



DUNEDIN, FLORIDA

WATERFRONT TASK FORCE REPORT

December 16, 2013

Revised 7/20/2014 (Errata on pp. 19-20 corrected)

This report contains background, observations, findings, and short term and long term recommendations for the Dunedin Waterfront.

Mission Statement

The Mission of the Waterfront Task Force is to create a strategy for implementing the 2025 Downtown/Marina Illustrative Corridor Plan and a long term vision (2050) for Dunedin's shoreline. The vision will be an aid and a voice in the decision making process regarding improvements, changes, and additions to any and all properties regarding the City of Dunedin shorelines, including the City Marina and adjacent areas. Our effort is to improve the areas and link them to commerce in Dunedin. We wish to consider all facets of any plans provided by the City and outside sources. We intend that our vision be one that maintains the charm and quaint aspects of Dunedin. We intend also to have a minimal impact on the tax payers of the City and marina slip renters.

WATERFRONT TASK FORCE REPORT

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DUNEDIN WATERFRONT TASK FORCE REPORT

I. OVERVIEW

The City of Dunedin's waterfront consists of 37 miles of coastline on St. Joseph Sound and the Gulf of Mexico and a dozen islands, including two of the most popular islands in the State of Florida -- Honeymoon and Caladesi. Dunedin offers a number of excellent observation and recreational areas along the waterfront, nine City parks, a heavily used recreational area including a beach on Causeway Island, and a small but very active marina in Downtown Dunedin. A citizens' Waterfront Task Force has reviewed these areas and is offering the following vision and recommendations.

This document provides (I) an overview and summary of recommendations in a convenient list that offers suggestions for boards and committees that could support the recommendations; (II) background of the project; (III) methodology used by the Task Force; (IV) maps of the study area; (V) findings and observations collected by the Task Force and recommendations related thereto; (VI) partnerships that could help with the recommendations; and (VII) a conclusion.

In developing recommendations for the Dunedin Waterfront, one Vision emerged for both the shorter term, and for the longer term, to 2050. The recommendations reflect this Vision:

VISION

Dunedin's waterfront includes our current treasure of natural beauty, including 37 miles of shore line, state parks with beautiful beaches, and waterfront city parks. Our vision is that residents and visitors alike, of all ages and abilities, will be able to experience an array of excellent waterfront facilities, water and waterfront activities and programs that enhance their experience, and our treasure, while enjoying our well-known historical charm and quaint, friendly atmosphere.

SUMMARY OF RECOMMENDATIONS

The list of acronyms below provides a key to the codes in the Summary of Recommendations.

ACRONYMS

| ACRONYM | <i>CITY OF DUNEDIN GROUP</i> |
|----------------|---|
| ADA | ADA/Elderly/Disabled Committee |
| ARTS | Arts and Culture Advisory Committee |
| Aging | Committee on Aging |
| BOF | Board of Finance |
| CEQ | Committee on Environmental Quality |
| CAUSEWAY | Causeway and Coastal Waterways Committee |
| CRAAC | Community Redevelopment Agency Advisory Committee |
| MAC | Marina Advisory Committee |
| PARKS | Parks & Recreation Advisory Committee |
| PRAAC | Public Relations Advisory Action Committee |
| PSC | Public Safety Committee |
| SAC | Stormwater Advisory Committee |
| EDAC | Edgewater Drive Advisory Committee |
| | <i>COMMUNITY GROUPS</i> |
| CHAMBER | Chamber of Commerce |
| DBA | Dunedin Beach Civic Association |
| DBC | Dunedin Boat Club |
| DYSA | Dunedin Youth Sailing Association |
| MERCHANTS | Downtown Dunedin Merchants Association |
| SAIL | Sailability |
| VISIT DUNEDIN | Visit Dunedin, Inc. |
| WINDLASSES | Windlasses |
| | <i>CITY OF DUNEDIN DEPARTMENTS</i> |
| CRA | Community Redevelopment Agency |
| P & D | Planning & Development Department |
| P & R | Parks & Recreation Department |
| PUB WKS | Public Works Department |
| | <i>STATE DEPARTMENTS</i> |
| PSTA | Pinellas Suncoast Transit Authority |
| STATE PARKS | Florida State Parks |
| | |

SUMMARY OF RECOMMENDATIONS

A. ST. JOSEPH SOUND AND THE ISLANDS

| <i>Topic Priority</i> | <i>Recommendation</i> | <i>Department</i> | <i>Boards, Committees, and Citizen Groups</i> |
|---------------------------|---|-------------------|--|
| A1 | Continue to provide controls for non-point pollution that affects the water quality within St. Joseph Sound. | PUB WKS | CEQ, CAUSEWAY, CHAMBER, SAC, MERCHANTS, VISIT DUNEDIN |
| A2 | Encourage measures such as sea grass protection, marking of stormwater drains, and oyster reef construction to improve water quality. | PUB WKS | CEQ, CAUSEWAY, SAC |
| A3 | Participate actively in Coastal Aquatic Management Area (CAMA) of the Islands in the Sound. | PUB WKS | PRAAC, CAUSEWAY, MAC |
| A4 | Work with the State to establish slow zone between ICW and Dunedin Beach to protect swimmers and kayakers at Causeway Island. | PUB WKS, P & R | CAUSEWAY, CHAMBER, MERCHANTS, VISIT DUNEDIN, |
| A5 | Monitor State Legislation regarding Mooring Fields and evaluate potential benefits for Dunedin. | P & R | MAC, CRAAC |
| A6 | Request that Pinellas County pursue a study of the depths of the ICW on St. Joseph Sound. | PUB WKS | MAC, CRAAC |
| 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. | PUB WKS, P & R | PRAAC, CRAAC, CAUSEWAY |

SUMMARY OF RECOMMENDATIONS

B. DUNEDIN MARINA

| <i>Topic Priority</i> | <i>Recommendation</i> | <i>Department</i> | <i>Boards, Committees, and Citizen Groups</i> |
|---------------------------|--|----------------------|--|
| B1 | Improve vehicular access and parking at the Marina on the Peninsula as well as at Edgewater Park (Item 6 of Waterfront/ Downtown Illustrative Corridor Plan (PLAN)). | PUB WKS | PRAAC, MAC, CRAAC, CHAMBER MERCHANTS, VISIT DUNEDIN, SAFETY, PARKS |
| 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. | PUB WKS, | ADA, MAC, CRAAC, DBC, PARKS, BOF |
| B3 | Identify alternative parking for cars with boat trailers and establish agreements to facilitate. | PUB WKS and P & R | MAC, CRAAC |
| B4 | Increase pier viewing area so that there is more room for visitors to the area. | PUB WKS | MAC, CRAAC, PARKS, VISIT DUNEDIN |
| B5 | Increase bicycle parking capacity at the Marina's Fishing Pier and at Edgewater Park. | PUB WKS, P & R | PRAAC, CRAAC |
| B6 | Create greater storage for the sailing clubs to the extent possible. | PUB WKS | MAC, CRAAC, DYSA, PARKS, WINDLASSES |
| B7 | Notify the public that launching of kayaks and paddle boards is welcome at the Marina. | PUB WKS, P & R | PARKS |
| B8 | Develop and design a (future) Dunedin Sailing Center. | PUB WKS and P & R | ADA, PARKS, CRAAC, DYSA, WINDLASSES, CAUSEWAY, DBA |
| 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. | PUB WKS and P & R | MAC, ADA, SAIL, CRAAC, DBC, CHAMBER, VISIT DUNEDIN, MERCHANTS |
| 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. | PUB WKS | PRAAC, ADA, PSC, CRAAC, MERCHANTS, CHAMBER, VISIT DUNEDIN |

SUMMARY OF RECOMMENDATIONS
B. DUNEDIN MARINA, continued

| <i>Topic Priority</i> | <i>Recommendation</i> | <i>Department</i> | <i>Boards, Committees, and Citizen Groups</i> |
|---------------------------|--|----------------------------------|---|
| B11 | Continuing from the completed feasibility study (above, B2), construct the Marina Enhancements Project. | <i>PUB WKS, P & R</i> | <i>MAC, CRAAC, BOF</i> |
| B12 | Evaluate State Mooring Field legislation and develop a response that benefits Dunedin. | P & R | <i>MAC, CRAAC</i> |
| 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. | <i>PUB WKS and P & R</i> | <i>PARKS, CRAAC, MAC</i> |

SUMMARY OF RECOMMENDATIONS

C. DUNEDIN CAUSEWAY

| <i>Topic Priority</i> | <i>Recommendation</i> | <i>Department</i> | <i>Boards, Committees, and Citizen Groups</i> |
|---------------------------|---|-------------------|--|
| 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. | P & R | PARKS, CAUSEWAY |
| C2 | Effectively manage the Causeway with positive actions to the best benefit of all users. Assume an ownership attitude. | P & R | PARKS, PINELLAS COUNTY, CAUSEWAY, SAIL HONEYMOON |
| 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. | PUB WKS, P & R | PARKS, ARTS, BOF, CAUSEWAY, PINELLAS COUNTY, STATE PARKS |
| 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. | PUB WKS, P & R | CAUSEWAY, ARTS, SAIL, PARKS, ADA, BOF, PINELLAS COUNTY, STATE PARKS |
| C5 | Work with County to replenish the Dunedin Beach on the Causeway and groom the Causeway. | PUB WKS, P & R | PARKS, PINELLAS COUNTY, BOF |
| 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. | P & R | PRAAC, PARKS, ADA, ARTS, STATE PARKS, PSTA, MERCHANTS, CHAMBER, VISIT DUNEDIN |

SUMMARY OF RECOMMENDATIONS

D. DUNEDIN WATERFRONT PARKS

| <i>Topic Priority</i> | <i>Recommendation</i> | <i>Department</i> | <i>Boards, Committees, and Citizen Groups</i> |
|---------------------------|--|-------------------|--|
| 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. | P & R | PARKS |
| 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. | P & R | ARTS, PRAAC, PSTA, CHAMBER, MERCHANTS, VISIT DUNEDIN |
| D3 | Explore creation of "Adopt a Park" program similar to the program used by Pinellas County. | P & R | PARKS, BOF, PRAAC, CHAMBER |
| D4 | Improve kayak access and launch capacity at the Dunedin Marina and at Youth Guild Park. | P & R | PARKS, MAC |
| D5 | Reconstruct the wall at the north end of Weaver to add access for kayakers and paddlers. | P & R | PARKS, BOF |
| D6 | Identify Dunedin Beach as a City Park and coordinate with the County to manage it like a linear park with an ownership attitude. | P & R | PARKS, BOF |
| D7 | Provide public transit between City parks. | PSTA and P & R | PUBLIC SAFETY, PSTA, CHAMBER, MERCHANTS, VISIT DUNEDIN, PARKS, CAUSEWAY |
| 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. | P & R | LPA, PARKS, BOF |

SUMMARY OF RECOMMENDATIONS

PARTNERSHIPS

In conjunction with the recommendations herein, partnerships are crucial for accomplishing the recommendations. To summarize the partnership recommendations on page 51 of this Report, they include the following:

- Be creative and develop combinations of public and private partnerships to fund public services where shared benefits can be clearly shown;
- User fees can be considered to manage costs and ensure sustainability;
- Federal and State Grants may be available for protecting the environment or providing services to disabled persons;
- Public-Private agreements could help generate third party support for limited services such as alternative trailer parking; and
- Land Dedication Ordinance (LDO) funds should remain available to support various park improvements.

I. WATERFRONT TASK FORCE BACKGROUND

Over many years, the City of Dunedin has benefited from the vitality of an active waterfront and the beautiful body of water between Dunedin and tree-covered Caladesi Island. The quiet beauty of the little islands of St. Joseph Sound is a particular jewel. The islands and the water are important assets.

In 2012, the City Commission received two studies; one was the Causeway Corridor Study about the approach to Honeymoon Island at the north end of the Dunedin part of the Sound, and another study about the Downtown and Waterfront Corridor.

In examining elements of several recommendations related to the Marina enhancements in the Downtown/Waterfront Corridor Plan, it appeared that there are similar challenges at the Marina and at the Causeway. However, there was no one entity responsible for pulling together and coordinating the recommendations. In 2012, we asked for the City of Dunedin to provide staff support to bring all the players together. In 2013, John Tornga, Kim Beaty and Diana Carsey agreed to lead the effort, and the project to develop a long term plan for Dunedin's waterfront was launched.

For eight months, the Dunedin Waterfront Task Force heard presentations on many topics including: Downtown/Waterfront Illustrative Corridor Plan; Causeway Corridor Study; Dunedin jurisdiction overview; boat ramps serving the sound; Waterway and boating safety; Marina Plans completed in the past; Mooring Fields background information; Waterfront Parks owned or operated by the City of Dunedin; Dunedin Marina programming; State Parks – Caladesi and Honeymoon Island and the Spoil Islands; Operations overview of Marker 1; Edgewater Arms update; Planned new Causeway Bridge Feasibility Study; County ownership of the Causeway; Clearwater Marinas; Moorings in Florida; the importance and impact of the Windlasses, Dunedin Youth Sailing Association (DYSA), and Dunedin Boat Club on the City.

From these presentations, from information provided during the meetings of the Task Force by participants, and from interviews and research by the Task Force of City records, information was gathered and considered throughout the time of the effort. Findings arising from all this work are documented and incorporated into this report.

Acknowledgements

The Task Force discussed a number of subjects, including sunset watching, wave attenuation, boat launch issues, island management, dredging, and mapping; transportation, anchoring vs. mooring, sea life, sea grasses, boat depths, boat lengths, day slips, transient slips, dinghy docks, pump-out stations and marina revenue streams; wet slips and dry boat storage; paddle boards, kayaks and paddle kayaks, and many other subjects. We appreciate the input and assistance we received from the participants and all those guests with expertise on these subjects from Clearwater's Bill Morris, Pinellas County's Paul Cozzie, State Parks Manager Peter Krulder, as well as many knowledgeable staff from the City of Dunedin.

The Parks & Recreation Department provided the staff support to the effort, and we could not possibly have accomplished the meetings of the Task Force without the help of Cyndi Lane. Thank you!

II. METHODOLOGY OF THE TASK FORCE

Invitations to serve on the Waterfront Task Force were sent by email to club presidents, City Advisory Committee chairs, home owner associations, business owners, and the like, in March, 2013. During the project, we have added names to the distribution list for the Waterfront Task Force regularly.

The Task Force met the first time on Friday, April 5. There were 23 people at the first meeting, and we agreed to meet on Mondays in the future, but in a larger room. Attendees were asked to sign in and the names of persons participating were made part of the meeting record. At the meeting May 6, there 21 people signed in, 27 were present. At the June 3 meeting, 35 people signed in and 42 were present. At the July 15 meeting, 31 signed in and 36 present; on September 9, 37 people signed in and 50 participated; at the October 7 meeting, 22 people participated; at the November 18 meeting, 23 people participated. People who signed in were added to our mailing list and provided with agendas in advance and notes of the meetings. At the end of the project, we had 93 people on our participant list, eleven of whom were city staffers.

Meetings were organized around a printed agenda with speakers and presentations, first, followed by public comment. Everybody had a chance to speak before the end of the meeting, and comments of all participants are included in the notes of the meetings.

The management team met many times to review meeting notes and to develop the agenda for upcoming meetings. Clarifications of information

were researched in these meetings when we coordinated speakers and organized materials and presentations.

A press release went out May 20, 2013. There were several articles in local newspapers inviting the public to participate. Tampa Bay Times notified the public on May 26, 2013, and again September 8, 2013, of the Task Force effort. The July and November issues of the Beacon published a photograph from the June and October meetings and summarized work underway. An article in the Tampa Bay Times on September 10th provided an overview of topics under consideration, provided contact information, and announced dates and times of the October and November meetings. All the meetings of the Task Force were held on Mondays at the Dunedin Community Center at 2:00 p.m.

One issue was raised that was short-term in nature and we referred the issue to the appropriate City advisory committee: Public Safety Committee was asked to consider pedestrian safety on Edgewater Drive.

Management Team

The Task Force was led by John Tornga, Kim Beaty, and Diana Carsey, all volunteers. John serves as chair of Dunedin's Board of Finance and is a member of the Community Redevelopment Agency Advisory Committee (CRAAC). Kim is the Liaison for the Dunedin Boat Club and a slip renter at the Marina. Diana served as the Liaison for the Windlasses and for the Dunedin Youth Sailing Association for the past five years, and is presently Vice Chair of the Arts and Culture Advisory Committee. The team met on these dates:

| | | | |
|--------------|-----------------------------|-------------|----------------------------|
| January 7 | Rob, Kim, Vince, Diana | October 5 | John, Kim and Diana |
| March 10 | Invitations sent by email | October 7 | TASK FORCE MEETING |
| March 19 | Last round of Invitation2 | October 17 | John, Kim and Diana |
| April 5 | TASK FORCE MEETING | October 21 | Kim and Diana |
| April 25 | John, Kim and Diana | October 23 | Doug Hutchens and Diana |
| April 29 | John, Kim and Diana | October 28 | John and Diana |
| May 6 | TASK FORCE MEETING | November 1 | John and Diana |
| May 17 | Kim, John, Matt, Diana | November 8 | John, Kim and Diana |
| June 3 | TASK FORCE MEETING | November 11 | John, Kim and Diana |
| June 5 | John, Kim, Matt and Diana | November 13 | Rob, Vince and Diana |
| June 10 | John, Kim and Diana | November 15 | John, Kim and Diana |
| June 17 | John, Kim and Diana | November 18 | TASK FORCE MEETING |
| July 1 | John, Kim and Bill Morris | November 19 | Doug and Diana (telephone) |
| July 3 | John and Diana | November 22 | John, Kim and Diana |
| July 13 | John, Kim and Diana | December 2 | John, Kim and Diana |
| July 15 | TASK FORCE MEETING | December 4 | John, Kim and Diana |
| September 5 | John, Kim and Diana | December 11 | John and Diana |
| September 9 | TASK FORCE MEETING | December 12 | Doug, Rob, Vince and Diana |
| September 20 | John, Kim, Vince, and Diana | December 13 | John, Kim and Diana |
| October 1 | John, Kim and Diana | December 16 | John, Kim and Diana |

Coordination

More than half of the participants on the Waterfront Task Force represented a group or organization. Aside from City Staff and local government representatives, we had business owners, associations, community groups, individual residents and homeowners, and civic clubs. Listed below are the businesses and various community groups who participated in the Task Force and who signed in at the meetings.

| |
|--|
| American Great Loop Harbor (Hosts for Dunedin) |
| Arts & Culture Advisory Committee |
| Beso del Sol |
| Bon Appétit/Café Alfresco/Best Western Hotel |
| Causeway & Coastal Waterways Committee |
| Cedar Creek Residents, Inc. |
| Community Redevelopment Authority Advisory Committee (CRAAC) |
| Day Sailor Class |
| Downtown Dunedin Merchants Association |
| Dunedin Beach Civic Association |
| Dunedin Boat Club |
| Dunedin Chamber of Commerce |
| Dunedin Youth Sailing Association (DYSA) |
| Edgewater Arms |
| Edgewater Drive Advisory Committee |
| Ensign Spars, Inc. |

| |
|--|
| Environmental Quality Committee |
| Friends of Island Parks |
| Hammock Advisory Committee |
| Honeymoon Island Administration |
| Marina Advisory Committee |
| Marker One Marina |
| Olde Bay Café |
| Parks & Recreation Advisory Committee |
| Pirates' Cove |
| Public Relations Action Advisory Committee |
| Royal Stuart Arms |
| Sail Honeymoon, Inc. |
| Sailability |
| Sea Scouts |
| The Canvas Yard |
| Victoria Drive |
| Windlasses |

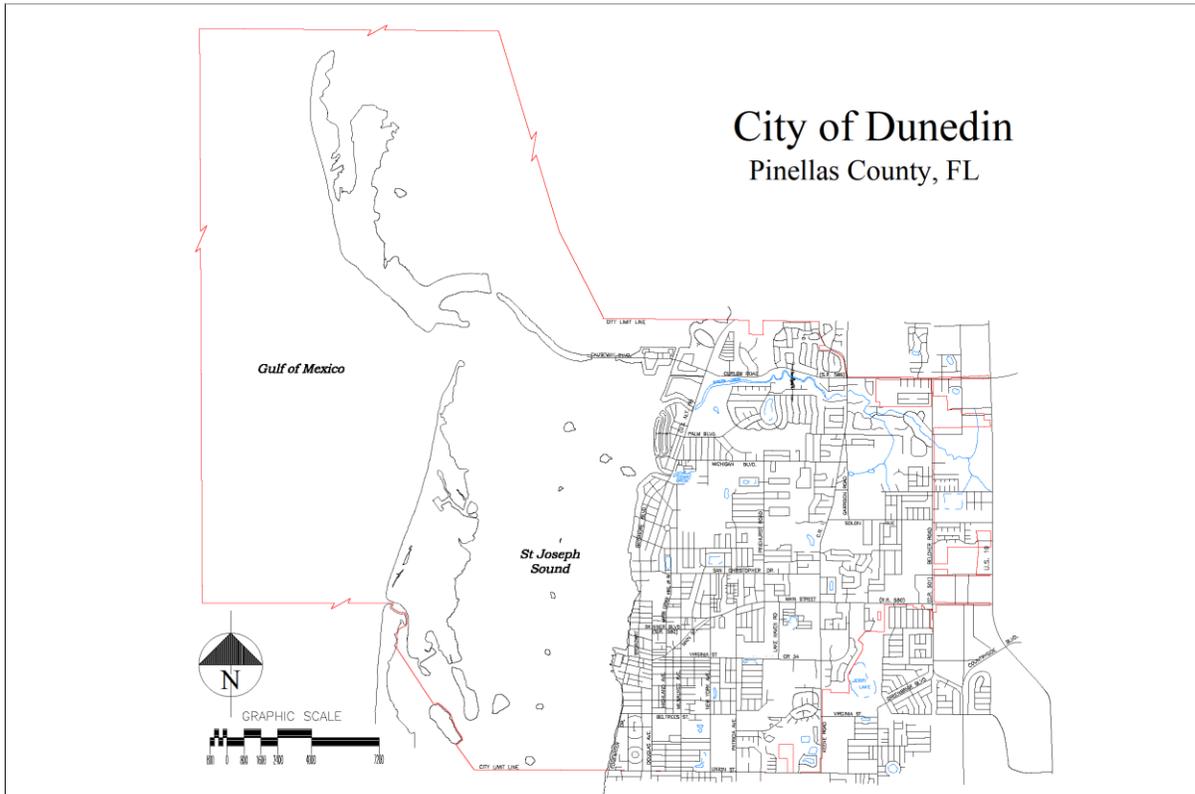
During the course of the Task Force work, participants were asked to brief their groups and to bring back comments or suggestions. In addition, we made a special effort to provide briefings on request. Thus far, we have provided briefings to the following groups:

| <i>Date</i> | <i>Group</i> |
|-------------|---|
| 11/12 | Causeway and Coastal Waterways Advisory Committee |
| 11/13 | Community Redevelopment Authority Adv. Committee |
| 11/18 | Dunedin Boat Club |
| 11/18 | Marina Advisory Committee |
| 11/20 | Board of Finance |
| 11/20 | Parks & Recreation Advisory Committee (PRAC) |
| 11/22 | Arts & Culture Advisory Committee |
| 12/14 | Dunedin Beach Civic Association |

Ideas and suggestions that arose during the meetings of the Task Force, or which were received by email or through one of the outreach meetings were included in the notes of each meeting whether they related to presentations or not. The final draft was circulated December 5th to all Task Force participants.

