referring to the summary of the August 10, 2009 meeting of the Pinellas County Transit Workshop Group provided in the members' packets, Mr. Healey indicated that City of St. Petersburg Council Chair Jeff Danner is in attendance to update the Council on actions taken since that meeting; whereupon, Mr. Danner related that following the workshop, he met with Pinellas County Planning Director Brian Smith, Pinellas Suncoast Transit Authority (PSTA) Executive Director Timothy Garling, and TBARTA Executive Director Robert "Bob" Clifford who indicated that they were confident the priority corridor had been identified and that the alternative analysis study should move forward.

Mr. Danner indicated that the alternative analysis will identify the locally preferred alternative routes and the best technology for those routes; that the basic route will be Clearwater to St. Petersburg via the Gateway area, over the Howard Frankland Bridge with a regional connection to Tampa high speed rail and, ultimately, with a connection to the mega-region in Orlando; and that every detail will be determined, including environmental impacts. He related that the three entities have begun to work strategically on joint planning; that the PSTA has directed its staff to formulate a funding plan; that the alternative analysis will take 18 months to two years at a cost of approximately \$4 million; and that when it is complete, the plan will be submitted to the federal government for purposes of receiving funding; that Pinellas County will be the first to identify its corridor and have the financial wherewithal to fund the project; and that the project profile will be presented to the TBARTA Board in October.

Mr. Danner stated that there will be a joint Hillsborough-Pinellas MPO meeting this month; and that during a meeting of the Pinellas Mobility Initiative, a member of the

Hillsborough County MPO indicated that he will encourage the Hillsborough County MPO to include the connection to the Howard Frankland Bridge and the Marriott intermodal facility in the first phase of its plan.

Referring to the CSX rail line, Mr. Danner related that much of the land adjacent to the rail line is taken up with vacant warehouses; that few people live along the line; that there are virtually no jobs in those locations; that little potential for ridership exists; and that opportunity for federal funding will depend on changing the land use and redeveloping those locations; whereupon, Councilmember Bradbury noted that not all of the warehouses along the CSX rail line in Pinellas Park are vacant; and Mr. Danner indicated that he was referring to the entire length of the rail line.

Responding to query by Vice-Mayor Knight, Mr. Danner indicated that the meeting of the Pinellas County Transit Workshop Group had narrowed the focus of both the PSTA transit development plan and the long range transit plan in the MPO; and Mr. Healey commented that the meeting was the catalyst for the activity which occurred in the last month.

B. Scenic/Noncommercial Corridor Pilot Study – Accepted as Revised/Recommended Transmittal to the Countywide Planning Authority for Receipt and Acceptance

Mr. Healey related that the Scenic/Noncommercial Corridor Pilot Study had been received but not accepted by the Council at its July meeting, pending a request by PAC to conduct a further review of the study; that PAC has completed its review; and that neither the PAC Chair nor the Vice-Chair were available to attend today's meeting, but individual local government representatives are in attendance and prepared to provide comment; whereupon, he stated that draft minutes and the agenda memorandum had been provided to the PAC Chair and Vice-Chair; and that they have indicated that these documents accurately reflect PAC's input.

Mr. Healey indicated that the purpose of the study was to point out what is lacking in the current Rules with respect to providing sufficient guidance to decision-makers to use when reviewing Plan Map Amendments; and recommended that the study document be accepted with PAC's changes as revised by staff.

Mr. Crawford conducted a PowerPoint presentation titled *Scenic/Noncommercial Corridor Amendments, Pinellas County, Florida*, a copy of which has been filed and made a part of the record, and stated that of the 77 amendments completed by the Council since the last time the Rules were amended to include Scenic/Noncommercial Corridor information in 1996, 47 related to residential corridors and subclassified roadways; and that of those 47 amendments, 23 were exceptions to the rule, 19 were consistent with the rule, and five were changed to mixed use. He indicated that of the 23 exceptions, 13 either remain vacant or are yet to be redeveloped;

that consistent with the study's conclusions, the Residential/Office Limited category was most often approved; and that the Residential/Office category has been suggested for use in the new "Transitional" subclassification as recommended in the study.

Mr. Crawford stated that the majority of the amendments applied to locations with older designs where the widening of the roadway had not been anticipated; that the newer designs with low density residential and internal access and orientation have not required amendments; and that amendments are often seen after modification of a roadway where it or a nearby area has been intensified; whereupon, he provided examples of both successful and unsuccessful redevelopment projects. He indicated that the study recommends that scenic, land use and traffic operational characteristic criteria be provided during the plan amendment process to aid municipalities in making decisions as to whether or not a particular parcel is adequate or appropriate to be redeveloped as a more intense nonresidential use; that creating a set of guidelines for municipalities to use in developing or modifying local codes to meet these criteria has been recommended; and that staff's recommendation is that the Council accept the study with PAC changes as revised.

Following discussion and referring to page two of the agenda memorandum, Mr. Healey summarized the recommendations as presented by PAC and provided staff's responses, as follows:

- ✓ Recommendation 1: Concurs with PAC.
- ✓ Recommendation 2: Modifies PAC language for clarification.
- ✓ Recommendation 3: Differs from PAC, which believes the provision should be deleted.
- ✓ Recommendation 4: Differs from PAC in that staff believes the model should be used in evaluating proposed Countywide Map amendments.
- ✓ Recommendation 5: Concurs with PAC.

Mr. Healey related that the issues for discussion are whether it is appropriate to add criteria to the Rules which would provide additional information and tools for the review of map amendments, and whether newly created model local regulations can be utilized in some manner in the course of the process; whereupon, he indicated that if the Council agrees with PAC that there should be no new criteria, it is staff's recommendation that the "Transitional" subclassification called for by the study and included in the PAC recommendations should not be added.

Commissioner Morroni moved, seconded by Commissioner Oddo, that PAC's recommendations 1, 2, and 5 be accepted. Mr. Healey stated that staff does not concur with the acceptance of those recommendations if no agreement is reached with respect to