

Agenda Item: NB-5

Regular Mtg.: 09/25/14

## AGENDA MEMORANDUM

**TO:** City Commission

**FROM:** Robert DiSpirito, City Manager *RGD*

**DATE:** September 16, 2014

**SUBJECT:** Dunedin Waterfront Task Force Final Report Findings

**PRESENTER:** Douglas Hutchens, Deputy City Manager

**RECOMMENDATION:** Discuss Staff Findings

**BUDGET IMPACT:** None

**ATTACHMENT:** Summary of Recommendations with Staff Findings

**PAST ACTION:** None

**BACKGROUND:** The Dunedin Waterfront Task Force (Task Force) is a group of engaged citizens seeking to recognize, preserve and enhance the waterfront assets of our coastal community. After nearly a year of detailed work, their Final Report was submitted to the City on December 16, 2013. Drawn from their Final Report, four areas of opportunity were presented to the City Commission at their regularly-scheduled meetings as follows:

- St. Joseph Sound and Dunedin Islands – February 6, 2014
- Dunedin Marina – February 20, 2014
- Dunedin Causeway – March 6, 2014
- Dunedin Waterfront Parks – March 20, 2014

The Final Report included a Summary of Recommendations for each of these four designated areas of opportunity. Each recommendation was prioritized by the Task Force for consideration by the Commission. The Commission subsequently sought input from City staff on the Task Force's Summary of Recommendations.

Detailed information on staff findings to the Task Force's Summary of Recommendations is attached. Following is a brief overview of those findings for each of the Task Force's areas of emphasis:

**A: St. Joseph Sound and Island** – Staff supports all recommendations with two exceptions. Recommendations A6 and A7 are policy decisions of the City Commission. As such, direction to proceed with those two recommendations is required.

**B: Dunedin Marina** – Staff supports most recommendations. However, many are premised on execution of a Marina Enhancement Project which is not identified for funding in the foreseeable future. Staff does not support Recommendation B7 at this time. Recommendations B2, B8, B9, and B11 are policy decisions of the City Commission. As such, direction to proceed with those four recommendations is required.

**C: Dunedin Causeway** – Staff supports most recommendations. Staff suggests caution, however, as to any assumed role the City would take in the maintenance and management of Pinellas County's causeway beyond that already stipulated in our Interlocal Agreement with the County. Recommendation C4 is policy decision of the City Commission. As such, direction to proceed with that recommendation is required.

**D: Dunedin Waterfront Parks** – Staff supports most recommendations. However, staff does not support Recommendation D5, D6 and D7 at this time. Recommendation D8 is policy decision of the City Commission. As such, direction to proceed with that recommendation is required.

**2013 DUNEDIN WATERFRONT TASK FORCE  
STAFF FINDINGS ON SUMMARY OF RECOMMENDATIONS  
(September 2014)**

**A: ST. JOSEPH SOUND AND ISLANDS SUMMARY OF RECOMMENDATIONS**

**A1 – Continue to provide controls for non-point pollution that affects the water quality within St. Joseph Sound.**

*Assigned Dept: Public Works & Utilities (Stormwater Coordinator) and Planning & Development (Development Project Coordinator)*

*Staff Findings: Staff supports this recommendation.*

- 1. City participates with Pinellas County and other municipalities along St. Joseph Sound for water quality and biological monitoring via an Interlocal Agreement executed by the City Commission in 2013. This agreement currently runs through December 31, 2017. The City's pro-rata cost for this program is approximately \$30,000 per year, funded through Stormwater Utility Fees.*
- 2. Education and outreach is provided on water quality impacts on the Sound associated with illicit discharges. Program includes neighborhood storm drain decals and public awareness events such as school presentations, community workshops, Island Earth Day, etc.*
- 3. The City of Dunedin supports the countywide ordinance on fertilizer use restrictions. County reports indicate that non-point pollution from fertilizers and other nutrients contribute to the degradation of surface waters including St. Joseph Sound.*
- 4. Low Impact Development (LID) encourages green practices, sustainability, and non-point pollution reduction. Pinellas County is creating a LID manual which will serve as a guide for development/redevelopment countywide. With the recent updating of Dunedin's Land Development Code, LID practices have been added. Further, LID Information is given to local developers in staff-run Development Review Committee (DRC) meetings.*
- 5. The City of Dunedin Marina Division secured a Clean Marina designation in response to implementation of best management practices to minimize impacts on water quality from marina operations. These practices are ongoing.*
- 6. The City of Dunedin's 2035 Comprehensive Plan, Coastal Management Element, includes proposed Goal #2 to maintain, restore, and enhance the overall quality of Dunedin's coastal environment.*