III. STUDY AREA MAPS

There are 37 miles of waterfront in the jurisdiction of the City of Dunedin; 8.7 miles of shore are on the mainland and the balance of the shore lines are on the islands. See the jurisdiction map of Dunedin¹ below. The two large islands are Caladesi Island State Park and Honeymoon Island State Park, separated by Hurricane Pass.

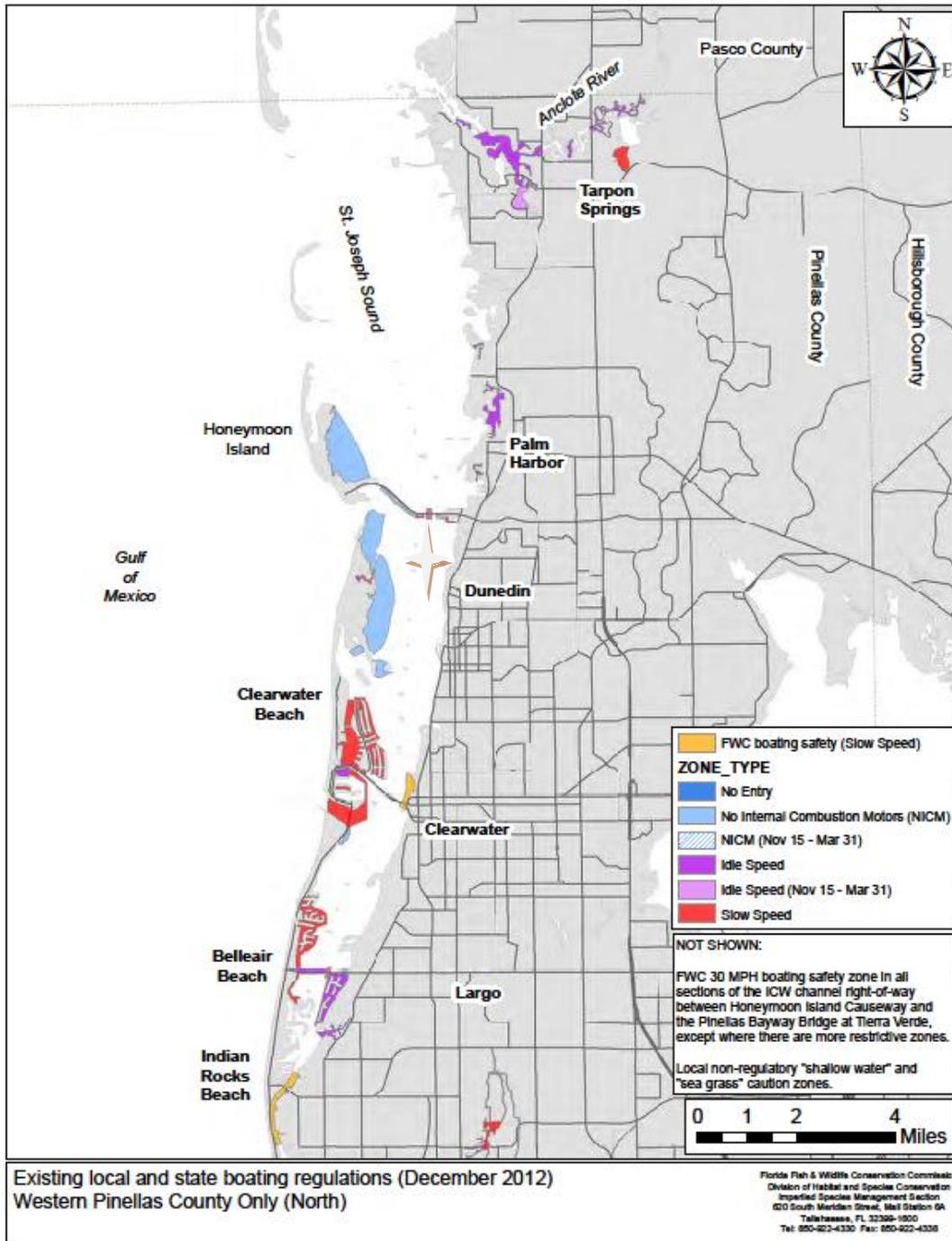


The City of Dunedin is on the south end of St. Joseph Sound. The Sound is on the west Coast of Florida, north of Clearwater Memorial Bridge and south of the Anclote River. There are a number of barrier islands in the Dunedin part of the Sound. The area map² below from Florida Fish and Wildlife December 2012 provides a perspective of the size of the study area and its relation to other locations on the west side of Florida.

¹ Jurisdiction of the City of Dunedin, City of Dunedin Engineering Department 6/1/2013.

² Map: (December 2012) Western Pinellas County Only (North), Florida Fish & Wildlife Conservation Commission, Division of Habitat and Species Conservation, Imperiled Species Management Section.

MAP OF BOATING REGULATIONS



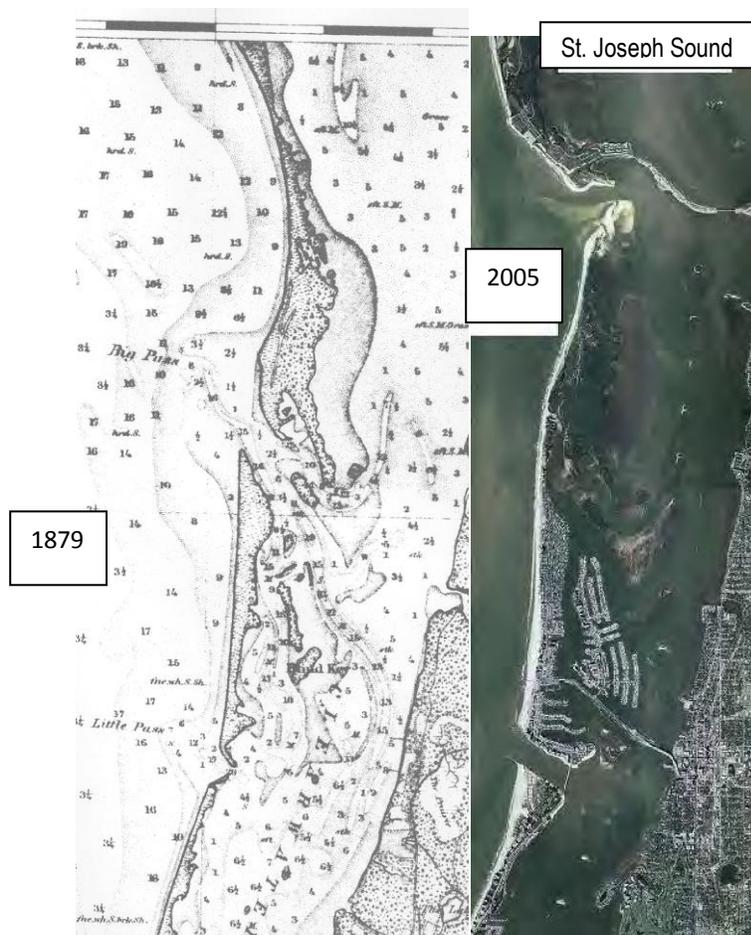
✧ Indicates one area of narrow passage on ICW (inserted by Task Force).

V. BACKGROUND, FINDINGS AND RECOMMENDATIONS

A. ST. JOSEPH SOUND AND DUNEDIN ISLANDS

1. BACKGROUND, FINDINGS AND OBSERVATIONS

a. **HISTORY** – The entire coastline of northern Pinellas County was once protected by a single barrier island, but in 1848, a hurricane breached the barrier, opening Big Dunedin Pass. In 1879, Dunedin Pass was the main entrance to St. Joseph Sound from the Gulf of Mexico, as shown on the left side of the image below.³ Since then, there have been a number of changes, resulting in the image on the right from 2005.



A second hurricane breach occurred in the barrier island in 1921 opening Hurricane Pass and Little (Clearwater) Pass. Finger canal construction in

³

1879 Coast Chart No. 177 U.S. Coast & Geodetic Survey, courtesy of Environment and Infrastructure Dept. of Pinellas County. The second image is from 2005. Excerpted from Pinellas County 2009 [Comprehensive Conservation Management Plan](#) (CCMP) power point slide number 23.

Clearwater Harbor beginning in 1926, combined with the construction of the causeways in the 1960's at Clearwater and Honeymoon Island, and the dredging of the ICW in 1963 – all contributed to inlet instability.

In 1983, Dunedin Pass between Caladesi Island and Clearwater Beach was shoaling up, reducing access through the pass. The federal government constructed Clearwater Pass, stabilizing it as an entrance to Clearwater Harbor South. On some recent maps, the area south of Causeway Island is identified as Clearwater Harbor North.

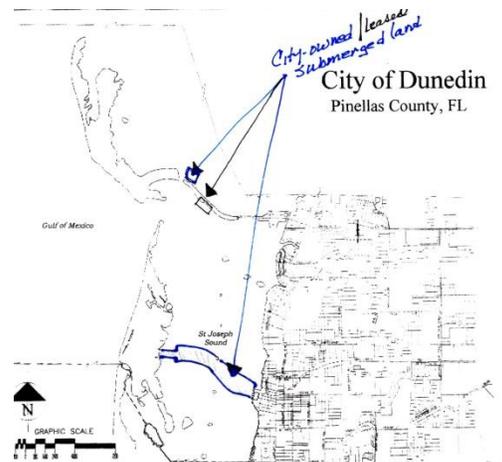
Causeway Island was built in 1964 to provide a road to planned developments on Honeymoon Island. Since then, there have been major increases in the number of visitors and residents who have built homes and other facilities throughout the area -- all affecting the environmental quality of the Sound and requiring even more management of the watersheds that feed the Sound and the boaters who use the Sound.

b. **STUDY AREA DESCRIPTION** –The City of Dunedin has 8.7 miles of coastline along the east side of the Sound. Except for portion controlled by the City of Dunedin by Interlocal agreement, in the center of the Island, Pinellas County owns Causeway Island which reaches across the Sound to Honeymoon Island. Causeway Island has about 3.6 miles of coastline; and the State of Florida's Parks owns the rest of the islands, with about 24.3 miles of total coastline. Total length of waterfront for all three owners in the jurisdiction of the City of Dunedin is approximately 37 miles.

The City owns a parcel of submerged land in the Sound on the northwest corner off the coast of the Causeway Island. The City controls a portion of the south side of Dunedin Beach through an Interlocal Agreement with Pinellas County for management of the Beach.

The City also owns submerged land in Dunedin Sound that was once planned to connect the Dunedin Marina to Caladesi Island.

This map is the City's jurisdiction map modified with hand-notations to show the submerged areas owned or controlled by the City of Dunedin.



St. Joseph Sound is governed by Federal, State, County, and City governments. Agencies overseeing the Sound include the Coastal Aquatic Management Area (CAMA), Army Corps of Engineers (Corps), the Coast Guard, Southwest Florida Water Management District (SWFWMD), Pinellas County Water and Navigational Control Authority, Fish and Wildlife Conservation Commission, the Florida Department of Environmental Protection, and others.

Included on St. Joseph Sound are the Dunedin Causeway, Downtown Dunedin, our mainland shoreline, 12 islands including two large State Parks, and one small island managed by the Audubon Society; nine waterfront City parks on the mainland, the Intracoastal Waterway (ICW) heading north and south, and providing direct access to the Gulf of Mexico through Hurricane Pass.

c. **WATER QUALITY** – Along with navigability, good water quality of the Sound is critical. As reported in the September, 2011 Comprehensive Conservation and Management Plan for Clearwater Harbor and St. Joseph Sound (CCMP), Clearwater Harbor and St. Joseph Sound have some of the most pristine natural resources remaining in southwest Florida. The CCMP states that seagrass communities are keystone indicators of estuarine health, as seagrass health and success depends on good water quality and water clarity. In St. Joseph Sound, off the coast of Dunedin, seagrass acreage increased 56% from 2,416 acres in 1999, to 3,758 acres in 2010. This substantial increase in seagrass acreage is concurrent with improved water quality between 1999 and 2010 relative to conditions in the early 1990's.

Those improvements in water quality have occurred, in part, from the City's efforts to address the water quality of non-point discharges pursuant to the City's Master Drainage Plan, implementation of stormwater best management practices, and other water quality based initiatives such as support of the Pinellas County fertilizer ordinance, and encouragement of new, Low Impact Development (LID) codes in our community.⁴

Task Force participants reported that there have been some sightings of scallops in the Dunedin area which used to be common, a good sign of water health. In addition, residents and organizations are increasing their involvement in helping to keep the islands clean. Dolphin and manatee sightings are common; and fishing in the area is very good.

d. **BEACHES** – Dunedin has four beaches. One small beach area is at the Marina which is mostly used for launching small non-motorized craft. Three beaches are good for sunbathing. Two are quite large -- Honeymoon Island

⁴ Memo from Doug Hutchens to Diana Carsey 12/2/13. CCMP references and detail can be found in Appendix 1, Links to Documents.

State Park and Caladesi Island State Park, and they are especially popular for swimming. Dunedin Beach on the Causeway is narrow and mostly rocky. There are life guards at Honeymoon Island State Park from Memorial Day through Labor Day. Also, Honeymoon Island includes an area for visitors with their dogs. Visitors can rent umbrellas at the State Parks, and they can purchase food at the State Parks and the Concessionaire on the Causeway. There are fees to access the State Parks; there is no fee to access the Marina or Dunedin Beach. Parking is very limited at the Dunedin Marina.

e. **ECONOMIC IMPACT** - Enjoyment of the water is a big draw for visitors to Dunedin. Tourists gather at the Marina Beach and Sunset Park daily to stroll and enjoy the view. The Fishing Pier on the north side of the channel at the Dunedin Marina with its small bicycle rack and newly refurbished walkway is very inviting to tourists from the hotel and restaurants in the area.

Boaters of motorized and non-motorized craft use the ICW to travel north and south through Dunedin, to access the Gulf of Mexico, and for recreation in the area. Swimmers can use Honeymoon Island, Caladesi Island as well as the other islands in the Sound, as well as swimming from private vessels. Kayaks, canoes, paddleboards, and all kinds of sailing and small motorized craft are brought to the Sound and launched directly from trucks and cars, primarily at Dunedin Beach on the Causeway. Kayaks can also be launched at the Marina, Weaver Park, the Causeway, and at the new Youth Guild Park. The watercraft rentals available at the Causeway are popular and well-used.

Caladesi Island, which became a state park in 1966, had 220,000 visitors last year, and Honeymoon Island had more than 1.1 million visitors. Each visitor contributes to the financial health of the area. In fact, the economic impact of our two state parks alone is significant, reaching more than \$64 million in the last year alone. This information does not reflect spending by visitors to Dunedin Sound through the marinas, or to Dunedin Beach at the Causeway.

There are 33,000 boats in Congressional District 10 which includes most of Pinellas County. This includes 82% power boats, 15% personal water crafts (jet skis), and 3 percent sailboats and “other.”⁵ A large number of boats in the immediate area are trailered, requiring access to a launch ramp in order to reach the water. Fishing is a big industry and it is important to our waterfront economy. A study by the Florida Fish and Wildlife Service in

⁵ National Marine Manufacturers Association, Economic Impact (booklet). See report at http://nmma.net/assets/cainets/cabinet432/nmma_ecoimpact_booklet_optimized.pdf.

2011⁶ reported that fishermen spend, on average, \$49 per day and will take out their fishing boats 19 times each year. This does not include the ongoing impact of local revenue related to visitors who rent boats and jet skis. General beach users, sunset-watchers, walkers, and others who treasure the enjoyment of being near the water – all of which contribute to Dunedin’s and the region’s economic health, helping to stabilize property values in the area.

f. **INTRACOASTAL WATERWAY (ICW)** – The IntraCoastal Waterway (ICW) is a channel that boaters can use to travel up and down the west coast of Florida without having to go out into the Gulf. The Coast Guard manages the way markers (buoys) that indicate where the channel is so that boats do not run aground. Some areas of the ICW are very narrow and shoaling has occurred. Originally dredged in 1963 by the U.S. Army Corps of Engineers (the Corps) with a standard depth of 9 feet and a width of 100 feet, the ICW allows both pleasure craft and commercial traffic to move north and south through the Sound. In the 1980’s, Pinellas County took on the role of “local sponsor” for the ICW in our area; thus, if a study of the water depth or channel width is needed, Pinellas County would make that request of the Corps of Engineers.

g. **BOATING SERVICES** - Boating requires several land-based services: access to the water (launch area and trailer parking, or a marina), docking of the boat, pump-out facilities, and fuel. Docking the boat can be in a wet (in-water) slip or connected to an anchor in a mooring field, at anchor wherever boater wishes to stay; or in dry storage, often called “high and dry” where the boat is kept elevated near the water and dropped into the water on demand. Fuel is critical. In the Dunedin area of St. Joseph Sound, both diesel and gasoline fuels are available at Marker 1, Homeport in Palm Harbor, and in Clearwater.

There are four marinas and one boat ramp in the City: the Dunedin Marina offers a single boat ramp with parking for 17 cars with trailers and overflow parking currently available informally at a local church. There are 180 wet slips at the Dunedin Marina; Caladesi State Park marina has 108 boat slips for visitors to the Park; Pirate’s Cove provides 25 wet slips and dry storage for 150 boats; and Marker 1 offers 150 wet slips and storage for 300 as well as a fuel dock and a pump out station. Pump-out stations are available at surrounding marinas. On either side of Dunedin, some of the critical boating services are available within only a few miles. Boat launching, for example, is well-provided nearby at Clearwater’s Seminole Boat Ramp which offers five launch ramps and parking for 150 cars with boat trailers and 100 cars.

⁶ 2011 National Survey of Fishing, Hunting, and Wildlife-Associated Recreation – Florida. U.S. Fish and Wildlife Service and U.S. Census Bureau. Locate full report at <http://www.fws.gov/>.

Boating visitors to the Dunedin Marina, Caladesi, and Honeymoon Islands can purchase food and minor supplies; and restrooms are available at no charge. Shopping and opportunities for browsing are available for boaters in Downtown Dunedin and surrounding areas.

h. **MOORING FIELDS** – A mooring field is a place that is designated for boats to connect securely to a fixed object that rests on the seabed. Being securely “affixed” is good because it prevents the boat from coming adrift and damaging the seabed; boats that are not securely connected to the seabed with a good anchor can come adrift in a storm and cause damage to nearby property owners and to other boats. The set up for a mooring field can be of many designs and can accommodate a few or many boats, depending on the space available. Managed from the shore by a harbor master, the boats connecting to the mooring balls have to report in and pay fees for the privilege.

In St. Joseph Sound, boats that anchor in the Sound presently may not be managing their waste or their anchors properly and may be damaging the seabed; but local jurisdictions have no authority to require those boats to move. A mooring field may provide relief to the waterfront cities like Dunedin in managing the boats in their jurisdiction, as well as expanding the capacity of the marina itself.

Under current state law, a mooring field designated by a local government must be honored (used) by all live-aboard boaters in the area of the field. This allows the local government to ensure that trash and waste from the boats are properly managed, thus reducing damage to the seabed and environment. Damage to surrounding vessels and other property is minimized. Fees are charged for the mooring field to pay for establishing the moorings, for enforcement of the area, and for hauling waste and trash from the boats. In the Dunedin Sound, boaters who anchor outside the Marina in a designated mooring field could be required to connect to installed anchors in the mooring field, and may not be allowed to drop anchor elsewhere.

Dunedin discussed a mooring field in 2007; the area considered appropriate for a mooring field at that time was on the west side of the ICW, across from the Marina, by Compact Island.

The Florida State Legislature is studying five cities in Florida who are collecting data on their mooring fields; a recent survey has been conducted online with boaters, and new State of Florida mooring legislation is expected in 2014.

Some boaters passing by on the ICW do not normally attempt to come into the Dunedin Marina because of the limited dinghy docks, transient slips, and day slips. In addition, some boaters prefer communities where they are offered a mooring since moorings are easier to use and generally less expensive to occupy than overnight wet slips.

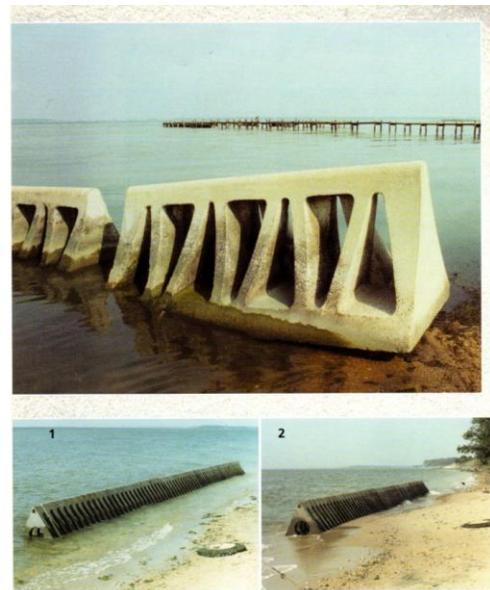
i. **BREAKWATERS** - Beaches are created by the natural effects of wind and water when the water is laden with sand. Beaches can be re-nourished by adding sand when nearby dredging occurs or by allowing sand to be deposited naturally when wave action is diminished. This technique is called “wave attenuation” and it can occur naturally or by engineering using dredging or various breakwater techniques. One method is pre-formed concrete shapes such as tetrahedrals (four-cornered) or prisms (three-cornered). On Honeymoon Island, re-nourishment by depositing sand on the beach from dredging has occurred several times, and a breakwater (T-shaped) helped recover some of the beach; another re-nourishment of Honeymoon Island is underway at this writing using dredged material from Hurricane Pass.

In the following picture from Lane Engineering, one can see a method using prisms.⁷ Note that the tire on the left (picture 1) is being slowly buried in the picture on the right (picture 2) by the sand as a result of natural water action as the beach reclaims its space.

Breakwater prisms can be repositioned if their exact position does not provide the benefit expected or desired.

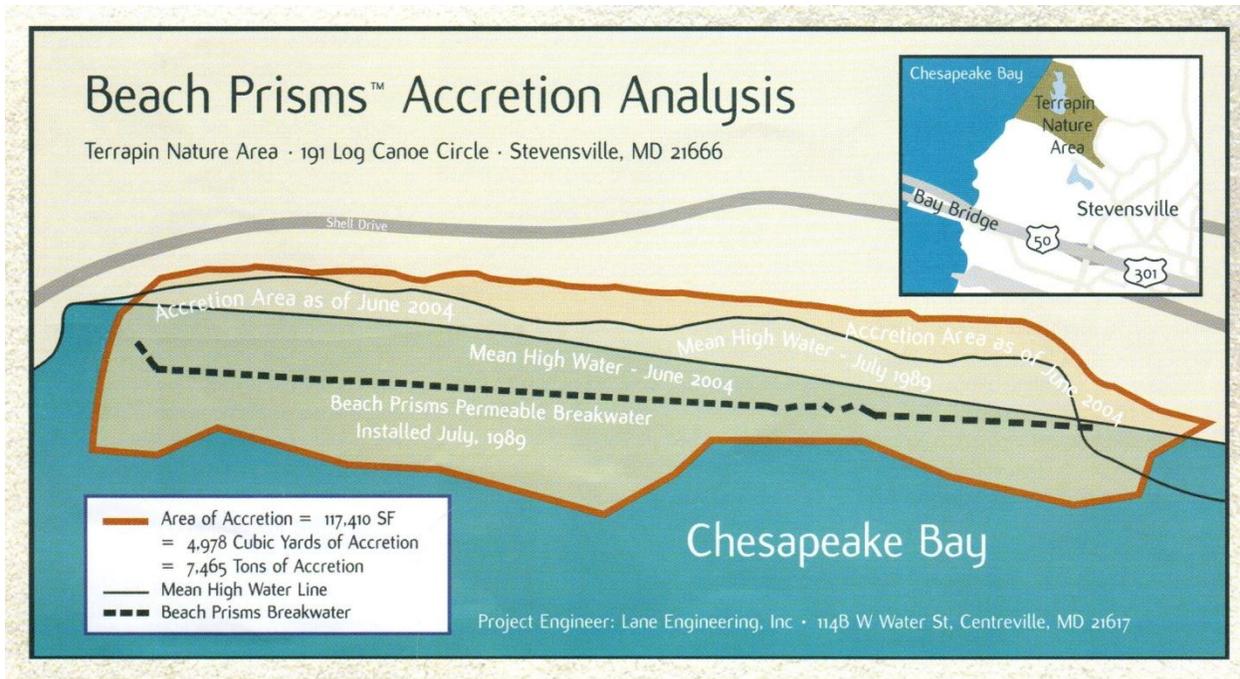
In Tampa, several sets of wave attenuators near the north-east end of the Howard Franklin Bridge have been installed so that they block wave action and allow the sand in that area to rebuild naturally. The shape used in that

instance is “T-shaped.” These examples of wave attenuators could work in St. Joseph Sound to influence the deposit of sand onto the Marina Beach or the Causeway.



