



Council Minutes

April 8, 2013
10:00 a.m.

REPRESENTATIVES PRESENT

Chair, Mayor Bob Minning, City of Treasure Island
Vice Chair, Mr. Andy Núñez, Pinellas County Gubernatorial Appointee
Secretary/Treasurer, Commissioner Victor Crist, Hillsborough County
Past Chair, Commissioner Larry Bustle, Manatee County
Commissioner Nina Bandoni, City of Safety Harbor
Councilman Gene Brown, City of Bradenton
Vice Mayor Woody Brown, City of Largo
Council Member Bob Boss, City of Temple Terrace
Commissioner Jonathan Davis, City of Palmetto
Commissioner Bill Dodson, City of Plant City
Commissioner Lorraine Huhn, City of St. Pete Beach
Ms. Angeleah Kinsler, Hillsborough County Gubernatorial Appointee
Commissioner Janet Long, Pinellas County
Commissioner Jack Mariano, Pasco County
Councilwoman Mary Mulhern, City of Tampa
Vice Mayor Gail Neidinger, City of S. Pasadena
Commissioner Jennifer Salmon, Alt., City of Gulfport
Mr. Tim Schock, Hillsborough County Gubernatorial Appointee
Ms. Barbara Sheen Todd, Pinellas County Gubernatorial Appointee
Councilwoman Jodi Wilkeson, City of Zephyrhills
Mr. Waddah Farah, Alt., Ex-Officio, Florida Department of Transportation
Ms. Michelle Miller, Ex-Officio, Enterprise Florida

REPRESENTATIVES ABSENT

Mayor David Archie, City of Tarpon Springs
Commissioner Scott Black, City of Dade City
Commissioner Ron Barnette, City of Dunedin
Council Member Doreen Hock DiPolito, City of Clearwater
Councilman Bob Langford, City of New Port Richey
Councilor Bob Matthews, City of Seminole
Council Member Janice Miller, City of Oldsmar
Council Member Wengay Newton, City of St. Petersburg
Councilman Ed Taylor, City of Pinellas Park
Ms. Kim Vance, Hillsborough County Gubernatorial Appointee
Ms. Pamala Vazquez, Ex-Officio, FDEP
Mr. Todd Pressman, Ex-Officio, Southwest Florida Water Management District

OTHERS PRESENT

Todd Pokrywa, VP Planning, Schroeder-Manatee Ranch
Michelle Sims, Env. Affairs, CF Industries
Day Matteson, Permitting Engineer, Mosaic
Hugh McGuire, Attorney, Mosaic
Lauren Matzke, Planning Managee, City of Clearwater

David Winkle, Transportation Planner, FDOT
Will Augustine, Sr. Planner, Hillsborough County Planning Commission
Tricia Neasman, Planning Supervisor, SWFWMD

STAFF PRESENT

Mr. Manny Pumariega, Executive Director
Mr. Don Conn, Legal Counsel
Ms. Lori Denman, Recording Secretary
Mr. Marshall Flynn, IT Director
Mr. John Jacobsen, Accounting Manager
Ms. Betti Johnson, Principal Planner
Ms. Wren Krahl, Director of Administration/Public Information
Ms. Jessica Lunsford, Intergovernmental Service Coordinator
Mr. John Meyer, Principal Planner
Mr. Patrick O'Neil, Senior Planner
Mr. Brady Smith, Senior Planner
Mr. Avera Wynne, Planning Director

Call to Order – Chair Minning

The April 8, 2013 regular meeting of the Tampa Bay Regional Planning Council (TBRPC) was called to order at 10:05 a.m.

The Invocation was given by Ms. Barbara Sheen Todd, followed by the pledge of allegiance.

Roll Call -- Recording Secretary

A quorum was present.

Voting Conflict Report -- Recording Secretary - None

Announcements: - Chair Minning

- Councilor Bob Matthews was thanked for providing refreshments.
- Council Meeting Recaps will be provided via email after the meeting in order to assist in reporting back to respective boards and jurisdictions.

1. Approval of Minutes – Secretary/Treasurer, Commissioner Crist
The March 11, 2013 minutes were approved. (Todd/Mulhern)

2. Budget Committee – Secretary/Treasurer, Commissioner Crist
Highlights of the Financial Report for the period ending February 28, 2013 “Agencywide Revenue Expenditure Report” are:

- “Federal Grants” – Current month reflects the January billing for the Energy Assurance project.
- “Fees / Contracts” – Includes “\$85,000” for the “GIS Broadband Transition project” that was not anticipated in the initial budget.
- “Contract Services” & “Administrative In-Kind” exceed the year to date proportionate amount compared to the budget because they reflect charges to projects that will be completed in less than twelve months.
- “Printing/Graphics & Tenant Rent” - These line items will be adjusted for the “mid-year budget”. A detailed explanation has been provided in the attached “Notes to Financial Statements”.