**A2 – Encourage measures such as sea grass protection, marking of stormwater drains, and oyster reef construction to improve water quality.**

*Assigned Dept: Parks & Recreation/Public Works & Utilities*

*Staff Findings: Staff supports this recommendation.*

1. *The City of Dunedin supports Pinellas County Code of Ordinance Chapter 166.284 (c), criteria for coastal or marine construction permitting to minimize the impact on sea grasses. The City also cost-shared with the County and other north county coastal communities on an assessment of St. Joseph Sound and Clearwater Harbor marine habitat and water quality. An ongoing extension of that study is monitoring activities to provide important information regarding geographic extent of the sea grass meadows as well as species, epiphyte, density, and length data that are important components for understanding overall health and community structure of sea grasses. Factors include damage from increased boat traffic and propeller scarring, dredging activities, and degradation of water quality from stormwater runoff. Steps taken to improve water quality will serve to improve the health of sea grass. Throughout the monitoring program, boat prop scars seem to be increasing in frequency. Education and enforcement is required to reduce the damage to the sea grass resource. Boating regulations are in place to restrict motorized boat traffic in designated sea grass areas. Two prominent areas regulated are on the east side of Honeymoon and Caladesi Islands.*
2. *Stormwater drain marking is a community volunteer program funded by Stormwater Utility Fees in the amount of \$5,000 annually. The program tags drainage inlets with stick-on placards to communicate downstream pollutant impacts associated with illicit dumping in stormwater drains.*
3. *Parks Division staff have secured and/or constructed concrete reef balls for deployment into St. Joseph Sound. Strategic placement and permitting is under evaluation prior to deployment. Due to shallow depths of St. Joseph Sound at low tide, options are limited. Locations under consideration include offshore from Weaver Park and Youth Guild Park, as well as Edgewater Drive Linear Park. There will likely be a yet to be determined cost for deployment of these devices.*

**A3 – Participate actively in Coastal Aquatic Management Area (CAMA) of the islands in the Sound.**

*Assigned Dept: Parks & Recreation/Marina*

*Staff Findings: Staff supports this recommendation.*

1. *The Coastal Aquatic Management Area (CAMA) office of the Florida Department of Environmental Protection (FDEP) was contacted. We were advised that CAMA has been renamed the Florida Coastal Office (FCO). Staff explored opportunities to partner with FCO on issues related to environmental management, natural resources restoration, and new additional recreational opportunities for the spoil islands of St. Joseph Sound and North Clearwater Harbor.*
2. *The Pinellas County Aquatic Preserve, established in 1972, includes North Clearwater Harbor and St. Joseph Sound. Pinellas County is the active manager of the Pinellas County Aquatic Preserve through the Pinellas County Water and Navigation Control Authority. Staff was advised that St. Joseph Sound is delineated as beginning north of Dunedin Causeway. Spoil Islands off the coast of Dunedin from Clearwater to the Causeway are within the waters of North Clearwater Harbor.*
3. *Randy Runnels, Preserve Manager, advised of the following:*
  - a. *Students from the Ohio State University will be removing exotic/invasive species from selected islands, and plant native vegetation during the months of December, March, and May. Students from the University of North Carolina will perform similar tasks in May of 2015 after Ohio State students depart. Students performed these services last year on the 2 islands immediately north of the Dunedin Causeway.*
  - b. *Keep Pinellas Beautiful performs litter collection efforts periodically.*
  - c. *Interns will use GPS surveying tools on the islands to assess and prioritize work. That effort is scheduled for this fall.*
  - d. *The 1<sup>st</sup> island south of Dunedin Causeway (NCH-13) is identified on segment 8 of the Florida Circumnavigational Saltwater Paddling Trail map. This map gives reference to authorized camping, and to downtown Dunedin as a destination for consideration. Students from Eckert College and/or St. Petersburg College will be addressing the NCH-13 island this fall. Work will include mulching the interpretative trail and installation of new signage. Mr. Runnels solicited our support for the provision of mulch and two picnic benches. One picnic table is needed for the first island south, and one table is needed for the second island north, of the Dunedin Causeway. Mulching the trails needs to occur twice a year to be effective. Solid Waste Division can provide the mulch.*

- The Parks Division can provide the picnic benches. Costs for the provision of these services are not currently budgeted. Two recycled plastic benches are estimated to cost \$1,700 based on prior purchases.*
- e. *Audubon-designated islands, such as the third island north of Dunedin Causeway, are to be restricted to protect nesting birds and shallow seagrasses. The City is asked to support these restrictions.*

