Land Use Working Group Meeting

Joint Meeting with One Bay Technical Team &
TBRPC Regional Planning Advisory Committee

Friday, March 5, 2010 – 9:30 a.m. to 12:00 p.m.
Tampa Bay Regional Planning Council
Pinellas Park, Florida

AGENDA

I. CALL TO ORDER (Jennifer Willman) **9:30**

II. PRESENTATION ITEMS

1.	One Bay's Congress of Regional Leaders: Implementing a Shared Vision http://www.tbrpc.org/onebaytechteam	(Avera Wynne)	**9:35**
2.	Transit Oriented Development (TOD) Guiding Principles & Resource Guide	(Jennifer Willman)	**10:05**
3.	Pinellas County MPO Livable Communities Model Land Development Code	(Al Bartolotta)	**10:15**
4.	Transit-Supportive Land Use Planning Activities in Region	(LUWG Members)	**10:40**
5.	TOD Station Typologies	(Jennifer Willman)	**10:50**
6.	TOD Zoning National Examples	(Jennifer Willman)	**11:20**

III. ANNOUNCEMENTS **11:50**

1. One Bay Implementation Summit – April 16, 2010
2. Next Joint Meeting for LUWG and One Bay/RPAC – May 7, 2010
3. TBARTA Calendar

IV. ADJOURNMENT

The TBARTA Land Use Working Group provides input to the Regional Transportation Master Plan's technical team about land use planning issues. Specifically, the input provided relates to existing land use patterns, long-range land use plans, and growth projections. Various land use planning agencies, environmental groups, the development community and transportation agencies have been invited in order to convene technical experts to participate in this group. Please visit http://www.tbarta.com/content/about/luwg for more information.

The Tampa Bay Regional Planning Council is located at
4000 Gateway Centre Boulevard, Suite 100, Pinellas Park, Florida 33782.

TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/
REGIONAL PLANNING ADVISORY COMMITTEE (RPAC)
MARCH 5, 2010

PRESENTATION ITEM 1

Agenda Items

One Bay's Congress of Regional Leaders: Implementing a Shared Vision

Presenter

Avera Wynne, Planning Director, Tampa Bay Regional Planning Council

Summary

One Bay is the regional visioning initiative for the Tampa Bay region. The outcome of the One Bay scenarios process was used as one of many informational resources in the development of TBARTA's Master Plan, under the guidance of the Land Use Working Group.

One Bay will host an implementation summit on April 16th at 8:30 a.m. to 12 noon, at the Tampa Convention Center. A brief presentation will be made on what will occur at the summit as well as a discussion on the finishing touches of the shared vision. Attached is save the date, registration, and sponsorship information for the April 16th summit.

Information about One Bay and the Regional Planning Advisory Committee is available at www.myonebay.com and www.tbrpc.org/onebaytechteam. Leadership behind the One Bay effort is an equal partnership of five regional organizations: Tampa Bay Regional Planning Council, Tampa Bay Estuary Program, Southwest Florida Water Management District, Tampa Bay Partnership Regional Research & Education Foundation, and Urban Land Institute Tampa Bay District Council.

Attachments

- ❑ One Bay's Congress of Regional Leaders: Implementing a Shared Vision
  - Save the Date
  - Registration Form
  - Sponsorship Opportunities
  - Sponsorship Commitment Form

ONE BAY

PRESENTS:

A Congress of Regional Leaders

IMPLEMENTING A SHARED VISION

Friday, April 16, 2010 • Tampa Convention Center • Tampa FL

Save The Date

Friday, April 16, 2010
8:30 am – 12:00 noon
Tampa Convention Center

Please join us for the Inaugural "Congress of Regional Leaders." For the past 2 ½ years, the *ONE BAY: Livable Communities* initiative has drawn upon thousands of citizens to create a shared regional vision to plan for where future population and employment growth shall go through responsible land use, mobility, and environmental sustainability.

The goal of this summit will be to attract each and every elected official, influencer, business and civic leader to the table to:

- Celebrate and recognize the community input received in developing the vision
- Share the ONE BAY Vision & recommendations and identify current best practices fulfilling on recommendations in vision.
- Through facilitated, small group discussion, participants will foster collaboration and "buy in" of the One Bay Vision by identifying where they see change happening in their communities and where it could happen by developing short and long-term strategies regional leaders can consider as they make important decisions about the built environment, natural environment and mobility in the region.
- Begin a regional dialogue to coordinate federal, state and local funding for the purpose of building sustainable communities in anticipation of the HUD Sustainable Communities grant in FY 2010.

Sponsorship Opportunities Available.

Registration is free, but space is limited – pre-registration is required … www.myonebay.com

Urban Land Institute Tampa Bay | TAMPA Estuary Program | Tampa Bay Regional Planning Council | Southwest Florida Water Management District | tampaBAY partnership REGIONAL RESEARCH & EDUCATION FOUNDATION

ONE BAY

PRESENTS:

A Congress of Regional Leaders

IMPLEMENTING A SHARED VISION

Friday, April 16, 2010 • Tampa Convention Center • Tampa FL

Registration Form

Please join us for the Inaugural "Congress of Regional Leaders" on Friday, April 16, 2010 from 8:30 am – 12:00 noon at the Tampa Convention Center. **Registration is free**, but space is limited – pre-registration is required.

Name: _____

Title: _____

Company: _____

Address: _____

City, ST, Zip: _____

Telephone: _____ Fax: _____

Email: _____

County (residence):

- ○ Hernando
- ○ Pasco
- ○ Pinellas
- ○ Hillsborough
- ○ Polk
- ○ Manatee
- ○ Sarasota
- ○ Other

Industry:

- ○ Agriculture
- ○ Economic Development
- ○ Environmental
- ○ Faith-based organization
- ○ Financial Services
- ○ Government (Elected/Employee)
- ○ Education (K-12/University)
- ○ Healthcare
- ○ Law Firm
- ○ Manufacturing
- ○ Media
- ○ Military
- ○ Recreation/Culture Provider
- ○ Real Estate/Development
- ○ Retired/Citizen Advocate
- ○ Social/Civic Group
- ○ Technology
- ○ Tourism

Sex (optional): ○ Male ○ Female

Age Demographic (optional): ○ 18-24 ○ 25-34 ○ 35-49 ○ 50-64 ○ 65+

Race/Ethnicity (optional) ○ American Indian/ Alaskan Native ○ Black, not Hispanic ○ White, not Hispanic ○ Asian/ Pacific Islander ○ Hispanic

Please send this completed form to ONE BAY c/o Tampa Bay Partnership Regional Research & Education Foundation:
FAX: (813) 872-9356 EMAIL: info@myonebay.com Questions: Call (813) 878-2208

Urban Land Institute Tampa Bay | TAMPA Estuary Program | Tampa Bay Regional Planning Council | Southwest Florida Water Management District | tampaBAY partnership Regional Research & Education Foundation

ONE BAY

PRESENTS:

A Congress of Regional Leaders

IMPLEMENTING A SHARED VISION

Friday, April 16, 2010 • Tampa Convention Center • Tampa FL

Sponsorship Opportunities

Join ONE BAY in hosting the 2010 Congress of Regional Leaders on Friday, April 16, 2010. This highly anticipated community event will attract every elected official, business and civic influencer in the seven county region and rally around our citizen's Vision for our future. Please take a moment to review the opportunities below. By sponsoring the summit, your organization will show its support for the Vision and the individual seeking to be leaders for sustainable change in our region. Just as Reality Check Tampa Bay in 2007 brought together a wide spectrum of participants from around the region, the Congress of Regional Leaders will call upon citizens, political leaders, and influencers confident that sustainable change for our region is ahead.

CONGRESS SPONSOR **$5,000**

As a Congress Sponsor, your organization will:

- Speaking opportunity during the opening welcome remarks.
- Have your company's logo prominently displayed in all communications and on the summit website
- Prominent display of company logo on-site at the summit
- Feature your Best Practice project, initiative, or organization fulfilling on the vision's recommendations

SPEAKER SPONSOR **$2,500**

As the Speaker Sponsor, your organization will cover expenses for the invited keynote speaker and will:

- Introduce the Keynote Speaker
- Have your company logo incorporated into all communications, website and on-site at the summit

BREAKFAST SPONSOR(S) **$1,500**

As a Breakfast Sponsor, your organization will receive:

- Company logo incorporated into all communications and website
- Prominent display of company logo in the breakfast area at the summit

TABLE SPONSORS **$ 750**

As a Table Sponsor, your organization will:

- Allow ONE BAY to host 10 participants at no charge
- Company logo will be placed at a table for recognition.
- Company name listed in all communications including the website and on-site.

ULI Urban Land Institute Tampa Bay | TAMPA Estuary Program | Tampa Bay Regional Planning Council | Southwest Florida Water Management District | tampaBAY partnership REGIONAL RESEARCH & EDUCATION FOUNDATION

ONE BAY

PRESENTS:

A Congress of Regional Leaders

IMPLEMENTING A SHARED VISION

Friday, April 16, 2010 • Tampa Convention Center • Tampa FL

Sponsorship Commitment Form

Join ONE BAY in hosting the Congress of Regional Leaders on Friday, April 16, 2010. By sponsoring the summit, your organization will show its support for the Vision and the individuals seeking to be leaders for sustainable change.

CONTACT INFORMATION

Company Name: _____

Contact Person: _____

Address: _____

City, ST, Zip: _____

Telephone: _____

SPONSORSHIP OPPORTUNITIES

- ❑ Congress Sponsor - $5,000
- ❑ Breakfast Sponsor - $1,500
- ❑ Speaker Sponsor - $2,500
- ❑ Table Sponsor - $750

PAYMENT INFORMATION

By completing this form, the organization named above is pleased to commit to a sponsorship agreement with the Tampa Bay Partnership Regional Research & Education Foundation for the above named event. Payment is due by April 9, 2010.

By Check: *"Tampa Bay Partnership Regional Research & Education Foundation" (Foundation Tax ID: 59-3414776)*

Credit Card: *(circle) VISA MASTERCARD AMEX* *Card #:* _____

Cardholders Name: _____ *Exp Date:* ____/_____ *Sec Code:* _____

Signature: _____ *Amount: $*_____

SUBMIT TO:

Mail to: *Ms. Elisa DeGregorio*
Tampa Bay Partnership
4300 W. Cypress St., Ste. 250
Tampa, FL 33607

Phone: *(813) 872-2810*

Fax to: *(813) 872-9356*

E-mail to: *edegregorio@tampabay.org*

Urban Land Institute Tampa Bay | TAMPA Estuary Program | Tampa Bay Regional Planning Council | Southwest Florida Water Management District | tampaBAY partnership Regional Research & Education Foundation

TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
MARCH 5, 2010

PRESENTATION ITEM 2

Agenda Item

Transit Oriented Development (TOD) Guiding Principles & Resource Guide

Presenter

Jennifer Willman, Jacobs/TBARTA

Summary

The CAC Land Use Subcommittee developed TOD Guiding Principles with input from the Land Use Working Group (LUWG) over the course of several months. At the January 13, 2010 CAC meeting, a final draft version of the Guiding Principles was endorsed unanimously by the CAC. This document is attached. Subcommittee members met individually with TBARTA Board members to introduce the TOD Guiding Principles prior to formally presenting them at the Board meeting on February 19, 2010.

