



Land Use Working Group Meeting

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

Friday, May 7, 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 (Avera Wynne) **9:35**
2. Atlanta Regional Coordination Strategies for Transit
Oriented Development (TOD) Implementation (Gary Cornell) **9:45**
3. TOD Resource Guide (Jennifer Willman) **10:10**
4. TOD Guiding Principles Model Resolution (Joel Freedman) **10:30**
5. Transit-Supportive Land Use Planning Activities in Region (LUWG Members) **10:40**
6. Grant Opportunities and Partnerships (Avera Wynne) **11:00**

III. ANNOUNCEMENTS

1. Next Joint Meeting for LUWG and One Bay/RPAC – August 6, 2010
2. 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)
MAY 7, 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 hosted an implementation summit on April 16th at the Tampa Convention Center. A brief recap from the One Bay Congress of Regional leaders will be given on what occurred at the summit. Copies of the One Bay "vision document" will be distributed, and it is attached.

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 six regional organizations: Tampa Bay Regional Planning Council, Tampa Bay Estuary Program, Southwest Florida Water Management District, Tampa Bay Partnership Regional Research & Education Foundation, Urban Land Institute Tampa Bay District Council, and TBARTA.

Attachments

- One Bay Vision Document, Spring 2010

ONE BAY

LIVABLE
COMMUNITIES

A SHARED REGIONAL VISION FOR
TAMPA BAY

www.myonebay.com



Southwest Florida
Water Management District



tampaBAY
partnership
REGIONAL RESEARCH &
EDUCATION FOUNDATION



ULI Urban Land
Institute
Tampa Bay

TBARTA
Tampa Bay Area Regional Transportation Authority

About ONE BAY: Livable Communities

Dear Tampa Bay citizens:

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 where future population and employment growth should occur based upon responsible land use, mobility, economic, and environmental sustainability.

What started as a Lego® exercise in Reality Check turned into a continuing opportunity to seek input from residents on what our region could, if not should look like in the future. When considering the long-term impacts of continuing to grow as we have in the past, residents emphatically told us that “business as usual” was no longer acceptable. Rather, they wanted to focus on new patterns for development that ensured that our natural resources – water quality and availability – were sustainable over the long-term. They want convenient alternative transportation choices to the car. They want jobs, especially jobs closer to home. And finally, they want homes that fit their lifestyle.

The ONE BAY Vision was created with the input of over 10,000 citizens across the region through workshops, educational forums, presentations, surveys and polls. The ONE BAY Vision offers regional leaders the opportunity to develop short- and long-term strategies as they make important decisions about the built environment, natural environment and mobility in the region.

Our communities and neighborhoods have long provided a distinct “sense of place” for Tampa Bay residents. This vision, implemented responsibly, can sustain these values while still accommodating any increase in population and jobs in the future.

We want to thank everyone who joined ONE BAY in providing feedback to the vision and we look forward to working together in the future. We invite you to visit our website at www.myonebay.com to learn more.

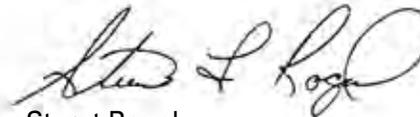
Sincerely,



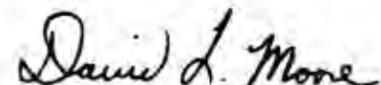
Dan Mahurin
Chair, ONE BAY
Chairman, President & CEO
SunTrust Bank, Tampa Bay



Scott Shimberg
Chair, ULITampa Bay
President/CEO
Hyde Park Builders



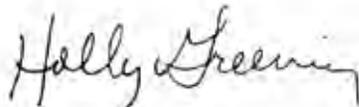
Stuart Rogel
President
Tampa Bay Partnership



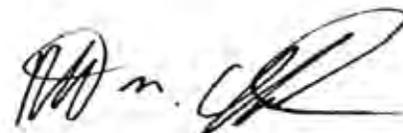
David Moore
Executive Director
Southwest Florida Water



Manny Pumariega
Executive Director
Tampa Bay Regional
Planning Council



Holly Greening
Executive Director
Tampa Bay Estuary Program
Management District



Bob Clifford
Executive Director
Tampa Bay Area Regional
Transportation Authority

A collaborative partnership.