**A4 – Work with the State to establish slow zone between the ICW and Dunedin Beach to protect swimmers and kayakers at Causeway Island.**

*Assigned Dept: Parks & Recreation/Public Works & Utilities*

*Staff Findings: Recommendation is substantially complete.*

*Staff has been advised that Pinellas County has procured buoys and is scheduling installation. City staff has reinstalled signage on shore delineating the various zones.*

**A5 – Monitor State Legislation regarding Mooring Fields and evaluate potential benefits for Dunedin.**

*Assigned Dept: Parks & Recreation/City Attorney's Office*

*Staff Findings: Staff supports this recommendation.*

*The City Attorney's Office typically keeps the City informed on legislative changes. Staff also received notices from the Florida League of Cities early enough in the process to have our voice heard. As legislation is formulated or passed, staff will evaluate both the potential for, and ramifications of, legislation on mooring field opportunities in St. Joseph Sound.*

**A6 – Request that Pinellas County pursue a study of the depths of the ICW on St. Joseph Sound.**

*Assigned Dept: Public Works & Utilities*

*Staff Findings: This is a policy decision of the City Commission.*

*With direction, staff will formally request, by letter, a bathymetric survey to obtain dimensional data on the ICW from the appropriate agency. Such agencies include, but are not limited to, Pinellas County, US Army Corp of Engineers, and US Coast Guard. At*

*best, it is expected to take a number of years. A formal request may get a survey of the ICW in St. Joseph Sound on a waiting list for federal funding. Please note that most regulatory agencies identify North Clearwater Harbor as the water body north of the Memorial Causeway. St. Joseph Sound is being identified as those offshore waters north of Dunedin Causeway to Anclote Key.*

**A7 – Support boat launch at Honeymoon Island to improve public access to the Sound and the Gulf which could reduce congestion at the Dunedin Marina.**

*Assigned Dept: Parks & Recreation*

*Staff Findings: This is a policy decision of the City Commission.*

- 1. With direction, staff will prepare a Resolution for Commission consideration that will then be transmitted to the Florida State Parks Service.*
- 2. The Tampa Bay Regional Planning Council, Future of the Region Strategic Regional Policy Plan (SRPP), Natural Resources, part 4N states “**Promote environmentally-sensitive development of new and expansion of existing marinas and boat ramps.** Staff supports this goal provided any new boat ramps within the jurisdiction of Dunedin are appropriately funded, sensibly sited, and environmentally innocuous in impact.*

## B: DUNEDIN MARINA SUMMARY OF RECOMMENDATIONS

### **B1 – Improve vehicular access and parking at the Marina on the Peninsula as well as at Edgewater Park (item 6 – Waterfront/Downtown Illustrative Corridor Plan).**

*Assigned Dept: Planning & Development, Parks & Recreation, Public Works & Utilities*

*Staff Findings: Staff supports this recommendation which is substantially complete.*

1. *Traffic conflicts at the confluence of the boat ramp, south peninsular drive, and Edgewater Arms' south exit drive have been addressed with the closure of the Edgewater Arms' southwest exit driveway.*
2. *Peninsula parking count is potentially being reduced per recommendation B6 below in support of youth sailing.*
3. *Twenty spaces were created in 2007 as part of a greater Edgewater Park project which included shelters and new restrooms. Staff continue to explore creative means to grow available parking as demands increases.*
4. *Staff explored in 2011, the merits of reducing the number of permitted parking spaces at the Marina so as to equivalently increase the number of public parking spaces. There was no support for reducing permitted parking spaces from the Marina Advisory Committee or the north commercial dock slip renters.*
5. *Two additional parking spaces were created in Edgewater Park in 2012 with the relocation of the VFW memorial relocation.*
6. *Peninsula access by vehicle is limited by the one-way, south peninsular drive. Parking on the Peninsula competes for space with the pram shed, Boat Club, west wall slip renters, Parks & Recreation programming, and everyone's associated needs. Staff supports, as stated in the 2025 Downtown/Waterfront Illustrative Corridor Plan (PLAN), that **"The City should assess options to improving vehicular and pedestrian access to and from the peninsula as part of the recommended Marina Expansion Feasibility Study"**. The peninsula recommendations of the PLAN are not currently programmed in the Capital Improvement Program (CIP), nor funded via a professional services line item within the Proposed FY 15-16 Budget.*

**B2 – Conduct engineering studies to proceed with the marina enhancements Project (items 7, 9 and 10) of the PLAN including restoring the beach on the peninsula, constructing a breakwater with day slips to expand access to the Marina; and include extension of the floating dock to accommodate dinghies.**

*Assigned Dept:* Planning & Development, Parks & Recreation, and Public Works & Utilities

*Staff Findings:* Proceeding with a Marina Enhancement Project is a Policy decision of the City Commission. Such project is not budgeted for funding at this time.