The TOD Guiding Principles give the region guidance and a common language moving forward with changes to our land use. They provide a foundation for our Comprehensive Plan policies and Land Development Regulations to be amended. TBARTA staff will continue to work with the LUWG and serve as a regional resource to local jurisdictions with regard to transit planning, project development, and TOD. It is important that local governments in the TBARTA region use the Guiding Principles when creating policies and regulations that apply to fixed-guideway or limited stop transit service station areas, so that all can work toward common goals regionwide across jurisdictional boundaries.

The Guiding Principles are part of the TOD Resource Guide being developed by the LUWG, which will also contain model documents including policies and ordinances that will show how transit agencies can embrace land use, and how a land use agencies can embrace transit. The documents can be used by local governments and tailored to meet their specific needs to help them prepare for the changes desired by the communities. Documents in the Resource Guide will provide standard regionwide criteria likely to be beneficial working with the Federal Transit Administration (FTA), and help even the playing field across the region, and enable all jurisdictions the ability to prepare for TOD and compete for federal funds.

Although TBARTA doesn't have land use authority, land use should be part of the TBARTA discussion as it relates to transit. TBARTA's role is to be the convener and facilitator of the regional conversation about transportation, as well as be an information resource for local agencies. TBARTA's enabling statute provides that it shall coordinate and consult with local governments on transit or commuter rail station area plans that provide for compact, mixed-use, TOD that will support transit investments. TBARTA staff will use the TOD Guiding Principles as criteria for supporting projects and priorities as projects move toward implementation through the federal process.

The following is a timeline of land use and TOD discussions, and other relevant milestones.

- August 27, 2008 - Recognizing that land use will play a major role in the performance and funding of transportation investments, LUWG begins to develop TOD land use scenarios related to the TBARTA Master Plan to understand the potential effects of shifting future growth to transit station areas.

- February 24, 2009 - Presentation to LUWG on FTA New Starts Land Use Criteria, explaining the importance of land use in competing for federal funds as a region. Discussion of expectations for relationship of TBARTA and land use planning agencies where the idea for a TOD Resource Guide was born.

- May 1, 2009 - Presentation to LUWG by planners from Denver and Charlotte on implementing TOD successfully.

- May 22, 2009 - TBARTA Master Plan adopted.

- June 26, 2009 - TBARTA Board members asked for specific feedback from agencies and the public as a way to work towards achieving the FTA land use criteria.

- July 10, 2009 - LUWG begins discussion of Comprehensive Plan Model Policies.

- August 19, 2009 - Citizens Advisory Committee determines need for a Land Use Subcommittee, in order to take an active role in addressing the need to address FTA's land use criteria, to help local jurisdictions with TOD, and to become the direct connect between the LUWG and the TBARTA Board.

- October 2, 2009, November 19, 2009, and January 8, 2010 - CAC Land Use Subcommittee presents TOD Guiding Principles to LUWG for review and comment.

- January 13, 2010 - CAC endorses the TOD Guiding Principles.

- January 15, 2010 - TBARTA Executive Committee Meeting: CAC presents the Model Policies, Guiding Principles, and the Draft TBARTA Board Resolution Adopting the TOD Guiding Principles for review.
- January 18, 2010 to February 18, 2010 - One-on-One Meetings with Board Members: Land Use Subcommittee members will present and discuss the Guiding Principles for TOD with TBARTA Board Members individually.
- February 19, 2010 - TBARTA Board Meeting: CAC will present the Guiding Principles for TOD.
- TBARTA will continue to be a regional resource to local jurisdictions with regard to transit planning, project development, and TOD. Additionally, TBARTA will use the TOD Guiding Principles as criteria for supporting projects and priorities as projects move toward implementation.
- March to December 2010 - TBARTA Land Use Working Group will continue to develop and refine the TBARTA TOD Resource Guide.

Attachments

- ❑ Draft TOD Guiding Principles, January 14, 2010

Citizens Advisory Committee
Land Use Subcommittee

January 14, 2010

DRAFT Transit Oriented Development Guiding Principles

TBARTA's Vision

A world class transportation network for the Tampa Bay region that will connect people and places, move goods and services, enhance the quality of life, and offer transportation options that are safe, sustainable, affordable, and efficient. We will act as a catalyst for a vibrant economic future through leadership, collaboration, and partnerships.

What is Transit Oriented Development?

Transit Oriented Development (TOD) focuses on creating compact neighborhoods with housing, jobs, shopping, community services, and recreational opportunities, all within easy walking distance (¼ mile to ½ mile) of a transit station. It is a land development pattern communities can choose that is designed to maximize transit use with an emphasis on pedestrian and bicycle access to stations. Increasing the number of people who live and work within walking distance of transit is one of the most effective ways to increase ridership, and ensure the success of a regional system. TOD has enormous potential to help the Tampa Bay Area rethink the transportation-land use connection, retrofit existing development where needed, enhance neighborhoods, and reinvest in communities to become more economically vibrant, sustainable and livable.

Why are TOD Guiding Principles needed?

By agreeing on TOD Guiding Principles, local jurisdictions can take the first step as part of a regional effort to become more supportive of transit and prepare for TOD. Using a common language among jurisdictions will unify the region with regard to TOD, and achieve success on a regional level by accomplishing two major objectives:

1) Make it easier to work towards common goals, especially where transit projects cross jurisdictional boundaries; and
2) Enhance the region's ability to effectively compete for federal funding.

TBARTA will use the Guiding Principles as part of the evaluation process to determine which projects should be proposed for federal funding. Having standard regionwide criteria will benefit the region in competing for Federal Transit Administration (FTA) grants. The competition for federal funds requires documentation of supporting land use criteria relating to existing development, transit-supportive corridor policies, zoning regulations near station areas, and tools to implement land use policies, including engaging the development community and economic development strategies. Land use is a critical component and can be the deciding factor on whether funding is awarded to our region.

TBARTA urges all planning agencies to consider these Guiding Principles when adjusting their policies and regulations in order to help our region better compete for federal funds. The Guiding Principles can also help our region meet certain expectations relating to prioritization, corridor studies and the FTA land use criteria. These Guiding Principles are intended to serve as an important step in an evolving process for planning along corridors in the TBARTA Master Plan, resulting in TOD projects that support the goals of the community.

What are the TOD Guiding Principles?

Understanding that each station area in the Tampa Bay region will have its own unique character and that the station areas will vary with respect to layout, design, land use composition and function, the following principles are presented to provide an understanding of the essential elements and characteristics of TOD.

The Guiding Principles are grouped into four categories: Coordination, Economic Development, and Implementation; Land Use; Mobility; and Community Design. Policies and regulations that apply to fixed-guideway or limited stop transit service station areas should effectively:

Coordination, Economic Development, and Implementation

1) Plan for TOD in accordance with the requirements of the Federal Transit Administration New Starts planning and development process and evaluation criteria.
2) Recognize that each TOD is different, and each development is located within its own unique context and serves a defined purpose in the context of the corridor and the regional system.
3) Strive to make TODs realistic, economically viable, and valuable by conducting a location-based market analysis for development projections to identify land use mix and density/intensity of uses.
4) Consider Tampa Bay area's target industries when planning for the area of influence of the station area development, and create strategies for attracting those employers.
5) Introduce creative parking strategies, account for the actual costs of parking, and reduce parking requirements for most developments with the option of implementing new requirements over time.
6) Identify implementation strategies that include various mechanisms such as regulatory requirements, incentives, funding, public-private partnerships, joint/shared facilities, environmental remediation, and property aggregation.
7) Establish a method for preparing Station Area Plans, coordinated by government agencies, that engages multiple stakeholders including the public.
8) Specify that Station Area Plans will include existing conditions, neighborhood context, station area types, redevelopment vision, concept plan, market research and development projections, land use recommendations, zoning requirements, building design standards, site development standards, street cross sections, streetscape development standards, pedestrian and bicycle access plans, public infrastructure improvements, signage plan, public realm and open space plan, parking accommodations, and implementation plan.
9) Recognize the need for jurisdictions to work together toward common goals, and commit to mutually beneficial partnerships.
10) Convey how TOD benefits citizens, local governments, the environment, and private entities such as employers and developers, and financial institutions.
11) Ensure that the land use impacts of transit routes and station locations are considered throughout all steps in the transit planning process.

Land Use

1) Create compact development areas within a ½-mile walk of public transit and with sufficient density and/or intensity to support ridership.
2) Create easy to implement development zones with greater flexibility for mixing uses and higher density/intensity that are easier to implement than traditional requirements, and are able to respond to changing conditions.
3) Provide a variety of housing types for a wide range of ages and incomes.
4) Identify station area types that address transit technology, community character, density/intensity and mix of land uses, housing mix, and building heights.
5) Provide active uses such as retail and office on the ground floor of buildings, including parking garages.
6) Provide uses that serve the daily needs of residents, commuters, and visitors.

Mobility

1) Make the pedestrian the focus of the development strategy without excluding vehicles.
2) Create continuous, direct, convenient transit and pedestrian linkages, including walkways between principal entrances of buildings and to adjacent lots.
3) Provide park and ride lots where appropriate.
4) Accommodate multimodal local and regional connections for all types of vehicles, including trains, buses, bicycles, cars, ships, boats, aircraft, and taxicabs.
5) Establish thresholds for trade-offs between mobility needs (e.g. frequency, speed) and the desire for economic development with regard to the location and number of stations.

Community Design

1) Use urban design to enhance the community identity of station areas and to make them attractive, safe and convenient places.
2) Create active places and livable communities where people feel a sense of belonging and ownership.
3) Include engaging, high quality public spaces that function as organizing features and gathering places for the neighborhood.
4) Ensure there are appropriate transitions in densities, intensities, and building heights between TODs and surrounding lower density development (e.g. single-family neighborhoods).
5) Strive to incorporate sustainable technologies in station design and operations, such as in lighting, signage, audio/visual, cooling, waste management, and stormwater systems.
6) Develop graphic wayfinding systems at station areas to assist visitors and tourists with navigation.
7) Make safety, with the emphasis on pedestrian, bicycle, and ADA access, a key focus of the development strategy.

TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
MARCH 5, 2010

PRESENTATION ITEM 3

Agenda Item

Pinellas County MPO Livable Communities Model Land Development Code

Presenters

Al Bartolotta, Planning Section Manager, Pinellas County MPO

Summary

The term "livable communities" is used to describe urban environments where walking, bicycling, and transit service are safe, comfortable, and efficient, with a mix of land uses that allows people to live closer to the places where they work and shop. As a means to help local governments implement these principles, in 2007 and 2008, the Pinellas County Metropolitan Planning Organization (MPO) created two model documents, the Livable Communities Model Comprehensive Plan Objectives and Policies, and the Livable Communities Model Land Development Code.

The Livable Communities effort has gained new importance as Pinellas County, along with the rest of the Tampa Bay region, has begun exploring the creation of an enhanced transit system through TBARTA. Al Bartolotta, Planning Section Manager with the MPO, will give a presentation about the Livable Communities Model Land Development Code and how it relates to transit planning efforts. The document is available at www.pinellascounty.org/MPO/livablecommunity.htm.

TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
MARCH 5, 2010

PRESENTATION ITEM 4

Agenda Item

Transit-Supportive Land Use Planning Activities in Region

Presenters

Land Use Working Group Participants

Summary

At our last meeting on January 8, 2010, Pasco County Growth Management staff presented the work done on Comprehensive Plan policies that support TOD, including station area typologies for Pasco's Transit Emphasis Corridors. The Board of County Commissioners approved the Comprehensive Plan amendment on February 24, 2010, for transmittal to the Department of Community Affairs. These documents are attached.

On February 8, 2010, the Hillsborough County City-County Planning Commission approved Comprehensive Plans amendments for Hillsborough County and the City of Tampa TOD policies. Amendments include station typologies and design principles, and the creation of a TOD Future Land Use floating designation. City of Tampa public hearing will be held on March 11, 2010, and Hillsborough County public hearing will be held on April 15, 2010. These documents can be downloaded from www.theplanningcommission.org/tod.

The Pinellas Planning Council will be updating and revising the County-wide Plan to be supportive of TOD and transit, looking at transit overlays and coordinating with the MPO's Livable Communities project. Pinellas County will also be updating its Land Development Code.

LUWG participants will have the opportunity to provide a brief report to inform the group of transit-supportive planning activities occurring in the TBARTA region.

Attachments

- ❑ Pasco County Draft TOD Future Land Use Policies, February 24, 2010
- ❑ Pasco County Draft Conceptual Stations within Transit Emphasis Corridor Map, January 26, 2010

FLU GOAL 10 TRANSIT ORIENTED DEVELOPMENT

Creation of a land use planning framework encouraging, supporting and implementing transit-oriented development in a manner supporting and implementing the TBARTA and One Bay regional vision of concentrated land use by decreasing auto-dependency and increasing the economic viability, sustainability and livability of Pasco County.

Objective 10.1 Transit Emphasis Corridor

A Transit Emphasis Corridor connecting activity centers within Pasco County and the Tampa Bay region.

Policy FLU 10.1.1: Pasco County Transit Emphasis Corridor is as depicted in FLU Map 2-23.

Policy FLU 10.1.2: The County shall encourage the use of mass transit in order to decrease the dependency of automobile trips.

Policy FLU 10.1.3: The County shall coordinate with (TBARTA), Pasco Metropolitan Planning Organization (MPO), Florida Department of Transportation, and other regional transit agencies regarding the provision of transit service and location of stations.

Policy FLU 10.1.4: In support of transit oriented development, Pasco County shall develop a transfer development right program providing the opportunity for property owners in the West, South and Central Market areas to receive transferable development rights.

Objective 10.2 Transit Oriented Design

~~Development and redevelopment in the Transit Emphasis Corridor shall meet Transit Oriented Design principles including neighborhood context, connectivity, public realm improvements and site development standards.~~

The Transit Emphasis Corridor will have an increasing percentage of development and redevelopment based upon Transit Oriented Design principles including neighborhood context, connectivity, public realm improvements and site development standards.

Policy FLU 10.2.1: Pasco County shall adopt a Transit Oriented Design Ordinance by 2012, which shall contain the specific and detailed provisions necessary to implement Objective 10.2, 10.3 and the policies thereunder. Notwithstanding anything to the contrary herein or within Objective 10.2, Objective 10.3 and the policies thereunder, a property owner with an unexpired DRI, preliminary plan or MPUD zoning approved prior to the effective date of the Transit Oriented Design Ordinance, shall have the option to develop pursuant to the approved and unexpired DRI, MPUD or preliminary plan.

Policy FLU 10.2.2: Pasco County shall establish design principles that concentrate a mix of complementary, well-integrated land uses within walking distance (1/2-mile) of anticipated transit stations.

Policy FLU 10.2.3: Pasco County shall encourage multi-use developments which include a mixture of uses on the same site.

Policy FLU 10.2.4: Pasco County shall encourage mixed-use developments with a mixture of uses within buildings.

Policy FLU 10.2.5: Pasco County shall encourage a mixture of housing types including workforce housing.

~~**Policy FLU 10.2.6:** Pasco County shall consider limiting automobile-oriented uses, such as drive-through facilities within the Transit Emphasis Corridor.~~

Policy 10.2.6: Pasco County shall encourage mixed-use developments with patterns of compact blocks that form well-connected networks to encourage walking, promote and support mass transit reduce the number and length of automobile trips, and conserve energy.

Policy FLU 10.2.7: Guidelines created by Pasco County shall address streetscape design to encourage pedestrian activity and create streets which are safe, comfortable and interesting to the pedestrian

Policy FLU 10.2.8: The TOD Ordinance shall address the transition to transit use and the evolution of development sites during that transition.

Policy FLU 10.2.9: In support of transit oriented development, Pasco County shall develop a transfer development right program providing the opportunity for property owners in the Transit Emphasis Corridor to receive transferable development rights.

Objective 10.3 Land Use Patterns

Development of supportive land use patterns adjacent to future identified transit stations.

Policy FLU 10.3.1: The Pasco County Transit Station Typology is as follows:

Figure 10-1

Station Type	Suggested Project Development Standards*	Suggested Land Use Allocation
Regional Commercial	**FAR: 1- 2.25 Stories: 1-5 DU/acre: 20-30 du/ac**	**Commercial: 55% Residential: 10% Office: 35%**
Regional Professional Service	**FAR: 1- 3.6 Stories: 3- 12 DU/acre: 40-60 du/ac**	**Commercial: 20% Residential: 20% Office: 60%**
Regional Mixed Use	**FAR: 1- 5 Stories:2-10 DU/acre: 40-60 du/ac**	**Commercial: 25% Residential: 30% Office: 45%**
Community Commercial	**FAR: 0.3- 1.25 Stories: 1-5 DU/acre: 10-20 du/ac**	**Commercial: 45% Residential: 20% Office: 35%**
Community Professional Service	**FAR: 0.7- 2.5 Stories: 2- 8 DU/acre: 10-20 du/ac**	**Commercial: 20% Residential: 20% Office: 60%**
Community Mixed Use- New Town/ Village	**FAR: 0.6- 1.35 Stories: 1- 5 DU/acre: 20-30 du/ac**	**Commercial: 20% Residential: 60% Office: 20%**
Community Business Commerce Park	**FAR: 0.15- 0.50 Stories: 1- 2 DU/acre: 10-20du/ac**	**Commercial: 20% Residential: 20% Office: 20% Industrial: 40%**
Park and Ride	**FAR: 0.08- 0.5 Stories: 1- 2 DU/acre: N/A**	**Commercial: 50% Residential: N/A Office: 50%**
Neighborhood	**FAR: 0.6- 1.35 Stories: 1- 3 DU/acre: 20-30 du/ac**	**Commercial: 10% Residential: 80% Office: 10%**

*Net FAR refers to the Floor Area Ratio per net developable acre. Net Density refers to the number of dwelling units per net developable acre.

Policy FLU 10.3.2: Figure 10-1 identifies the conceptual station typology for stations to be developed utilizing the TOD Floating Land Use zone provisions of Policy 10.3.4. Station locations utilizing additional density and intensity provided for in Policy 10.3.1 may only be placed within the Transit Emphasis Corridor. Park and Ride stations may be located outside of the Corridor and shall ~~are~~ generally be located at nodes/intersections. Final classification of station typology will only be made after preparation and approval of Station Area Plans, as identified in Policy FLU 10.3.5. ~~Map 2-24 identifies the conceptual station locations within the Transit Emphasis Corridor.~~

Policy FLU 10.3.3: The station typology identified in Figure FLU 10-1 shall not prevent Pasco County approving alternative forms of development meeting

reasonable criteria for urban intensity/density that will support a station or other alternative standards when the station location is of substantial importance to the County's mass transit system.

Policy FLU 10.3.4: TOD Floating Land Use Zone.
To facilitate the furtherance of transit opportunities, the Board of County Commissioners may utilize the TOD Floating Land Use zone. The transit station typologies identified in Policy 10.3.1 after final classification pursuant to Policy 10.3.2 shall constitute a TOD Floating Land Use Zone. The general land use allocation, density and intensity associated with the station typology ~~shall~~ may only be applicable after:

(a) Completion of a Transit Station Area Plan as described in Policy 10.3.5;

(b) Identification of a premium transit route in an approved Long Range Transportation Plan; and

(c) Approval by Board of County Commissioners in a public hearing after receiving a recommendation from the Local Planning Agency. Upon approval of the Transit Station Area Plan, the Future Land Use Map shall reflect the station area impact location;

(d) Adoption of a Station Area Plan shall not limit the ability of the property owner with an approved, unexpired DRI, MPUD zoning or preliminary plan from development in accordance with the approved and unexpired DRI, MPUD or preliminary plan.

Policy FLU 10.3.5: Transit Station Area Plans

(a) Transit Station Area Plans shall be prepared prior to system construction and prior to or during design phase of the Transit Corridor to efficiently and effectively plan the land uses around proposed transit stations.

(b) Station Area Plans shall be based on a detailed study which will, at a minimum, include all areas within a 1/2 mile walking distance from the transit station to determine specific Station Area Plan boundaries. In determining the specific Station Area Plan boundaries existing future land use and zoning classification boundaries, physical, environmental, and community features, boundaries and borders shall be considered. A Station Area Plan shall not require increased density and intensity if there is reasonable density and intensity to support station location.

(c) Regardless of how the Station Area Plan is funded, a public involvement program, including community stakeholders, public agencies, property owners, citizens and private developers shall be part of the Station Area Planning Process. This process shall include community design and public workshops.