ONE BAY: Livable Communities is a diverse partnership of private and public leaders aligned to facilitate a regional visioning process to achieve a sustainable, high-quality Tampa Bay region for decades to come.

It is an equal partnership of the following regional organizations: Tampa Bay Regional Planning Council, Tampa Bay Estuary Program, Southwest Florida Water Management District, Tampa Bay Partnership Regional Research & Education Foundation, Tampa Bay Area Regional Transportation Authority, and the Urban Land Institute Tampa Bay District Council.

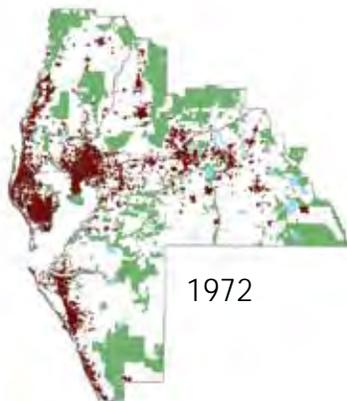
Since 2007, ONE BAY has reached out to more than 10,000 citizens across the seven-county region through a series of events to help define and express their vision for Tampa Bay's next 40 years.



Why ONE BAY?

A look back.

What would Tampa Bay look like today if leaders hadn't recognized the potential of the University of South Florida and Tampa International Airport? Just 50 years ago, USF was wide-open



1972

land in the middle of nowhere and TIA consisted of a couple of abandoned airstrips after World War II. Through visionary leaders, these are two economic engines that today are an integral part of our community that dramatically shape the quality of life for everyone who lives here.

Environmental and water supply protection.

The rapid development of the Tampa Bay region over the past fifty years has increased citizens' concerns over protecting the scarce natural resources and drinking water supply. The exercises and public participation during the ONE BAY process has demonstrated that the region can accommodate its future housing and commercial development needs and still protect the region's natural assets.

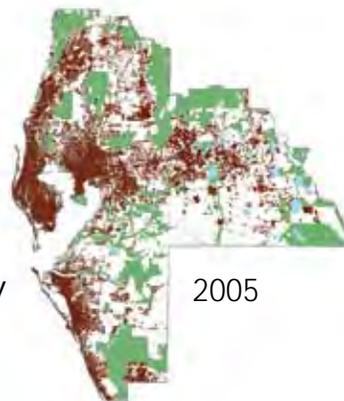
Increased congestion.

If development patterns continue to sprawl as they have over the past fifty years, our already congested highways will only get worse. Alternatives to the automobile and development that provides well-designed, diverse places to live, work and play in close proximity will be critical to the future prosperity of the region. *Forbes* magazine recently ranked Tampa Bay as the nation's worst city for commuters.



Global competitiveness.

As the world population grows and economies become increasingly more complex, the regions of Florida are being both pushed and pulled into conversations about regional connectivity and economic co-dependence. More than 75% of the nation's population and economic growth by 2050 is expected to take place in 11 emerging megaregions. Megaregions are large connected networks of metropolitan areas that maintain economic, environmental, cultural and functional linkages.



2005

The Florida Megaregion stretches from Tampa Bay to Orlando to Miami and Jacksonville, is made up of 15.1 million people with a collective economic output of over \$430 billion, and is among the top 15 most productive economies in the world.

An aging nation.

Boomers - the 78 million people born between 1946 and 1964 - are key to Florida's economic future. They are expected to make up more than 30 percent of the state's population by 2015. Understanding this demographic group and its needs is imperative to our long-term future.