1. *Item 7 of the PLAN – Staff supports the recommendation of the PLAN which states, “The opportunities and constraints associated with the improvement of the beach and Sunset Park should also be identified as part of a Marina Expansion Feasibility Study, recognizing there will be permitting and construction related issues associated with any major improvements.” As stated in B1 above, this Study is not currently programmed for funding. However, the City did commission a consultant study in 2007 entitled Beach Stabilization Evaluation for peninsula beach restoration. The findings, as reported by the Assistant City Manager, Harry Gross, in his memorandum to the City Commission dated April 17, 2007 states...“As indicated in the attached memorandum from Jon Everett and the letter from the Florida Department of Environmental Protection, it does not appear that the City would be able to get the required FDEP permit to proceed. Given the estimated costs of continuing with the permit process, as outlined in the attached, and the response from the FDEP, I cannot recommend that the City proceed with the process. Our option would appear to be a periodic maintenance addition of sand, which has been done infrequently over the past 35 years.” Staff supports the periodic maintenance addition of sand to the extent permissible by the FDEP. Note that sand placement can be relatively easily accomplished above the mean high water line (EL 1.32, NGVD). That was last accomplished by Parks & Recreation staff in 2013. However, more extensive permitting through Section 161.041 FAC is required to place sand below that elevation.*
2. *Item 9 of the PLAN – Staff supports the recommendation of the PLAN which states, “The issues and opportunities associated with the design and construction of a breakwater will be an integral component of the previously referenced Marina Expansion Feasibility Study.” The PLAN called for construction of an extended breakwater into St. Joseph Sound from the northwest corner of private property currently occupied by the Bon Appetit Restaurant. That concept included construction of new transient slips as part of the breakwater. The PLAN does not address wave attenuation for the existing*

day docks. As previously stated, the Marina Expansion Feasibility Study is not currently programmed for funding.

3. Item 10 of the PLAN – The PLAN recommended a market study be prepared to determine the precise number and size of transient slips and day docking facilities. That market study has not been commissioned, but would be part of any Marina Expansion Feasibility Study scope of work. Please note that a bid opening is scheduled for September 23, 2014 for the replacement of three existing fixed, transient docks with new floating aluminum catwalks. Though the number of slips is not changing, this project will improve boater usability.

**B3 – Identify alternative parking for cars with boat trailers and establish agreements to facilitate.**

Assigned Dept: Economic Development & Housing and Parks & Recreation

Staff Findings: Staff supports this recommendation.

1. Boat trailer parking is recognized as being inadequate. Presently, there is a vacant parking lot (owned by the Church of the Good Shepherd) which is immediately east of Edgewater Park. This lot serves as overflow boat trailer parking. The church administers an honor system fee payment with revenues going to the church.
2. Staff will approach the church for negotiation of a parking lease similar to those executed elsewhere in the downtown for public parking.

**B4 – Increase pier viewing area so that there is more room for visitors to the area.**

Assigned Dept: Parks & Recreation and Public Works & Utilities

Staff Findings: Staff supports this recommendation when adequate parking, Marina master planning, and a funding source are identified.

1. The fishing pier and observation platform area are presently constrained by limited parking in the immediate vicinity. Walkable access is expected to increase in the future as downtown redevelopment occurs.
2. Staff recommendation is to plan for a pier expansion project in the next 10-years. Project would be coordinated with any day dock, breakwater, or other improvements to the pier. This does not include the day dock activity currently underway as part of the pump-out project that has a bid opening on September 29<sup>th</sup>, 2014.