⁷ “Lines in the Sand” Precast concrete prisms halt erosion and restore vanishing coastlines, by Fernando Pages Ruiz, Fall, 2006.

In the following schematic also from Lane Engineering, one can see how wave attenuation has been used in the Chesapeake Bay to reclaim a section of the waterfront that had been lost in storms.



j. **PERMITTING** – If a community wanted to make a permanent improvement to the waterway – for example to establish a mooring field, breakwaters, or dock expansion -- a permit is required. Permitting procedures, agencies involved and projected time required to get requests approved takes time. City experience with permitting indicates that permitting agencies for most types of major work in or near the water will include the following agencies:

1. Florida Department of Environmental Protection (FDEP)
2. Southwest Florida Water Management District (SWFWMD)
3. US Corps of Engineers (USCOE)
4. Pinellas County Water & Navigation – Dredge & Fill Permit
5. Florida Board of Trustees Consent to Use Submerged Lands

FDEP, SWFWMD & USCOE would cooperate in a review and issuance, or denial, of an Environmental Resource Permit (ERP). USCOE would coordinate a review by the NOAA National Marine Fisheries Service (NSMS). The ERP application and the Dredge & Fill Permit application would likely be submitted at about the same time. Following preparation and submittal of the permit applications, there would likely be permit review meetings followed by initial permit review periods of 30-60 days. The initial permit review would likely result in a “request for additional

information” (RAI). Preparation of a response to the RAI would entail more time and expense depending on the quality of the initial application and the potential impacts of the proposed project.

If the proposed project impacted waters of the State of Florida, there would be a need to request approval from the Florida Board of Trustees.

The total time required for permitting can vary substantially based on the quality of information presented in the application, the quality of information presented in responses to RAIs and the potential impacts on environmental features. When the relatively simple permit applications for maintenance dredging of the Dunedin Marina were submitted in late 2002, the County Dredge & Fill permit was issued in about four months. However, the USCOE permit took approximately 14 months.

k. SAFETY - St. Joseph Sound at Dunedin may be a sportsman’s paradise because of access to the Gulf of Mexico and northward to Tarpon Springs; but it can be difficult for a swimmer or a person with a small watercraft to enjoy. There are two designated swimming areas on the State Parks. The Dunedin Beach on the south side of the Causeway beside the Coast Guard-marked Intracoastal Waterway (ICW) is principally used for sunbathing and relaxation. For safety, swimmers should never be in the ICW.

For boaters using the ICW, there are areas in St. Joseph Sound where it is not as deep as other sections so that safe boaters are watchful and generally operate with moderate speeds. One section of the ICW is very narrow where shoaling has occurred (see the  on the second map of this report, page 18).

Way markers in the Dunedin Beach area need to be reviewed and updated so that they identify areas where swimmers and kayakers generally enter the water. Signs indicating “non-motorized vehicles” and SLOW speed which are the responsibility of the State are scheduled to be updated (see note below).

From Florida Fish and Wildlife Conservation Commission: The State just recently revised the Pinellas County Boating Safety Area rule and by doing so took over management of the boating safety markers located around the Dunedin Causeway Bridge which regulate boating traffic within the Intracoastal Waterway Channel. We have a plan in place to remark the area within the next several months.⁸

⁸ Ryan Moreau, Florida Fish and Wildlife Conservation Commission, memo to Tom Burke, October 16, 2013.

I. TRANSPORTATION – Moving across St. Joseph Sound is accomplished by personal watercraft, sailing or motoring; or by ferry. There is one bridge, the Causeway Bridge on Causeway Boulevard. It is a “bascule” bridge (opens by lifting up) requiring 24-hour staffing so that the bridge can open on demand.

Travel to Caladesi Island is by Ferry or boat. At one time, there was a bridge planned between the Dunedin Marina and Caladesi, and a swath of submerged land is held by title by the City of Dunedin to support the bridge which would cross over the ICW. The bridge was never built, but the City continues to own the land.⁹

Transportation around the Sound is by walking, Pinellas Suncoast Transit Authority (PSTA) busses and trolley (the Jolley Trolley), golf cart, bicycle, and car or other motorized vehicle. PSTA bus stops are in Downtown Dunedin and on Alternate 19. The distance from the Dunedin Marina to the Dunedin Beach at the Causeway is about 4.5 miles, a good bike ride, but not convenient for walking, out of the district for the golf cart, and not served directly by the Jolley Trolley or the buses.

From Downtown Dunedin, there is no marked path on any map or roadway that shows how to get to Dunedin Beach or Honeymoon Island. Getting to Caladesi is even harder: At Honeymoon Island, a family pays \$8 to bring in their car and park it; then pays \$14 per person to take the Ferry. Maps offered in Downtown Dunedin provide no information regarding how to get to Caladesi (to the Ferry) though Caladesi directions are posted at the Honeymoon Island State Park Gate. The Ferry schedule is readily available at the Ferry Connection Wharf on Honeymoon Island.

The Ferry to Caladesi does not begin until 10:00 a.m. and you must return from the Island on the last Ferry in the evening (around 5:00 p.m. in the winter, later in the summer). Only overnight stays for boaters in slips are permitted. The Ferry service will charge \$120 if they have to make an extra trip to the Island to pick up someone that misses the last ferry.

m. NON-MOTORIZED VESSELS – Non-motorized vessels come in many different shapes and sizes. Sailboats are the most common, but in St. Joseph Sound, one also finds canoes, kayaks, paddle kayaks and paddle boards. Kayaks and paddleboards are extremely popular, and there are many places in Florida to enjoy them. St. Joseph Sound is one of those places. One can bring their own, or one can rent a vessel at the State Parks or at the concessaire on Dunedin Beach. To see what’s available for kayakers in Tampa Bay area, go to the local kayaker website <http://www.clubkayak.com/tbsk/>.

⁹ See the map of submerged lands under “Study Area Description” in part A of this report. For a copy of the plat, go to Links to Documents in Appendix 1, Maps and Images, for document titled “Submerged land owned by the City of Dunedin (from Downtown to Caladesi).”

It is possible to make a kayak or paddling adventure part of a grand exploration along the Gulf of Mexico, go to the Florida Circumnavigation Paddling Trail at this website:

<http://www.dep.state.fl.us/gwt/paddling/Segments/Segment%20Home.htm>.

Route No. 8 begins at Anclote Key and goes to Fort De Soto Park, 45.5 miles. One can pull into either of our great State Parks or come into the Sound to Downtown Dunedin for a visit. To plan a private day of exploring just St. Joseph Sound with your kayak, use the kayak map we have drawn on page 50 of this Report.

SHORT TERM AND LONG TERM RECOMMENDATIONS

- 1) Provide sufficient controls for non-point pollution that affects water quality within the Sound.
- 2) Encourage measures such as sea grass protection, public education and additional strategies to improve water; and develop a strategy for implementation.
- 3) Participate actively with Coastal Aquatic Management Area (CAMA) to improve the usage of the islands within the Sound, stimulating public/private support of these islands, including perhaps establishing picnic or shelter areas at one or two of the islands for the enjoyment of those experiencing the Sound.
- 4) Work with the Florida Fish and Wildlife Conservation Commission to establish a SLOW zone between the ICW and Dunedin Beach on the Causeway to protect swimmers and kayakers. Ensure that local users are represented in the updating of markers and their locations.
- 5) Monitor Florida State legislation about Mooring Fields. In concert with other plans such as a Marina Enhancement Project (see Marina Recommendations, below), evaluate the potential of mooring fields for safe anchorage, protecting sea beds of St. Joseph Sound, and for economic benefit to Downtown Dunedin.
- 6) Request that Pinellas County contact the Corps of Engineers regarding a depth survey of the Intracoastal Waterway (ICW) on St. Joseph Sound to identify areas where shoaling has occurred and where dredging may be needed to maintain safe travel on the ICW.

- 7) Research by contacting the State Parks for boat launching and trailer parking at Honeymoon Island to improve public access to St. Joseph Sound and the Gulf of Mexico, to reduce congestion at the Dunedin Marina.

B. DUNEDIN MARINA

1. BACKGROUND, FINDINGS AND OBSERVATIONS

a. **MARINA** -- The Marina footprint is adjacent to Edgewater Park and includes the parking lot, the Dunedin Marina with its 180 boat slips, the Historical Dunedin Boat Club House, and the Pram Shed. There is a small spot on the peninsula for viewing and relaxation which for the purpose of this report we will call “Sunset Park”; and a launch area that we are calling “Marina Beach” which can accommodate small non-motorized sail boats, kayaks, and canoes.

About 50 small sail boats and their related gear are stored in the Pram Shed, above the Marina Beach, and on the ground at the Beach and near the west door to the Pram Shed. There is a short dock in front of the Pram Shed that reaches to the edge of the rip rap that dominates the west side of the peninsula.

Rip rap (construction debris such as broken concrete) can be found on the west side of the Peninsula. It was temporarily used to stabilize the beach. It is unsightly, dangerous to fall or step on, and may cause problems that the natural beach would not have presented. Removal of the rip rap has been proposed over the years, but in the absence of sea wall or a breakwater, the rip rap is protecting the Marina and the Peninsula from the Sound.

b. **MARINA PROGRAMS** - Programs at the Dunedin Marina include the Dunedin Boat Club, Sea Scouts, Windlasses, Sailability (ADA), and the Dunedin Youth Sailing Association (DYSA). The Marina Building on the north-east corner of the Dunedin Marina houses a Fish House and Restaurant, the Marina Dock Master’s office, and the Coast Guard Auxiliary. There are ten commercial slips and a small adjacent fishing and viewing pier on the north side of the Marina as well as a half-dozen day slips. The Sheriff’s boat on davits uses one of the slips. Also on the north side of the Marina is a large active restaurant and a busy waterside motel.

On the south side is a large Condominium Development and parking lot that has free access to the Dunedin Marina parking area. Over the years, access to and from Edgewater Drive has become increasingly dangerous, and a traffic study has been conducted to examine options to reduce conflicts in the area beside Edgewater Park. The Commission has recently reviewed the alternatives and agreed to allow traffic from Edgewater Arms parking area into the Marina parking lot so that they can safely reach Alt. 19.

c. **PARKING** - Car parking at the Marina is particularly crowded on the weekends. There are frequent conflicts with cars and boat trailers in the area near the boat launch at Edgewater Park and on the Peninsula. Dunedin Marina has waiting lists for Marina boat slips, so parking is expected to remain a problem. Access to the Boat Club, Marina Beach, and Sunset Park is on a one-lane road to the Marina Peninsula. The congestion is a challenge for bicyclists, pedestrians, kayakers, paddlers, and others so that utilization is sometimes limited. These conditions were identified in the Downtown/Marina Plan. Programmatically, the sailing organizations have all outgrown their facilities and could use more parking spaces immediately; the two way traffic in Edgewater Park is very heavy at times, especially when the park is actively being used; and there is a serious safety hazard for children and others in the area.

d. **ACCESS FOR DISABLED PERSONS** – The Dunedin Marina can reasonably accommodate people who are disabled. A fixed lift is available on the north side with the commercial slips, and a portable lift is available by prior arrangement at the floating dock beside the boat ramp. There is a ramp down to the floating dock, so assistance is needed to help a boater get to the floating section. If wheelchairs have to remain on shore, there is no secure area for wheelchair storage at the Marina.

e. **MARINA MANAGEMENT** – The City of Dunedin Parks & Recreation Department is responsible for the Marina area. They coordinate the use of City-owned buildings by the Boat Club, the Windlasses, and the Dunedin Youth Sailing Association (DYSA) and others. The Harbor Master is responsible for the general operation of the Marina and its boat slips, for ensuring slip renters and visitors to the Marina observe safe boating practices; he collects fees from the boat launch and transient boats; supervises maintenance staff; and coordinates use of the Marina Boat Ramp and portable lift for disabled sailors, and scheduling of pump-out services.

The Marina Advisory Committee provides input to issues related to the Marina for the City staff and the City Commission.

f. **MARINA STUDIES** – Over the years, the Dunedin Marina has been studied with a view to maximizing the space available. In 1993, the Marina Enterprise Fund was established. It is expected to pay for anticipated dredging needed to maintain the Marina. In 2004 the Marina was dredged. There is now a maintenance plan related to dredging and retaining-wall management.

In the past 30 years, a number of studies have been done about the Marina. A study was done in 1980 that established the urgent need for repairs to docks and pilings; in 1982, engineers identified ways to add slips to the Marina by reconfiguring it to accommodate many more boats (up to 330 boats instead of 180), increasing the Marina footprint out into the Sound; in 1984, the Commission invited proposals to develop the Marina.

Generally, the concepts under consideration at that time included reorienting the water entrance of the Marina to the south; constructing at least one pedestrian bridge, a multipurpose building to house the Boat Club and other clubs and the Harbor Master; and a new Pram Shed. The improved location of the Harbor Master at the entrance to the Marina in a new multipurpose building would enhance security and management of the Marina; and the plan would correct ongoing water drainage issues related to Edgewater Arms. In the proposals received, the little Marina Beach and the Sunset Park were to be eliminated.

At the same time, efforts were underway to calculate how to use the anticipated revenue from slip renters, and how the permitting for expansion would be handled. Consideration of the optional design concepts by the City Commission included testimony about the time that would have to be invested to coordinate with many permitting bodies, and the cost of the permits themselves, with no assurance that the project could be approved.

Three key decisions were made during these years:

- On June 6, 1985, the Commission decided that operation of the marina should remain a function of the City and the Marina should not be leased or sold to outside parties; and the Marina Advisory Committee was formed.
- In 1988, the Marina Advisory Committee recommended that the Marina be expanded, but on May 4, 1989, the Commission, after review of staff work and being presented with impacts and costs related to two top preferred alternatives (costing \$5 million and \$6 million), decided not to expand the Marina into the Sound and to concentrate on improvements to the existing facility.

- In 2004, there was a study of the Marina Beach, and a proposal as to how it could be enhanced by removal of the rip rap and construction of a short retaining wall. The staff recommended no action at that time due to costs. Since then, several volunteers have offered to remove the debris from the shoreline, but equipment to haul it away was needed, and the work has not occurred.

With all the work that was put into those 1980-1990 studies, and the decisions not to expand the Marina itself, it remains that there is no master plan for the Dunedin Marina if a disaster occurred today.

g. CORRIDOR PLAN - Completed in 2011 and presented to the Commission early in 2012 was the Downtown/Waterfront Illustrative Corridor Plan (PLAN)¹⁰. The Plan was approved by the Dunedin City Commission, offering 16 recommendations and a design overlay proposal. It served as an update of the 2025 Corridor Plan.

The items underlined were studied and are supported by specific recommendations of the Waterfront Task Force:

1. (Construct a) Main Street Promenade (completed)
2. Reconfigure and Signalize Intersections – Main & Broadway; and Main & Marina
3. (Create) Mixed Use Development on Edgewater Drive
4. (Create) Mid-Block Pedestrian Connector
5. (Create) Albert Street Connection to Pinellas Trail
6. Improve Vehicular Access/ Parking/ Peninsula Area (at the Marina)
7. Restore Beach and Sunset Park (at the Marina)
8. Renovate the Historic Dunedin Boat Club
9. (Construct a) Breakwater (to enhance the current Marina)
10. (Construct) Transient Boat Slips/Day Docking/water taxi
11. Renovate the Marina Master Building
12. Remove Drive and Improve Walks at Southwest Corner of Broadway and Monroe
13. (Install three) Gateway Signs at Edgewater and Boat Trailer area; Broadway and Washington; and Broadway and Main
14. Improve the Boat Ramp (Create) Additional Mixed Use Development
15. Expand Commercial opportunities to attract more visitors and,
 - Limit to four stories (above existing grade level) any new construction, and provide for set-backs

¹⁰ Downtown/Waterfront Illustrative Corridor Plan, Wade-Trim Consulting, December 2011 (22 pages).

The Task Force supports the goals of the PLAN and we found participants particularly interested in the following: Improve vehicular access and parking in the peninsula area; restoring the beach and the sunset park; constructing a breakwater to enhance the marina which would include adding transient slips and day docking, and providing for a Water Taxi Station; and improving the Boat Ramp.

h. PENINSULA AREA - The Peninsula Area actually features two informal park areas and two buildings. The park areas are Sunset Park and the Marina Beach. The buildings are the Boat Club and the Pram Shed. The Peninsula has a very short floating dock beside the Pram Shed. All are important and heavily used. Vehicular access to this area is a problem for boaters and visitors to the City because of the crowding on the Peninsula. On days when programs are underway, boat slip renters may not be able to park near their boats. While there is no short term solution to this problem, it could be part of a long term vision for a re-designed Dunedin Marina that would better accommodate parking and programs so that conflicts are reduced or better managed. See the Long Term recommendations (page 38, below) for conducting a zero-base re-design or vision of a Future Marina.

i. MARINA BEACH - Restoring the Marina Beach is a recommendation that the shape of the beach be re-established by the natural movement of the water with sand that would accumulate if a breakwater with small retaining wall at the beach were installed. The first step would be to construct a short sea wall at the beach, construct the breakwater, then allow the sand to fill in around the rip rap that dominates the west side of the Marina Beach.

A big improvement to the Marina Beach would be the extension of the floating dock so that dinghies and other small boats could tie up for short visits to the Downtown or to events at the Marina, and they would not have to crowd the little beach.

j. MARINA ENHANCEMENT PROJECT – A marina enhancement project is proposed in the Plan recommendations numbered 7, 9 and 10. The project includes much needed improvements. A breakwater, envisioned west of the Restaurant, would have two beneficial effects for the Dunedin Marina: first, the breakwater would reduce wave action so that boats in the day slips by the restaurant would find their stay at our Marina more comfortable; secondly, the wave action would be broken potentially allowing sand to accumulate on the Dunedin Marina Beach. (See “Beaches” above, page 21.)

The enlarged Fishing Pier and Viewing Deck can be reconfigured with the Breakwater on a new deck, possibly offering an opportunity to add a few additional day slips, enhancing the Marina's services. If constructed over property owned by the City of Dunedin, permitting might be streamlined.



City of Dunedin
2025 Illustrative Corridor Plan
 Figure 7

WATERFRONT
 December 2011

Construction of a breakwater as shown on the previous page¹¹ from the 2025 Illustrative Corridor Plan would have a walkway along it. Day slips in this area would be of particular interest since they would encourage short visits to the Downtown. Transient boaters can often be accommodated by use of slips made temporarily vacant by traveling slip renters; but day slips are a vital service to boaters and could have an economic benefit to Downtown.

Re-nourishment of the Marina Beach and extension of the floating dock by the Pram Shed would enhance the usefulness of the Peninsula area and improve services for boaters by providing dinghy and non-motorized vessel access to Dunedin's downtown.

A Water Taxi Station could be part of the breakwater construction as well. The walkway and Viewing Deck would greatly enhance the sunset viewing which is such a draw for visitors to Dunedin.

k. BOAT RAMP – Our research shows that improvement of the Boat Ramp is not possible within the current confines of the Dunedin Marina. A good boat ramp should be less steep, the water should be deeper. There should be less crowding for the boater to maneuver once his or her boat is in the water, and there should be direct access to the water for the boater (not through a marina). There should certainly be adequate parking for trailers and cars. The best solution for the Dunedin Marina, in the long run, is to relocate it after a better, safer location has been found. In the short term, only constant vigilance and enhanced parking enforcement can keep the area safe.

l. MASTER PLAN – Taking the work recently completed in gathering user comments and citizen concerns, it is time to think about doing a master plan that projects the layout of the Marina after the “Marina Enhancements Project” is completed. The last time a thorough analysis was done of the Marina was in 1980's. The assumptions and options may have changed since then. A master plan would facilitate prompt response in case of calamity striking our waterfront, as well as offering a vision for future business investment in the community.

A 21st Century Marina Master Plan should include a scope of work that requires review of past studies from which to draw insight, plus new visioning. Benefits of a master plan¹² include:

¹¹ Cover picture number 1 of Waterfront/Downtown Illustrative Concept Plan, Appendix B of the 2025 Illustrative Corridor Plan, Wade Trim, December 2011 for the City of Dunedin Community Redevelopment Agency.

¹² Master Plan content and format provided by Doug Hutchens, Department of Public Works, City of Dunedin, November 14, 2013.

- Establishing a baseline, capital maintenance program to ensure long-term financial viability of the marina as an enterprise fund operation;
- Evaluating alternative funding approaches to ensure a solvent operation (on the premise it remains an enterprise fund);
- Assessing what we as a community want and expect from a municipal marina;
- Providing opportunities for service enhancements (expansion/mooring field, etc.) given current regulatory policies, community vision and comprehensive plan consistency;
- Planning for the eventual replacement of the Harbormaster building, boat club, and pram building, and how they would look dramatically different than existing due to building codes now in effect in a velocity zone; and
- Financially planning for their replacements, grant opportunities, creative financing, etc.

An example of a Marina Master Planning effort under development now is in Gulfport, Florida, where they will construct new harbor master facilities, add 10 slips, boaters' amenities, and create a marina master site plan. See the image¹³ of the project, below. The master plan will be finished in 2014. In 2013, Gulfport applied for and won a Boating, Infrastructure Grant from the Florida Fish and Wildlife Conservation Commission. The grant they won is for \$112,613 toward construction of a \$380,750 floating dock.



Gulfport planners expect the ADA-compliant project will serve as an economic catalyst for revitalization of downtown Gulfport. In this example, the planning has created an opportunity for a grant application as well as generating future economic benefit to the town overall.

¹³ "Gulfport, Fl., Marina Expanding with new Facilities" article in November 2013 issue of SOUTHWINDS, page 25. Website: www.southwindsmagazine.com.