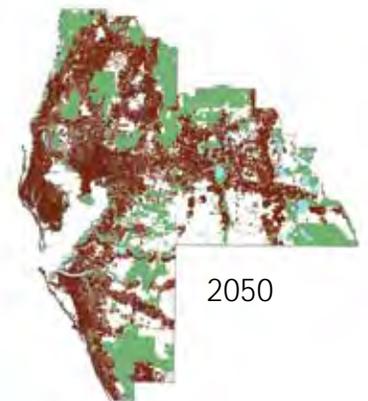
By 2040 single-person households will increase to 30% from 13% in 1960. Households with children will decrease to only 27% from 48% in 1960. What kind of homes will the increasing single-person and childless households desire? How will the growing aging population get around for daily needs such as food and medical care?

Energy costs.

The increasing cost of energy impacts all aspects of daily life such as air conditioning our homes and driving our cars. A shift in housing and community development patterns from the current trend can reduce demands on energy. Conservation and diversification of our energy resources will be imperative for our region to remain competitive and affordable.

The future will not look like the past.

Even with a recent downward trend in population growth, demographers still believe that Florida will regain its status as one of the fastest-growing states in the nation over the next forty years. America will add 100 million people, growing to 450 million persons by 2050, faster than any other developed country except Pakistan and India. Florida's population is expected to increase to 32 million, with the Tampa Bay region doubling to seven million people.



2050

Shift to long-term thinking.

The ONE BAY effort has been an exercise in long-term thinking – beyond typical 20-25 year planning horizons of public sector entities. It has given citizens an opportunity to think beyond what short-term plans are in place, be creative and think about how our future generations may live, work and play in our region. The decisions we make now will shape the future of Tampa Bay and can improve our quality of life.

Collaboration – doing more with less.

The ONE BAY exercise punctuates the need for collaboration across jurisdictional lines so instead of physically growing together, we plan together, we work together, and now we can implement together.

Collaborative efforts have long benefited the Tampa Bay community. For example, the "water wars" of the past led to the establishment of Tampa Bay Water and the Peace River Manasota Water Supply Authority. The agencies cross jurisdictional boundaries to develop and deliver high-quality drinking water supplies and protect the sources of those supplies.

And now the Tampa Bay Regional Transportation Authority (TBARTA) is working across jurisdictional lines to create a true regional transportation system.

What happens if our current trends continue?

The current trend scenario depicts how Tampa Bay may look if future development follows the growth patterns and trends of the past. It's the "business as usual" representation of how and where growth would likely occur if those patterns continue.

If current trends continue:

- The amount of developed land will nearly double as the population grows, requiring more than 500,000 acres to house new residents and provide them with jobs.
- Up to 200,000 acres of wetlands and wildlife habitat may be impacted.
- State and local regulations call for "no net loss" of wetlands, but mitigated wetlands or those in close proximity to development may not be as effective as those left in a more natural state.
- The value of wildlife habitat, even if protected, also may decline if connections to other habitats are lost to development.
- By 2050 travel delays will be more than twice as long as they are today.