**B5 – Increase bicycle parking capacity at the Marina’s Fishing Pier and at Edgewater Park.**

*Assigned Dept: Parks & Recreation*

*Staff Findings: Recommendation is complete.*

*Bicycle racks have been installed at the Bon Appetit restaurant, Edgewater Park bathrooms/playground area, and at Old Bay Café.*

**B6 – Create greater storage for the sailing clubs to the extent possible.**

*Assigned Dept: Parks & Recreation/Public Works & Utilities*

*Staff Findings: Staff supports creation of greater storage “to the extent possible”.*

- 1. The increase in peninsula parking under recommendation B1 will potentially conflict with recommendation B6 for greater site storage. The peninsula is currently constrained and viable options are limited. A balance must be struck between competing interests for limited space.*
- 2. Enclosed storage will be problematic due to new coastal construction requirements and the age of existing structures, which limits expansion and remodeling opportunities without first bringing the facilities up to current code for construction in a velocity zone.*
- 3. Staff is working with the Dunedin Youth Sailing Club on eliminating four (4) parking spaces immediately south of the Pram Shed. These spaces will be temporarily dedicated for Club boat trailer parking as part of their planned programming. It has not been determined as of this date as to whether this is a viable option.*

**B7 – Notify the public that launching of kayaks and paddle boards is welcome at the Marina.**

*Assigned Dept: Parks & Recreation*

*Staff Findings: Staff does not support this recommendation at this time.*

*Given the documented parking and access constraints at the Marina, encouraging additional usage to compete with ongoing and well-established activities is unwarranted. Though discouragement or restrictions on kayaks and paddleboards are not proposed by staff, it is recommended that the City not encourage such additional uses until appropriate accommodations can be made. Such accommodations are recommended for inclusion in the discussed Marina Expansion Feasibility Study.*

**B8 – Develop and design a (future) Dunedin Sailing Center.**

*Assigned Dept: Interdepartmental*

*Staff Findings: This is a policy decision of the City Commission.*

- 1. With direction from the Commission, a future sailing center conceptual plan can be prepared by a consulting firm. Direction should consider the optimal location of a new sailing center; whether that is at the municipal marina, on the Dunedin Causeway as part of any future bascule bridge project, or elsewhere. Staff, if directed, will recommend to Pinellas County the consideration of a sailing center on Dunedin Causeway as part of the PD&E study on replacement of the bascule bridge.*
- 2. Due to perpetual changes in building codes and coastal construction guidelines, a detailed design of any sailing center years in advance of actual construction may be of limited value and a waste of funds. Staff does not support preparation of plans and specifications for a sailing center until which time a funding commitment, construction timeline, and site selection are approved.*

**B9 – Develop a master plan of the Dunedin Marina of the Future if all of the current Marina were destroyed and had to be rebuilt. It would include Harbor Master’s Building, Item 11 of the PLAN, ADA access, dinghy docks, and a pump-out station.**

*Assigned Dept: Parks & Recreation*

*Staff Findings: This is a policy decision of the City Commission.*

- 1. The City of Dunedin has commissioned several Marina master plans over the years. Those have included plans for privatization, plans for renovation and expansion, and a corridor study which recognizes the role of the municipal marina as an activity center and economic driver in the downtown. Additional study, and master plan preparation, must be guided by a long-term commitment to incrementally fund a full-service marina envisioned and needed by the community, not a post-natural disaster reconstruction concept for shelving, which would likely age and become outdated while awaiting implementation.*

**B10 – Participate in transportation connectivity projects as opportunities arise, for example, to have the Dunedin Marina serve as a Trolley Stop or Water Taxi station.**

*Assigned Dept: CRA and Parks & Recreation*

*Staff Findings: Staff supports this recommendation to the extent that the private sector is willing to offer these services.*

- 1. Staff has approached the operators of the Jolly Trolley concerning a Stop in the Marina. That written request was denied. However, Stops exist within easy walking distance of the Marina at the following two locations. Stop 6 – Sea Sea Riders, and Stop 23 – Edgewater Drive at Edgewater Park.*
- 2. Staff is receptive to a water taxi station at the Marina. Unfortunately, we have not yet found a water taxi operator in the area to provide the service.*
- 3. The pedestrian promenade identified in the Waterfront/Downtown Illustrative Corridor Plan has been constructed linking the downtown to the municipal marina.*
- 4. Staff has secured a golf cart crossing from the FDOT at Jackson Street, to supplement the previously-secured crossing at Monroe Street. Combined, these two crossings physically connect north Dunedin and south Dunedin, providing golf cart access to the Marina in the process. This golf cart access was one of the recommendations of the Waterfront/Downtown Illustrative Corridor Plan.*
- 5. Staff has secured a pedestrian crossing from the FDOT at Albert Street, connecting the Marina to the Pinellas Trail, as referenced in Item 5 of the PLAN.*

**B11 – Continuing from the completed feasibility study (above, B2), construct the Marina Enhancement Project.**

*Assigned Dept: Interdepartmental*

*Staff Findings: This is a policy decision of the City Commission.*

*No funds are programmed for detailed design or construction of a Marina Enhancement Project.*