2. SHORT TERM RECOMMENDATIONS

- 1) Examine and modify the traffic pattern on the Peninsula and around Edgewater Park to improve safety as recommended in the Corridor Plan (Item 6 of the PLAN). Identify and mark parking areas on the Peninsula.
- 2) Define and implement a “Marina Facilities Enhancement project” as proposed in items 7, 9 and 10 of the PLAN as accepted by the City Commission in 2012, and add the project to the Capital Plan. Creating a project would be taking the next logical step to do a feasibility study and request permits.
- 3) Identify alternative parking for vehicles with boat trailers in the interim until a long term solution is found, and work with churches or private property owners to establish agreements to formalize the arrangements.
- 4) Increase viewing area on the Fishing Pier. The area presently is crowded and additional space would encourage more visitors to the pier.
- 5) Increase bicycle parking capacity at the Marina’s Fishing Pier and at Edgewater Park .
- 6) Create greater storage for boats for the sailing programs as needed; this will reduce car parking spaces beside the Pram Shed on the Peninsula.
- 7) Notify the public that the Dunedin Marina Beach is kayak-friendly on City maps and on the City website; install modest signage about use of the kayak ramp.
- 8) Support and assist community groups in designing a (future) Dunedin Sailing Center.
- 9) Develop a master plan for a sustainable Dunedin Marina of the Future if all of the current Marina were destroyed and had to be rebuilt. Be sure to include new Harbor Master building (Item 11 of the PLAN), club house, equipment shop, ADA access, dinghy docks, stations for SHERIFF, pump out station, water taxi stop, and day docks. Establish a

team to visualize how Dunedin's Waterfront could function in case of future calamity. Create a plan for implementation in case of loss of all the water, or loss of all the sand, or rising water that swamps the Marina Peninsula or even Edgewater Park.

- 10) Participate in transportation connectivity projects as opportunities arise, for example, to have the Dunedin Marina serve as a Trolley Stop or have a Water Taxi Station that offers links to other locations on the Sound.

3. LONG TERM RECOMMENDATIONS

- 11) Continue with the Marina Facilities Enhancements Project (Project 2, above) by financing and constructing the planned Improvements.
- 12) Evaluate State Mooring Field legislation and develop a response that benefits Dunedin.
- 13) Keep available the design and engineering of the Marina Enhancement Project and the Dunedin Sailing Center ready to take immediate action in case of destruction by future storms.

C. DUNEDIN CAUSEWAY

1. BACKGROUND, FINDINGS AND OBSERVATIONS

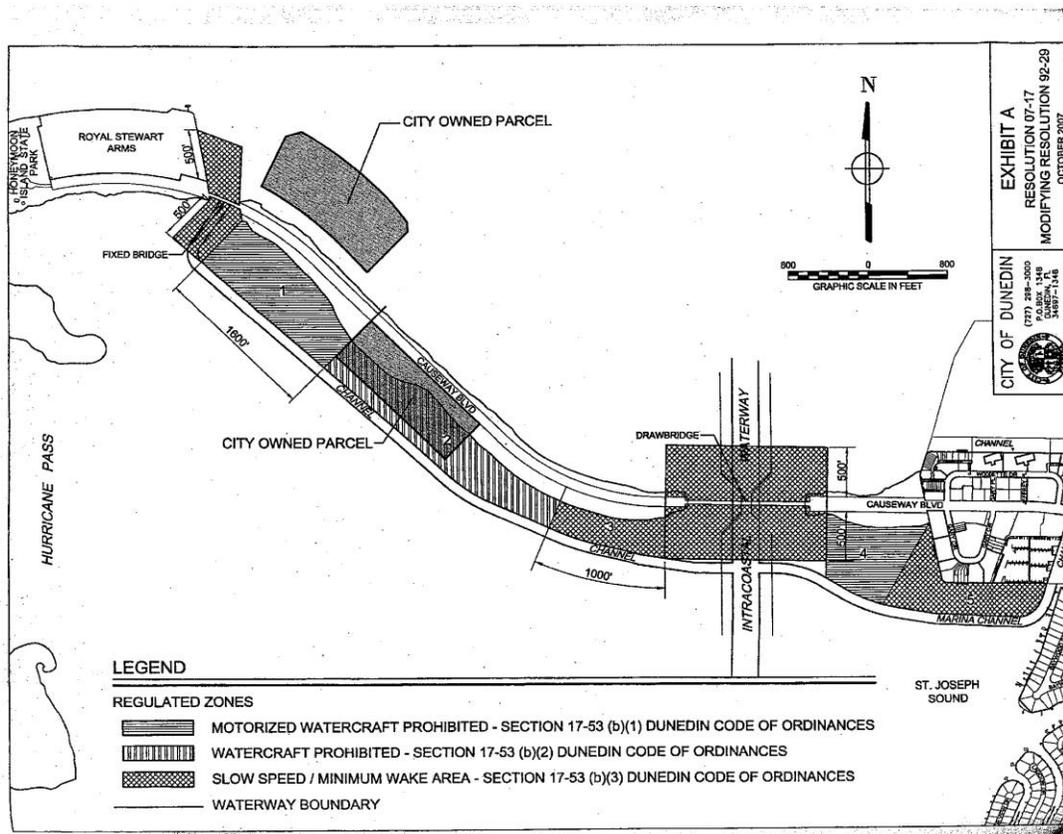
a. **BACKGROUND** – Causeway Island was constructed by the U. S. Army Corps of Engineers in 1963 for Pinellas County. Originally conceived to be developed like Island Estates in Clearwater, the island evolved into a popular recreation site. Over time, the Causeway has become the only site for some boaters to get their catamarans and jet skis into the water. As various users began to populate the sandy part of the south side of the island, it became evident that a clarification was needed to designate certain areas. Signage identifies an area for sunbathers, and small motorized and non-motorized craft areas are allowed in other areas. Studies and agreements related to the Causeway that we located are the following:

| <i>Date</i> | <i>Item</i> | <i>Description</i> |
|------------------|---------------------------|---|
| August 13, 1992 | Resolution 92-29 | Identifies activity areas on Dunedin Beach |
| June 25, 2001 | Interlocal Agreement | County property to be managed by City |
| August 2003 | Commission | Causeway Improvement Plan Concept |
| October 20, 2005 | Commission Discussion | Master Plan (proposed) ¹⁴ |
| October, 2007 | Resolution 07-17 | Amends 92-29 to provide Exhibit A |
| September 2009 | Study for Pinellas County | Dunedin Causeway Bridge Replacement Feasibility Study |
| December 2011 | Study for City Commission | Causeway Corridor Plan |

¹⁴ Causeway Master Plan, A Road Map for Causeway Improvement, by Robert Resch III, for Dunedin Leisure Services (Parks and Recreation Department), Commission discussion October 20, 2005. See Appendix 1 for Links to Documents, Causeway Master Plan. Recommendations in the 2005 Causeway Master Plan (81 pages) included the following:

1. **Address jurisdictional issues with a joint resolution of the City and Pinellas County, declaring the Causeway a waterfront linear recreation area, and referring to an interlocal agreement to delineate responsibilities.**
2. **Develop an interlocal agreement, to supersede any existing agreements that will delineate City and County responsibilities for improvements, operation and maintenance of the Causeway.**
3. **Establish a single point of contact whereby the public may direct questions and concerns. That point of contact would follow up with the appropriate responsible entity, rather than directing the public to call another department, government entity or office.**

b. CAUSEWAY DESCRIPTION - The Dunedin Causeway provides the only road serving Honeymoon Island State Park, Caladesi State Park, a large Condominium Community, and the Dunedin Beach on the Causeway. Causeway Island is used for a variety of activities including fishing, swimming, bike riding, running, walking and boating. People wash their cars, play music, paint landscapes, eat lunch and gather for family events as well as sunbathe. On the east end, visitors can launch small motorized boats and jet skis. There is a popular vessel rental concession, and a beautiful viewing area of the Sound and its islands. The three designated use areas are shown in the drawing below (Exhibit A, from Causeway Master Plan). Area 1 on the west end of the beach is for non-motorized watercraft; Area 2 contains the Concessionaire's boats and other Dunedin Beach amenities; and Area 3 on the east end is where small motorized and non-motorized boats can be launched.



Pinellas County owns the majority of the Causeway, but it is not part of the County Parks inventory, and there are no plans to add it as a County Park. The County Road Department repairs the roadway, off-ramps, and sandy areas damaged by storms and traffic. The beach area is managed by the City of Dunedin under a 1992 Interlocal Agreement with the County, but it is not a designated Dunedin Linear Park. The City of Dunedin is responsible for trash, litter, and grass-cutting on the north and south sides of the Causeway.

There is ongoing confusion among some users of Dunedin Beach area, and it appears that overall management of the area needs to be improved. Conflicts can occur where trailers carrying small watercraft may be left at the water's edge for hours; at the same time, visitors to the area cannot access to the water. Because of the variety of users, cordial accommodation is obviously necessary but sometimes not evident.

c. **CAUSEWAY CORRIDOR STUDY** - In 2012, the Dunedin Causeway Corridor Study¹⁵ was presented to the Dunedin Commission. The Causeway Study started in October 2010 four days of charrettes (workshops) regarding design overlays and proposals for pedestrian movement improvements on the east end of Curlew between Alt. 19 up to the approach to the Causeway Bridge. The Corridor Study features land use improvements, and it does not address the Causeway Island.

The 2011 study proposals were divided by district on the Causeway:

- **BOULEVARD WEST & EAST DISTRICTS**
 - Pedestrian-friendly frontage
 - Limits on auto-oriented land uses
 - East: ground floor retail with café space and parking in rear
 - West: elevated with screened parking
- **URBAN GENERAL (Shopping Center)**
 - Plan for phased redevelopment
 - Mixed uses including residential, commercial and possibly hotel
 - Buildings aligned along walkable streets
- **RESIDENTIAL GENERAL**
 - Post-disaster or market-driven change
 - Elevated buildings with screened parking
 - Low-rise but similar densities
 - Carriage house units along internal streets

¹⁵ Dunedin Causeway Corridor Study, HDR Engineering, 2012 (50 pages).

d. DUNEDIN BEACH – The beach area on the south side of Causeway Island, for the purpose of this report, is “Dunedin Beach.” Sail Honeymoon has a concessionary contract including renting boats in one area of the beach. The rest of the area is used informally for many purposes, for example, to launch small boats, kayaks, and jet-skis on the east end, and by sunbathers in the center. There is no designated swimming area along this beach. Visitors with catamarans on trailers are often crowding the west end of the beach. Generally speaking, Dunedin Beach has several principle users: boat launch area; Sail Honeymoon which rents kayaks and catamarans; and sunbathers, kayakers and jet skis. Dunedin Beach is the only place on the Sound where jet skis and catamarans can conveniently enter the water.

e. BUOYS - Way-markers along the water’s edge between Dunedin Beach and the ICW, as it turns to go through Hurricane Pass into the Gulf, indicate where boaters can travel safely. With concerns about the location of the markers and buoys, we inquired about the process of updating the markers. Florida Fish and Wildlife Conservation Commission (FWC) is reviewing all the buoys and is planning to update their locations. We provided to the Chairperson of the Causeway and Coastal Waterways Advisory Committee complete documentation about the state buoys in St. Joseph Sound at the Causeway, and the Coast Guard ICW way-markers, and urged them to participate on behalf of Dunedin, in the review of the buoys before they are changed (see page 27 footnote no. 3 for contact information).

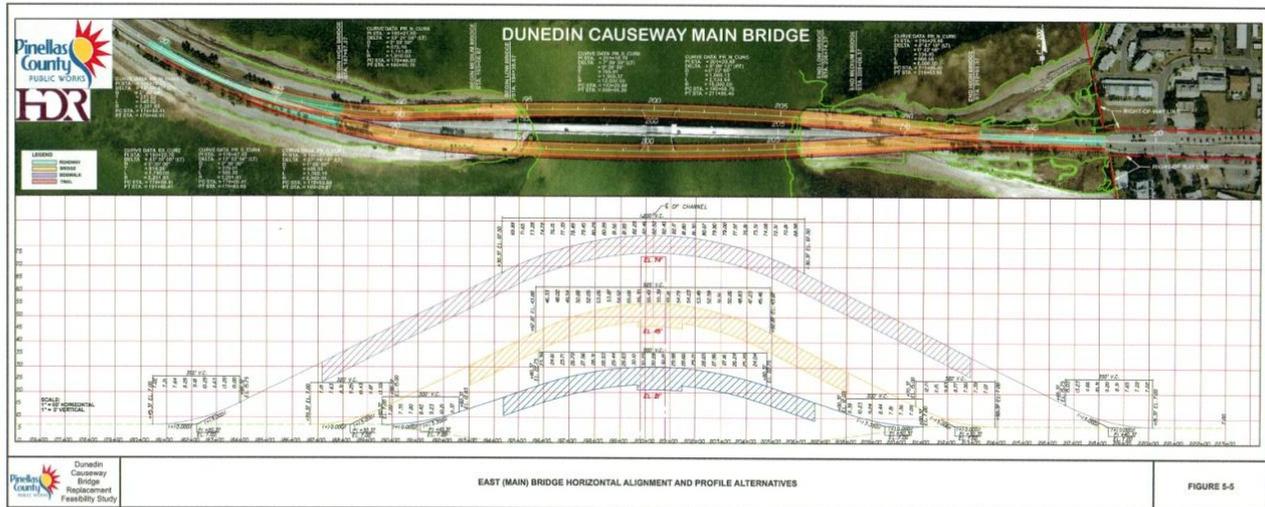
Anyone can report a missing or damaged buoy to Florida Fish and Wildlife Conservation Commission (FWC). Boaters can use this link to make a report: <http://myfwc.com/boating/waterway/markers/damaged-or-missing/>.

e. CAUSEWAY BRIDGE – The Causeway bridges were constructed in 1964 and carry all the traffic to Honeymoon Island State Park, Caladesi Island, and the 476 residences on Honeymoon Island. There are three bridges – a 1,200 foot drawbridge, the 386-foot fixed span bridge, and a small bridge from the mainland to Ward Island. This section concerns the two Causeway Bridges to the west of Ward Island. They have deteriorated and are scheduled for replacement. Annual cost to the County for maintaining and operating the draw-bridge (bascul bridge) is approximately \$500,000. A briefing was provided to the Dunedin Beach Civic Association and residents of Royal Stewart Arms by County Commissioner Duncan on November 20, 2006. Following this meeting, Pinellas County hired HDR Engineering to conduct a feasibility study. The Causeway Bridge Replacement Feasibility Study¹⁶ was completed in 2009 for Pinellas County. It reported that the Bridge has reached its useful life and is scheduled to be replaced with a fixed bridge in 2023.

¹⁶ Dunedin Causeway Bridge Replacement Feasibility Study, by HDR Engineering for Pinellas County Public Works, 2009 (315 pages)

The Feasibility Study evaluated constructability, safety and overall cost factors. Included in this study were the development and evaluation of alternative bridge concepts, roadway alignments, typical sections, and environmental and right of way (ROW) impacts within the selected corridor.

The objective of the Study was to provide an opinion of probable costs that includes a preferred bridge type, roadway alignment, typical section, potential ROW impacts, and methodology for treatment and management of environmental impacts for the Dunedin Causeway and bridges.



See the drawing above from page 81 of the Study. The top image shows north and south alignments of the east-west crossing on Causeway Boulevard of the proposed bridge, and the bottom drawing demonstrates each of the three height options considered (45 feet vertical clearance, 65 feet, and 75 feet).

Engineers studied different heights and different alignments. The desire to eliminate 24-hour management of the bridge and to provide uninterrupted access resulted in a recommendation of the highest (75-foot) elevation alternative.

On April 28, 2009, at the direction of the City Commission, the Dunedin City Manager responded to County Administrator LaSala that Dunedin supports Pinellas County's funding request for the Project Development and Environmental study (PD&E) and the Design Phase of the proposed Dunedin Causeway Bridges replacement.

The high-level bridge (75-foot vertical clearance) was recommended by the engineers with the southern alignment across the channel.

Excerpt from page 61 of the Study: It is our understanding that a formal agreement or adoption of the Master Plan between the City of Dunedin and Pinellas County has not occurred. There were no discussions, coordination or involvement by the City of Dunedin or the public in the development of this Feasibility Study. For purposes of this Feasibility Study, the City of Dunedin Master Plan is acknowledged, but it was not a factor in determining how it would be impacted by the various alignments and profiles considered. It is suggested that when the project moves forth into the Preliminary Design Phase, coordination with the City of Dunedin should occur in finalizing the proposed bridge replacement alignment and profile.

The next step is the PD&E study which is scheduled to begin in 2014. Cost of any solution for replacing the current bridges will be more than \$130 million. County staff hopes that local funding could be provided using future “Penny” funding and that federal grants can be secured. They would also like to have financial participation by FDOT and by the City of Dunedin.

The minimum height for fixed bridges over the intra-coastal waterways in the State of Florida is 65 feet. Higher elevations are related to specific transportation requirements. In Clearwater, the bridge height was set at 74 feet and they handle a considerable amount of commercial traffic. The new bridge at St. John’s Pass is 45 feet and is a bascule bridge requiring 24/7 staffing to allow free flow of water traffic as required by federal law.

It usually takes about 6 months after starting the consultant selection process before a consultant is under contract and the PD&E effort begins. This means that the PD&E effort will probably begin around mid 2014 and would be completed in 2016 (18-24 months duration), barring unforeseen delays. The consultant will have to follow the standard PD&E process in order for the project to have eligibility for future grant funding for design and/or construction. The PD&E process requires extensive public involvement, evaluation of alternatives, public meetings, public hearing, and presentations to BCC, city commissions, MPO, historical organizations, city staff and other stakeholder groups. At this time, there is no funding or schedule for design and construction phases.¹⁷

¹⁷ Memo from Ivan Fernandez, Pinellas County staff in email to Tom Burke, November 27, 2013.

2. SHORT TERM AND LONG TERM RECOMMENDATIONS

- 1) Update the signage for boaters and swimmers at the Causeway to reduce conflicts in the vicinity of Dunedin Beach. Work with Florida Fish and Wildlife Conservation Commission to modify signage to protect swimmers between the ICW and the Beach.
- 2) Effectively manage the area of the Causeway Beach, pursuant to responsibilities outlined in the 1992 agreement and subsequent resolutions. Assume an ownership attitude.
- 3) 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. Assure that the City is represented at every stage of planning related to the Causeway. Represent Dunedin in any work that occurs at the Dunedin Causeway. The City of Dunedin owns submerged land on the northwest side of the island, holds an Interlocal agreement to share management of the island, provides police and fire protection to the Island, and, most importantly, Dunedin residents live at either end of the island.

Assign a Dunedin representative to work on the Project Development and Environmental (PD&E) phase of the Causeway Bridge Project. The PD&E will rank alternatives, evaluate impact on the environment from many aspects, and provide a value engineering (cost analysis) of the project. Our representative's focus would be on Dunedin's interests as various designs are developed, keeping in mind a holistic perspective to see how the space can be allocated to accommodate all the anticipated uses including a modest boat ramp, areas for swimming, boat rentals concession, jet skis, catamarans, the Dunedin Sailing Center, and so forth.

Ensure that Dunedin interests are considered throughout the project implementation. Work to ensure that the old bridge right of way is reserved for possible boat ramps and parking area on the east end of the project (see photo below¹⁸ of boat launch ramps at Fort Myers); and identify a footprint for the Dunedin Sailing Center, possibly on the north side of the Island.

¹⁸ Photo provided by Doug Hutchens, 12/8/13.



- 4) Analyze the best uses for the Causeway Island in partnership with Pinellas County from a holistic perspective to see how the space can be collaboratively used to accommodate all the anticipated uses and to not over-stress the surrounding waters.
- 5) Replenish the Dunedin Beach and upgrade the appearance of Causeway Island. The finished project could allow designated parking on the Causeway. Beautify the Dunedin Beach with beach restoration where possible and finished with native vegetation. Maintain the natural feel of the beach on the south and also of the north-side fishing areas to greatest extent possible.
- 6) Publicize the connections from the Dunedin Beach on the Causeway with all of our waterfront parks and state parks with the other parks in Dunedin. 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 buses and Trolley; and that proposes ways to connect all of our recreational areas.

D. DUNEDIN WATERFRONT PARKS

1. BACKGROUND, FINDINGS AND OBSERVATIONS

a. **PARKS IN THE CITY** - Dunedin parks are a special asset of tremendous importance to the City. Many people in the City do not own a boat or have no interest in ever getting into or near the water; but they enjoy knowing that it is there, that it is beautiful and that they will have unending and comfortable access to it, treasuring time spent at any hour of the day or night. City parks allow users to enjoy the water and to have access for quiet reflection at the water side.

There are 31 public parks in the City of Dunedin with 11 on the waterfront; nine are City-owned (see list below).

DUNEDIN PARKS

| | |
|--------------------------|--|
| Edgewater Linear Park | Walking, biking, fishing, Viewing water vista |
| Edgewater Park | Walking, Shelters, Rest Rooms, Playground, Viewing and water vista |
| Marina/Marina Beach | Boat Club Bldg., Boat Ramp, floating dock; and on the Peninsula there is the Pram Shed, non-motorized boat ramp, short dinghy dock, Viewing and water vista, Sunset Park, and small Marina Beach |
| Weaver Park | Shelters, Rest Rooms, Pavilions, Playground on the east side; Floating dock, Pier, Walking, Biking, Fishing, Viewing water vista, kayaking and paddle boarding on the west side |
| Wilson Street Park | Viewing water vista |
| Kiwanis Park | Viewing water vista |
| San Jose Park | Viewing water vista |
| Mira Vista Park | Viewing water vista |
| Dunedin Youth Guild Park | Viewing water vista, kayaks and parking for six cars |

Two City-managed parks are on County property. The City of Dunedin has a 1992 Interlocal Agreement regarding duties of each partner on the Causeway. The two parks are:

| | |
|---|--|
| Rotary Environmental Park on the Causeway | Fishing, Launch for non-motorized craft, Viewing water vista |
| Dunedin Beach on the Causeway | Walking, Biking, Swimming, Small craft launch, Rest Rooms, Non-motorized Craft Boat rental, Viewing water vista. |

b. **PARK REVENUE** – One concessionaire and three clubs pay the City of Dunedin for waterfront-related activities. The concessionaire Sail Honeymoon on Dunedin Beach (on the south side of Causeway Island) pays approximately \$20,000/year for the use of the beach. At the Dunedin Marina, the Dunedin Boat Club and two sailing clubs pay \$4,300 a year total in user and equipment replacement fees to the City.

c. **PROGRAMS** - Dunedin’s waterfront parks extend from the Dunedin City Limits in the south at Clearwater, to the northern City Limits at Palm Harbor and include the Rotary Park and the Dunedin Beach on the Causeway. These waterfront parks provide viewing areas of the Sound and some facilities for recreation. The park with the best facilities is the new Weaver Park which offers restrooms, pavilions, playground, bike racks, access to the Pinellas Trail, and a long fishing pier.

Most of Dunedin’s Waterfront parks are very small and offer a quiet view of the water in a very nice environment maintained by the City. Residents and visitors alike are aware of several of the “passive” parks though a number of the parks are not well known or utilized. There is no linkage between them, nor are there way-finding or directional signs from various points within Dunedin to or from other connecting parks.