Motion to approve the Financial Report for the period ending 2/28/13. (Wilkeson/Vice Mayor Brown)

3. Consent Agenda – Chair Minning

A. Budget and Contractual

The Tampa Bay Regional Planning Council has received the new maintenance and technical support contract for the statewide version of REMI Policy Insight from Regional Economic Models, Inc. The contract will begin on March 25, 2013 and run through March 24, 2014 at a cost of \$37,513. TBRPC owns this version of the model separately from the Council version to allow all RPCs in the state to have REMI. \$18,513 is for the annual data and licensing while the balance is for the other RPCs to receive secondary user licenses and unlimited technical support from REMI staff. All costs are paid by the six RPC secondary users, not TBRPC. TBRPC has been a REMI user since 1999 and continues to provide technical support and assistance to the Council's members, economic development organizations, Tampa Bay Partnership and others. The REMI model can be used to forecast the economic and demographic effects of policy initiatives. Policy Insight answers the "What if...?" questions concerning regional and local economies. Any type of policy that influences economic activity can be evaluated including economic development, transportation, energy, environmental, and taxation.

Action Recommended: Authorize the Executive Director to sign the Annual User Agreement for Software Licensing and Services.

Staff contact: Avera Wynne, ext. 30 or Patrick O'Neil, ext. 31

B. Intergovernmental Coordination & Review (IC&R) Program

1. IC&R Review by Jurisdiction - March 2013
2. IC&R Database - March 2013

Action Recommended: None. Information Only.

Staff contact: John Meyer, ext. 29

C. DRI Development Order Reports (DOR)

DRI # 273 - Wingate Creek Mine S/D, Manatee County

Action Recommended: Approve staff report.

Staff contact: John Meyer, ext. 29

D. DRI Development Order Amendment Reports (DOAR)

DRI # 260 - Wiregrass Ranch (Project Equis), Pasco County

Action Recommended: Approve staff report.

Staff contact: John Meyer, ext. 29.

E. Notice of Proposed Change Reports (NOPC) - None

F. Annual Report Summaries (ARS) / Biennial Report Summaries (BRS)

1. DRI # 130 - Cypress Banks, RY 2012-13 ARS, Manatee County
2. DRI # 217 - Harbour Island, RYs 2009-13 ARS, City of Tampa

Action Recommended: Approve staff reports.

Staff Contact: John Meyer, ext. 29.

G. DRI Status Report

Action Recommended: None. Information Only.

Staff contact: John Meyer, ext. 29

H. Local Government Comprehensive Plan Amendments (LGCP)

Due to statutory and contractual requirements, the following reports have been transmitted to the State Land Planning Agency and the appropriate local government in accordance with Rule 29H-1.003(3), F.A.C.

For adopted amendments that do not require Council comments, no report is attached.

1. DEO # 13-1RWSP, City of Tarpon Springs (proposed)
2. DEO # 13-1RWSP, City of Zephyrhills (proposed)
3. DEO # 13-1ESR, City of Safety Harbor (proposed)

Action Recommended: None. Information Only.

Staff contact: Jessica Lunsford, ext. 38

I. Local Government Comprehensive Plan Amendments (LGCP)

The following report(s) are presented for Council action: - None

Motion to approve the Consent Agenda (Mariano/Bustle)

4. **Item(s) Removed from Consent Agenda and Addendum Item(s) - None**

5. **Review Item(s) or Any Other Item(s) for Discussion - None**

6. **A. Pinellas County MPO Long Range Transportation Plan (LRTP)-Scenario Planning**

Ms. Sarah Ward, Interim Executive Director of the Pinellas County MPO introduced Mr. Scott Pringle, Jacobs Engineering.

Mr. Pringle thanked the Regional Planning Council for hosting their event on Friday.

As we go through the next couple of months, and the next year, please keep in mind the level of coordination that's occurring across several different agencies. A great example is the MPOs 25 Year LRTP which is in coordination with what PSTA is looking at, we are also working with Planning Councils, and a lot of the conversation we will talk about today is a follow up and continued dialogue on this conversation that's been occurring over the last two years regarding the Pinellas Alternatives Analysis.

The 25 year plan is just getting kicked off now. They're developing a series of different scenarios to evaluate different benefits of a couple of different transportation options. We are going to continue this effort through the spring and summer and then have a further dialogue going out to the larger public in summer and toward the end of fall.

The scenarios that the MPO is going to be looking at are three-fold. We are looking at ways to improve capacity on the roadways that are there today, or planned to be built by using technology, some intersection improvements. Scenario Two is where some of that coordination really comes in with PSTA. PSTA, at this point in time, is looking at their service countywide. What they are doing is studying that service and looking for efficiencies and for ways to improve what they have and what they are providing today. That will be the under-opinion of that scenario two. Each one is building on top of each other, working our way down to scenario three, which is what we were here doing on Friday and what I will give you an update on today. Scenario three is really focusing on economic development opportunities that may occur around stationary areas that are a part of that proposal coming out of the Pinellas Alternatives Analysis.