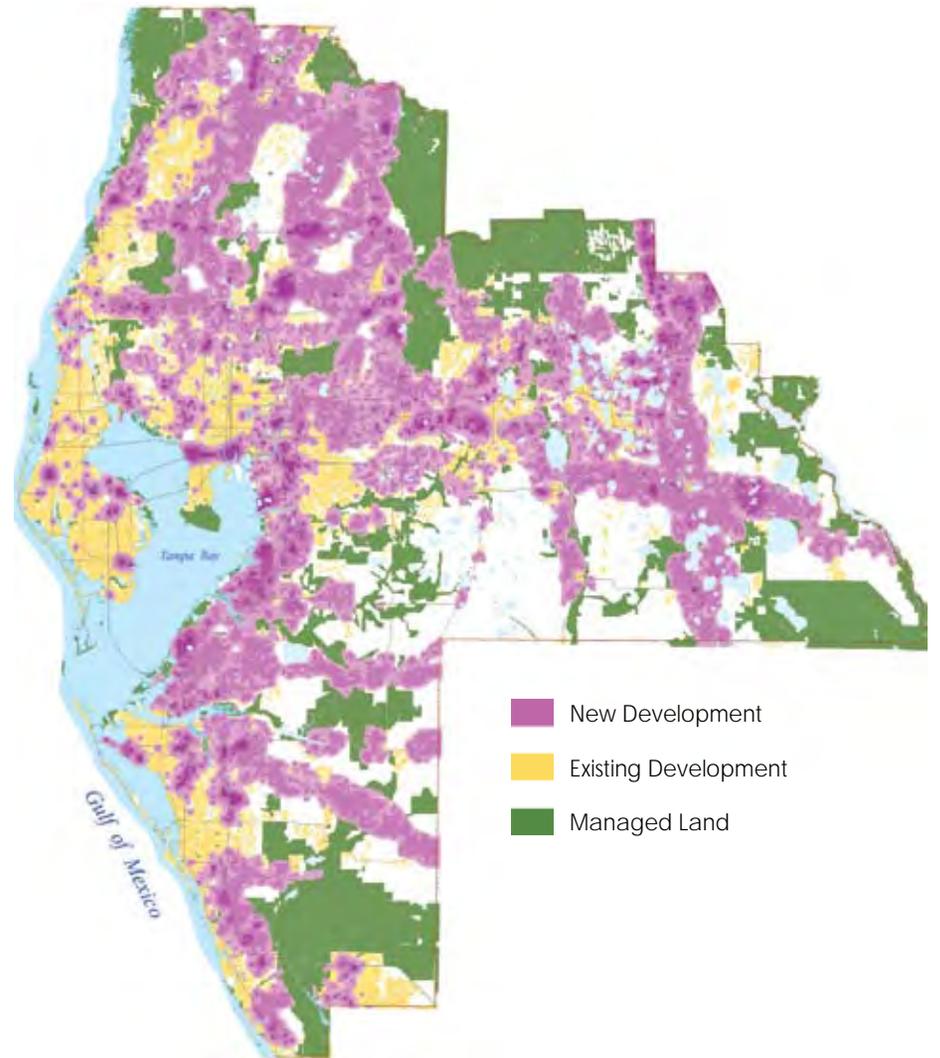


The current trend also projects that the region's downtown areas will become more concentrated with people and jobs, but most redeveloped areas will be very similar to what we see today. The new developments will probably have extensive parks and outdoor recreational facilities, but residents will need to drive several miles to enjoy natural open space. At the same time, a continued emphasis on new construction may mean that older neighborhoods deteriorate and become even less attractive to new residents.

Transportation/Housing costs among highest in nation.

Costs for infrastructure to serve those new communities also may be more expensive than improving services in existing neighborhoods. Subdivisions and planned communities will consist of homes that are similar to each other in style and price, and their residents will need an automobile to get nearly everywhere they go.

When transportation is added to the equation, affordability will continue to be an issue. As a percent of household income, the combined



costs of housing and transportation in Tampa Bay already are among the highest in the nation. The average commute is likely to become even longer and more expensive as homes are built farther away from employment centers.

Over the past 15 years, the population grew by 30% but travel delays caused by congestion increased by more than 100%.

Growing together.