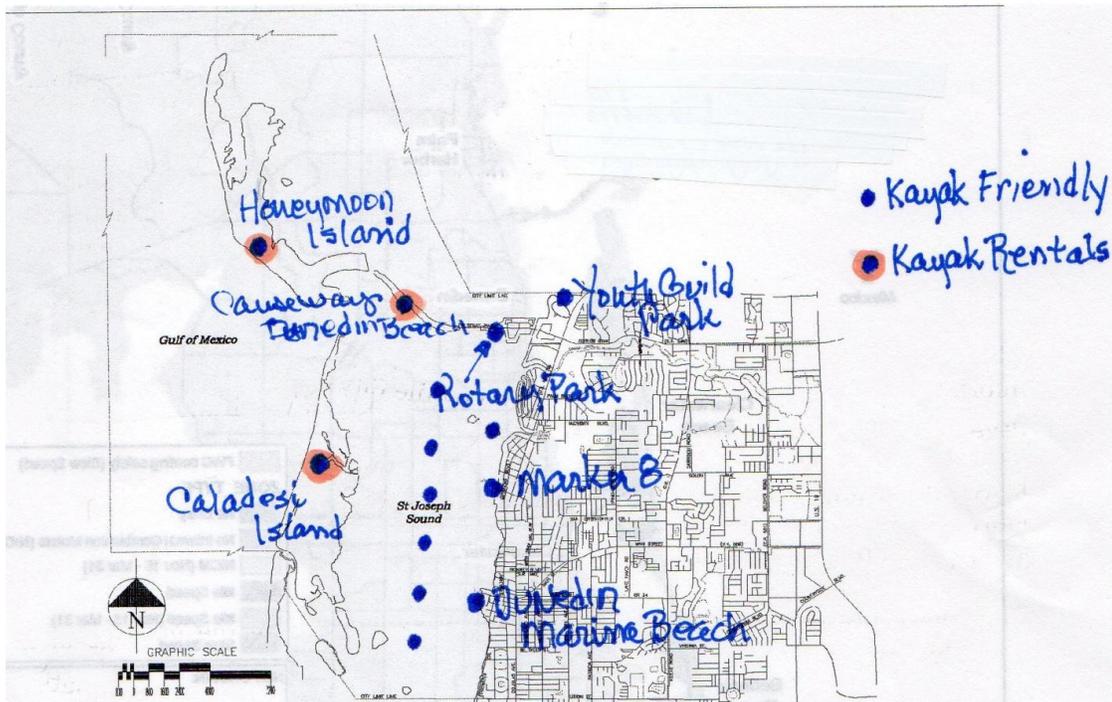
2. SHORT TERM AND LONG TERM RECOMMENDATIONS

- 1) To accommodate both active and passive users of the Dunedin’s waterfront parks, we recommend that four of the nine waterfront parks be designated for “active” water sport parks – two in addition to the Marina and the Youth Guild Park. In the short term, the only change may be signage and mapping.
- 2) Provide connectivity between Downtown and waterfront parks using maps that show suggested routes. Provide maps that show all the parks for those who may wish to go from one to the other by foot, bicycle, or automobile,

doing the same for each park from specific areas within Dunedin such as Downtown Dunedin, the Causeway, the Community Center, and various locations on the Pinellas Trail. The map could be made inter-active, online, and free, targeted to walkers, drivers, and small boat users who want to know where they would be welcome around the Sound. It should show golf cart zone and bicycle routes, sunset viewing locations, state parks, the Marina Beach, and Dunedin Beach.

Here is an example of a kayaker's map that includes businesses that are friendly to kayakers as well as all the parks where kayakers can pull up:

POSSIBLE KAYAKER'S MAP



- 3) Explore opportunities for “adopting a park” to enhance uses for the pocket parks similar to program used by Pinellas County.
- 4) Increase the launching capability of non-motorized boats such as kayaks, paddleboards, and other craft by improving access to the water at the Dunedin Marina and at Youth Guild Park.
- 5) Complete the project at Weaver Park to reconstruct the sea wall on the north end of the park to encourage access to the water by kayakers and paddlers.

- 6) Identify Dunedin Beach as a City Park and coordinate as necessary with the County to manage it like a linear park.
- 7) Where feasible, provide public transportation, ground and water, for inter-Dunedin Transportation to and from City Parks.
- 8) At every opportunity, consider purchasing or receiving if offered, every waterfront and adjacent property that is offered for sale. Over time, more boating access could be made available if there is a plan for site acquisition.

VI. PARTNERSHIPS

Through research and conversation, ideas about partnerships have emerged that may apply to more than one area. Also, funding may occur “in kind” or may go toward a third party and not to the City. These ideas are summarized below.

- 1) Public-Private Partnerships that have been used in the past are:
 - BOAT LIFT** – The Boat Club and the City purchased the lift of the Sheriff’s boat. The slip is donated with the consensus of the Marina Advisory Committee. The Sheriff agreed to keep the boat at the Dunedin Marina. This is an example of Private/Public/Public partnership.
 - DAY DOCKS** – The CRA joined with the Marina Enterprise Fund and the City of Dunedin to construct recommended improvements to the Day Docks for boaters who are visiting Dunedin. This is an example of a Public/Public/Public partnership.
 - WEAVER PARK** – Coca Cola has committed to provide five years of maintenance of Weaver Park; the City of Dunedin provided the shelters and the restrooms; and the State grant paid for the landscaping and the renovation of the pier. This is an example of Private/Public/Public partnership.
 - PARK SPONSORSHIPS** – The Dunedin Rotary Clubs, the Kiwanis, the Dunedin Youth Guild, the Dunedin Boat Club, the Windlasses, the DYSA, and other local organizations have served as financial partners with the City in a number of public programs. These are examples of functioning partnerships that benefit the City now.
 - MARINA CONSTRUCTION** – In Clearwater, at Island Way Grill and near the Sand Pearl Hotel, the City of Clearwater has been able to create day slips for boaters. The agreements are different, but result in similar benefits to the boating public. These are examples of recent Public/Private partnerships in the area.

- 2) User Fees – Monitor the costs and benefits of services and establish equitable fees for those services to help them remain sustainable. For example, explore membership fees for use of the Dunedin Sailing Center, ramp fees for use of boat launch ramps or trailer parking, parking, and so forth.

Honor-System Money Box (idea) - Until a small dock is paid for, charge kayakers a user fee at the Youth Guild Park. Use a simple lock box with a slot in it and collect whatever is there weekly. Post the amount of a modest fee on a small sign affixed to the box, affixed to a stand in the Park. This concept might be applied elsewhere.

- 3) Federal and State Grants – Public agencies regularly offer sources of funds to help pay for programs that benefit the environment or which fund services for persons with disabilities.
- 4) Trailer Parking Agreements – Private property owners who provide overflow parking for boat trailers should receive some relief in return for the convenience. A separate agreement could be offered to each property owner.
- 5) Land Dedication Ordinance (LDO) – Consider modifying the sources of funds that go into the Land Dedication Ordinance. Consider the expanding the uses of LDO funds so that they can be used to purchase private land for boat access or to benefit the Causeway. The City should consider purchasing waterfront or adjacent property as it is put on the market with an eventual goal of acquiring more waterfront land in the City over time.

VII. CONCLUSION

The Dunedin Waterfront Task Force has met in earnest to develop a Vision for our Waterfront. We identified, for organization purposes, four areas of opportunity -- the St. Joseph Sound and Dunedin Islands, the Dunedin Marina, Dunedin Causeway, and Dunedin Waterfront Parks. This report presents various recommendations for these four areas of opportunity reflecting our Vision.

Safety-related recommendations are short-term items that should be addressed immediately.

We strongly support and recommend the use of private/public partnerships including any reasonable combination of partners who can assist in accomplishing these recommendations, as quickly and efficiently as possible.

While realizing that this report is not all inclusive and may be added to or modified should additional information or circumstances arise, especially with time, we fully support these recommendations. These recommendations will enhance our treasured waterfront, the waterfront experience, and the enjoyment of our residents and visitors while maintaining our well-known historical charm and quaint, friendly atmosphere.

We look forward to review and feedback from the Commission. We hope the Commission will support our recommendations, and assign the recommendations to staff for action. We request involvement by the community through the various boards, advisory committees, and community organizations.

WATERFRONT TASK FORCE

APPENDICES

1. LINKS TO DOCUMENTS AND OTHER RESOURCES

MAPS AND IMAGES

Dunedin Recreation Map of the Parks (A) and City of Dunedin Map (B)

<https://dl.dropboxusercontent.com/u/105426070/Dunedin%20Rec%20and%20City%20Maps.jpg>

Coastline Map/ Jurisdiction Map of the City of Dunedin:

https://dl.dropboxusercontent.com/u/105426070/COASTLINE_MAP.pdf

Submerged Land owned or leased by the City of Dunedin at the Causeway:

<https://dl.dropboxusercontent.com/u/105426070/Causeway%20-%20Submerged%20Land.pdf>

Submerged Land owned by the City of Dunedin (from Downtown to Caladesi):

<https://dl.dropboxusercontent.com/u/105426070/Submerged%20Land.jpg>

REPORTS AND RESEARCH

CAUSEWAY

Causeway Resolutions 92-29 and 07-17 assigning areas for motorized boats.

<https://dl.dropboxusercontent.com/u/105426070/Causeway%20City%20property.pdf>

Causeway Interlocal Agreement, June 25, 2001

<https://dl.dropboxusercontent.com/u/105426070/Causeway%20Interlocal.pdf>

Causeway Master Plan and Commission Discussion. (October 20, 2005)

<https://dl.dropboxusercontent.com/u/105426070/Causeway%20Master%20Plan%20DOC120413-12042013113123.pdf>

Causeway Concession and License Agreement, May 2, 2013.

<https://dl.dropboxusercontent.com/u/105426070/Causeway%20Concession%20Agreement.pdf>

Causeway Boulevard Corridor Study. Including Form-based Overlay District proposal for Multi-purpose shopping district and general residential properties along Curlew Road between Alt. 19 and the Causeway Bridge. (See page 4 for image showing study area.) By HDR for City Commission Workshop, January 10, 2012 (50

pages): <https://dl.dropboxusercontent.com/u/105426070/Causeway%20Study%20Final.pdf>

2009 Feasibility Study for Causeway Bridge Project: Dunedin Causeway Bridge Replacement Feasibility Study evaluates the engineering and environmental aspects for the various alternatives to replace the bridges and develops an opinion of probable construction costs for the proposed project. By HDR for Pinellas County, September 2009:

<https://dl.dropboxusercontent.com/u/105426070/DUNEDIN%20BRIDGE%20DC%20Feasibility.pdf>

MARINA

2. OLD AERIAL PHOTOGRAPH OF THE MARINA:

<HTTPS://DL.DROPBOXUSERCONTENT.COM/U/105426070/MARINA-OLD%20AERIAL.JPG>

Commission discussion of proposed Marina Expansion Plans May 4, 1989; Commission discussion of Marina Development Opportunities prospectus, November 17, 1983; and Commission work session discussion of marina proposals June 6, 1985 :

<https://dl.dropboxusercontent.com/u/105426070/City%20Commission%2083.85.89%20and%20list.pdf>

Development Opportunities, Dunedin Municipal Marina and Waterfront Park, 1984 prospectus. This is a invitation for proposals from developers. Proposals were received and finally evaluated in 1989.

<https://dl.dropboxusercontent.com/u/105426070/Marina%20Master%20Plan%201982%20DOC120513-12052013100932.pdf>

Downtown / Waterfront Illustrative Corridor Plan - The Illustrative Corridor Plan was incorporated into the Community Redevelopment Agency (CRA) Master Plan 1988 Updated to 2033 in 2012 - on the Dunedin website at this link:

<http://www.dunedingov.com/index.aspx?page=588>.

Dunedin Marina Biological Assessment related to permitting, July 3, 2013 (7 pages):

<https://dl.dropboxusercontent.com/u/105426070/Dunedin%20Marina%20Biological%20AssessmentR1.pdf>

2033 Downtown Master Plan: Guideways to Downtown's Future, for Community Redevelopment Agency, by Wade Trim. December 2011 (94 pages).

<https://dl.dropboxusercontent.com/u/105426070/Downtown%20Master%20Plan%202033%20Dec%202011%20020612.pdf>

The Restore Act: The Resources and Ecosystems Sustainability, Tourism Opportunities and Revived Economy of the Gulf Coast Act of 2011, Section by Section Summary (2 pages), April 2011. <https://dl.dropboxusercontent.com/u/105426070/RESTORE-Act-Summary-April2011.pdf>

2011 National survey of Fishing, Hunting and Wildlife-Associated Recreation - Florida. By U.S. Fish and Wildlife Service. Issued March 2013 (82 pages).

<https://dl.dropboxusercontent.com/u/105426070/US%20FW%20Survey%20Florida%20Anglers.pdf>

2013 Shoreline Parks in Dunedin, from Parks & Recreation Department for Task Force (6/6/13): <https://dl.dropboxusercontent.com/u/105426070/WaterParkInfo.pdf>

KAYAKERS

See what's available for kayakers in Tampa Bay area, go to the local kayaker website <http://www.clubkayak.com/tbsk/>.

Make your kayak or paddling adventure part of a grand exploration along the Gulf of Mexico, go to the Florida Circumnavigation Paddling Trail at this website: <http://www.dep.state.fl.us/gwt/paddling/Segments/Segment%20Home.htm>.

CLEARWATER CCMP

Development of a Comprehensive Conservation Management Plan (CCMP) for Clearwater Harbor and St. Joseph Sound, by Janicki Environmental, Inc., ppt slides: Exploring Clearwater Harbor and St. Joseph Sound, 2009, by Kelli Hammer Levy, Pinellas County Environmental Management (39 pages). https://dl.dropboxusercontent.com/u/105426070/clearwater_harbor_sjs%20%282%29.pdf

The full CCMP (100 pages) is at this link:

<https://pinellas.sharepoint.com/sites/ccmp/Project%20Documents/Final%20CCMP%20Document/CHSJS%20CCMP%202012%20Final.pdf>

FISHING INDUSTRY IMPACTS VS OTHER INDUSTRIES:

According to Florida Citrus Mutual website (<http://flcitrusmutual.com/citrus-101/citrusstatistics.aspx>) the economic impact of Florida's citrus industry is roughly 9 billion dollars per year. The Florida Department of Transportation (http://www.seacip.com/FDOT/FDOT_Cruise_revised_FINAL.pdf) (29 pages) estimates the cruise industry's total contribution in 2011 was nearly \$2.43 billion. That gives those industries a combined total of just over \$11.4 billion dollars. The National Marine Manufacturers Association (http://nmma.net/assets/cabinets/Cabinet432/NMMA_ecoimpact_booklet_optimized.pdf) recently published a report (281 pages) showing that the Florida boating industry has a \$10.35 billion impact. But let's take it a step further and look at the *Sportfishing in America* report by the American Sportfishing Association (12 pages) (http://asafishing.org/uploads/2011_ASASportfishing_in_America_Report_January_2013.pdf) showing an additional \$8.66 billion dollar impact in Florida. Combine those numbers and it easily surpasses the cruise and citrus industries.

3. NOTES FROM MEETINGS OF THE TASK FORCE

- APRIL 5, 2013 PAGE 58
- MAY 6, 2013 PAGE 62
- JUNE 3, 2013 PAGE 68
- JULY 15, 2013 PAGE 75
- SEPTEMBER 9, 2013 PAGE 83
- OCTOBER 7, 2013 PAGE 89
- NOVEMBER 18, 2013 PAGE 96

DUNEDIN WATERFRONT TASK FORCE

MEETING NOTES

4/5/13

The first meeting of the Waterfront Task Force was held April 5, 2013, at the Dunedin Community Center in the Sunshine Room. Diana Carsey welcomed the participants to a discussion of the future of Dunedin's waterfront. She circulated an agenda, sign in sheet, and list of invitees. Cyndi Lane of the Department of Recreation will maintain a master list.

Participants introduced themselves. There were 23 people present (see list). Diana introduced Vice Chair Kim Beaty who developed the mission statement for the Task Force and Chair John Tornga who will lead the Task Force. Diana is the facilitator and will be taking the minutes of each meeting. Matt Campbell is staff coordinator for the Task Force.

BACKGROUND

Diana provided the following background. In a meeting on May 16, 2012, with Vince Gizzi (Director of Parks and Recreation) and Tom Burke (City Engineer) on behalf of the sailing clubs, they discussed whether the City could extend the length of the floating pier at the Pram Shed at the Dunedin Marina. Tom emphasized that seeking a permit to extend the floating pier would take considerable time and effort and why wouldn't we combine all our potential requests into one series of permit requests. This would save time and money.

Since there are several "owners" of various elements of the Dunedin Marina, it is hard to prioritize projects so that they can be permitted, funded, and scheduled. We discussed forming a Task Force to bring the owners and users all to the table at the same time. Commissioners agreed and in a recent workshop the City Manager was asked what the status of the Task Force is. On March 19th, an invitation to participants was circulated by email.

Participants were urged to express concerns and to contribute to the discussion throughout. Some of those comments are included here. Comments that took the form of a suggestion for a future project are separated out and included in the IDEAS LIST at the end of these minutes.

CURRENT SITUATION

John Tornga provided a short overview of the Downtown Waterfront Illustrative Concept Plan developed by the CRA consultant Wade-Trim in 2011 and was accepted by the Commission. The first project to arise out of that plan is to construct a "promenade" from the Marina into the Downtown area.

About this time next year, all the corridor plans are expected to be completed, and it would be very smart if we could have a plan for our waterfront completed as well, so that the Commission has the broadest look at possibilities for Dunedin's future.

John asked that the Task Force to keep a high-level conversation and to not focus on particular projects, but to focus on a vision. We are looking at the long-term, a vision that goes out 30 to 50 years. We are looking at all the possibilities for the waterfront of the City with no limitations on scope or funding.

Once a vision is developed, then priorities can be established. This will lead to discussions regarding funding and revenue possibilities, as well as to compromises that will inevitably be required. But agreement on a long-term vision is a crucial first step. Our goal is to have a vision ready for Commission review by the end of this year.

CURRENT PROJECTS

Harbor Master Bill Frantz provided an overview of current Marina projects:

1. Sea Wall Phase I - The Marina seawall and cap restoration project is scheduled to receive bids on April 30; it will structurally reinforce the current sea walls on the north side, east of the fishing pier; the east side; and the south side of the Marina.
2. Sea Wall Phase II - A rehabilitation project for the west sea wall is needed and has been designed.
3. Day Docks and Pump Out Station - Installation of day docks and a pump-out station on the east wall, south of the Olde Bay Café has been designed, and funding is now being sought through grants.

These are maintenance projects. They include repairs to the A and B docks, and repairs to day slips at the entrance to the marina.

In response to a question, Mr. Frantz reported that the slip renters are current in their payments and that there are stiff penalties for late payments. By the 3rd month, a boat is removed from its slip if the slip fee has not been paid.

During this part of the meeting a question was asked if projects are already underway, why discuss a plan? The projects that are underway or that are being studied now by the Marina Board could be changed if a different vision were developed. The three projects presented by Mr. Frantz are maintenance and rehabilitation in nature and would not restrict the long-term planning for the area.

4. Promenade Project – City Development Officer Bob Ironsmith reported that the promenade project is set to go May 1st. It will include landscaping, short wall along the path, palm trees from Victoria to Alternate 19.

MISSION STATEMENT

Kim Beaty assured members that improvements to the Marina would enhance the property values throughout the area. If we have a master plan, it will be easier to get projects

accomplished. Kim read a proposed mission statement to remind us of our goals for the Task Force.

Kim circulated proposed dates for future meetings of the Task Force, as follows: May 6, June 3, July 8, September 9, October 7, and November 4. The May 6th meeting will be held at the Community Center at 2:00.

Participants were asked to express their concerns and interests if they had not yet been addressed or presented. There followed a number of ideas and suggestions which are summarized at the end of these minutes. They will be added to the ideas in Appendix D of the Wade-Trim report. We will consider all of them at the May meeting when they will be categorized and prioritized.

John Tornga asked participants to return to their organizations and discuss this subject and to come back with suggestions that might not have been raised through the 2010 Charettes or through this discussion.

The meeting ended at 4:00. Participants turned in their place cards to Diana and they will be reused at each meeting.

Respectfully submitted, Diana Carsey, 727-409-5415

ATTENDEES

*City Staff

4/5/13

- | | |
|---------------------|--------------------|
| 1. Kim Beaty | 13. Patty Miles |
| 2. Tony Beneri | 14. Claudia Nable |
| 3. Fairlie Brinkley | 15. Jackie Nigro |
| 4. *Matt Campbell | 16. Tony Scruton |
| 5. Diana Carsey | 17. Anita Tefft |
| 6. Manny Farinas | 18. Mike Tefft |
| 7. *Karen Feeney | 19. John Tornga |
| 8. *William Frantz | 20. Lynn Wargo |
| 9. *Vince Gizzi | 21. Harold J. West |
| 10. *Bob Ironsmith | 22. Walt Wickman |
| 11. Peter Kolb | 23. Dave Wolters |
| 12. Peter Kreuziger | |

DUNEDIN WATERFRONT TASK FORCE MEETING

IDEAS AND SUGGESTIONS - 4/5/2013

1. We have outgrown the recreation needs of the marina.
2. Parking is a terrible problem, not only city-wide, but along our water edge and especially at the marina.
3. We need to include all the shorelines throughout the City so that we can consider all possible options for water travel and revenue.
4. A breakwater would allow improvement of the Marina Beach.
5. Extend the floating dock at the Pram Shed.
6. We need to expand the capacity of the Marina, either through moorings or more day-slips.
7. Improve signage.
8. We need to find a way to connect visitors at the Marina to other water venues in the area and to businesses in the area.
9. There's not enough boat parking in the area, even Marker 8's slips are limited.
10. Water sports and available water access should be on the Dunedin website.
11. When we have (better/more) day slips, we should market them and encourage people to use them and pay for it.
12. We should expand the fishing pier.
13. We need to consider ways to connect the Downtown with the Causeway, Honeymoon Island, and Caladesi Island.
14. We are competing with a few other jurisdictions and private operators, we should find a way to all work together. The State of Florida now encourages day slips and fees for those slips. These boaters have little impact on the environment.
15. Pinellas issues more boaters' permits than anybody, we should take advantage of that and encourage boaters to come and visit Dunedin, not by car, but by boat.
16. We need a better pedestrian environment. The park is crowded and the crooked road to the Marina Beach is awkward and not inviting.
17. Let's open up the box on our ideas! What would people really like to do?
18. We don't accommodate the real need for trailers; our area is very congested.

DUNEDIN WATERFRONT TASK FORCE

MEETING NOTES

5/6/13

The second meeting of the Waterfront Task Force was held May 6, 2013, at the Dunedin Community Center in the Elliot Room. John Tornga welcomed the participants to a discussion of the future of Dunedin's waterfront and participants introduced themselves. There were 21 people present (see list). John requested that questions and comments be held until the presentations were completed. From our first meeting, there was a comment that funding for Dunedin Marina Enterprise Fund projects are scheduled over time and are currently funded. The notes for that meeting were modified and are available on request and also at this link:

<https://dl.dropboxusercontent.com/u/105426070/WATERFRONT/Waterfront%20Task%20Force%20April%205%20Notes%20fin.pdf>

REVIEW OF THE DUNEDIN WATERFRONT

John Tornga asked participants to look at the map of our jurisdiction. See the map at this link: https://dl.dropboxusercontent.com/u/105426070/COASTLINE_MAP.pdf. The same map was attached to the agenda and a large version of the map was mounted on an easel for easy reference. John urged all of us to consider the whole of Dunedin and to remember that our jurisdiction includes almost 37 miles of shoreline and 12 islands. He pointed them out on the map. The largest and most popular islands in Dunedin are Caladesi and Honeymoon.

MISSION STATEMENT

Kim Beaty read the Mission Statement:

The Mission of the Waterfront Task Force is to create a strategy for implementing the 2025 Illustrative Corridor Plan and a long term vision (2050) for Dunedin's shoreline. The vision will be an aid and a voice in the decision making process regarding improvements, changes, and additions to any and all properties regarding the City of Dunedin shorelines, including the City Marina and adjacent areas. Our effort is to improve the areas and link them to commerce in Dunedin. We wish to consider all facets of any plans provided by the City and outside sources. We intend that our vision be one that maintains the charm and quaint aspects of Dunedin. We intend also to have a minimal impact on the tax payers of the City and marina slip renters.