**B12 – Evaluate State Mooring Field legislation and develop a response that benefits Dunedin.**

*Assigned Dept: Parks & Recreation/Harbormaster*

*Staff Findings: This recommendation is a replication of recommendation A5.*

*The Harbormaster and City Attorney's Office will monitor legislation and will report when information is available for consideration and possible action.*

**B13 – Keep available the design and engineering documents for Marina and for the Dunedin Sailing Center so that work can move quickly if area is damaged by future storms.**

*Assigned Dept: City Clerk's Office*

*Staff Findings: Staff supports this recommendation on a conceptual basis only.*

- 1. All construction documents for the Marina, Harbormaster's building, and sailing center/boat club, are secured within the City Clerk's vault. Duplicate documents located in the Engineering archives are being systematically scanned for long-term retention and ease of retrieval.*
- 2. Post-natural disaster reconstruction will be subject to codes and regulations in effect at that time which cannot be anticipated today. Any drawings to be prepared should be conceptual only, for refinement, bidding, and construction when needed. Such conceptual documents can be spatial in nature, identifying Marina expansion capabilities, structures and public access, and service delivery in an integrated program.*

## C. DUNEDIN CAUSEWAY SUMMARY OF RECOMMENDATIONS

### **C1 – Update signage for boaters and swimmers at the Causeway to reduce conflicts in the vicinity of the beach. Work with the State to modify signage in the water along Dunedin Beach to protect paddle boaters and others on non-motorized craft.**

*Assigned Dept: Parks & Recreation*

*Staff Findings: Staff supports this recommendation.*

- 1. Onshore signage delineating recreational zones have been installed by City staff.*
- 2. Offshore buoys have been procured by Pinellas County but have not, as of this writing, been deployed.*

### **C2 – Effectively manage the Causeway with positive actions to the best benefit of all users. Assume an ownership attitude.**

*Assigned Dept: Parks & Recreation/Public Works & Utilities*

*Staff Findings: Staff recommends caution in assuming a management role of the Dunedin Causeway from Pinellas County.*

- 1. The Dunedin Causeway is public right-of-way of Pinellas County. The County is committed to ongoing maintenance as a public right-of-way, and is supportive of enhanced maintenance, in a collaborative manner, for other uses when resources are available.*
- 2. There is an Interlocal Agreement between the City of Dunedin and Pinellas County for shared responsibilities for maintenance. Staff continues to work with County staff on the faithful honoring of that agreement between the two parties.*
- 3. With ownership comes responsibility. Staff does not support the conveyance of the Dunedin Causeway to the City of Dunedin due to our limited financial resources. Actions and efforts taken under an attitude of ownership likewise accompany a commitment of resources, including financial and/or manpower and equipment.*
- 4. The aforementioned PD&E study will eventually dictate the future of the Dunedin Causeway as we know it. Expenditures for enhancement and improvements on the Causeway may be short-lived, depending upon the outcome of the bridge replacement project. Staff supports an effort to emphasize the recreational and cultural value the Dunedin Causeway provides to all of the greater Tampa Bay area.*

**C3 – Immediately name a team to work with the County that develops the scope for the Project Development and Environmental (PD&E) phase of the Causeway Bridge Project.**

*Assigned Dept: Public Works & Utilities*

*Staff Findings: Recommendation is complete.*

*The Dunedin Causeway Ad Hoc Advisory Committee was created by the City Commission to work with City, County and consulting staff in partnership with the public for the development of the PD&E study. The Committee is meeting regularly in anticipation of the upcoming PD&E effort.*

**C4 – Analyze the best uses for all of the Causeway Island in partnership with Pinellas County from a holistic perspective to see how the space can be most effectively utilized to accommodate all the anticipated activities including a sailing center and a boat launch ramp with trailer parking.**

*Assigned Dept: Interdepartmental*

*Staff Findings: Staff concurs with the recommendation for a holistic approach to the Dunedin Causeway. However, Commission direction is needed to fund any analysis of a sailing center and boat ramps concurrently with the PD&E study.*