I know many of you are aware, this is a quick overview more so that you can see some of the conversations that are going on related to the Alternatives Analysis (AA) and as we go out to the public over the next several months. During the study there was a lot of emphasis on economic development and growth. What you are seeing today, and what you're going to see over the next couple of months is that continued dialogue, continuing to reach out to the public, and get a true understanding of what that development or those economic development opportunities may be as a result of this proposal.

The AA itself started in 2010. We started with over 100 different options or alternatives and the goal was to narrow down that many options to the one preferred alternative. We looked at any number of different alternatives. We also had a very detailed conversation about the series of different technologies from bus to rail. Each step of the way through the AA we had a technical evaluation, but they were bounced by public input. We actually had the opportunity to talk to over 24,000 people during the study itself. It wasn't just a technical detail, but also public input. The results of the AA is what we call that locally preferred alternative. It's a recommendation for 24 miles of light rail in Pinellas County with a connection across the bay to Westshore in Tampa. We're looking at 16 stations within Pinellas County, but probably as important is the background bus service that PSTA runs today. Part of the AA looked at almost doubling the service PSTA will provide in the future and that coincides very well with scenario two and what PSTA is doing over the next year. We're not just talking about PSTA itself, we are also talking about connectivity to the region. Future connections, premium transit routes, bus rapid transit (BRT), express buses, circulator service, a whole host of different modes and technologies to make a comprehensive plan.

Some of the information has been taken out to the public, a lot of conversations over the last couple of years. One of the questions that I get frequently is, why rail in Pinellas County? We're not in New York or Boston, how can this work in Pinellas County? We looked at the persons per acre and compared it to a number of different cities across the country and what they have within a ½ mile of their corridors and what we're finding is Pinellas County both now and in 2035 is actually more dense than many of those counties. We do have a population to support light rail. The flip side of this coin is jobs. When we make that same comparison looking at jobs it's a much different story. Pinellas County is falling at the end of that spectrum where they don't have as many jobs per acre. Some of that is the makeup of the county itself, but I think it's a telling statistic of how important light rail can be to promote economic development in Pinellas County.

Another question I got pretty frequently throughout the AA is, I don't live on the corridor itself. How is this going to benefit me? With an investment of this type, when you look about 5 miles outside of either side of the corridor its very easy to drive to a station, park your car, hop on the rail or even jump on that local bus and make one transfer to get onto the rail corridor. If you look at that influence area, about 5 miles on either side of the corridor, we see that in 2035 we have the opportunity to serve over 76% of the population in Pinellas County within that area, and over 80% of the jobs. You can start to get an understanding of an impact that this particular investment may have. We also focused on how many people we move by that mobility as an important part of the exercise in providing access. Some of the

statistics show moving over 24,000 people, but today, if you were to take that same route from Clearwater, Largo, Greater Gateway of Pinellas Park to St. Pete on PSTA it would take you over 2 hours. This investment would cut that time in half to less than an hour.

We are also presenting the cost information projecting between \$1.5 and \$1.7 billion. When you break that down on a per mile basis we compared very well with all those other cities that have already built their rail line. Another opportunity, and one of the nice things about having FDOT as a partner during this exercise is last year we worked with the Secretary and got information about the cost related to U.S. 19. When we compared this rail project to the construction on U.S. 19 what you will find is that they are very comparably to the degree where U.S. 19 actually may be more expensive for construction than the light rail.

What we are doing today is continuing that dialogue, continuing that conversation. We have the opportunity to go out and we are giving large group presentations to community stakeholders and leaders. We are also meeting individually with some of the business communities along the corridor. We're also having a series that we call Design Charettes where we invite people to an event and they have the opportunity to sit down with facilitators and designers and talk about some of the questions. We are asking them to tell us about Pinellas County, tell us about the station area. The end product that we are looking for is, it's one thing to talk about statistics for Charlotte or Phoenix or some other city but it's a very different thing to truly understand how something like this would work on the ground. That's why this conversation is so important.

When we asked the participants on Friday, some of their adjectives when they are trying to describe Pinellas County were a variety of things from "friendly" to "home" to "beaches" and the like. We also asked a series of questions about the station area. We asked them to use adjectives and we used those adjectives to develop themes for each one of the station areas. They got the opportunity to sit down with a designer and a facilitator and it was a lot of fun. They got to sketch out the themes and those ideas. What we are hoping is that at the end of the series we'll not only have a better idea of how these station areas could fit in Pinellas County but also some actual concepts from the drawings.

Another question that was asked, what kind of development are occurring around these stations? Is it office? Is it residential? Is it retail? All of the exercises that we are doing right now are the design charettes, the outreach in the business community and the community leaders. We are going to continue that through the next couple of months, hopefully wrapping up in May. In June and beyond we will bring that information out to the public.