PERMITTING PROCESS OVERVIEW

Tom Burke provided an overview of the permitting process and the possible length of time that a permit might require. There are five permitting agencies:

1. Florida Department of Environmental Protection (FDEP) – Marine Matters
2. Southwest Florida Water Management District (SWFWMD)
3. US Corps of Engineers (USCOE)
4. Pinellas County Water & Navigation – Dredge and Fill Permitting
5. Florida Board of Trustees Consent to Use submerged Lands

The state claims all submerged land where there is not already a specific title. Marina dredging permits take six months to get approved. The impact on sea grass is the most likely aspect of a construction or dredging project to require mitigation. Over time, in his experience, the greatest improvements in a publicly owned site are accomplished during storm recovery; but this is only possible if a community has a plan for what they would like to see and if they already have their permits.

Tom reminded us of the recently completed waterfront marina in Clearwater and he offered to arrange a presentation by a representative from Clearwater if the Task Force is interested.

MARINA PLANS (HISTORY)

Diana summarized the plans that have been completed over time related to the Dunedin Marina. There have been several:

- 1980 Development Opportunities
- 1988 Marina and Waterfront Redevelopment and Expansion (by Richard Follett)
- 1989 Development Prospects for Dunedin Marina
- 1989 Expansion Plan
 - NOTE: in 1990, the Enterprise Fund was created.
- 2004 Marina Beach Study (by McKinley Creed)
- 2004 Permits pulled by Barber and Associates for dredging; Barber advised against bulkhead.
- 2005 Marina was dredged. Marina is now on maintenance plan. Next dredging is 2017.
- 2011 Downtown / Waterfront Illustrative Corridor Plan - The Illustrative Corridor Plan was incorporated into the CRA Master Plan 1988 Updated to 2033 in 2012. The Plan is on the Dunedin website at this link: <http://www.dunedingov.com/index.aspx?page=588>. The Recommendations for 2025 (verbs inserted; and status if known) are:
 1. (Construct)Main Street Promenade (scheduled)
 2. Reconfigure and signalize Intersections
 3. (We need) Mixed use development on Edgewater Drive
 4. (Create) Mid-Block Pedestrian Connector (letter to City Manager)
 5. (Create) Albert Street Connection to Pinellas Trail (in planning)
 6. Improve Vehicular Access and parking at Dunedin marina

7. Restore Marina Beach and Marina Sunset Park (previously proposed, proposed again)
8. Renovate the Historic Boat Club Facility (repairs only, keep historic landmark designation)
9. (Construct) Breakwater (previously proposed, proposed again)
10. Construct transient boat slips, day docks and access for water taxis (day dock is in planning; funding from CRA)
11. Renovate/replace Marina Harbor Master Building
12. Remove drive and improve walks at Monroe and Broadway
13. (Improve) Gateway sign Locations
14. Improve or Improve Marina Boat Ramp
15. (We need) Additional Mixed Use Development on Main Street
16. (Support) Yacht Harbor Inn Boutique and Commercial that includes more parking

MOORING FIELDS

Matt Campbell provided an overview of mooring fields. Dunedin staff did a study of mooring fields in 2005. That material is available and some of the research completed for that project can help us here. Dunedin has boats anchored in St. Joseph's Sound and there are several issues that should be addressed. Some of boats are not being maintained and may not be managing their wastes; some of them do not properly light their boats at night (lighting at the top of the mast is required for all anchored boats); without a designated area for boats, unfamiliar boaters would not know whether Dunedin welcomes them.

Common Terms (from CHAPMAN):

- **MOORING** - a permanent ground tackle; also a place where boats are kept at anchor.
- **MOORING FIELD** – location where a local entity allows boats to stop, either for long term or short term, usually for a fee. A mooring field can have boats either anchored or attached. To be attached, boats are tied to a floating ball connected to the permanent ground tackle.
- **ANCHORED** – boat has dropped its anchor. Boat may rest at this spot for the day or indefinitely, depending on the rules of the mooring field. If it is not in a mooring field, there are no rules.
- **DAY SLIP** – boat ties up at a slip for the day only.
- **DAY MOORING** – boat stops in the mooring area only for the day.

There are advantages and disadvantages to establishing a mooring field. Mooring fields have to be permitted; boats parked for a long time over sea grasses will shade (and kill) the seagrass (so the area needs to be tested regularly); mooring fields may encumber other users in the area (small boat sailing, kayaking, etc.); and management of mooring fields has to be planned and enforced.

Advantages are that the sea grasses can be protected by the location of the mooring field away from endangered areas; fees can be collected to pay for enforcement and maintenance; for special events, a mooring field can be used to temporarily expand the capacity of a marina (for a boat show, for example) by allowing relocation of boats away from the marina for the show; large (wide) boats that cannot be accommodated in the marina can be accommodated easily in a mooring field.

There was discussion about mooring fields and anchoring for day boaters combined with ferrying boating visitors to shore. For anchoring, a tender service is needed to get visitors onto the shore. If we have tender service, we should market it so that people know it's available.

The following questions emerged:

1. What are the rules in Florida about mooring fields?
2. Who are the reviewing agencies?
3. What is the experience of other cities that have mooring fields? (Matt will provide report.)
4. What is liability of the City if the City establishes a mooring field (would users have to sign a release when they pay their fees)?
5. What permitting is required for establishing a tender service?

IMPACT ON THE COMMUNITY REDEVELOPMENT AGENCY AREA (CRA)

There was clarification that the CRA area includes the Marina and Greg Brady confirmed that the CRA is funding the restoration of the day docks at the Marina. Also, he reported that, outside the CRA, a plan to provide water taxi service from Beso Del Sol (Marker 8) is underway.

PUBLIC COMMENT FOLLOW UP

Ideas and suggestions about water access and improvements that could be made over time were made during the public comment period. These are all summarized below, following the list of attendees. Issues outstanding from this meeting of the Waterfront Task Force that require additional information are underlined and reports will be on the agenda at our next meeting.

There was considerable discussion about parks along the shorelines, where they are, what are their current and proposed future uses, and so forth. The City's 2008 Comprehensive Plan attempted to provide an inventory of all the parks and green spaces in the City. Blakely (the Youth Guild Park) is identified for kayaking, but there is only parking for six automobiles at that site. There is much more capacity at the Causeway, but what about the other parks along the shorelines? For all the City shoreline parks, we need to know their current usage limitations

(parking, depth of water, constricted land, etc.). Dave Wolters will research this and compile a report for our next meeting.

There is a bridge planned by the Florida Department of Transportation that will eliminate the need for a bridge-tender on the Causeway. We need to participate in the planning for the bridge so that access to water on either side of the roadway is not impeded by the construction or by the finished project. Tom Burke will locate information on the bridge.

CONCLUSION

John Tornga will contact the Public Safety Advisory Committee to convey concerns about Edgewater Drive.

He asked participants to return to their organizations and discuss their own visions for our waterfront and to come back with suggestions that might not yet have been raised. He wants all information requests made now, so that we can incorporate that information in our visioning session planned for July 15th.

The meeting ended at 4:10. Participants turned in their place cards to Diana and they will be re-used at each meeting.

Dates for future meetings of the Task Force, are: June 3 (Complete information gathering and begin outline of the visions for 2025 and 2050), July 15 (Presentation and Initial Consensus on Visions); September 9 (Discuss Objectives and Strategies); October 7 (Review Visions and Key Objectives and Strategies); and November 4 (Present the Draft Report, Receive Final Input, and Discuss the Report to be Given to the Commission).

The meetings will be held in the Elliot Room at the Community Center at 2:00.

Respectfully submitted, Diana Carsey

ATTENDEES

*City Staff

5/6/13

- | | |
|----------------------|--------------------|
| 24. Steve Arndt | 35. Claudia Nable |
| 25. Kim Beaty | 36. Jackie Nigro |
| 26. Tony Beneri | 37. George Pitlik |
| 27. Greg Brady | 38. Gayl Scruton |
| 28. Fairlie Brinkley | 39. Tony Scruton |
| 29. *Tom Burke | 40. Glen Stenkie |
| 30. *Matt Campbell | 41. John Tornga |
| 31. Ken Carlisle | 42. Lynn Wargo |
| 32. Diana Carsey | 43. Harold J. West |
| 33. Manny Farinas | 44. Dave Wolters |
| 34. Peter Kreuziger | |

DUNEDIN WATERFRONT TASK FORCE

MEETING NOTES

6/3/13

The third meeting of the Waterfront Task Force was held June 3, 2013, at the Dunedin Community Center in the Elliot Room. There were 35 people present; see list of attendees at the end of these notes. John Tornga welcomed the participants to a discussion of the future of Dunedin's waterfront. He had us introduce ourselves and reviewed the mission statement.

MISSION STATEMENT

The Mission of the Waterfront Task Force is to create a strategy for implementing the 2025 Illustrative Corridor Plan and a long term vision (2050) for Dunedin's shoreline. The vision will be an aid and a voice in the decision making process regarding improvements, changes, and additions to any and all properties regarding the City of Dunedin shorelines, including the City Marina and adjacent areas. Our effort is to improve the areas and link them to commerce in Dunedin. We wish to consider all facets of any plans provided by the City and outside sources. We intend that our vision be one that maintains the charm and quaint aspects of Dunedin. We intend also to have a minimal impact on the tax payers of the City and marina slip renters.

OLD BUSINESS

John invited comments on the notes from the May 6 meeting. There were no comments. For reference, notes of the first two meetings are available at these links:

APRIL:

<https://dl.dropboxusercontent.com/u/105426070/WATERFRONT/Waterfront%20Task%20Force%20April%205%20Notes%20fin.pdf>.

MAY:

<https://dl.dropboxusercontent.com/u/105426070/WATERFRONT/Waterfront%20Task%20Force%20May%206%20Notes%20fin.pdf>

He reported the Public Safety Advisory Committee has added our concerns about pedestrian safety with regard to crossing Edgewater Drive to their agenda for their next meeting on June 19, 10:00 a.m., at the Fire Administration Building.

Projects underway near the Dunedin Marina are the Promenade project which has begun and is about 20 percent completed; and a project to re-build the day slips is in design.

INFORMATION GATHERING

THE CITY LIMITS OF DUNEDIN

John Tornga asked participants to look at the map attached to the agenda which showed three parcels of submerged land that belong to the City of Dunedin through lease agreements with the State of Florida or with Pinellas County. These lands are part of the Florida Public Land Trust.

Other maps referenced during the meeting were the parks and recreation map provided by Parks Department, and a large version of the Engineering Department's jurisdiction map which was mounted on an easel and used during the meeting for reference.

He urged participants to visualize what the City and its 37-mile shoreline, including the parks and submerged lands, could be in 10 or 35 years, and to imagine future of water uses that would complement local businesses and residents living together in Dunedin.

CITY PARKS ON THE SHORELINE

David Wolters circulated a report on the ten shoreline parks and two major islands. His report showed what kinds of programs are operated at each site and how many automobile parking spaces are available. The complete shoreline parks report is available at this link: <https://dl.dropboxusercontent.com/u/105426070/WaterParkInfo.pdf>.

There are overall 31 parks in the City of Dunedin. There are nine City-owned parks along the shoreline:

| | |
|--|---|
| Edgewater Linear Park | Walking, biking, fishing, Viewing water vista |
| Edgewater Park | Walking, Boat Ramp, Shelters, Rest Rooms, Playground, Viewing water vista |
| Marina/Marina Beach | Boat Club Bldg., Pram Shed, small boat ramp, Floating dock, Viewing water vista |
| Weaver Park | Shelters, Rest Rooms, Playground, Walking, Biking, Fishing, Viewing water vista |
| Wilson Street Park | Viewing water vista |
| Kiwanis Park | Viewing water vista |
| San Jose Park | Viewing water vista |
| Mira Vista Park | Viewing water vista |
| Dunedin Youth Guild Park (Bleakley Property) | Viewing water vista |

Two City-managed parks are on County property leased by the City of Dunedin. They are:

| | |
|---------------------------|---|
| Rotary Environmental Park | Fishing, Launch for non-motorized craft, Viewing water vista |
| Causeway Beach | Walking, Biking, Swimming, Small craft launch, Rest Rooms, Non-motorized Craft Boat rental, Viewing water vista |

Only one shoreline park provides revenue to the City of Dunedin, that is the Causeway Beach (on the south side of the Causeway) which is leased to Sail Honeymoon who pays approximately \$18,000/year for the use of the beach.

DUNEDIN MARINA

Kim Beaty summarized the current uses of the Dunedin Marina and Edgewater Park. There are 180 boat slips and 95 percent are rented. Slip renters pay into a Marina Enterprise Fund to cover operations, maintenance, and periodic dredging of the Marina.

The Dunedin Marina boat ramp is steep and the water depth is shallow; there are only 17 boat trailer parking spaces. There is a Commercial Dock for 12 boats at the Marina, as well as five day slips which have been damaged by storms and are being reconstructed. We have two restaurants, a hotel, a public restroom, and two buildings on the peninsula that are occupied by the Boat Club and the Pram Shed.

The Dunedin Boat Club maintains the historic boat club building that they lease from the City; they regularly make improvements to the building.

The Pram Shed holds 35 small boats, 10 dollies and equipment and sails for six sunfish, as well as racing buoys and flags for each of the clubs that use the boats several days each week throughout the year. Fees from two sailing clubs to lease City-owned boats total \$2,000 a year. The equipment and boats are managed by Dunedin Youth Sailing Association (DYSA), the Windlasses, and by the City of Dunedin who all contribute equally to maintain the equipment. The City maintains the building.

STATE PARKS

Peter Krulder from Florida State Parks provided an overview of the parks that he manages and how they are used.

Caladesi Island became a State Park in 1966 and actually includes four separate islands. In 1983 the Big Pass was closed by Hurricane Elaine and that (new) land belongs to the northernmost property owner on Clearwater Beach. Caladesi has 108 wet slips in its marina for boats that have a shallow draft (4 feet or less). Caladesi Island was selected as the best beach in America in 2008, so it is nationally known. In 2012, there were 219,587 park visitors; 40% of those came via the Ferry from Honeymoon Island.

Honeymoon Island was purchased by the State of Florida for \$25 million. It is about three times its original size as a result of dredging and in-fill by the original developers. Honeymoon Island is the busiest Park in the State. In 2012, it had 1,089,588 visitors.

Nine of the spoil islands in St. Joseph's Sound are the responsibility of the Coastal Aquatic Management Area (CAMA) which controls the uses of the islands. The spoil islands are not

outfitted with any equipment and visitors are expected to leave them as they found them (clean). Ongoing clean-up efforts are necessary because the islands are heavily used and many visitors do not observe good park etiquette.

Two islands are managed by the Audubon Society and are bird sanctuaries. Boaters may not stop at these islands.

Peter stated that Kellogg Island is privately owned.

He reported that the total economic impact, locally (within 10 miles) of Honeymoon Island and Caladesi Island is about \$64 million annually.

About 12 years ago, there was discussion of installing a boat ramp on Honeymoon Island, but it faced objection from the community and the plan was scratched. A Boat Ramp is not in the “Unit Management Plan” for the Island at this time.

The east sides of the two large islands Honeymoon and Caladesi are both “combustion-motor exclusion” zones. Honeymoon does have an old dredged channel to the area of the Ranger Station, but there is no new dredging planned for the east side of either island. There is dredging planned to re-nourish the west side beach on Honeymoon Island.

Regarding boat ramps, Pete observed that Fort DeSoto Park has the best boat ramp on the west coast of Florida.

CAUSEWAY BRIDGE

Jackie Nigro reported on plans for a new Causeway Bridge. The two Causeway bridges were built in 1963. Annual operating and maintenance costs are about \$500,000 to the County. The bascule (lifting) bridge has been declared structurally deficient and was most recently repaired in 2009, extending the life of the bridge to 2014, at which time another major repair is planned. These next repairs will extend its life to 2025 and by then, the State hopes to have completed planning and environmental work so that both bridges can be replaced by a high, fixed-span bridge. A Feasibility Study (Phase 1) has been completed which shows a projected profile 75 feet high with one lane in each direction, plus sidewalks and bike lanes, at a cost (2013 estimate) of approximately \$100 to \$120 million from State, County CIP and Penny for Pinellas, Dunedin, and Federal grants.

There has been one informational meeting on this project at Royal Stewart Arms in Dunedin, but the project has not been submitted to the Dunedin City Commission. Towards the end of 2014, the County Commission is expected to vote to move the project forward into the Project Development & Environmental (PD&E) phase (Phase 2); Phase 2 is expected to take about 18-30 months. The PD&E must include consideration of alternatives and demonstrate public input. Final design, securing funds and construction start is projected to take at least four years.

MARKER 1

Steve Arndt is the Manager of Marker 1, the private boat storage and marina on the Causeway, just east of Rotary Park. Steve replied to questions about Marker 1. They have 144 wet slips for 132 power boats and 12 sailboats. In addition, there are 6 day slips. The largest sailboat at this marina is 40 feet long; the largest power boat is 54 feet long. Most of the boats at Marker 1 are 30 to 40 long. The High and Dry Storage can hold 330 boats, and Steve has 30 more boats on his waiting list. They have no revenue-earning transient slips at this time.

EDGEWATER ARMS

Gaspar Tirone, president of Edgewater Arms Condominium reported that Edgewater Arms owns the clubhouse on the east shore of St. Joseph's Sound, and they own the submerged land around it. They have no boats along their board walk or sea wall. They share one access to their parking lot with the Dunedin Marina. They have no current plans to modify their uses of the land on their site.

John Tornga invited participants to add their thoughts and suggestions to the discussion, these are all listed at the end of this report.

CONCLUSION

The meeting ended at 4:20. Participants turned in their place cards to Diana and they will be re-used at each meeting.

Dates for future meetings of the Task Force, are: July 15 (Information Building; and Initial Discussion of Visions and consensus-building); September 9 (Discuss Objectives and Strategies to reach visions); October 7 (Review Visions and Key Objectives and Strategies); and November 4 (Present the Draft Report, Receive Final Input, and Discuss the Report to be Given to the Commission).

The next meeting of the Waterfront Task Force is July 15th. It will be held in the Elliot Room at the Community Center at 2:00.

Respectfully submitted, Diana Carsey

ATTENDEES

6/3/13

*City Staff

+ Press

- | | |
|----------------------|-----------------------|
| 45. Steve Arndt | 63. Debra Kurin |
| 46. Marge Baker | 64. Walter Mayo |
| 47. Kim Beaty | 65. Patt A. Miles |
| 48. Lee Bishop | 66. Michelle Y. Memos |
| 49. Wayne Bishop | 67. Maureen Moureale |
| 50. Carey Bolster | 68. Jackie Nigro |
| 51. Wendy Bowman | 69. Steve Petruff |
| 52. Jan Bowers | 70. C. David Rouch |
| 53. Fairlie Brinkley | 71. Bard Schawck |
| 54. *Matt Campbell | 72. Gaspar Tirone |
| 55. Diana Carsey | 73. John Tornga |
| 56. Margo Currey | 74. Frank Vanore |
| 57. Zeke Durica | 75. Harold J. West |
| 58. Cindy Farris | 76. Walt Wickman |
| 59. + Brian Goff | 77. Marty Williamson |
| 60. *Vince Gizzi | 78. Rick Williamson |
| 61. Scott Hood | 79. Dave Wolters |
| 62. Pete Krulder | |

DUNEDIN WATERFRONT TASK FORCE MEETING

QUESTIONS AND SUGGESTIONS – 6/3/2013

1. What is the transient boat use, on average, at our Marina?
2. Could we re-nourish the Causeway?
3. The beach area west of SAIL HONEYMOON is cluttered and unsafe for swimmers. We should control where trailers and small boat launching occurs so that swimmers can use that beach.
4. We tend to limit the uses of our waterfront spaces. This needs to be discussed. Why don't we, instead, expand the uses of our waterfront?
5. We should examine the Bellair Bridge which has recently been completed, and also look at Casey Key which has successfully blocked improvement to their bridge.
6. For the Causeway Bridge, we should be sure and consider alternate designs

7. What if the Pram Shed were demolished in a storm? We need to identify a solution for those sailing programs and for replacement or protection of all that equipment.
8. We need to study the options for expanding the marina. When will that happen?
9. Where is the Intracoastal Waterway (ICW)? Can we get the ICW re-routed to avoid going under a bridge at the Causeway?
10. Why don't we go underground to access Honeymoon Island? Why do we use a bridge at all?
11. We need a proper Sailing Center in Dunedin, especially because the youth sailing programs should be encouraged and allowed to grow.
12. Dunedin should be a place that welcomes all small, non-motorized water craft and encourages use by residents and visitors alike.
13. Maybe we should look at re-routing boat traffic around Honeymoon Island so that the new bridge doesn't have to be raised to such a high span.
14. Why do we need to expand the Marina and what is the impact if it is expanded?
15. Could the Marina be expanded to the north side or to the south side? Why not into St. Joseph Sound with breakwaters?
16. What is the status of the Clearwater Marina? Are they fully occupied yet?
17. Trailers are being parked too far out into the path of traffic in the Marina; they should be kept to the side so that two lanes of traffic can pass.
18. The access through the Marina to and from Edgewater Arms should be re-evaluated to find a way to reduce conflicts with boat ramp and other Mariner users.
19. The Penny for Pinellas might not be available when these projects get started.
20. We squeeze a lot of things into the Dunedin Marina, but we still don't offer a place for paddleboards or kayaks.
21. A lot more could be done at Weaver Park for water sports.
22. We are not capitalizing on the waterfront for our youth!
23. What defines Dunedin is our waterfront and our trees; let's protect those assets that we want to keep.
24. Having the children use the City's sailboats is important. What other resources do we have that would help inspire and energize our youth?
25. Where is the State getting the sand that they will use to re-nourish Honeymoon Island?
26. With experience of living near Johns Pass, living near a bridge which opens and closes causes a lot of congestion.

DUNEDIN WATERFRONT TASK FORCE

MEETING NOTES

7/15/13

The fourth meeting of the Waterfront Task Force was held July 15, 2013, at the Dunedin Community Center in the Elliot Room. There were 31 people present; see list of attendees at the end of these notes. John Tornga introduced the Task Force Management Team of Kim Beaty, Diana Carsey and himself and welcomed the participants. He went around the room and everybody introduced themselves. John reviewed the mission of the Task Force.

MISSION STATEMENT

The Mission of the Waterfront Task Force is to create a strategy for implementing the 2025 Illustrative Corridor Plan and a long term vision (2050) for Dunedin's shoreline. The vision will be an aid and a voice in the decision making process regarding improvements, changes, and additions to any and all properties regarding the City of Dunedin shorelines, including the City Marina and adjacent areas. Our effort is to improve the areas and link them to commerce in Dunedin. We wish to consider all facets of any plans provided by the City and outside sources. We intend that our vision be one that maintains the charm and quaint aspects of Dunedin. We intend also to have a minimal impact on the tax payers of the City and marina slip renters.

John Tornga described that at this meeting, he hopes to complete the "information gathering" phase and to begin developing a vision statement that would work for both the short term (2025) and the long term (2050). At the next meeting on September 9th, we will develop objectives to help us reach our vision.

INFORMATION GATHERING

PINELLAS COUNTY PARKS

Paul Cozzie from Pinellas County Parks reported that the County does own the Causeway Island. However, there is no County Park at the Causeway. The island is not part of the County parks inventory. A portion of the south side of Causeway Island is controlled by the City of Dunedin through a contract with the County.

The City of Dunedin is responsible for trash, litter, and grass-cutting on the south and on the north sides of the causeway. The County Road Department is responsible for repairing the sandy areas damaged by storms and traffic; their duty is to survey and repair sand damage every three months. There is a contact person at the County for these repairs.

One of the participants commented on this arrangement saying that, since Causeway Island is the property of the County, when issues arise and action is needed, it appears that there is confusion and distrust as to whether the matter will be attended to properly.