(d) At a minimum the Station Area Plan shall address:

- Station area typology and development/redevelopment vision
- Surrounding development pattern and community character
- Location based station area market analysis and assessment for near and intermediate development projections to identify intensity and land use mix within ½ mile of stations.

(e) Station Area Plans shall include design principles for the transit station impact area which shall consider the following:

- **Land Use**
  - Mixed Use Development (Vertical) and Mix of Uses
  - Density/Intensity Minimums (where appropriate) and Maximums

- **Building and Site Design**
    - Building Form, Setbacks, and Site Design
    - Building Heights
    - Transitions to/Compatibility With Surrounding Development Patterns
    - Alternative Development Standards (Vehicular/Bicycle Parking, Stormwater, etc.)
    - Public Parking
        - Create parking strategies that can reduce the parking requirements and promote shared parking opportunities.
    - LEED or Other Sustainable Design Principles
    - Roadway Typical Sections
    - Bicycle and Pedestrian Facilities
    - Public Realm, Streetscape, and Open Space
        - Public art, street trees, pedestrian scale lighting, arcades, awnings, Wayfinding signage, and benches
    - Guidelines based on street types: pedestrian priority streets (fronts of buildings/doors and windows), and secondary streets (backs of buildings/blank walls/service areas).
    - Buildings designed to front on public streets or on open spaces, with minimal setbacks and with windows and doors at street level instead of expansive blank walls.
    - Building entrances located to minimize the walking distance between the transit station and the building entrance.
    - Surface parking is located in the rear of buildings, with the encouragement of on street parking.
    - ~~Require that~~ Uunencumbered pedestrian paths through surface parking to transit stations.
    - Parking structures are designed to include active uses on the ground floor street frontage.
    - Encourage that buildings are the tallest and most intensely developed structures located near the transit stations.

- **Connectivity**
    - ~~Require d~~Direct pedestrian routes within station areas. Sidewalk locations and widths ~~should be~~ based on the anticipated level of service needed within public rights of way within1/2 mile walking distance from all station locations.
    - Encourage pedestrian plazas, and other amenities that will enhance the pedestrian environment in and around transit stations.
    - Encourage the development of bike lanes on arterial and collector roadways that provide connectivity with the Station Area.
    - Encourage an interconnected network of compact blocks and pedestrian-friendly streets.
    - Logical linkages to connect with the Ped/Bike Trail Systems

- **Policy**
    - Housing Mix
    - Workforce and Affordable Housing
    - Incremental Parking Reduction Policies
    - Land Use Flexibility
    - Station Development Evolution / Requirement Triggers and Thresholds
    - Economic Incentives to Implement

- **Implementation Strategies**
    - Regulatory
    - Public Private Partnerships
    - Joint/Shared Facilities
    - Capital Improvement Funding/Public Investment
    - Property Aggregation
    - Anchor Tenant Identification

Glossary

Transit Oriented Development- TOD focuses on creating compact activity centers with housing, jobs, shopping, community services, and recreational opportunities, all within easy walking distance (1/2 mile) of a transit station.

Transit Emphasis Corridor- Corridor with high quality premium modes of transit including but not limited to Light Rail or Bus Rapid Transit.

Premium Transit- High quality transit mode that typically includes Light Rail or Bus Rapid Transit.

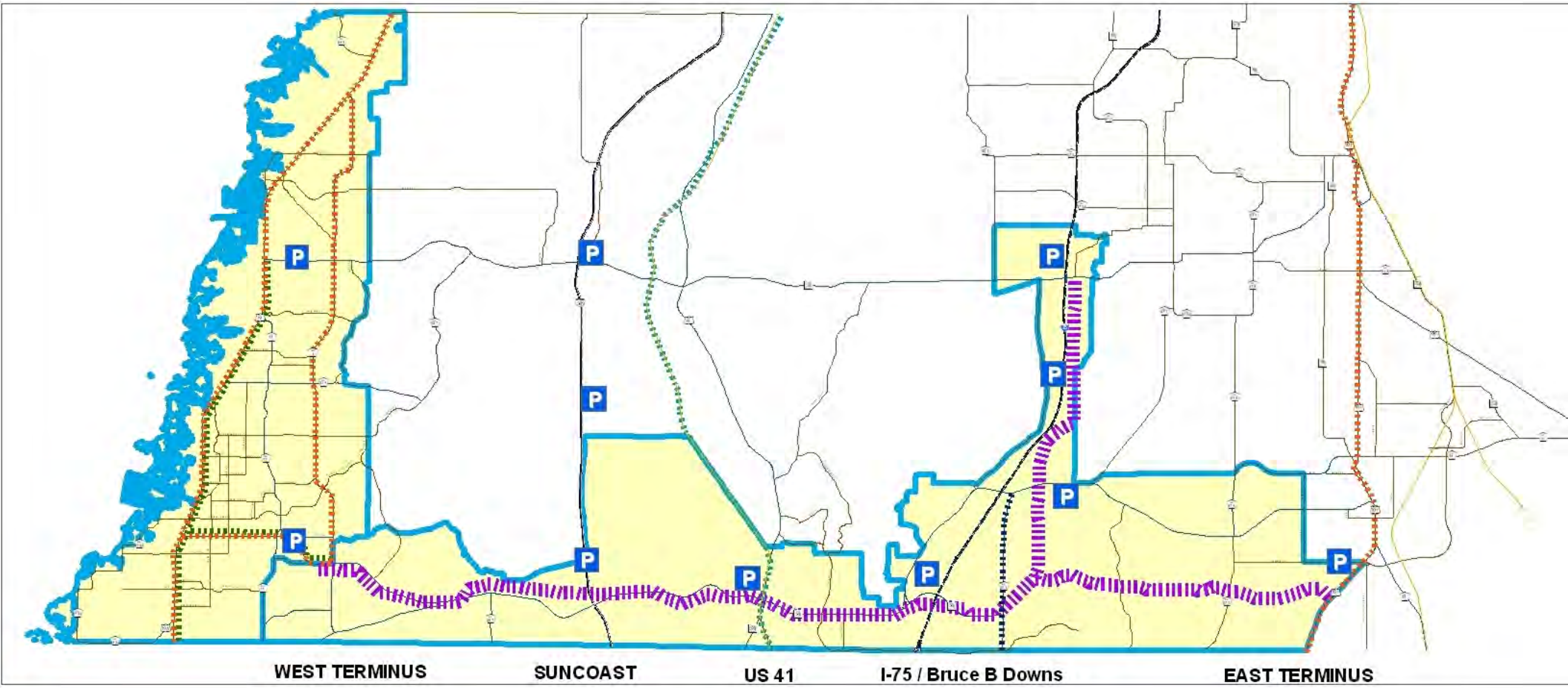
Light Rail Transit (LRT) - LRT provides the opportunity for the passenger rail service to operate on corridors other than traditional heavy rail and integrate with to transit oriented development. LRT tends to run along its own right-of -way and are often separated from road traffic. With electric propulsion, light rail can operate more efficiently and reduce greenhouse gas emissions.

LRT stations are typically ½ mile to 1 mile apart. Service runs every 10 minutes or less during peak hours or 15 to 30 minutes at other times of the day.

Bus Rapid Transit (BRT) - Frequent service with a limited number of stops. BRT provides a service that is of a higher speed and quality than an ordinary local fixed route transit line. BRT is a high-capacity bus transport system often with its own right-of-way or dedicated lanes.

BRT stations are typically 2 to 4 blocks apart in urban areas, ½ mile to 3 miles in suburban areas. Service typically runs every 10 to 20 minutes during peak hours or 30 to 60 minutes at other times of the day.

MAP 2-24 TRANSIT EMPHASIS CORRIDOR



Legend

- TBARTA Light Rail
- Potential Rail Commuter Line
- Premium Transit
- Transit Emphasis Corridor Boundary
- Express Bus
- Future 2050 Pinellas Light Rail / BRT Interconnect
- P — Future Park-n-Ride Location (locations are generally at node/intersection. Exact locations to be determined and additional park and ride locations may be required.)

TOD Floating Land Use

* Additional station may be placed within the major regional impact area where appropriate consistent with development pattern.

Roads
TYPE
- Arterial
- Collector
- Interstate
- Toll
- CSX_railroad

N W E S

0 1 2 3 4
Miles

Pasco County PGM | 1.26.10 | QHU

TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
MARCH 5, 2010

PRESENTATION ITEM 5

Agenda Item

TOD Station Typologies

Presenter

Jennifer Willman, Jacobs/TBARTA

Summary

TOD Station Typologies is an important part of TOD Resource Guide being developed by the TBARTA Land Use Working Group (LUWG). At the January 8, 2010, LUWG attendees were asked to provide feedback on a variety of station types presented using an interactive audience response system. Participants were asked which station types would be appropriate in various parts of the TBARTA region along corridors in the Mid-Tern and Long-Term Regional Networks.

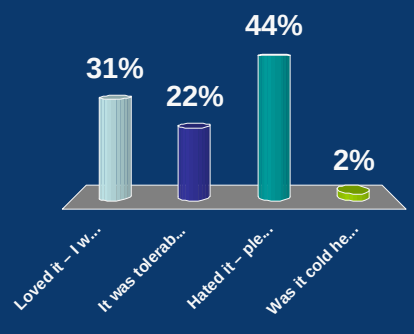
Input was primarily based on the type of proposed transit (short distance rail, express bus, service hub), land use intensity / density (units per acre/Floor Area Ratio), and building height. TOD design features, tools and strategies will also be discussed. The results are show in the attached PowerPoint and spreadsheet. Revisions were made to the station types and will be presented for additional review and comments. The goal is to create a Station Typology that could be applied regionwide for the TBARTA TOD Resource Guide and upcoming TBARTA Corridor Studies.

Attachments

- ❑ TOD Station Typologies Survey Voting Results PowerPoint, January 8, 2010
- ❑ TOD Station Typologies Detailed Results Spreadsheet, January 8, 2010

What did you think about the cold weather here this week?

1. Loved it – I wish it would snow!
2. It was tolerable.
3. Hated it – please make it go away!
4. Was it cold here?



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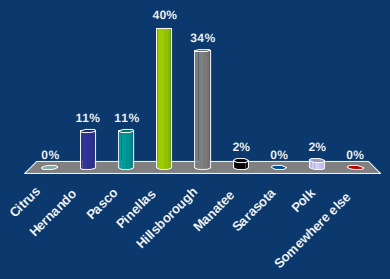
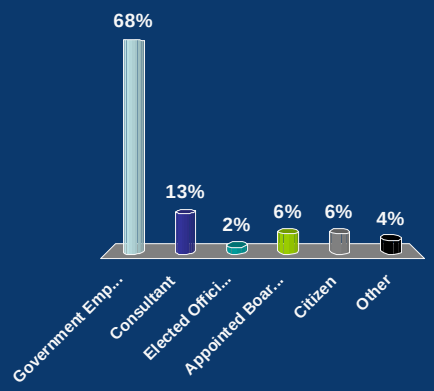
In which County do you work?