For more information:
www.telluspinellas.com
www.busplan.psta.net
www.pinellasontrack.com

We also have a series we call the Speaker Bureau Program for small group presentations to homeowner associations, the Lions Club, etc. If anyone is interested in this particular type of presentation, please contact me.

Questions & Comments:

- Councilwoman Mulhern: I'm not on the MPO now but I was for four years and I was participating with the Hillsborough MPO. I don't know if you were there in those meetings that I went to during and after the time that our referendum failed in our Alternatives Analysis. I have some suggestions taken from our experience, which ended up being a bit of a failure. When you said 76% of households would use the system...
- Mr. Pringle: The statistic is that there would be 76% of Pinellas' population in 2035 within 5 miles of that corridor.
- Councilwoman Mulhern: So within 5 miles of the rail corridor? I was trying to understand if you were talking about the rail corridor.
- Mr. Pringle: That's just the rail corridor.
- Councilwoman Mulhern: You said that the driving time would be less, but that was compared to using the existing buses.
- Mr. Pringle: Right. Taking PSTA is over 2 hours.
- Councilwoman Mulhern: Do you have a comparison with the driving?
- Mr. Pringle: It's relatively comparable. I've made that trip during rush hour and I can guarantee you that there have been times that it has taken well over an hour to go from St. Pete to Clearwater.
- Councilwoman Mulhern: So its mostly U.S. 19 you are using as the comparison?
- Mr. Pringle: Yes. If you were going to do an apples to apples comparison you would want to follow that route.
- Councilwoman Mulhern: If you could get to a point where your proposal is faster you'll have a lot better chance. When you talk about transit oriented development, will the MPO steer it toward urban infill as opposed to further out?
- Mr. Pringle: I think that's one of the differences if you were to make a connection between Hillsborough and Pinellas. For the most part Pinellas is a built out county, there aren't a lot of places or green-field to be developed. Yes, we are definitely going to have to look at infill and redevelopment around those stations.
- Councilwoman Mulhern: I think from everything I've read and this was one of the big problems with our referendum failure, was the cost comparison of road building as opposed to building rail. If you just think about it the cost with rail might be land acquisition but the amount of land is less and the types of materials are less so I think that is one of the biggest selling points and we didn't emphasize that when we tried to pass the referendum. People said, we can't afford it, and the reality of it is the alternative of just widening and building more roads is always going to be more expensive.
- Mr. Pringle: No matter how you cut it, transportation is expensive.
- Councilwoman Mulhern: The rail connection to Hillsborough is on the Howard Franklin bridge?
- Mr. Pringle: Right now we are defining it as "a connection across the bay." There has to be that conversation between Pinellas and Hillsborough to make sure that both sides connect. Not only that but we have our partners at FDOT who are looking at the bridge. Those need to be ongoing conversations, but through the study it was paramount that the connection be made.
- Councilwoman Mulhern: And that connection for you, your choice, is that it will be light rail.

Mr. Pringle: Yes. We still have to look at the bridge. Again, I can't overlook the partnership between FDOT, if they have to redesign their bridge (Howard Franklin) because of a life span issue. There may be interim opportunities with other technologies to make that connection. The study is not done but I think some of that conversation needs to occur and it may have to be a separate structure.

Councilwoman Mulhern: And part of that is because Hillsborough County needs to cooperate. Is that right?

Mr. Pringle: I wouldn't put it that way, but yes.

Commissioner Mariano: Pasco County is doing a study on the 54/56 corridor. You said something that was intriguing when you talked about the cost of what has been done on U.S. 19 and how rail would be less expensive. In Pasco County 54% of our workforce goes south to work, whether it be to Hillsborough or Pinellas. I was listening to a presentation on economic development and they talked about how the only way you're going to get to grow is through redevelopment. The rail system actually makes the most amount of sense for you. Along that 54/56 corridor we have done the same type of thing, but we are lucky because roads are in place and there is room there to put in a rail line. Knowing how difficult it is to go east/west, that corridor is going to be good for everyone. I don't know how far that rail is going up much past Clearwater.

Mr. Pringle: We have to first look at where the major activity centers are, and where are the places that are funded in Pinellas County to make sure that what gets in the ground as that first step is a success. If it is a success I definitely would see much further out in the future rail going to the north.

Commissioner Mariano: Right now I don't see anything happening. The way your connection goes to that point and stops, I really think you should meet with Richard Garrity in our growth management department and bring it up in the conversation. If we are running buses to Tarpon Springs, and knowing how much money we have to spend, it we have to eventually elevate U.S. 19 the way Pinellas has done. We don't have the budget for it. If the rail could work into the same system, I think it is a conversation you should have.

Mr. Pringle: I think that's why its so important for me to find out, not just the rail component, but all of the underlying bus service as well. The two go hand in hand and making sure you have the comprehensive operating service to provide the services people need, that's what we are looking to do.