On the subject of the proposed fixed bridge on 580 at the Causeway, Paul reported that the completed bridge project would have no impact on the beach along the south side of the island, though it would impact the limited beach areas on the north side of the island. Access to the beach from the east may be restricted, but he envisions no change in access to the beach from the west end.

In conjunction with building this bridge, it is possible to construct facilities complementary to water use such as boat ramps, sailing center, or parking as they did in Belleaire where they included five boat ramps and parking. The broad purpose of the proposed fixed bridge on 580 is to provide uninterrupted access in the case of emergencies on Honeymoon Island. Additional purposes are always possible.

A big issue at the Causeway Island is erosion and loss over time of much of the beach itself. Paul said that there are no plans for the beach to be “re-nourished” in the next 10 years.

There was discussion about the Causeway Beach. By ordinance, the City of Dunedin has identified the uses for the beach at the Causeway. Uses are divided in thirds among motorized, non-motorized (catamarans, kayaks, etc.), and beach users. Catamaran users really like this location since it is the only beach-launching site for sail boats in the Tampa Bay area. However, there is no space set aside for beach-users *per se*. After some discussion, there was consensus that the Parks and Recreation Department of the City needs to work on ways to improve cooperative use of this unique space.

Dunedin maintains the grass and the litter. The County is responsible for the beach on a three-month cycle. There is a County contact person.

CLEARWATER MARINA

Bill Morris of Clearwater Aviation and Marina Department provided an update on the Clearwater Harborview Marina. It took ten years to get the project approved, primarily because public participation had not been sufficient early on. It was finally approved on the third attempt. The year before the final referendum, his team visited every home owners’ association to ensure that all the facts were made available to everybody.

One of the issues for any new Marina is the protection of sea grasses. In the area under the US60 Bridge, however, there were no grasses to contend with because of years of motorized boats waiting for the bridge to open. Thus, there was no major dredging required to construct the Marina slips.

They did have to install floating wave attenuators, and he advised that attenuators must be designed specifically for each area because of the variations in wave action at each location.

The Jolly Trolley is a big hit among boaters who use the Harborview Marina. Mostly, the Trolley is used to take people from Clearwater into Dunedin for lunch and dinner and shopping.

Phil Henderson, Sr., is offering a water taxi from the Harborview Marina to the Clearwater Aquarium. When the Marina was designed, a ferry slip was included. Henderson pays a fee for the use of the slip. Bill had no response to the question about possible additional destinations for the ferry service.

Boaters at the Clearwater Harbor Marina pay \$9/foot/month for residents; \$10.50/foot/month for non-residents. Transient boaters can stay up to two weeks for \$2/foot/per day. He has 126 slips and, due to grant money, is required to provide transient use of 12 slips. Of the 114 non transient slips, currently 100 are rented.

In response to a question, Bill explained that ten percent of their slips have to remain available for transient boats 26 feet or longer. It is the State's position that keeping slips available for transient use is essential for everybody's safety and for efficient water access.

Projected to cost \$12 million, they requested a grant for \$1.2 million with the match for the grant in staff time and \$800,000 in value for the uplands (dry land attached to the marina). To develop their application, they borrowed a grant application from another city and they were very pleased that they won the grant. The application took a full-time-equivalent of one high-level analyst a year to prepare; and it was a year later before they knew that they had the grant. Costs to apply for the grant cannot be included in the grant budget of course, so advance funding is required to plan grant applications. He will be happy to share his grant application with Dunedin.

Regarding public-private partnerships, Bill reported on two day docks that were built by private businesses for the City: Island Way Grill which offers 9 floating slips; and the Yacht Basin built by the Sand Pearl Resort Hotel at Mandalay Channel which offers 15 slips to the public free.

For St. Joseph's Sound, Bill noted that sea grass will always intrude when water is allowed to go below five feet. Once sea grasses take hold, you will lose the open sailing areas that you have now, and other uses will be greatly limited. His advice about maintaining water-access is to maintain dredging. Ongoing dredging needs to be planned and implemented. It should not be left to chance. As a reference, you will have to plant 2 acres of grasses for every acre you remove, so you have to stay ahead of the encroaching grasses to keep your waters clear for water sports and water transportation.

Pinellas County is not a member of the cooperative arrangement that manages the Intra-Coastal Waterway which was completed in 1961. An assessment was required to pay for dredging and maintaining of the ICW. Hillsborough and Pinellas Counties dropped out of the partnership in

1967. As a result, Pinellas County is not regularly invited to the coordination meetings, is not funded by the combined funds collected by other counties in Florida, and receives cooperation as a courtesy, not through a right of membership. In spite of our long ICW in Pinellas County, we have had only two dredging projects in 14 years. Pinellas County could re-join this partnership at anytime if we can commit to participating in the fund for the maintenance and protection of the waterway.

CITY PARKS

Vince Gizzi, Director of Parks and Recreation for the City of Dunedin, reported on the parks along the shoreline in Dunedin. The Dunedin City Commission has just approved irrigation at Edgewater Linear Park, and 55 new Washingtonian Palms will be planted there, confirming Dunedin's self-image as a proud waterfront community.

At the Dunedin Marina, there are really two recreation areas - Edgewater Park which offers restrooms, children's play area, a gazebo and picnic tables for public use, and the Marina Beach that's on the peninsula at the west wall of the Marina. There is not enough space at the Marina Beach to accommodate the sailing needs that Vince sees in the future. He has ongoing requests for his Department to find places to allow additional uses, particularly at the Marina, and there is just not enough room.

Weaver Park, which opened only two years ago is almost complete. It was never seen as a comfortable fit to construct a boat storage facility at Weaver Park because of the loss of water views, but there has always been an expectation that some water sports would be possible at that location for non-motorized craft. The original plan was to repair the sea wall and construct a beach for launching of paddle boards and kayaks. The wall project turned out to be prohibitively expensive, and that planned beach access has not been built. If it is ever funded, it could be implemented. However, up to four kayaks can tie up at the farthest end of the pier now, and people are welcome to use the park at leisure with their boats waiting safely for them at the floating dock at the end of the pier.

The newest shoreline park in Dunedin is the Youth Guild Park at the north end of the City on Alternate 19. Twelve feet of mangroves have been opened up to allow access by paddle boaters and kayakers. The project included construction of a fence between the park area and Mediterranean Manor, but it did not include construction of a facility of any kind because of the location in a wind and surge velocity zone and because of commitments made to the community. There will be no concessionaire at this location. Free access for non-motorized craft is available at all times.

Regarding the other parks along the shoreline, they are primarily for water-viewing and not useful for water access because of limited space or sea walls.

The highest priority for the Department is to protect water views. The most needed services are accommodations for water sports, particularly at the Dunedin Marina.

In response to a question, Vince said that his department does have a system to prioritize park needs if funding is made available. He is willing to put the coastal parks on the Recreation Advisory Board agenda for discussion and input.

WINDLASSES

Margo Currey, 2012-2013 Captain of the Windlasses, reported that in Florida, there are 16 women's sailing groups in the Tampa area, and they hold annual events in each of the member cities, including Dunedin. Margo provided a short slide show on the history of the Windlasses who first organized as a sailing group in 1967; this year, they have 148 members. The Windlasses meet every Thursday at the Dunedin Marina from September through May, many of the ladies having breakfast or lunch in town that day. The Windlasses support the City by participating in the parades and the annual light pole decoration. This year, they hope to have a boat in the boat parade.

WATER ACCESS – MOORING FIELDS

Kim Beaty reported on the status of state regulations related to mooring fields. The State of Florida has designated five cities for examination and insight toward development of new regulations on mooring fields. The five cities being studied are: St. Petersburg which has 13 mooring balls (all rented); Sarasota; Marathon Key; Key West; and St. Augustine.

Gulfport has just received approval for a mooring field.

In 2014 the Florida State Legislators, who are currently beginning to collect information regarding the current 5 permitted Mooring Fields, are expected to review the current status of Mooring Fields, and new rules may be issued. Enforcement of a mooring field is the responsibility of the local jurisdiction, under the direction of Florida Fish and Wildlife. This is not expected to be changed.

The State is trying to address derelict boats; and other boats that are at risk of damage by abandoned boat. Coordinating the location of boats in the Sound could reserve the rest of the water for water travel and water sports. A mooring field might create an opportunity to provide mobile pump out services which would protect the water from dumped waste by irresponsible boat owners thus helping to protect the water quality.

Can mooring fields be controlled? Kim replied that yes, within 50 feet of the area of the field, under current state law, you cannot drop an anchor; also, he noted that in St. Pete, the use of the mooring balls was primarily used as a way to provide a coordinated use of the water area, and it has worked very well for them.

YOUTH SAILING

Fairlie Brinkley, 2011-2013 President of the Dunedin Youth Sailing Association reported that DYSA (which was formed only in 2008) had 36 sailors this year. Next year, they will expand to 44 sailors by adding another class to the Sunday sessions so that more kids can participate. In addition, they will be offering sailing to high school students for the first time.

DYSA has a 7-member board of volunteer directors; they have five paid staff. The instructor-to-student ratio is 1 to 9. All the teachers are certified with the US Sailing Association and one is a Level 3 Sailing Master at New College in Sarasota.

The DYSA program is self-funded except for the use of several non-revenue slips at the Dunedin Marina. DYSA pays for the annual use of the Pram Shed and helps pay for boat repairs, by contract. Every Sunday, 60 to 90 man-hours are contributed by volunteers helping with the program. Fairlie reports that 28 out of 30 youth are returning from last year, so he knows the program is popular. All of the staff are returning as well. DYSA teaches practical applications and teamwork. Parents and kids of DYSA participated in the Christmas Parade as a part of their demonstration of sportsmanship and teamwork.

Fairlie concluded his presentation by emphasizing that a viable waterfront is an important goal for an enduring society.

BOAT CLUB

Kim Beaty reported on behalf of the Dunedin Boat Club (DBC) which was formed in 1929 and has a current membership of 193 families. Meetings are held monthly and there are regular events at the Marina that draw large crowds. DBC participates actively in beach cleanup and Dunedin events. Sailing is encouraged by all members and you don't have to have a boat to be a member.

BOAT RAMPS

In response to questions, Bill Morris described the Seminole Street Boat Ramp in Clearwater. It has five active ramps, it has just been resurfaced and a new sea wall has been constructed. There is a free flush-out system on the side of the south sea wall.

At Seminole Boat Ramp, they have 225 parking spaces, 100 for single cars only. There is no high-and-dry facility in Clearwater. The City of Clearwater owns vacant property up the hill from the water-side parking and at one point Bill urged the City to construct a high-and-dry boat storage facility by the launching area; but he was unable to get approval for the project.

In comparison, Dunedin has a single boat launch ramp at the Dunedin Marina and parking for 17 boat trailers. Overflow parking for trailers is at the Episcopal Church on Edgewater Drive in Dunedin.

The only overflow facility for Dunedin's boat ramp is at Seminole Street in Clearwater.

Paul Cozzie reported that Bellaire has a beautiful set of ramps that allow six boats to be launched at one time (six active ramps); they can park 106 trucks with trailers, and 38 cars at that location. This was a result of the Bellaire Bridge construction. Another impact from that project is the view from the top of the bridge which is reportedly very popular for walkers and bikers.

VISION

John Tornga circulated a proposed vision statement, and good discussion followed on the words and concepts of the vision. Discussion of general themes included concerns about disabled people being accommodated in our vision; the need to enforce City ordinances; the huge issue of limited parking especially if the Marina were enlarged; concern about protecting what is left of the natural state of our shoreline; the importance of Downtown in relation to the Marina; the importance of maintaining a catamaran launch; and the importance of realizing that the future will bring changes, no matter what, so we should anticipate those changes and be prepared. This is the language we had at the end of the meeting:

Dunedin's waterfront includes our current treasure of natural beauty, including 37+ miles of shore line, state parks with beautiful beaches, and waterfront city parks.

Our vision is that residents and visitors alike, of all ages and abilities, will be able to experience an array of excellent waterfront facilities, water and waterfront activities and programs that enhance their experience, and our treasure, while enjoying our well-known historical charm and quaint, friendly atmosphere.

CONCLUSION

The meeting ended at 4:30. Dates for future meetings of the Task Force are: September 9 (Discuss Objectives and Strategies to reach a vision); October 7 (Review Vision and Key Objectives and Strategies); and November 4 (Present the Draft Report, Receive Final Input, and Discuss the Report to be Given to the Commission). **The next meeting of the Waterfront Task Force is from 2:00 to 4:30, September 9th. It will be held in the Elliot Room at the Community Center.**

Respectfully submitted, Diana Carsey

ATTENDEES

7/15/13

*City Staff

**Visitor

+ Press

1. Anita Apley
2. Steve Arndt
3. Kim Beaty
4. Tony Beneri
5. Carey Bolster
6. Gregory Brady
7. Fairlie Brinkley
8. *Tom Burke
9. *Trevor Davis
10. Diana Carsey
11. **Paul Cozzie
12. Margo Currey
13. Walter DeFord
14. Zeke Durica
15. Cindy Farris
16. Manuel Farinas
17. Brian Ford
18. + Brian Goff
19. *Vince Gizzi
20. Scott Hood
21. Peter Kreuziger
22. Patt A. Miles
23. **Bill Morris
24. Claudia Nable
25. Jackie Nigro
26. Dave Pauley
27. Craig Reeves
28. Glen Steinke
29. John Tornga
30. Frank Vanore
31. Dave Wolters

DUNEDIN WATERFRONT TASK FORCE

MEETING NOTES

9/9/13

The fifth meeting of the Waterfront Task Force was held September 9, 2013, at the Dunedin Community Center in the Elliot Room at 2:00 p.m. John Tornga introduced the Task Force Management Team of Kim Beaty, Diana Carsey and himself and welcomed the participants. He went around the room and everybody introduced themselves. There were 51 people present; see the list of 40 people who signed in, at the end of these notes.

In going over the agenda, John reminded everybody of the **October 7** (from 2:00 to 4:30 p.m.) meeting at the Community Center when we expect to have a draft document for review and comment; and the **November 18** meeting date, a change from previous announcements. On November 18, we hope to have a document for final comment before submitting it to the Dunedin City Commission.

Comments or changes were invited on notes from the July meeting of the Task Force. There being none, Diana will load the notes onto the cloud and make them available on the Links Document. This will be circulated to everybody who has left their email address with us.

Kim reviewed the Mission Statement of the Task Force and the Vision Statement that was developed in July.

MISSION STATEMENT

The Mission of the Waterfront Task Force is to create a strategy for implementing the 2025 Illustrative Corridor Plan and a long term vision (2050) for Dunedin's shoreline. The vision will be an aid and a voice in the decision making process regarding improvements, changes, and additions to any and all properties regarding the City of Dunedin shorelines, including the City Marina and adjacent areas. Our effort is to improve the areas and link them to commerce in Dunedin. We wish to consider all facets of any plans provided by the City and outside sources. We intend that our vision be one that maintains the charm and quaint aspects of Dunedin. We intend also to have a minimal impact on the tax payers of the City and marina slip renters.

VISION STATEMENT

Dunedin's waterfront includes our current treasure of natural beauty, including 37 miles of shore line, state parks with beautiful beaches, and waterfront city parks.

Our vision is that residents and visitors alike, of all ages and abilities, will be able to experience an array of excellent waterfront facilities, water and waterfront activities and programs that enhance their experience, and our treasure, while enjoying our well-known historical charm and quaint, friendly atmosphere.

John reviewed the topics presented at prior meetings. There have been presentations on the following: the Downtown Waterfront Illustrative Concept Plan; Dunedin jurisdiction overview and map; Marina Plans completed in the past; Mooring Fields background information; Waterfront Parks owned or operated by the City of Dunedin; Dunedin Marina programming; State Parks – Caladesi and Honeymoon Island and the Spoil Islands; Operations overview of Marker 1; Edgewater Arms update; Planned new Causeway Bridge Feasibility Study; County Park on the Causeway; Clearwater Marinas; City Park Planning; Moorings in Florida; and the economic impact of the Windlasses, Dunedin Youth Sailing Association (DYSA), and Dunedin Boat Club on the City.

ST. JOSEPH'S SOUND

Kim Beaty began our discussion with a brief presentation on the importance of St. Joseph's Sound, the body of water between Dunedin, Tarpon Springs, and the barrier islands including Caladesi and Honeymoon. For the purposes of this project, the Sound refers to the body of water south of the Causeway, north of Clearwater, between Dunedin and Caladesi Island.

Over time, the Sound has changed and it will continue to change with storms and tides. In his memory, a storm filled in the Dunedin Pass between Caladesi Island and Clearwater Beach; and Hurricane Pass was created by another storm, giving access to the Gulf at the north end of the Sound. The Sound is a precious asset and resource. That features the important Intracoastal Waterway (ICW). Our management of activities on this body of water will define whether we continue to have a safe and navigable Sound or not. Environmental changes, protection of the manatees, dredging – these are all issues of interest and are of concern to this Task Force. In 50 to 100 years, it may be a very different place; but we want to protect and maintain the Sound.

PROCESS

John Tornga circulated a worksheet identifying four major topics for discussion (the Causeway, boating, beaches, and the waterside parks) and proposed that we work through each topic in turn, together as a large group. There was concurrence that this approach would be agreeable to the participants. In the notes that follow, suggestions and ideas are listed below the presentation of summary information. New ideas, not mentioned in our notes during previous deliberations of the Task Force, are in red.

CAUSEWAY

John Tornga provided an overview of information gathered about the Causeway. A bridge is planned to be built to replace the current lift (bascule) bridge which reaches the end of its useful life in 2014. The bridge would cost more than \$100 million, funded mostly by the federal and state governments, and Dunedin's share could be minimal. It is planned to be built after 2023 and a study related to it is scheduled for next year. The new bridge would provide almost unlimited emergency access (except during periods of high winds). If a large structure bridge is built, it

could affect how we use the island. We have consensus that we want to maintain the beach on the Causeway. The bridge project, whether it is constructed or not, is an opportunity to improve our understanding of the allocation of island space for all current users, bathers, sailors, ski-do's, as well as consideration of the area for a sailing center and a boat launch. Identification of partnerships in financing these projects, particularly boat launch and parking, would be extremely important. Other partnerships are critical such as government-government, and public-private partnerships.

1. Plant life in the Sound should be managed and protected.
2. We should expand our capability and expand program offerings.
3. We should keep bicycle access on the Causeway and investigate opportunities for the Jolly Trolley and for a water-taxi.
4. The Causeway could take the pressure off the Downtown in terms of programs offered to small-boat owners, jet-skiers, and kayakers.
5. A new bridge could mean that the Causeway is improved, not damaged. It could be a good thing to have the engineering studies that come with construction of the bridge.
6. Cars driving on sand make the beach sand hard; cars and boat trailers should be restricted where they can go and where they can park.
7. The north side of the Causeway is not being fully used and has more potential.
8. Bathers are relegated to the rocky areas.
9. The beach needs to be replenished after a study is done to provide the best method to retain beach sand; and the sooner the permitting for replenishment begins, the better. (Peter Krulder responded that Permits to replenish Honeymoon Island in 2014 were started in 2005.)
10. Can rocks be removed from swimming areas? Not always. Sometimes when you move the rocks, you lose the island.
11. The Bridge will impact on the balance of nature on the islands.

BOATING

Kim Beaty introduced the importance of boating in the area of the Sound. Boating of all types is important to our City and County, and to the State of Florida. However, Pinellas County is not a participating member of the group that manages the Intracoastal Waterway (ICW). Both sailors and motor boat operators need the ICW to work properly with signage kept up to day and depths maintained for safety. The ICW is critical for water access to Dunedin where boaters, and people engaged in all kinds of water sports in both large and small boats have always found Dunedin to be a boat-friendly place.

The Downtown Waterfront Illustrative Concept Plan proposes to expand the Dunedin Marina and improve the City's boat launch capability. The Marina accommodates about 180 boats in rented slips including commercial slips. It has no day slips at this time; but there is a project underway to construct day slips destroyed by storms. The Marina provides a shed for prams, a

Harbor Master building, and a general use (historical) building that is used by the Boat Club. There is a wait list for larger boat slips. If the Marina were expanded, slip fees could pay for services to boaters that are not currently available. Expansion of the Marina is proposed to include breakwaters to control silting and allow additional slips and improved docking to be built.

The Dunedin boat ramp near Edgewater Park at the Marina can be used by only one boat at a time, and there is parking for only 17 boat trailers with an informal arrangement with the Episcopal Church for overflow parking. For the future, overflow parking either needs to be improved or re-located. To do any of these things, permits need to be requested in a coordinated fashion, and all of that will take time.

Access in and out of Edgewater Arms' parking lot, across the Marina Boat Launch, and through the Marina Parking area to Main Street is an ongoing safety issue and should be addressed.

We have learned that the Sound should be maintained at about 4 1/2 feet of depth to allow best access for water sports and to reduce sea grass accumulation. The Sound should not be allowed to silt up.

Kim summarized the information we learned about moorings which might alleviate misuse of the Sound by errant boat owners. He reminded us that there are five test sites in Florida which the Legislature will be evaluating in 2014 towards development of new regulations regarding moorings.

Kim invited comments and suggestions regarding boating.

1. The bridge does need to be built, but the size of the bridge is an issue.
2. Presently, it appears that boats are being anchored permanently, and this should not be allowed. These boats damage the water and their anchors damage our grasses. If we have a mooring field will we have recourse against these people? Important issues are: trash and waste. A pump-out barge could also pick up trash.
3. "Gunk-holing" as a popular activity of many boaters in Florida and could be made more tolerable if there were services in Dunedin for sailors like pump-out services and a dingy dock like other waterfront cities have.
4. The capacity of the Marina could be doubled if breakwaters were constructed on both sides of the opening of the Marina, at Bon Appetit and at Edgewater Arms.
5. Dunedin is flourishing as it is. The city is a small town. Expansion of the Marina has impact on all the neighboring properties.
6. The Best Western was constructed on a beach, and it caused silting up of the whole north east side of their building and along Victoria Drive.
7. Parking would have to be expanded if the Marina were expanded. (The City Commission approved the plan in 2012 that calls for expanding the Marina.)

8. Could the City acknowledge that we need another boat launch site? (The City Commission approved the plan that calls for additional launching capacity.)
9. Small boats cannot be launched conveniently at the Marina. The Causeway north side offers launch possibilities but it is not marked and usually crowded with other users.
10. Could the Causeway accommodate a Sailing Center on the North Side?
11. Passive waterfront parks should be modified in the future so they allow more active uses.
12. The Youth Guild Park opening in the mangroves for kayaks is too narrow. There should be two openings, and we need a wooden ramps there for kayakers to use.
13. Could we have a Sailing Center at Honeymoon Island?
14. Cedar Creek is silting up. If we dredged regularly, could we ameliorate the silting up all along our shores to protect sea walls and streams and maintain proper depth of the Sound for water sports?

THE ISLANDS

Diana Carsey provided a summary of findings related to the islands in the Sound. There are seven managed by Coastal Aquatic Management Area (CAMA) but are not programmed for particular uses; and three large islands that are heavily used: Caladesi and Honeymoon Islands are managed by the Florida State Parks; and the Causeway is owned by Pinellas County and partly maintained by the City of Dunedin. In 2013, Honeymoon Island will receive more than 1,000,000 visitors; Caladesi visitors are estimated to reach 204,000. These numbers are a little lower than 2012 due to spring storms which reduced visitors to the beaches.

A water-taxi could function, as proposed by several speakers, between Dunedin and the State Parks. For the Jolly Trolley to serve the Causeway Beach, a modification in the public transit schedule for the Trolley would have to be requested to get more trolley vehicles assigned to the expanded route. We have learned that there is a contract in place between Florida State Parks and Caladesi Connections, Inc., who has exclusive rights to ferry people to and from the two state parks. To provide ferry service in addition to that, with a water taxi, a sub-contract with Caladesi Connections, Inc., would need to be executed.