- 1. As part of the PD&E process, staff and the Dunedin Causeway Bridge Ad Hoc Advisory Committee will encourage creative, holistic thinking by all parties in both public meetings and in workshops with the County and its consultant. Those discussions will include recreational and cultural aspects of the Dunedin Causeway now and as envisioned for the future.*
- 2. In conversations with the County, they do not support inclusion of a sailing center or boat ramp study as part of the PD&E process, and consider such to be outside the negotiated scope of work and fee. If it is the Commission's direction, staff will secure a quote at the appropriate time to evaluate the merits of a sailing center and boat ramps as a separate and parallel exercise, which would be consistent with whatever bridge recommendations are forthcoming from the study. Per the County's consultant in an email of September 9, 2014:  
"As we discussed, we would not recommend combining the consideration of a sailing center and boat ramp into the PD&E study since the purpose and need for the bridge improvements is very different than the purpose and need for a sailing center and boat ramp. However, when evaluating alternatives for the bridge replacement, we can certainly take into consideration the desire for the City to construct*

*a sailing center or boat ramp along the causeway if the City can identify potential locations for the facility.”*

**C5 – Work with County to replenish the Dunedin Beach on the Causeway and groom the Causeway.**

*Assigned Dept: Parks & Recreation/Public Works & Utilities*

*Staff Findings: Staff concurs with the recommendation.*

- 1. Dunedin provides the equipment, and the County provides the sand, for the periodic grooming of travel ways. This is accomplished at, and between, driveway aprons. This work is frequently handled on a complaint basis between scheduled groomings. Said grooming does not include raking of the shoreline for removal of accumulated seaweed.*
- 2. Staff and/or the Dunedin Causeway Bridge Ad Hoc Advisory Committee will encourage beach re-nourishment of Dunedin Causeway areas used for recreation as an integral design and construction element of the proposed bascule bridge replacement project.*

**C6 – On future public maps and on the Dunedin website, include overlays that show all measures of transportation in the City including water taxis and ferries; bicycle routes and paths; the golf-cart zone(s), the PSTA busses and Jolley Trolley, and ensure that the map proposes ways to connect all of our recreational areas,**

*Assigned Dept: Parks & Recreation/Communications*

*Staff Findings: Staff supports this recommendation in concept provided an appropriate medium is developed.*

- 1. All the recommended information exists in one form or another, and in one place or another. A single, comprehensive paper map depicting all the overlays suggested is problematic due to the sheer amount of information and complexity of such a document. A layered, online geographic information system (GIS) map could be developed to depict all the information for benefit of online viewers who could toggle between the layers. Perhaps such could be created as a smart phone application (app). Staff is supportive of creating a GIS map in-house as described if such is seen as beneficial and worth the development effort. This map, however, would only be available from the City’s website, which may limit its effectiveness and usability.*

2. *On August 21, 2014, the Communications Department completed development of a webpage dedicated to the Dunedin Causeway (<http://www.dunedingov.com/index.aspx?page=702>). This is located under the LIVING tab at the top of the City's homepage. Under the same tab, the City's golf cart zone maps and ordinance are provided.*
3. *The Communications Department recently collaborated with the Dunedin Chamber of Commerce on a new City street map. This map depicts municipal facilities, City parks with narrative highlights, the Dunedin Causeway, Pinellas Trail, and other areas of interest. However, much of the suggested information is not included.*

## D. DUNEDIN WATERFRONT PARKS SUMMARY OF RECOMMENDATIONS

### **D1 – Accommodate active and passive users of Dunedin’s waterfront parks by allocating two more waterfront parks for “active” use welcoming kayaks and canoes, in addition to the Marina Beach and Youth Guild Park.**

*Assigned Dept: Parks & Recreation*

*Staff Findings: Staff supports this recommendation.*

*Active and passive use on the Dunedin Causeway and at Weaver Park is provided. Dunedin Causeway is well known, and highly utilized, for kayak and canoe use. Weaver Park is less known for kayak and canoe usage. However, said usage is promoted on the City’s website and Parks’ Division smart phone “app” (see D2).*

### **D2 – Provide connectivity between Downtown and waterfront parks with maps showing suggested routes. Coordinate tourist maps with business maps in print and in an interactive free “APP” for cell phone users.**

*Assigned Dept: Parks & Recreation/Communications*

*Staff Findings: Staff supports this recommendation.*

*Staff supports the development of an interactive smart phone application which provides way-finding information between the downtown and waterfront parks, as well as other destinations of public interest. Presently:*

- 1. There is a free, downloadable Dunedin Parks application. This application links to the City’s Parks & Recreation website, as well as the Florida State Parks website for Honeymoon and Caladesi Islands. Maps are provided for the City’s parks and recreational facilities, the Fred Marquis Pinellas Trail, State Parks, Edgewater Drive Linear Park, and the Dunedin Causeway. These maps are based on Google Earth aerial images which can be scaled for easy viewing. The maps also show your current location relative to the site you seek.*
- 2. Coordination of tourist maps and business maps has not yet occurred, at least as how they might delineate discrete routes between facilities beyond existing roadways and sidewalks.*