Mr. Schock: I have a question regarding density study and you had several cities with rather similar density or greater than that currently have light rail systems. Around those light rail systems, how successful are the light rail systems considered to be in those cities? Are they self sustaining financially? What's been the general feedback from those cities aside from yes they are similar in density population?

Mr. Pringle: We looked at Charlotte, Phoenix and some of the economic development activities occurring around those stations. We were seeing, in some examples, well into \$800 million in investment going into those station areas even before the service was up and running. People were looking to build around those stations. An even better example is our neighbor in Orlando, the Sun Rail project. They are

experiencing that today. Their service isn't going to be open for several months and they already have a lot of proposals - new hotels, medical care - being located around those stations. The economic development for light rail has a very strong case. We've seen it all across the country. As far as it sustaining itself, to be honest, no transportation investment sustains itself. It all comes from infrastructure based on the gas tax or some sort of user fee as an option. Transportation is a subsidized event, such as light rail. The difference with light rail is you have the opportunity to charge the user to use the system and recoup some of those fees. Some of the interstates today are just going to use your gas tax.

Ms. Todd:

Seven years ago, and Ms. Ward would know this, Pinellas County had several million dollars that were invested in potential rail corridors and I don't see too much of any of that design. I wondering what happened to those old studies. Do you know Ms. Ward?

Ms. Ward:

I recall the previous studies but if you look back over the years, even the studies we were doing in the 80s, it was always the idea of connecting to activity centers in downtown Clearwater, the Gateway area, and downtown St. Petersburg. Some of the earlier studies focused on alternate 19 alignment. One of the study goals this time around was the desire to connect Gateway so that we would have a connection to Hillsborough County. When we started out we looked at what we call universal alternatives and that included some of those previous alignment studies, but again, just based on changes that occurred in our land use patterns and our employment centers, the recommended alignment was to focus again on what Mr. Pringle presented. It was still connected with the same basic areas, if you go back to the earlier studies. We may have looked at going up U.S. 19, across SR 60 to get to downtown Clearwater. The study goal this time was specific focus on connecting to the Gateway center and that might not have been emphasized as much in the early years but that is our major employment center now.

Ms. Todd:

Is this elevated? Secondly, I have to concur with my colleague Commissioner Mariano. In the long run, looking at statewide, not just Pinellas, but looking at the region, is there not some way that we could anticipate our connection for Pasco and Manatee because we need to be looking at growth. In Canada, Toronto or Vancouver, they actually did that in the long term. They had a TBARTA type of organization where they could direct their development where they anticipated the transportation or vice versa. Is there not some way in the study that we could do that so our neighbors on both sides of us know that we are looking at long-range.

Ms. Ward:

That is occurring. I don't know how familiar the Council is with the TBARTA Master Plan. The TBARTA Master Plan was adopted in 2007 and it looked at the entire region and they identified as a first priority for rail service Pasco to Hillsborough and into Pinellas County via the Howard Franklin Bridge. That did look at the region, looking out to 2050 and it identified some priority projects. This was one of the priority projects. The overall master plan looks at the

entire region that is encompassed in the TBARTA authority. We are looking. It's not statewide, but it is region wide. We are in conversation with Pasco County and the study that was just completed, SR 54. That was presented at one of our regional meetings recently. The coordination is occurring. As you know, the Hillsborough Study looked at coming from northern Hillsborough over to the Westshore area. They were always contemplating crossing in the I-275 corridor and this is just one project from the overall regional master plan. The TBARTA Master Plan basically lays out the vision of the region for both rail and enhanced bus.

Ms. Todd: I'm looking at things as a member of the Council, regionally, not just for my county. When we do these presentations in the future I think it would be helpful if we could see the big picture. I'd like to be able to see that yes, we are anticipating rail in Pasco and Manatee and Hillsborough. I'd like to see the big picture.

Ms. Ward: That is a very valid point. I think with a lot of our early presentations that's how we set the context. We showed the TBARTA Master Plan, the MPOs plan, and I think we were struggling with how much information for a regional body. That's certainly a valid point for a regional body, that we include that regional vision when we do these presentations.

Mr. Pumariega: When TBARTA's Master Plan was being developed, we were doing the One Bay Vision independent of TBARTA and ironically coincide pretty well. We are keeping an eye on that effort. The MPOs, TBARTA, FDOT, in their 2060 plan, has the One Bay Vision.

Councilwoman Mulhern: Motion to have TBARTA come to a future meeting and give the update on how the individual county MPOs plans are being coordinated. We need FDOT as well. I haven't heard from TBARTA in a long time, neither here nor at the city council.

Ms. Ward: That would be very timely because they are in the middle of updating the Master Plan so I assume that if you haven't heard from them they would probably want to be making contact to provide that presentation. They are going around the region with their update.

Chair Minning: I just spoke with Manny and we will make an effort to get them on our agenda.

Mr. Nunez: What is the financing plan moving forward with deployment? Have you thought about how we are going to pay for this?