1. The spoil islands appear to be cleaner than in the past. People are picking up better, and volunteers from the Boat Club and other organizations are helping a lot.
2. Should there be another life-guard station on Honeymoon Island. Peter Krulder described the assignment of lifeguards on the Island.
3. People are very active in Dunedin. This is the most walkable city! The balance between quality of life and growth is delicate.

Tom Burke spoke about the Sound and the Causeway Bridge. Regarding St. Joseph's Sound, since there will be a coastal engineering study regarding the Bridge, we should make sure that it considers tides, winds, sand and weather impact on the Sound of the proposed construction project. Also, how would the modified Causeway itself affect the Sound?

CITY WATERSIDE PARKS

Kim Beaty invited comments on the subject of waterside parks.

1. Bike paths should be published that link all the parks to each other and to the water, especially Weaver Park and Edgewater Park.
2. Recycling bins are NOT at Edgewater Park or at the Marina. Why Not?
3. How do we make the waterside parks more accessible?
4. We need trees by the water at Edgewater Park, not just clumped together in the center of the park.
5. Why don't we have orange trees in any of our parks? If oranges are important in our heritage, there should be at least one location where orange trees are planted. Let people pick the oranges!

John wrapped up the discussion of major topics invited any additional suggestions or comments on any topic.

1. This is a small town. It does not need to expand.
2. The town will continue to grow and expansion of services and programs will always be necessary.
3. Honeymoon is special. Keep it quiet, don't add programs to Honeymoon Island.
4. A Dunedin High School sailing team is being launched (today) with our first team ever. There are now 36 kids (8-16 yrs), with 20 on the waiting list. Eight more young people have signed up for the new High School Team. Scholarships are available for all these programs.
5. When you look at Bellaire Bridge, boat access to the boat launch on the east side is great; but the little beach on the west side is difficult to access.
6. A water taxi from Clearwater to Dunedin would be a great idea.
7. We will grow in spite of ourselves. Downtown's Pioneer Park is regularly targeted as the place to move to!
8. We should focus on public property for any expansion of services, not private property.
9. Can we expand the Marina without putting in more parking?
10. You can find parking away from the Marina if you need parking. Think about teaming with existing church lots and the brewery to provide parking, not the Marina.
11. Victoria Drive is a precious historic area that should be maintained as it is.
12. Let's not make bad decisions like we have in the past that hurt the Sound. Some decisions in the past have had negative effects on the Sound.
13. How do we keep water flowing in the Sound and not silting up?

**CITY OF DUNEDIN
WATERFRONT TASK FORCE
NOTES OCTOBER 7, 2013
2:00 – 4:30 p.m., Dunedin Community Center**

John Tornga welcomed everybody to the sixth meeting of the Waterfront Task Force, and there were introductions around the room. There were 22 people present.

In review of the September notes, concern about Victoria Drive had been expressed in September and was that represented in the September notes? Yes, see page 6, item 11, where we recorded concern that Victoria Drive remain as it is. There being no changes in the notes from the September meeting, they can be found at this link:

<https://dl.dropboxusercontent.com/u/105426070/WATERFRONT/Waterfront%20Task%20Force%20September%209%20Notes%20fin.pdf>.

The following outline of a proposed report from the Waterfront Task Force to the City Commission was discussed. The outline was not modified.

- I. INTRODUCTION
- II. SUMMARY
- III. BACKGROUND
- IV. Acknowledgements; Process; Management Team and Task Force Meeting Dates; Mission Statement; (summary of) Presentations, Observations and Research; and Study Area Map
- V. RECOMMENDATIONS
- VI. St. Joseph Sound and Dunedin Islands
 - A. Findings and Observations
 - B. Short Term Recommendations
 - C. Long Term Recommendations
- VII. Dunedin Marina
 - A. Findings and Observations
 - B. Short Term Recommendations
 - C. Long Term Recommendations
- VIII. Dunedin Causeway
 - A. Findings and Observations
 - B. Short Term Recommendations
 - C. Long Term Recommendations
- IX. Dunedin Waterfront Parks
 - A. Findings and Observations
 - B. Short Term Recommendations
 - C. Long Term Recommendations
- X. REFERENCES AND DOCUMENTATION
- XI. Documents used in the work of the Task Force
- XII. Notes from the meetings of the Task Force
- XIII. Conclusion

John asked participants to review the mission statement and the vision statement and described that discussions would follow each topic introduced; comments from all would be welcome at the end of the meeting on any topic.

MISSION STATEMENT

The Mission of the Waterfront Task Force is to create a strategy for implementing the 2025 Illustrative Corridor Plan and a long term vision (2050) for Dunedin's shoreline. The vision will be an aid and a voice in the decision making process regarding improvements, changes, and additions to any and all properties regarding the City of Dunedin shorelines, including the City Marina and adjacent areas. Our effort is to improve the areas and link them to commerce in Dunedin. We wish to consider all facets of any plans provided by the City and outside sources. We intend that our vision be one that maintains the charm and quaint aspects of Dunedin. We intend also to have a minimal impact on the tax payers of the City and marina slip renters.

VISION

Dunedin's waterfront includes our current treasure of natural beauty, including 37+ miles of shore line, state parks with beautiful beaches, and waterfront city parks. Our vision is that residents and visitors alike, of all ages and abilities, will be able to experience an array of excellent waterfront facilities, water and waterfront activities and programs that enhance their experience, and our treasure, while enjoying our well-known historical charm and quaint, friendly atmosphere.

DISCUSSION

Thus far, the Waterfront Task Force has heard presentations on the following topics: Downtown Waterfront Illustrative Concept Plan; Causeway Boulevard Corridor Study; Dunedin jurisdiction overview; Marina Plans completed in the past; Mooring Fields background information; Waterfront Parks owned or operated by the City of Dunedin; Dunedin Marina programming; State Parks – Caladesi and Honeymoon Island and the Spoil Islands; Operations overview of Marker 1; Edgewater Arms update; Planned new Causeway Bridge Feasibility Study; County Park on the Causeway; Clearwater Marinas; City Park Planning; Moorings in Florida; and the economic impact of the Windlasses, Dunedin Youth Sailing Association (DYSA), and Dunedin Boat Club on the City.

John Tornga described the importance of partnerships in approaching any of the recommendations for action that are being offered. Public-private partnerships, public-public partnerships between governmental bodies, private initiatives, and public or private grants are all important. Over time, all these mechanisms have been very successful in fulfilling public goals.

Proposed Recommendations

A. St. Joseph's Sound and Dunedin Islands

Kim Beaty presented an overview of the findings so far regarding the Dunedin part of St. Joseph Sound, using a consolidation of notes from prior meetings. Proposed recommendations were discussed and modified during the discussion. There was concurrence on the following recommendations.

1. Short Term

- a. Work to improve water quality in the Sound by identifying strategies to reduce point and non-point pollution and explore the use of oyster beds to improve water health. Consider placing labels on storm water drains to urge people to NOT put trash down our drains.
- b. Play an active role in the management of the Sound to include the Intracoastal Waterway.
- c. Provide a Connectivity Map for Dunedin that identifies ways to reach all of our parks and islands.
- d. Work as a partner with CAMA to add programs to some of the islands in the Sound.
- e. Purchase or lease mobile dredging equipment for maintenance work.

2. Long Term

- a. Manage the depths of waterways by Maintenance Dredging.
- b. Consider Mooring Fields after State Legislation is completed if beneficial to City.
- c. Improve access to the Sound and the Gulf by researching the possibility of boat launch ramps on the Causeway or on dog beach at Honeymoon Island.
- d. Acknowledge that there are conflicts among users of the Sound and work with the various authorities to improve safety and reduce accidents between users.

B. Marina

John Tornga described the Dunedin Marina and all the groups who use the Marina every day. He provided a summary of issues that had been raised and information gathered over the past several months by the Task Force. After considerable discussion, the following recommendations received the concurrence of the group:

1. Short Term

- a. Examine and modify the traffic pattern for bikes, trailers, cars, and pedestrians around Edgewater Park to reduce conflicts and improve safety for all users; this would mean working with neighboring business and condominium owners to diminish traffic crossing through the Park.
 - 1) Limit the size of trailers / boats that are allowed to use the Dunedin Marina Boat Ramp.

- 2) A marked bike route through the Dunedin Marina to the Boat Club or to the fishing pier would be very welcome.
 - 3) Modify striping for boat trailers so that the trailer parking space can be better used.
- b. Find a way to encourage persons with limitations or disabilities to access boating at the Dunedin Marina.
 - c. Look for alternatives for boat trailer parking to provide relief to the Episcopal Church. Consider a formal agreement with the Church to give them some relief and to set up rules for access to Church property.
 - d. Correct the damaged sunfish/kayak launch at the Marina to improve safety and encourage users.
 - e. Initiate a Marina Study to evaluate the feasibility of expanding the marina as proposed in the Downtown/Marina Illustrative Corridor Plan; and initiate the permitting requests to implement proposed improvements.

2. Long Term

- a. Consider other locations, including Rotary Park, the Causeway, or Honeymoon Island as a possible future boat ramp facility to relieve pressure on the Dunedin Marina.
- b. Design the best marina possible should storm destruction require a rebuild Dunedin Marina in the future.

C. The Causeway

Diana Carsey provided an overview of the 2010-2012 Causeway Boulevard Corridor Study which examined three key design overlays that could be used to enhance the roadway and improve appearance of the area. The boulevard should be friendly to pedestrians and parking should not dominate; the shopping center should be redeveloped with mixed residential, commercial, and hotel included. Generally, the residential properties should become elevated buildings with screened parking as time goes by.

John Tornga summarized the history of the Causeway and the recommendations that have arisen from Task Force meetings. In discussion, several issues were raised:

- Question: If the Intracoastal Water Way (ICWW) is not maintained, would we still need a high bridge?
- Could the Causeway north side accommodate a boat launch?
- You can hold sand on “groins” so that sand accumulates to one side. If the groin is not positioned for the effect you want, it can be repositioned so that it performs the way you want it. This strategy is being done successfully in Florida at the Howard Franklin Bridge in Tampa Bay.

After discussion, the following recommendations were developed:

1. Short Term

- a. Appoint a representative to participate in Causeway Bridge planning, and initiate that participation right away.
- b. Ensure that the next phase of Causeway Bridge work (PD&E) includes impact analysis of proposed design on the water quality, water flow, tides, winds, and plant life in the Sound.

- c. Reach for an ownership position of the Causeway and work with the County to assign usage of the beaches and parking.
- d. Upgrade the appearance of the Island; install proper signage, picnic tables and pavilions.
- e. Provide re-nourishment to Dunedin Beach and utilize native plants to enhance the environment.
- f. Develop a needs assessment for a Dunedin Sailing Center that accommodates persons with disabilities.
- g. Develop needs assessments for a fishing pier and a new Dunedin Boat Launch.

2. Long Term

- a. Construct launch facility and sailing center under or beside the new bridge.
- b. Make sure bridge improves appearance and function of the road and approach to Honeymoon and Caladesi Islands.

D. Dunedin Waterfront Parks

Kim Beaty summarized the findings related to Dunedin's Waterfront parks and invited discussion. The following recommendations were developed with a consensus of the group.

1. Short Term

- a. Coordinate with the City and Chamber of Commerce to develop a single map of the City that caters to businesses and to visitors alike. It should include the state parks and provide markings to direct people to locations where they can use watercraft, ride bicycles, and so forth. For example: Dunedin's Golf Cart Zone should be marked; and Kayak access points should be marked.
- b. Investigate the CAMA "Adopt a Park" program for the islands and recommend ways to support the program.
- c. Explore Dunedin's parks for "Adopt a Park" programs.
- d. Install equipment at parks to allow access to and from the water by non-motorized craft and bathers to encourage additional uses. Two examples:
 - 1) Find a way to allow visitors to walk into the water at Weaver Park; this would allow kayakers and paddle boarders to use the Sound.
 - 2) Explore installation of a small wooden-like dock at the Youth Guild Park to improve access to the water through the mangroves.
 - 3) Establish a maintenance program at Youth Guild Park to keep mangroves back to allowed continued access to the water.
 - 4) Expand parking to accommodate 12 cars (doubling capacity).

2. Long Term

- a. Conduct a feasibility study to see which parks can be made centers for more variety of water activities.
- b. Implement results in a prioritized fashion.
- c. Explore permitted uses of LDO funds or other sources to pay for park capital improvements that expand programming

Following discussion of the proposed recommendations, John provided a wrap up of the recommendations:

- 1) Quality of the water in the Sound should be protected;
- 2) Traffic patterns at the Marina are critical;
- 3) The Causeway has potential for Dunedin and we should actively participate;
- 4) City Parks at the Waterfront can be enhanced and marketed better for waterside uses.

John invited participants to comment on any of these subjects. The following lists ideas and suggestions that had been received outside the Task Force meetings which had been circulated to the participants, and ideas and suggestions arising in the discussion:

- 1) The City should routinely consider purchase of every waterside property that comes on the market so that, over time, there is some additional access to the Sound.
- 2) The group called American's Great Loop Cruisers Association (AGLCA) is a group of boaters who travel all along the coast. They mostly avoid Dunedin because we have no access for dinghies to tie up. Cruisers like mooring fields, by the way, because in their experience mooring fields work very well.
- 3) Emphasize Florida native plants in all coastal areas.
- 4) Boat launching for kayaks is sorely inadequate. We need more places where we can launch boats.
- 5) We should close the boat ramp in Dunedin to reduce safety concerns at Edgewater Park, redirecting boaters to nearby ramps outside of Dunedin. Removing the boat ramp opens up more parking for park and marina users.
- 6) At the Marina and at the Causeway, investigate the benefits of wave attenuators to manage deposit of sand on the beaches.
- 7) Volunteers might be helpful and willing to remove "rip rap" at the Dunedin Marina Beach.
- 8) We should examine the slip capacity at our neighbors Edgewater Arms, and Dunedin Grand and see how we can help them make use of those empty slips.
- 9) The Causeway Bridge is proposed to be constructed on the south side, and presently there is no discussion of programs being retained or added at the Causeway.
- 10) Catamarans are getting run over by motor boats. We should have a 10 mph zone for all boats in the area of Sail Honeymoon. It should be marked as a NO WAKE zone.
- 11) Boating without lights after dusk is dangerous and those boaters should get tickets.
- 12) A "Swim at your own risk" notice is definitely needed.
- 13) The Causeway is always crowded. There are always bathers on the beach. Let's not over-organize things.
- 14) A lot of people don't have boats, but they still want access to the water.
- 15) Safety is a real issue. Jet ski's are particularly dangerous to bathers and other users. Can we post a speed limit in the area?
- 16) It's apparent that Dunedin focuses on short-term goals and does not address long-term goals very well.
- 17) The Beach on the Causeway is of key interest.
- 18) Water Quality is much better now than it used to be, but this issue needs to be kept out front.
- 19) Thank you for all this effort and for listening.
- 20) How are you going to avoid our recommendations being ignored?
- 21) There have been a lot of studies over the years with little follow-through. It should be stressed to the Commission that we expect a change in that.
- 22) This is a hurricane prone area. We should be ready to recover in a smart way. That means thinking about things ahead of time.
- 23) Growth is good up to a point, but it can be managed smartly. For example, if we build a new boat launch with only two ramps and 50 parking spaces, we will have more than doubled our capacity.
- 24) Put the new boat ramp on the east end, before going over the new bridge.
- 25) I support the Task Force and do not want a turf battle. We have a finite space and we should work to using our space collaboratively.

John thanked everybody for participating and reminded everyone that the next meeting is **Monday, November 18, 2:00 – 4:30, Elliot Room at the Community Center.** At that meeting, we will be reviewing a summary report reflecting all of our deliberations.

Respectfully submitted,

Diana Carsey

10/18/13

Attendees who signed in:

- | | | | |
|-----|------------------|-----|---------------------|
| 1. | Kim Beaty | 11. | Ron and Jan Matuska |
| 2. | Carey Bolster | 12. | Claudia Nable |
| 3. | Jan Bowers | 13. | Andrew Newman |
| 4. | Fairlie Brinkley | 14. | David Parker |
| 5. | Diana Carsey | 15. | George Skalkeas |
| 6. | Margo Currey | 16. | Nancy Schmidt |
| 7. | Zeke Durica | 17. | John Tornga |
| 8. | Brian Goff | 18. | Frank Vanore |
| 9. | Vince Gizzi | 19. | Harold West |
| 10. | Scott Hood | 20. | Dave Wolters |

**CITY OF DUNEDIN
WATERFRONT TASK FORCE
NOTES NOVEMBER 18, 2013
2:00 – 4:30 p.m., Dunedin Community Center**

John Tornga welcomed everybody to the seventh meeting of the Waterfront Task Force, and there were introductions around the room. There were 23 people present. He thanked everyone for coming and for participating.

In review of the October 7 meeting notes, there were no changes requested. The notes can be found at this link:

<https://dl.dropboxusercontent.com/u/105426070/WATERFRONT/Waterfront%20Task%20Force%20October%207%20Notes%20fin.pdf>

Everyone was given a draft “conclusion” and a revised “summary of recommendations with comments inserted on the side. We would be discussing the overall report first, then the recommendations, and finally the conclusion.

Kim took comments on the draft report that was circulated last week to Task Force participants:

- a) Don’t presuppose how the Causeway will be laid out. Let that arise from the analysis of the options and of the site.
- b) Always include a pump-out station at the Dunedin Marina as a part of future improvements.
- c) There are 476 residents on Honeymoon Island.
- d) Add a map that shows where Dog Beach is.
- e) Pinellas is the smallest county in Florida, but we have the second most number of register boaters.
- f) The future planning for our Marina should include evaluation of having a fueling station.
- g) Weekend boaters need clean, efficient access to the water.
- h) Boat ramps are hugely important!
- i) Parking is the single most limiting factor at the Dunedin Marina. Remember, even kayakers impact on parking since they also arrive in vehicles.
- j) There was a lot of crowding on the Peninsula Sunday for the Youth Sailing final event of the season.
- k) Many boats come and anchor off our Marina for Dunedin events. Last weekend, there were six boats anchored off shore and they had dinghies. A mooring would help these boaters get into the Downtown from their boats.
- l) On the causeway, we don’t need more power boats. Let’s do something to limit them to the Sound.
- m) Do not install a boat ramp at the Causeway. It encourages boaters.

- n) We need more emphasis on the free use of open spaces.
- o) Parks can be improved for non-boaters as well as for boaters. All the park uses are valid.
- p) The Waterfront Task Force project is long-term. Boating access is key. It brings more revenue to the State and other industries combined.
- q) Bird watching could be enhanced with a new bridge.
- r) Be sure to protect waterfront views in downtown area.
- s) Commercial boats are not represented in this report. They are a valuable asset. We have five fishing boats and five brokerage boats. Why only five fishing boats? Support our fishermen!
- t) We should be holistic about the Causeway in planning for its future.
- u) Use bullet-points in the OVERVIEW.

There was discussion about some projects being possible without any budget impact, and others needing to be budgeted. We agreed to include both kinds of projects, neutral or no budget impact, and unbudgeted needs projects, because both types are important. Unbudgeted recommendations can be studied and monitored and kept available for funding later if funding does become available. We agreed to insert on the recommendations list which would have a budget impact on the City.

Diana took comments on the Summary of Recommendations. Participants pointed out several things:

- a) Other groups that would have a stake in our recommendations are the Chamber of Commerce, the merchants Association, and the Visit Dunedin. They will be inserted.
- b) The County has an Adopt a Park program now. We should check it out.
- c) Add PSTA as an interested party to the Recommendations assignments. All these recommendations are associated with advisory committees. They should be brought on board so they can participate in accomplishing the recommendations. They are our partners.
- d) Dunedin's largest problem is that, generally, there is no place to park. It's a big problem for the future. One of our parks is going to end up being needed for a parking garage.
- e) Most of the visitors to the chamber are interested in the islands, and they are not boaters.
- f) On the Causeway, we have walkers, joggers, fishermen, families with children and babies in tow; and there are no fees for parking at Dunedin Beach.
- g) The article from SOUTHWINDS magazine was circulated about Gulfport's new marina building and the grant they just got. (See MARINA section, above.)
- h) Edgewater Arms traffic stoppage has greatly reduced conflicts at the Marina near Edgewater Park.
- i) St. Joseph Sound is an "Essential Florida Waterway." It should be protected.

We reviewed the assignment of boards and committees to each recommendation, and participants asked that some of the recommendations be assigned to staff as well.

Kim asked for ideas about the Conclusion. Discussion ensued about how to include the staff and the boards and committees without appearing to instruct the City in what happens next. Still, everybody agreed that their own groups would be following the Commission's treatment of this topic with the expectation that actions will occur.

For next steps, John described that we hope to have a completed report by the middle of December. It will be transmitted by letter to the City Manager with a request for a place on a Commission agenda. We hope the Commission will set up a workshop to discuss the Waterfront Recommendations, preferably not a workshop at 2 p.m. on Monday (!). Participants will be advised when the Report has been submitted and when we expect to be on the agenda.

To wrap up the meeting, John invited participants to make final comments on the Report or any items related to the Waterfront that they felt needed to be described. These are the general comments of the participants:

1. Thank you for listening to everybody and making time for discussion.
2. Weaver Park should be a youth sailing venue; programming on the east side is done. Let's go back to the drawing board and move youth sailing to Weaver Park.
3. Always allocate a small percentage of park improvements to public art in the parks.
4. Modify order of recommendations for the marina as follows: Parking, engineering, peninsula, master plan, and future sailing centers.
5. Go to the website for Kayakers and Campers Association and find what's available in Pinellas County.
6. If we closed the boat ramp at the Dunedin Marina, we could get 34 more car parking spaces in there. We need to look for an alternative location for a boat ramp.
7. There is such crowding at the Marina, we need other locations for some of the services and activities we offer there.
8. In Pinellas County, there are 47,000 registered boats; in Miami Dade, there are 53,000 registered boats. We have a lot of boats in our area and not enough services or places to welcome them.
9. Volunteers are hugely important and could help at some of the parks. Look at what they already do for the State Parks, providing work that would have cost more than \$600,000 just last year. Our parks are understaffed and need help. Why don't we have Park Volunteers?
10. A sailing center on the Causeway would work great. It belongs on the north side.
11. There should be no swimming on the Causeway until the boating signage is corrected.
12. There should not be a boat launch on the Causeway.
13. The City of Dunedin is a prime player in the Causeway and should be at the table on all discussions about its master planning and functions as well as the Bridge proposal.
14. Make sure the long-term vision for Dunedin Marina includes both fuel and pump-out stations.

Respectfully submitted,

Diana Carsey

November 24, 2013

Attendees who signed in:

- | | | | |
|-----|----------------------|-----|---------------|
| 21. | Steve Arndt | 34. | George Miller |
| 22. | Kim Beaty | 35. | Jane Miller |
| 23. | Carol Bickford | 36. | Jackie Nigro |
| 24. | Carey Bolster | 37. | Glen Steinke |
| 25. | Fairlie Brinkley | 38. | John Tornga |
| 26. | Jacqueline Brownhill | 39. | Lynn Wargo |
| 27. | Diana Carsey | 40. | Dave Wolters |
| 28. | Margo Currey | | |
| 29. | Trevor Davis | | |
| 30. | Fern Dye | | |
| 31. | Manny Farinas | | |
| 32. | Scott Hood | | |
| 33. | Tim Hunt | | |

COMMENTS RECEIVED BY MAIL:

Zeke Durica
Carey Bolster
Claudia Nable
Jim McGinity