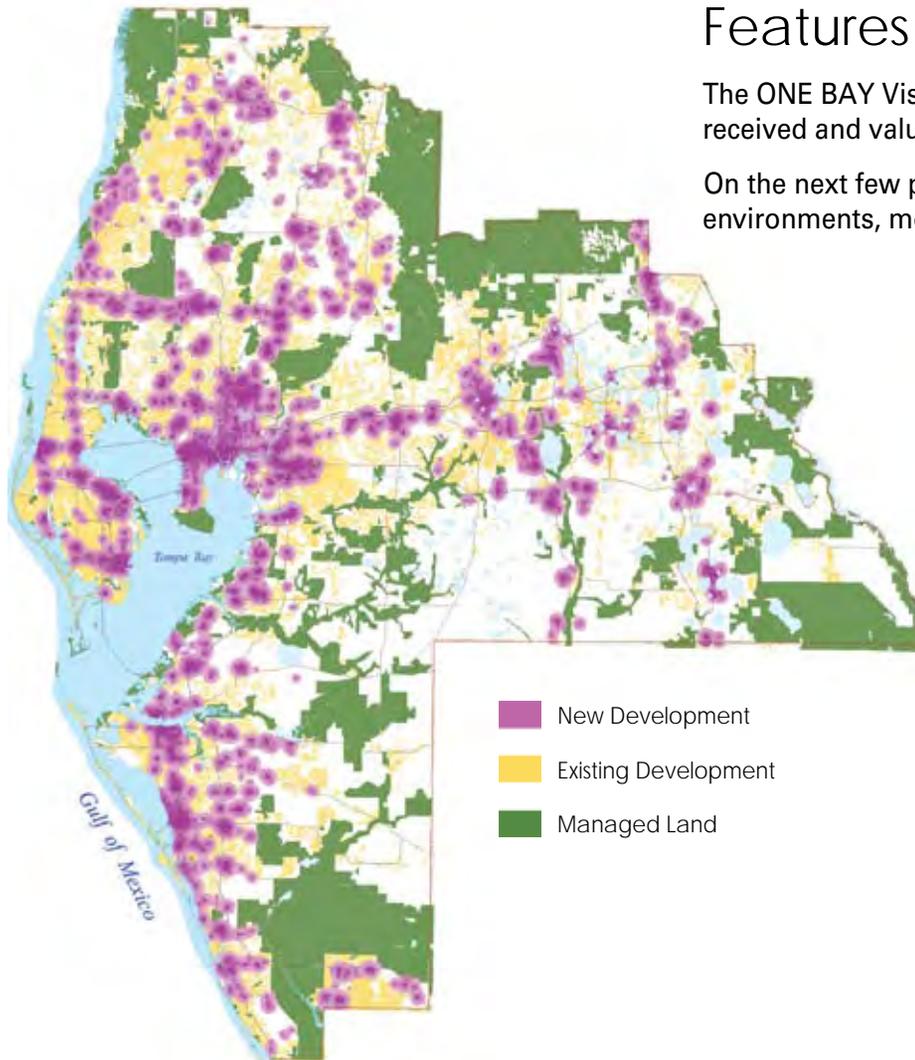
The current trend anticipates the ongoing development of suburban-type communities with an average density of around two homes per acre. The edges of cities will continue to blur and grow together, creating a continuous city running from downtown cores to the outer reaches of the region, generally clustered near interstate highways and major roads.



Features of the Vision.

The ONE BAY Vision Map and recommendations (on the back page) illustrate the feedback received and values expressed during the ONE BAY public participation process.

On the next few pages, we'll go into greater detail of the Vision for the natural and built environments, mobility, economy and energy.



What will daily life be like?

- More housing choices closer to places to work, dine and shop.
- Transit is a real and viable alternative to driving.
- Less time in the car and improved alternatives to cars.
- Easier and safer to walk or bicycle from place to place.
- Lots of recreational opportunities and open space.
- A greater feeling of community and safety because more people know their neighbors.
- An overall sense of opportunity and possibility in a region where communities share goals and work together on common problems.

Purpose of the map.

The ONE BAY Vision Map is meant to help visualize how the guiding principles of ONE BAY could be implemented within the region. The map displays a possible pattern of development that represents the feedback received and allows for indicators to be calculated. The ONE BAY Scenario was built using nationally recognized techniques and state-of-the-art software.

The ONE BAY Vision Map is intended to show a scenario that would attain the goals of the ONE BAY regional vision. It is critical to keep in mind that the Vision Map is NOT prescriptive and that the map does NOT forecast future development patterns.



Natural Environment

Today we are ...