Ms. Ward: We anticipate a combination of federal/state/and local funds. Recently the PSTA asked the county commission to schedule a referendum in 2014 for the transportation surtax that's allowed under state law. 75% of that would have to be towards transit. 100% could be, but the financing plan assumes either a 1 cent sales tax or some portion of that in combination with federal and state dollars. So the board has agreed to consider a referendum for 2014 and we are working with PSTA, not just on the AA fees but PSTA is also doing a community bus plan to look at how it would enhance the bus network so that we would be providing enhanced transit service to the entire county.

- Mr. Nunez: Moving a little beyond that, who is going to operate it? Is Hillsborough going to be doing something over there, and Pasco doing something somewhere else, and Pinellas doing our own thing? Who will operate the regional system of light rail?
- Ms. Ward: That decision has not been made in terms of the regional system. Assuming the referendum passes in Pinellas County, I think the thought right now is PSTA but we're not sure when or if Hillsborough will take up the matter again so I think those discussions may also be occurring through TBARTA. But no decision in that regard has been made.
- Mr. Nunez: That's one of the reasons why the Orlando area, the Sun Rail, is moving forward. You have multiple jurisdictions and they worked it out after so many years. But it's one, it's Sun Rail. Not a fragmented thing.
- Commissioner Mariano: Knowing the problems with trying to get everyone together, when the Hillsborough surtax is going to go forward one of the thoughts was the first connection piece that they were going to build was coming up to Pasco County, 581. That was going to be financially viable right off the bat. Knowing the struggle we are going to go through on how to finance, there's talk about toll roads. I don't want to be like Orlando with toll roads everywhere you go and I know my residents don't want them. I think it's going to be important to try to figure out how to work together and I actually have an idea. Our corridor, 54/56, is set up with stops and major densities. It's already set up and ready to roll. One of the things that bothers me the most about trying to put that 54/56 elevated railway is having a toll road. The second thing is they are going to try to increase congestion to try to drive people to pay the toll to go forward. This system that you have in place looks good and hopefully there's a way where Pasco County can tie into it. With the bus system, let's say someone buys a year pass or a season pass. Make it all inclusive so when a Pinellas County resident buys a pass they can also use it in Hillsborough and Pasco. That may be a way to branch together, even though its not one entity yet. It may lead the way to make it work regionally. That type of concept regionally could work well.
- Ms. Ward: Thank you for those comments.
- Chair Minning: Thank you . We recently had another successful Future of the Region Awards Program. The One Bay Award is presented each year to a project or program that best exemplifies the guiding principles of the One Bay Visioning effort. The guiding principles include: Creating a sense of place; maximizing multi-modal transportation; preserving natural systems; balancing jobs and housing; strengthening economic development; and, sustaining the role of agriculture.

This year this prestigious award was presented to the City of Clearwater for their U.S. 19 Corridor Redevelopment Plan. The project also won 1st Place in the Development and Infrastructure category.

B. U.S. 19 Corridor Redevelopment Plan

Ms. Cate Lee, AICP, City of Clearwater LEED Green Associate, provided a presentation on the City's U.S. 19 Corridor Redevelopment Plan.

We were able to fund this plan through a grant from the Department of Energy and the lead consultant on this project was HDR Engineering and other consultants that helped out with a few elements of the plan.

The goals of the plan were to improve mobility, create quality places, advance the sustainability goals, and maximize market potential. All of those things together will be integrated into the outcome strategies of the plan.

The planning process started off with conditions assessments. HDR looked at land use along the corridor and movement and how people are getting around - auto, transit, pedestrians, bicyclists. We also had a market research firm do a market analysis which provided the context moving forward. We also had a public engagement component where we went out and talked to stakeholders in the community very early on in the project, which started in January 2012. Right away, in February and March, we began reaching out to the community holding listening sessions where we were able to find out people's views of U.S. 19, its access and challenges. Based on this condition assessment and the visions, issues & ideas we developed a framework plan and strategies. Once this framework plan was developed we went back to the community and held focus groups, public workshops and we were able to fine tune it into a final plan and strategies. And now we are into the implementation of those strategies.

The contents of the report has a plan introduction, ideas & issues, market context, planning context, framework plan & concepts, the plan strategies, and appendices which contain a map series as well as some case studies of successful new development, and also some sustainability efforts around the state and country.

The framework plan outlines three different types of areas along the U.S. 19 corridor. We have the regional centers which are in the Countryside/Enterprise area and also the Gulf to Bay and Drew Street area. We have neighborhood centers which are at Belleair and Coachman and Sunset Point and then Curlew. There are in-between areas which are the areas that transitioned between those regional and neighborhood centers. Over the years U.S. 19 in Clearwater and most of Pinellas County has transitioned from a corridor that has provided a lot of access to every business and now the way it has transitioned it is a limited access corridor which changes what kind of land uses can be successful. Those areas that are in between the regional and neighborhood centers are going to have some different needs.