1. Citrus
2. Hernando
3. Pasco
4. Pinellas
5. Hillsborough
6. Manatee
7. Sarasota
8. Polk
9. Somewhere else



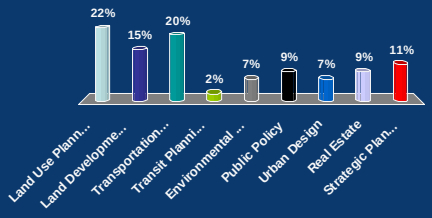
Which best describes your role at this meeting?

1. Government Employee
2. Consultant
3. Elected Official
4. Appointed Board Member (planning, transit, etc.)
5. Citizen
6. Other



What field best describes your area of expertise relevant to this meeting?

1. Land Use Planning (Long Range)
2. Land Development (Current)
3. Transportation Planning
4. Transit Planning/Operations
5. Environmental Planning
6. Public Policy
7. Urban Design
8. Real Estate
9. Strategic Planning



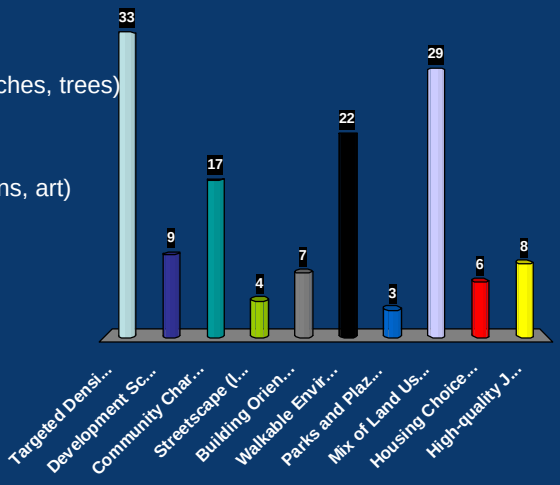
Transit Oriented Development

- Creates compact neighborhoods with housing, jobs, shopping, community services, and recreational opportunities, all within easy walking distance (¼ mile to ½ mile) of a transit station.
- Is designed to maximize transit use with an emphasis on pedestrian and bicycle access to stations.

What land use and design features are most important in creating successful TOD?

1. Targeted Density and Intensity
2. Development Scale
3. Community Character
4. Streetscape (lighting, benches, trees)
5. Building Orientation
6. Walkable Environment
7. Parks and Plazas (fountains, art)
8. Mix of Land Uses
9. Housing Choices
10. High-quality Jobs

Vote for 3



ONE BAY TBARTA

Mid-Term Regional Network

ONE BAY TBARTA

Long-Term Regional Network

ONE BAY TBARTA

Transit Station Typologies

You will be shown examples of Station Types. We want you to think about…

- Which county(s) would this station type be appropriate?
- Do the densities, intensities and building heights make sense if served by Light Rail?
- What if the station is served by BRT, Express Bus or Commuter Rail?

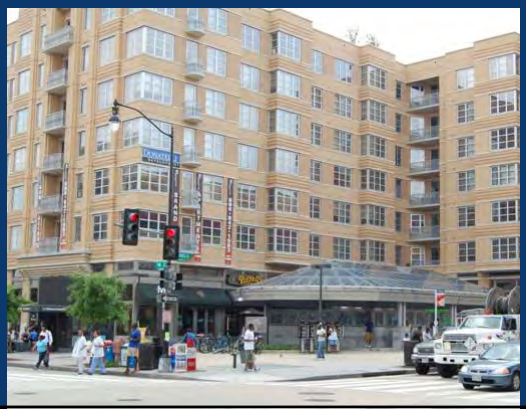
ONE BAY TBARTA

Transit Station Typologies

1. Downtown Urban Core
2. Regional Urban Center
3. Regional Mixed Use Suburban Center
4. Regional Commercial / Employment Center
5. Community Center – Urban
6. Community Center – New Town
7. Neighborhood Center
8. Park and Ride

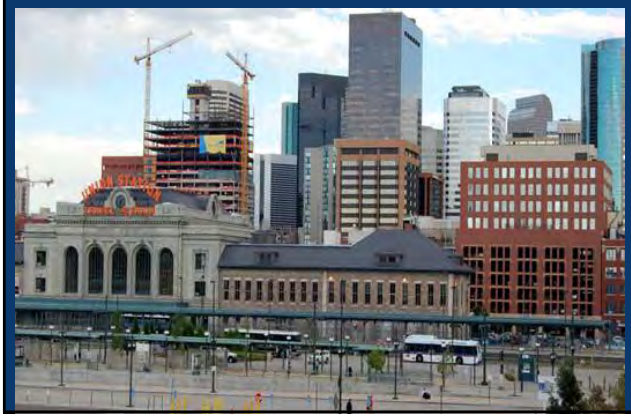
Downtown Urban Core

- Primary center of economic and cultural activity
- High-rise and mid-rise apartments and condos
- High density mix of office, residential, commercial, entertainment and civic/government uses
- Intermodal facility transit hub supporting all modes of transit



Downtown Urban Core

- Target Project FAR: 3.0 or more (Unlimited)
- Target Project Density: 40 du/acre or more (Unlimited)
- Target Building Height: 5 stories or more (Unlimited / FAA)

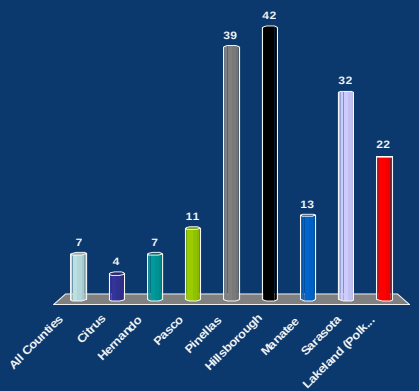


Downtown Urban Core

Where would this station type be appropriate?

Vote for up to 8

1. All Counties
2. Citrus
3. Hernando
4. Pasco
5. Pinellas
6. Hillsborough
7. Manatee
8. Sarasota
9. Lakeland (Polk)

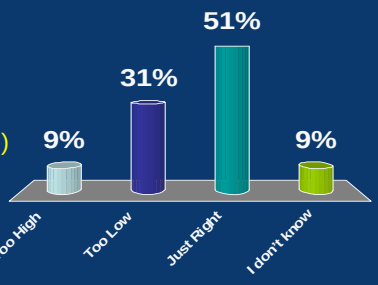


Downtown Urban Core

For this Station Type for Rail, the target densities, intensities and building heights are…

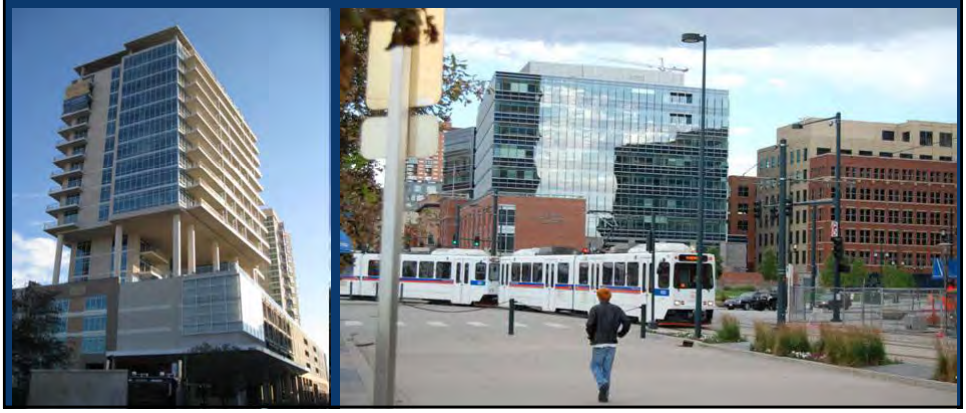
1. Too High
2. Too Low
3. Just Right
4. I don't know

Target Project FAR: 3.0+ (Unlimited)
Target Project Density: 40+ du/acre (Unlimited)
Target Building Height: 5+ stories (FAA)



Regional Urban Center

- Located in regional shopping, office centers, and medium to high density residential communities
- Regional scale destination linked with high-quality local feeder connections
- Mix of office, retail, residential, commercial, entertainment and public/semi-public uses



Regional Urban Center

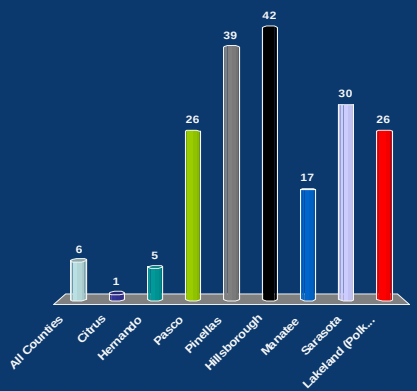
- Target Project FAR: 2.5-5.0
- Target Project Density: 60-100 du/ac
- Target Building Height: 4-20 stories

Regional Urban Center

Where would this station type be appropriate?

Vote for up to 8

1. All Counties
2. Citrus
3. Hernando
4. Pasco
5. Pinellas
6. Hillsborough
7. Manatee
8. Sarasota
9. Lakeland (Polk)

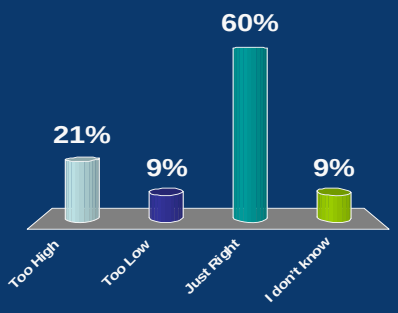


Regional Urban Center

For this Station Type for Rail, the target densities, intensities and building heights are…

1. Too High
2. Too Low
3. Just Right
4. I don't know

Target Project FAR: 2.5-5.0
Target Project Density: 60-100 du/ac
Target Building Height: 4-20 stories



Regional Mixed Use Suburban Center

- Located in regional shopping, office centers and medium to high density residential communities
- Mid-rise apartments, condos
- Mix of office, retail, residential, entertainment, institutional and medical

Regional Mixed Use Suburban Center

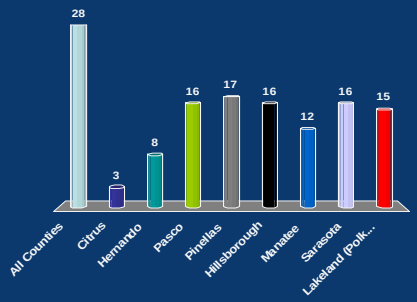
- Target project FAR: 1.5-3
- Target project density: 20-40 du/ac
- Target Building Height: 2-10 stories

Regional Mixed Use Suburban Center

Where would this station type be appropriate?