**D3 – Explore creation of “Adopt a Park” program similar to the program used by Pinellas County.**

*Assigned Dept: Parks & Recreation*

*Staff Findings: Staff supports an Adopt a Park program.*

*However, to ensure consistency in quality, and assurances of maintenance, it is preferable to have organizations contribute financially to the City for maintenance of their chosen park. The City would then either perform the function or outsource the managed care.*

**D4 – Improve Kayak access and launch capacity at the Dunedin Marina and at Youth Guild Park.**

*Assigned Dept: Parks & Recreation/Public Works & Utilities*

*Staff Findings: Staff supports portions of this recommendation.*

- 1. Staff has reservations in encouraging kayak access at the Municipal Marina as currently configured given site constraints, access limitations, and the lack of essential parking. See recommendation B7.*
- 2. Pinellas County has authorized strategic trimming of mangroves at Youth Guild Park to facilitate kayak launching. Adequate parking exists at Youth Guild Park. Mangrove trimming at this location is part of the City’s annual contract recently awarded by the Commission. Funding is being provided by the Stormwater Utility Fund.*

**D5 – Reconstruct the wall at the north end of Weaver to add access for kayakers and paddlers.**

*Assigned Dept: Parks & Recreation/Public Works & Utilities*

*Staff Findings: Staff does not support this recommendation.*

*Kayaks and paddle-boarding have access to St. Joseph Sound at the end of the Weaver Park pier, where a floating dock exists. Granted, access is a challenge, but such can be accomplished today at no cost. Reconstruction of the northern-most section of shoreline at Weaver Park is feasible but requires both funding and regulatory permitting at a level at least equal to the costs being incurred for seawall construction at the municipal marina. Given the shallow launch depths at the Weaver Park, water access will be tidally influenced absent use of the preferred pier which extends into the Sound.*

**D6 – Identify Dunedin Beach as a City Park and coordinate with the County to manage it like a linear park with an ownership attitude.**

*Assigned Dept: Parks & Recreation*

*Staff Findings: Staff does not support this recommendation.*

*With the exception of the Pinellas Trail Spur to Honeymoon Island, the Dunedin Causeway is Pinellas County right-of-way. The County does not recognize the Causeway for its recreational benefits with an appropriate dedication of resources. See Recommendation C2.*

**D7 – Provide public transit between City parks.**

*Assigned Dept: Parks & Recreation*

*Staff Findings: Staff does not support this recommendation beyond service currently provided.*

- 1. Jolley Trolley transport is provided to parks along U.S. Alternate 19 within the corporate limits of the City. City parks serviced include Edgewater Linear Park, Edgewater Park, Purple Heart Park, John R. Lawrence Pioneer Park (downtown Trolley stop), Weaver Park, Wilson Street Park, Kiwanis Park and San Jose Park (within a block of U.S. Alt 19), all of which are also a reasonable walk to the Dunedin Causeway and Youth Guild Park (former Bleakley property).*
- 2. PSTA Route 66 – Elizabeth Skinner Jackson Park, MLK Rec. Center Skate Park, Wilson Street Park, 1 block from Kiwanis and San Jose pocket parks, 2 blocks from Mira Vista pocket park, 1 block from Dunedin Youth Guild/Hammock Park, and Youth Guild Park (former Bleakley property).*
- 3. PSTA Route 61 – Grant Field, John R. Lawrence Pioneer Park, Vivien Skinner – Grant Park, Highlander Park. Vanech Recreation Complex and Happy Tails Dog Park are within 2 blocks of a bus stop on County Road 1. Jerry Lake Park is within 3 blocks of a bus stop on SR 580 at County Road 1.*

**D8 – Evaluate each piece of waterfront property that comes onto the market to identify recreational priorities including boat access, and plan to make purchases as funding allows.**

*Assigned Dept: Planning & Development/Parks & Recreation/Economic  
Development*

*Staff Findings: This is a policy decision of the City Commission.*

*Dunedin's waterfront is essentially built-out and opportunities will be limited to primarily residential demolition and pocket park construction. The interest of adjacent residents to newly-created pocket parks with parking and boat access must be respectfully considered. A cost/benefit analysis of this approach must be weighed with other opportunities to enhance waterfront access for the community. That being said, staff is receptive to evaluating properties as they become available for provision of public access to our coastal waterways.*