The regional centers are going to be clusters of regionally significant uses, entertainment uses, and these will draw people to the area. The best example of this in the area currently is the Countryside area and the developments they have made recently with the mall, or recently with the Pier and restaurants. Transitioning is more about suburban development to the urban character is what the plan outlines, allowing tall buildings, more intensity and density and providing a more regional draw.

The neighborhood centers are going to have a mix of uses as far as residential and office and retail but the retail will serve the immediate neighborhood and won't draw folks from around the area.

The in-between areas are getting uses that are not dependent on impulse buying so people are going to need to know where they are going - either an office or a home and they know how to get around the corridor with all the changes that have been made.

The intensities and densities for the three different place types are: Regional Centers, the floor area ratio and the building square footage to the parcel of land square footage will be 2.5. For neighborhood centers and in-between areas it will be 1.5. For the units per acre - 50 for the regional center and neighborhood center, and 30 for the in-between areas which is substantially more dense than what is currently along the corridor. There are some uses that are close to the 1.5 but we aren't quite there yet. We are trying to get this framework in place now to be able to encourage that kind of development in the future as it transitions from one kind of corridor to this kind of corridor.

As a part of the plan there were concept studies that were developed to show long-term, 20 years out, what could happen if the principles that are outlined in this plan are developed. Probably what would come on line first, at the Belleair intersection, would be multi-family and small office. That's what the market is currently saying it could deliver along the waterfront. Gradually the development of the retail and small office as you enter the development. Eventually corporate office that would have higher intensity development.

The strategies of the plan include four different areas: Revitalization & redevelopment; Competitiveness; Mobility & Connectivity; and, Sustainability. Some of those strategies for the revitalization & redevelopment section include land use intensification, new zoning overlay district, new design standards, and the encouragement of employment intensive & transit supportive land uses. For the overlay district there are only certain sites that this will apply to. Parcels that were excluded included stable single family neighborhoods, parks & recreation. With the Competitiveness Strategy we put in an expansion of incentives, facilitated review processes, created improvement organization which is a community redevelopment agency or improvement district or some other organization that would come online to help out, installing wayfinding signs and enhance gateways. Mobility & Connectivity is an important component - interconnected streets with U.S. 19 transitioning to a limited access corridor; pedestrian & cyclist improvements and enhanced transit service and circulator service. U.S. 19 currently is one of the top performing routes for bus so being able to enhance that in some way through bus rapid transit would be what we would advocate for. Finally, sustainability with the green streets program, low impact development and energy & water efficiency.

Our next steps for implementation under the revitalization & redevelopment strategies include recognition of the plan by the Pinellas Planning Council. They are undergoing a development of a new countywide plan with Future Land Use Maps. We are in talks with them as they develop that plan to include recognition of plans like U.S. 19 corridor and redevelopment study. We also need to have Comprehensive Plan Amendments in our community development code, they need to be amended to create the zoning. For competitiveness our economic development team is working

on an incentives policy. Mobility & connectivity strategies - we continue to talk with PSTA as they are ongoing with a number of their own initiatives to look at their routes. For the sustainability strategies we are working with Pinellas County and their development of the Low Impact Development ordinance. Those are some of the things that are the next immediate steps.

Questions & Comments:

- Mr. Farah: You refer to U.S. 19 as limited access, the designation is highly controlled access and there is a big difference. I would like you to please correct it. Are you working with anyone from the DOT?
- Ms. Lee: Paul Rotell who is in our traffic operations division with the city has been talking with several of the staff at FDOT, I believe Kevin? One of the first things that we're looking at addressing is the signage issues as we continue to move forward.
- Councilwoman Wilkeson: You mentioned the Belleair area. I'm from Zephyrhills, Pasco County but my day job is that of an architect and a lot of work that we do is tenant improvement work on some of the buildings that are on the U.S. 19 corridor. In fact, one of the buildings shown on a slide in your presentation looks like the Haborside Building which is at the 16000 block of U.S. 19. One of the things I noticed about those properties, and I don't know how much control you have over that, but they are pretty close to the water at that point. One of the anchor tenants of that building is Marine Max and there's a marina that comes up there. Are you speaking about any ways of connecting those waterways to public spaces? Right now its very private and the public isn't encouraged to penetrate back into the properties, streets, neighborhoods that are back that way.
- Ms. Lee: That would be something that as sites come up for redevelopment, that's something that we want to work out with each property and what we can negotiate with them. There isn't going to be a public access to that, there's only so much that we can do from a regulatory standpoint. It's private property. But I can explain the benefits of having parks and trails and that kind of connection component. I don't know what the ownership clients are back there.
- Councilwoman Wilkeson: Are the easements you have available through the city for things like that?
- Ms. Lee: Yes, if there are opportunities for that we would take advantage of them.
- Chair Minning: Thank you and congratulations on your award winning efforts. Next month we have invited the Tampa Port Authority to present on their award winning project, the Gateway Rail Terminal. This project won the McIntosh Award as well as 1st Place in the Going Green category.