Vote for up to 8

1. All Counties
2. Citrus
3. Hernando
4. Pasco
5. Pinellas
6. Hillsborough
7. Manatee
8. Sarasota
9. Lakeland (Polk)

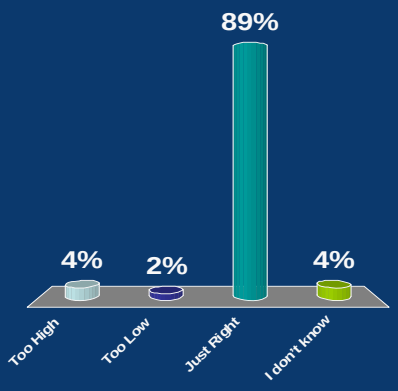


Regional Mixed Use Suburban Center

For this Station Type for Rail, the target densities, intensities and building heights are…

1. Too High
2. Too Low
3. Just Right
4. I don't know

Target Project FAR: 1.5-3
Target Project Density: 20-40 du/ac
Target Building Height: 2-10 stories



Regional Commercial / Employment Center

- Located in regional shopping, office centers and industrial areas.
- Regional destination linked with high-quality local transit feeder connections and employee shuttle service.
- Mix of office, flex-space, support retail, industrial, and lodging.

Regional Commercial / Employment Center

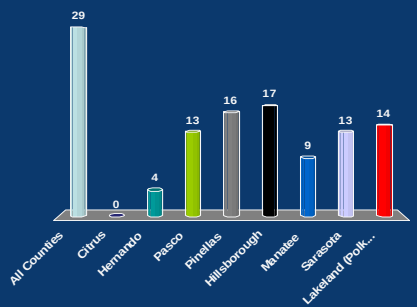
- Target Project FAR: 1.0-2.5
- Target Project Density: N/A
- Target Building Height: 1-10 stories

Regional Commercial / Employment Center

Where would this station type be appropriate?

Vote for up to 8

1. All Counties
2. Citrus
3. Hernando
4. Pasco
5. Pinellas
6. Hillsborough
7. Manatee
8. Sarasota
9. Lakeland (Polk)

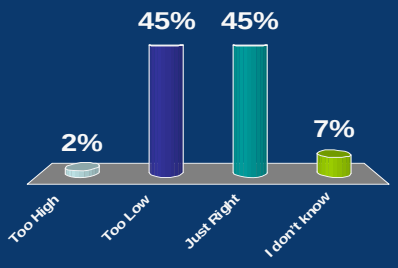


Regional Commercial / Employment Center

For this Station Type for Rail, the target densities, intensities and building heights are…

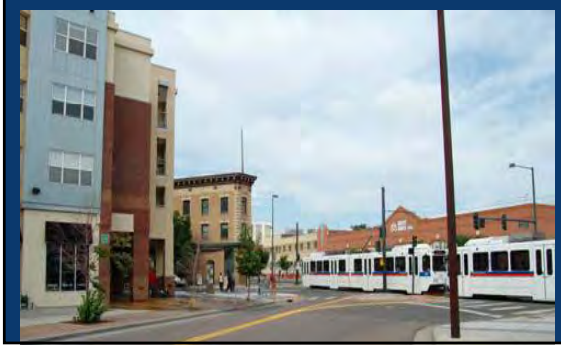
1. Too High
2. Too Low
3. Just Right
4. I don't know

Target Project FAR: 1.0-2.5
Target Project Density: N/A
Target Building Height: 1-10 stories



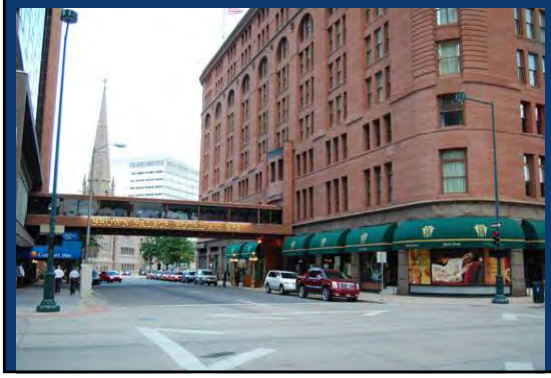
Community Center - Urban

- Local center of activities for surrounding neighborhoods
- Create "sense of community"
- Encourage gathering places
- Provide places to live, work and shop
- Low to mid-rise apartments, condos and townhomes
- Walk up station with potential for localized parking, and local transit connections.



Community Center - Urban

- Target Project FAR: 1.5-3.0
- Target Project Density: 4-60 du/ac
- Target Building Height: 2-8 stories

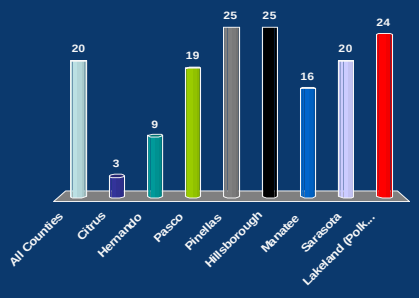


Community Center - Urban

Where would this station type be appropriate?

Vote for up to 8

1. All Counties
2. Citrus
3. Hernando
4. Pasco
5. Pinellas
6. Hillsborough
7. Manatee
8. Sarasota
9. Lakeland (Polk)

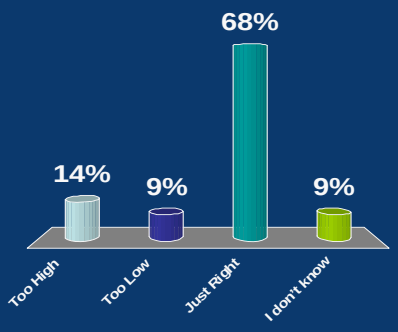


Community Center - Urban

For this Station Type for Rail, the target densities, intensities and building heights are…

1. Too High
2. Too Low
3. Just Right
4. I don't know

Target Project FAR: 1.5-3.0
Target Project Density: 4-60 du/ac
Target Building Height: 2-8 stories

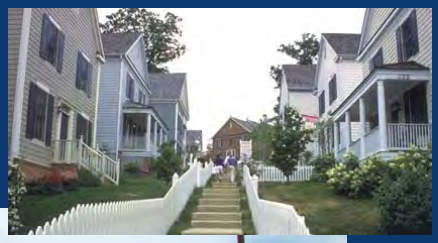


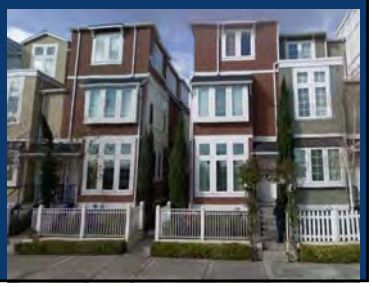
Community Center - New Town

- Create "sense of community"
- Office, retail, residential
- Low rise apartments, condos townhomes, small lot detached residences
- Local transit feeder station; walk up stops with parking.

Community Center - New Town

- Target Project FAR: 1.0-2.5
- Target Project Density: 15-30 du/ac
- Target Building Height: 1-5 stories



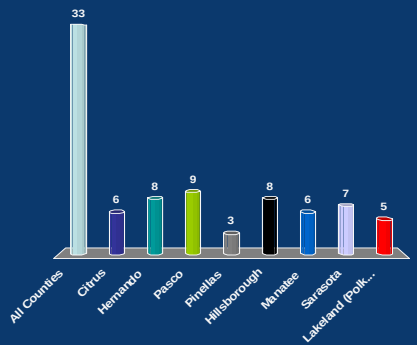


Community Center - New Town

Where would this station type be appropriate?

Vote for up to 8

1. All Counties
2. Citrus
3. Hernando
4. Pasco
5. Pinellas
6. Hillsborough
7. Manatee
8. Sarasota
9. Lakeland (Polk)

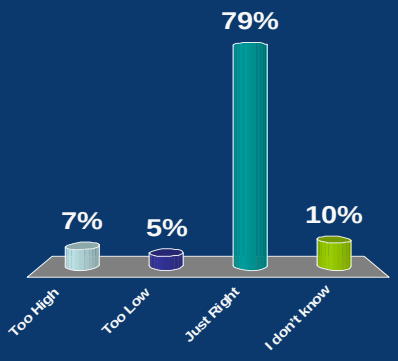


Community Center - New Town

For this Station Type for Rail, the target densities, intensities and building heights are…

1. Too High
2. Too Low
3. Just Right
4. I don't know

Target Project FAR: 1.0-2.5
Target Project Density: 15-30 du/ac
Target Building Height: 1-5 stories



Neighborhood Center

- Serve established and planned residential neighborhoods
- Protect adjacent neighborhoods
- Residential, retail, office
- Low rise apartments, condos, townhomes, and small lot detached residences

Neighborhood Center

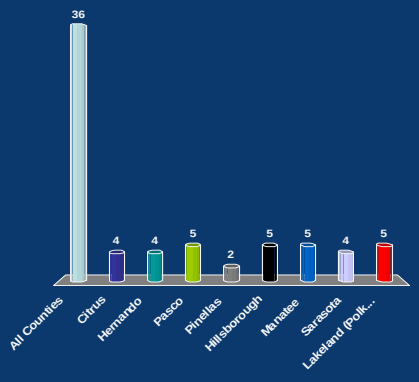
- Target Project FAR: 0.5-2.0
- Target Project Density: 10-15 du/ac
- Target Building Height: 1-3 stories

Neighborhood Center

Where would this station type be appropriate?

Vote for up to 8

1. All Counties
2. Citrus
3. Hernando
4. Pasco
5. Pinellas
6. Hillsborough
7. Manatee
8. Sarasota
9. Lakeland (Polk)

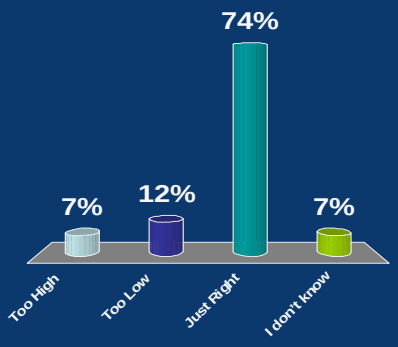


Neighborhood Center

For this Station Type for Rail, the target densities, intensities and building heights are…

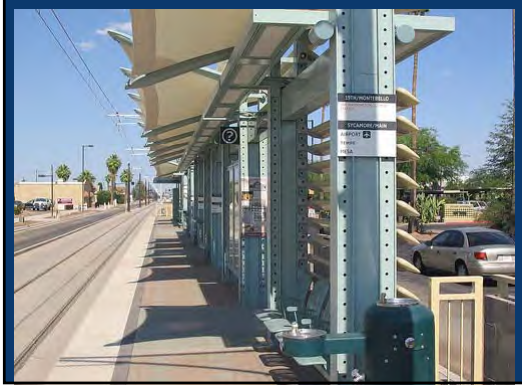
1. Too High
2. Too Low
3. Just Right
4. I don't know

- Target Project FAR: 0.5-2.0
- Target Project Density: 10-15 du/ac
- Target Building Height: 1-3 stories



Park and Ride

- Office, residential, and retail uses
- Capture station for in-bound commuters
- Large parking area with local and express bus service



Park and Ride

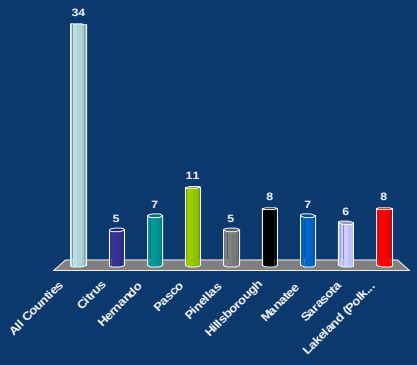
- Target Project FAR: 0.5-2.0
- Target Project Density: 10-15 du/ac
- Target Building Height: 1-3 stories

Park and Ride

Where would this station type be appropriate?

Vote for up to 8

1. All Counties
2. Citrus
3. Hernando
4. Pasco
5. Pinellas
6. Hillsborough
7. Manatee
8. Sarasota
9. Lakeland (Polk)

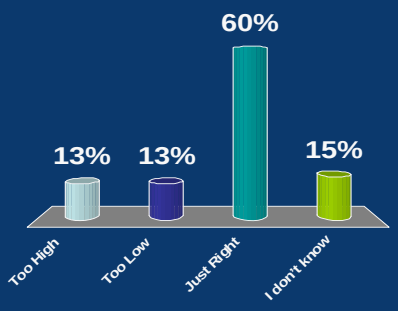


Park and Ride

For this Station Type for Rail, the target densities, intensities and building heights are…

1. Too High
2. Too Low
3. Just Right
4. I don't know

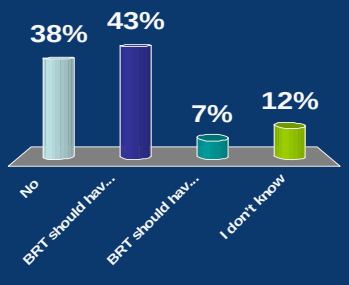
Target Project FAR: 0.5-2.0
Target Project Density: 10-15 du/ac
Target Building Height: 1-3 stories



Transit Technologies and Station Types

Should Bus Rapid Transit (BRT) stations be different than Light Rail stations, in terms of target densities, intensities and building heights?

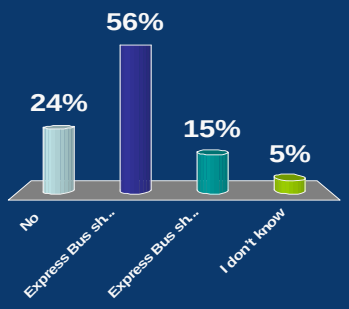
1. No
2. BRT should have less density/intensity & shorter buildings
3. BRT should have more density/intensity & taller buildings
4. I don't know



Transit Technologies and Station Types

Should Express Bus stations be different than Light Rail stations, in terms of target densities, intensities and building heights?

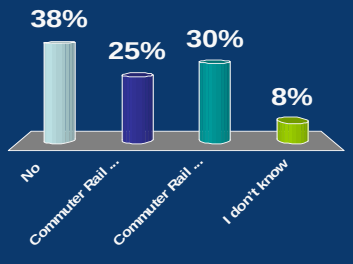
1. No
2. Express Bus should have less density/intensity & shorter buildings
3. Express Bus should have more density/intensity & taller buildings
4. I don't know



Transit Technologies and Station Types

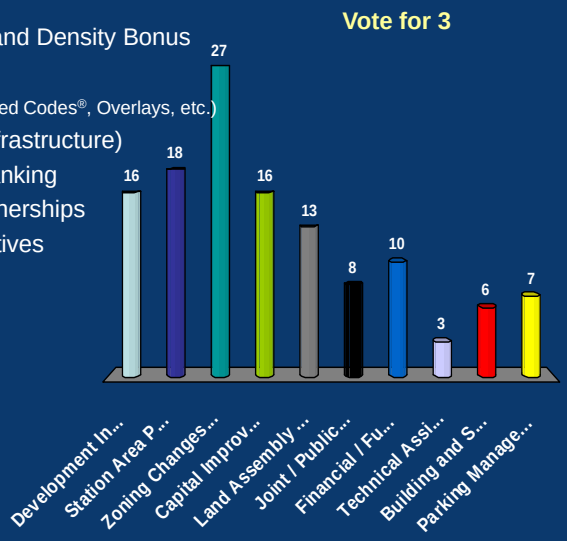
Should Commuter Rail stations be different than Light Rail stations, in terms of target densities, intensities and building heights?

1. No
2. Commuter Rail should have less density/intensity & shorter buildings
3. Commuter Rail should have more density/intensity & taller buildings
4. I don't know



What tools / strategies will help create successful TOD?

1. Development Incentives and Density Bonus
2. Station Area Planning
3. Zoning Changes (Form-Based Codes®, Overlays, etc.)
4. Capital Improvements (infrastructure)
5. Land Assembly / Land Banking
6. Joint / Public Private Partnerships
7. Financial / Funding Incentives
8. Technical Assistance
9. Building and Site Design
10. Parking Management



ONE BAY

TBARTA

Station Area Typology Survey Voting

Session Name: TBARTA LUWG 1-8-2010 12-27 PM

1.) What did you think about the cold weather here this week?

		Responses (percent)	(count)
Loved it – I wish it would snow!		31.11%	14
It was tolerable.		22.22%	10
Hated it – please make it go away!		44.44%	20
Was it cold here?		2.22%	1
	Totals	100%	45

2.) In which County do you work?

		Responses (percent)	(count)
Citrus		0%	0
Hernando		10.64%	5
Pasco		10.64%	5
Pinellas		40.43%	19
Hillsborough		34.04%	16
Manatee		2.13%	1
Sarasota		0%	0
Polk		2.13%	1
Somewhere else		0%	0
	Totals	100%	47

3.) Which best describes your role at this meeting?

		Responses (percent)	(count)
Government Employee		68.09%	32
Consultant		12.77%	6
Elected Official		2.13%	1
Appointed Board Member (planning, transit, etc.)		6.38%	3
Citizen		6.38%	3
Other		4.26%	2
	Totals	100%	47

4.) What field best describes your area of expertise relevant to this meeting?

		Responses (percent)	(count)
Land Use Planning (Long Range)		21.74%	10
Land Development (Current)		15.22%	7
Transportation Planning		19.57%	9
Transit Planning/Operations		2.17%	1
Environmental Planning		6.52%	3
Public Policy		8.70%	4
Urban Design		6.52%	3
Real Estate		8.70%	4
Strategic Planning		10.87%	5
	Totals	100%	46

5.) What land use and design features are most important in creating successful TOD?

	Responses (percent)	(count)
Targeted Density and Intensity	23.91%	33
Development Scale	6.52%	9
Community Character	12.32%	17
Streetscape (lighting, benches, trees)	2.90%	4
Building Orientation	5.07%	7
Walkable Environment	15.94%	22
Parks and Plazas (fountains, art)	2.17%	3
Mix of Land Uses	21.01%	29
Housing Choices	4.35%	6
High-quality Jobs	5.80%	8
Totals	100%	138

Downtown Urban Core: 3+ FAR, Density 40 du/ac, 5+ stories

6.) Where would this station type be appropriate?

	Responses (percent)	(count)
All Counties	3.95%	7
Citrus	2.26%	4
Hernando	3.95%	7
Pasco	6.21%	11
Pinellas	22.03%	39
Hillsborough	23.73%	42
Manatee	7.34%	13
Sarasota	18.08%	32
Lakeland (Polk)	12.43%	22
Totals	100%	177

7.) For this Station Type for Rail, the target densities, intensities and building heights are…

	Responses (percent)	(count)
Too High	8.89%	4
Too Low	31.11%	14
Just Right	51.11%	23
I don't know	8.89%	4
Totals	100%	45

Regional Urban Center: 2.5-5 FAR; Density 60-100 du/ac, 4-20 stories

8.) Where would this station type be appropriate?

	Responses (percent)	(count)
All Counties	3.12%	6
Citrus	0.52%	1
Hernando	2.60%	5
Pasco	13.54%	26
Pinellas	20.31%	39
Hillsborough	21.88%	42
Manatee	8.85%	17
Sarasota	15.62%	30
Lakeland (Polk)	13.54%	26
Totals	100%	192

9.) For this Station Type for Rail, the target densities, intensities and building heights are…

	Responses (percent)	(count)
Too High	20.93%	9
Too Low	9.30%	4
Just Right	60.47%	26
I don't know	9.30%	4
Totals	100%	43

Regional Mixed Use Urban Center: 1.5-3 FAR, 20-40 du/ac, 2-10 stories
10.) Where would this station type be appropriate?

	Responses (percent)	(count)
All Counties	21.37%	28
Citrus	2.29%	3
Hernando	6.11%	8
Pasco	12.21%	16
Pinellas	12.98%	17
Hillsborough	12.21%	16
Manatee	9.16%	12
Sarasota	12.21%	16
Lakeland (Polk)	11.45%	15
Totals	100%	131

11.) For this Station Type for Rail, the target densities, intensities and building heights are…

	Responses (percent)	(count)
Too High	4.35%	2
Too Low	2.17%	1
Just Right	89.13%	41
I don't know	4.35%	2
Totals	100%	46

Regional Commercial/Employment Center: 1-2.5 FAR, 1-10 stories (no du/ac)
12.) Where would this station type be appropriate?

	Responses (percent)	(count)
All Counties	25.22%	29
Citrus	0%	0
Hernando	3.48%	4
Pasco	11.30%	13
Pinellas	13.91%	16
Hillsborough	14.78%	17
Manatee	7.83%	9
Sarasota	11.30%	13
Lakeland (Polk)	12.17%	14
Totals	100%	115

13.) For this Station Type for Rail, the target densities, intensities and building heights are…

	Responses (percent)	(count)
Too High	2.27%	1
Too Low	45.45%	20
Just Right	45.45%	20
I don't know	6.82%	3
Totals	100%	44

Community Center - Urban: 1.5-3 FAR, 4-60 du/ac, 2-8 stories

14.) Where would this station type be appropriate?