Presentations provided at Council meetings can be found at:
www.tbrpc.org/council_members/council_presentations.shtml

7. Council Members' Comments

Ms. Betti Johnson: If you would like to attend the Pinellas County Local Mitigation Strategy or LMS quarterly meetings it will be held at our facility on April 25th from 10:00 a.m. to 12 noon. As part of our joint effort with Pinellas County Ms. Judy Zimomra, city manager from the City of Sanibel, will provide a presentation looking back on Hurricane Charley in 2004 and the impacts to their barrier island communities. She will be discussing evacuation, re-entry as well as the long term recovery that they have been going through with economic redevelopment and mitigation.

8. Program Reports

A. Agency on Bay Management (ABM) – Chair, Mayor Minning

The Agency's Natural Resources/Environmental Impact Review Committee will meet this Thursday, April 11th, and all are welcome. On the agenda will be two very interesting items:

- Dr. Aleena Corcoran, of the Florida Fish & Wildlife Conservation Commission's Fish & Wildlife Research Institute, will present on Marine Algae's Value to the Ecosystem; and Current work on harmful algal blooms, including red tide.
- Dr. Hilary Stockdon, of the U.S. Geological Survey, will speak on Coastal Vulnerability and Measuring the Threat. She will describe how models were used to show which areas of the northeast U.S. were most likely to erode during Hurricane Sandy and what these same models tell us about our beaches.

B. Clearinghouse Review Committee (CRC) - No Report

C. Local Emergency Planning Committee (LEPC) – No Report

D. Emergency Management - No Report

E. Legislative Committee - Chair, Commissioner Scott Black

Mr. Don Conn, Legal Counsel for TBRPC, presented the Legislative Report.

In your folder we have provided the FRCA Legislative Update #5, Dated April 4, 2013.

A few bills of interest include:

SB113 includes language that creates the Florida Regional Tollway Authority Act which allows any county or counties to create with Legislative Approval, a regional tollway authority for the purpose of constructing, maintaining and operating transportation projects in their area.

SB244/HB7 provides for the adoption of certain reservations and minimum flows and levels by the Florida Department of Environmental Protection; requires water management districts to apply, without adopting by rule, the reservations, minimum flows and levels, and recovery and prevention strategies adopted by the Department; requires a regional water supply authority and the applicable water management district to jointly develop the water supply component of the regional water supply plan.

HB537/SB528

The bill prohibits the initiative or referendum processes for all development orders, as well as for local government comp plans and map amendments unless such processes are authorized by local government charter for comp plan and map amendments.

The House bill has passed out of all committee and is on second reading on the calendar. The Senate bill has passed out of two committees and has one more committee of reference before going to the Rules Committee and then to the calendar. This bill is moving through the process and chances for passage are good.

SB786 (No House Companion)

The bill would establish a pilot program for alternative comp plan review in certain parts of the state.

The bill has not been heard in any committee and has no House companion. At this stage of the session, chances of passage are minimal.

HB319/SB972

Requires any local government implementing an alternative mobility funding system to follow the same general principles as local governments implementing transportation concurrency. Alternative funding systems must provide a means for new development to pay for its impacts and proceed with development. If an alternative funding system is not mobility fee based, it may not require new developments to pay for existing transportation deficiencies. The bill allows local governments to pool contributions from multiple applicants toward one planned facility improvement, provides that an applicant may satisfy concurrency requirements by making a good faith offer to enter into a binding agreement, and requires local governments to provide the basis upon which landowners will be assessed a proportionate share of costs.

The House bill is on second reading on the calendar. The Senate bill has passed out of two committees and is in the Rules Committee. The bill is moving through the process and chances for passage are good.

Both the House and Senate Subcommittee on Transportation and Economic Development Appropriations proposed \$2.5 million in non-recurring general revenue for Regional Planning Councils. The recommendations have passed out of the Senate Subcommittee and will soon be considered by the Senate Appropriations Committee. The House Subcommittee still needs to take action before going to the House Appropriations Committee.

- F. Regional Planning Advisory Committee (RPAC) - No Report**
- G. Economic Development - No Report**
- H. Regional Domestic Security Task Force (RDSTF) - No Report**

- 9. Other Council Reports - None**
- 10. Executive/Budget Committee Report – Chair Minning - No Report**
- 11. Chair’s Report**

Immediately following this meeting we will be having a RESTORE Act ad hoc Committee meeting.

12. Executive Director's Report

We are working with Eric Poole, with the Florida Association of Counties, to hold a wind mitigation workshop five or six weeks from now. There will be an announcement going out soon with the date and time. Elected officials and staff from the counties and cities that deal with wind mitigation will be invited.

The Florida Association of Regional Councils' activity report is in your folders.

Adjournment: 11:10 a.m.



Bob Minning, Chair



Lori Denman, Recording Secretary