	Responses (percent)	(count)
All Counties	12.42%	20
Citrus	1.86%	3
Hernando	5.59%	9
Pasco	11.80%	19
Pinellas	15.53%	25
Hillsborough	15.53%	25
Manatee	9.94%	16
Sarasota	12.42%	20
Lakeland (Polk)	14.91%	24
Totals	100%	161

15.) For this Station Type for Rail, the target densities, intensities and building heights are…

	Responses (percent)	(count)
Too High	13.64%	6
Too Low	9.09%	4
Just Right	68.18%	30
I don't know	9.09%	4
Totals	100%	44

Community Center - New Town: 1-2.5 FAR, 15-30 du/ac, 1-5 stories

16.) Where would this station type be appropriate?

	Responses (percent)	(count)
All Counties	38.82%	33
Citrus	7.06%	6
Hernando	9.41%	8
Pasco	10.59%	9
Pinellas	3.53%	3
Hillsborough	9.41%	8
Manatee	7.06%	6
Sarasota	8.24%	7
Lakeland (Polk)	5.88%	5
Totals	100%	85

17.) For this Station Type for Rail, the target densities, intensities and building heights are…

	Responses (percent)	(count)
Too High	7.14%	3
Too Low	4.76%	2
Just Right	78.57%	33
I don't know	9.52%	4
Totals	100%	42

Neighborhood Center: .5-2 FAR, 10-15 du/ac, 1-3 stories
18.) Where would this station type be appropriate?

	Responses (percent)	(count)
All Counties	51.43%	36
Citrus	5.71%	4
Hernando	5.71%	4
Pasco	7.14%	5
Pinellas	2.86%	2
Hillsborough	7.14%	5
Manatee	7.14%	5
Sarasota	5.71%	4
Lakeland (Polk)	7.14%	5
Totals	100%	70

19.) For this Station Type for Rail, the target densities, intensities and building heights are…

	Responses (percent)	(count)
Too High	7.14%	3
Too Low	11.90%	5
Just Right	73.81%	31
I don't know	7.14%	3
Totals	100%	42

Park and Ride: .5-2 FAR, 10-15 du/ac, 1-3 stories
20.) Where would this station type be appropriate?

	Responses (percent)	(count)
All Counties	37.36%	34
Citrus	5.49%	5
Hernando	7.69%	7
Pasco	12.09%	11
Pinellas	5.49%	5
Hillsborough	8.79%	8
Manatee	7.69%	7
Sarasota	6.59%	6
Lakeland (Polk)	8.79%	8
Totals	100%	91

21.) For this Station Type for Rail, the target densities, intensities and building heights are…

	Responses (percent)	(count)
Too High	12.50%	5
Too Low	12.50%	5
Just Right	60%	24
I don't know	15%	6
Totals	100%	40

22.) Should Bus Rapid Transit (BRT) stations be different than Light Rail stations, in terms of target densities, intensities and building heights?

	Responses (percent)	(count)
No	38.10%	16
BRT should have less density/intensity & shorter buildings	42.86%	18
BRT should have more density/intensity & taller buildings	7.14%	3
I don't know	11.90%	5
Totals	100%	42

23.) Should Express Bus stations be different than Light Rail stations, in terms of target densities, intensities and building heights?

	Responses (percent)	(count)
No	24.39%	10
Express Bus should have less density/intensity & shorter buildings	56.10%	23
Express Bus should have more density/intensity & taller buildings	14.63%	6
I don't know	4.88%	2
Totals	100%	41

24.) Should Commuter Rail stations be different than Light Rail stations, in terms of target densities, intensities and building heights?

	Responses (percent)	(count)
No	37.50%	15
Commuter Rail should have less density/intensity & shorter buildings	25%	10
Commuter Rail should have more density/intensity & taller buildings	30%	12
I don't know	7.50%	3
Totals	100%	40

25.) What tools / strategies will help create successful TOD?

	Responses (percent)	(count)
Development Incentives and Density Bonus	12.90%	16
Station Area Planning	14.52%	18
Zoning Changes (Form-Based Codes®, Overlays, etc.)	21.77%	27
Capital Improvements (infrastructure)	12.90%	16
Land Assembly / Land Banking	10.48%	13
Joint / Public Private Partnerships	6.45%	8
Financial / Funding Incentives	8.06%	10
Technical Assistance	2.42%	3
Building and Site Design	4.84%	6
Parking Management	5.65%	7
Totals	100%	124

TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
MARCH 5, 2010

PRESENTATION ITEM 6

Agenda Item

TOD Zoning National Examples

Presenter

Jennifer Willman, Jacobs/TBARTA

Summary

The LUWG spent several meetings discussing model policies for TOD. While Comprehensive Plan policies are important, they are only the first step in planning for TOD. Land Development Regulations are critical to ensure TOD will be successful. Over the next few months, the LUWG will be asked to develop model Land Development Codes for TOD as part of the TOD Resource Guide. National examples of TOD zoning districts will be presented as a way to begin this discussion.

TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
MARCH 5, 2010

ANNOUNCEMENTS

Agenda Item

Announcements

Presenters

Jennifer Willman, Jacobs/TBARTA

Avera Wynne, Tampa Bay Regional Planning Council

Summary

1. One Bay Implementation Summit – April 16, 2010
2. Next Joint Meeting for LUWG and One Bay/RPAC – May 7, 2010
3. TBARTA Calendar

Attachments

- ❑ TBARTA Calendar

2010 TBARTA MEETINGS CALENDAR

Board meets on the last Friday of every month; CAC and TMC meets the preceding week on Wednesday of every month. (Exceptions: January, February, and May)

MONTH	CAC	TMC	BOARD	Other TBARTA Meetings
January	**January 13** 1:30pm to 4:00pm FDOT, District 7 Pelican Room	**January 13** 10:00am to 12:00pm FDOT, District 7 Pelican Room	**January 22** 9:30am to 12:00pm FDOT, District 7	**January 8** 8:30am CAC Operations Subcommittee Meeting USF Connect Building **January 8** 9:30am Land Use Working Group TBRPC **January 13** 11:00am CAC Land Use Subcommittee Meeting FDOT, District 7 Tarpon Room **January 15** 8:30am Board Executive Committee Meeting USF Connect Building **January 15** **Cancelled**:9:15am (or directly upon adjournment of Board Executive Committee) Funding and Finance Committee Meeting USF Connect Building
February	**February 10** 1:30pm to 4:00pm USF Connect Building	**February 10** 10:00am to 12:00pm PSTA	**February 19** 9:30am to 12:00pm FDOT, District 7	**February 5** **Cancelled**8:30am CAC Operations Subcommittee Meeting USF Connect Building **February 12** 8:30am Board Executive Committee Meeting USF Connect Building **February 12** **Cancelled** 9:15am (or directly upon adjournment of Board Executive Committee) Funding and Finance Committee Meeting USF Connect Building
March	**March 17** 1:30pm to 4:00pm USF Connect Building	**March 17** 10:00am to 12:00pm USF Connect Building	**March 26** 9:30am to 12:00pm FDOT, District 7	**March 5** 8:30am **Cancelled**CAC Operations Subcommittee Meeting USF Connect Building **March 5** 9:30am Land Use Working Group TBRPC **March 12** 8:30am Board Executive Committee Meeting USF Connect Building **March 17** 11:00am CAC Land Use Subcommittee Meeting USF Connect Building
April	**April 21** 1:30pm to 4:00pm USF Connect Building	**April 21** 10:00am to 12:00pm PSTA	**April 30** 9:30am to 12:00pm FDOT, District 7	**April 15** 10:00am TMC Plan Coordination Process Subcommittee PSTA **April 16** 8:30am Board Executive Committee Meeting USF Connect Building
May	**May 12** 1:30pm to 4:00pm USF Connect Building	**May 12** 10:00am to 12:00pm USF Connect Building	**May 21** 9:30am to 12:00pm FDOT, District 7	**May 7** 8:30am Board Executive Committee Meeting USF Connect Building **May 7** 9:30am Land Use Working Group TBRPC

Last updated 3/1/10

2010 TBARTA MEETINGS CALENDAR

Board meets on the last Friday of every month; CAC and TMC meets the preceding week on Wednesday of every month. (Exceptions: January, February, and May)

MONTH	CAC	TMC	BOARD	Other TBARTA Meetings
June	**June 16** 1:30pm to 4:00pm USF Connect Building	**June 16** 10:00am to 12:00pm PSTA	**June 25** 9:30am to 12:00pm FDOT, District 7	**June 11** 8:30am Board Executive Committee Meeting USF Connect Building
July	Recess	Recess	Recess	Recess
August	**August 18** 1:30pm to 4:00pm USF Connect Building	**August 18** 10:00am to 12:00pm USF Connect Building	**August 27** 9:30am to 12:00pm FDOT, District 7	**August 13** 8:30am Board Executive Committee Meeting USF Connect Building
September	**September 15** 1:30pm to 4:00pm USF Connect Building	**September 15** 10:00am to 12:00pm PSTA	**September 24** 9:30am to 12:00pm FDOT, District 7	**September 10** 8:30am Board Executive Committee Meeting USF Connect Building
October	**October 20** 1:30pm to 4:00pm USF Connect Building	**October 20** 10:00am to 12:00pm USF Connect Building	**October 29** 9:30am to 12:00pm FDOT, District 7	**October 15** 8:30am Board Executive Committee Meeting USF Connect Building
November	**November 17** 1:30pm to 4:00pm USF Connect Building	**November 17** 10:00am to 12:00pm PSTA	No Board Meeting this month.	No Board Committee Meeting this month
December	No CAC Meeting this month.	No TMC Meeting this month.	**December 10** 9:30am to 12:00pm FDOT, District 7	**December 3** 8:30am Board Executive Committee Meeting USF Connect Building

*Notes: Detailed meeting locations to be announced; see TBARTA Web Site for up-to-date information at: **www.tbarta.com***
Florida Department of Transportation (FDOT) District Seven Office: 11201 N. McKinley Drive, Tampa, Florida 33612
Pinellas Suncoast Transit Authority (PSTA) Office: 3201 Scherer Drive, St. Petersburg, Florida 33716
Tampa Bay Regional Planning Council (TBRPC) Office: 4000 Gateway Centre Blvd., Suite 100, Pinellas Park, FL 33782
USF Connect Building: 3802 Spectrum Blvd., Tampa, FL 33612