- Reducing water consumption through education and conservation. (Pinellas Technical Education Centers)
- Acquiring vital natural resources for conservation. (Hillsborough County ELAPP)
- Increasing alternative water resources. (Tampa Bay Water Desal Plant)



An environment that is beloved and protected forever.

Reflecting a region-wide concern for the environment, new development patterns will result in:

- Lots of open green space, parks and trails, designed for people in the populated areas.
- The most ecologically sensitive land protected in perpetuity.
- Clean air, even as the population grows.
- Clean water in our lakes, rivers and bay.
- Sustainable water supplies, both surface and groundwater, for our region.

Open space and recreational opportunities.

Between 1972 and 2005, almost 400,000 acres of open space and agricultural land were lost to new development. The more than doubling of the region's population over this timeframe has led to many negative impacts on our environment and quality of life. Reduced air quality, strain on water resources, and loss of productive agricultural land are just a few of the many impacts.

Protected environmental land and open space naturally help to improve our air and water quality. Open space contributes to our region's character and provides economic value and recreational opportunity to us all.

Clean and diverse water bodies and supplies.

The ONE BAY Vision advocates for environmentally sustainable growth that will protect our region's natural resources and increase our quality of life. The type of growth envisioned in the ONE BAY Vision will lead

to significantly less impacts on the natural environment, including wetlands and wildlife habitat, than if the current trend is followed.

The sprawling development patterns of the past and current trend significantly increase the amount of land that is built on and paved over. This land creates surfaces that are unable to absorb and filter rainwater which leads to water pollution through increased run-off into our lakes, rivers, and ultimately the bay. A more compact and well-designed development scenario will reduce the overall footprint of new development and decrease the quantity of run-off and pollution into Tampa Bay.

Additional benefits to the natural environment from a shift to the ONE BAY Vision include a reduction in water used for lawn irrigation, more opportunities to utilize reclaimed water, and an overall reduction in the amount of wastewater that is generated in comparison to the current trend.

Continuous wildlife habitats.

One of the biggest impacts a more compact and environmentally sustainable future will have is in the amount and quality of wildlife habitat and sensitive ecosystems we are able to preserve. Wetlands and the habitat of thousands of species are impacted by new development. By growing in a more organized and compact manner, more precious habitat and land can be protected for the benefit of humans and nature alike.

Sustainable agricultural opportunities.

Many areas of open space within our region are not in their native condition but instead have been and are being used as productive agricultural land. Preservation of this land and the ability to sustain agriculture is vital to our region. Both for economics and as a source of much of the food for our region, agriculture is a key component to a sustainable region.



You told us ...

"We see a region ..."

- > "Preserving natural habitat is very important for our eco-system and for our overall well being."
- > "Without [long-term] sustainability and stewardship, the Tampa Bay areas' social, agricultural, tourism, environmental and recreational aesthetics will suffer."
- > "It's important to have a balance of environmental preservation lands and smart-sustainable growth with limited wetland impacts."
- > "Educate the public regarding the absolute importance of healthy ecosystems."

(Citizen responses from the Voicelt campaign)



You told us ... "We see a region ..."



- > "Our urban areas must become walkable villages – with mass transit – in order to encourage job growth, reduce energy costs and protect the environment."
- > "Land owners should be free to develop their properties. Government should encourage, not mandate, redevelopment of existing neighborhoods."
- > "The best way to accomplish sustainable land use is by planning higher density, mixed use communities around transit corridors; it's critically important for walkable communities, high density (lower runoff), and inner city revitalization."

(Citizen responses from the Voicelt campaign)



Today we are ...

- Certifying sustainable buildings – over 30 certified to date. (Dunedin Community Center)
- Developing live, work & play communities. (Westchase - West Park Village)
- Increasing community recreation with multi-use trails. (Legacy Trail)

Well-designed centers.

An expected gain of over three million new residents and 1.5 million new jobs by 2050 presents a real opportunity in how the Tampa Bay region's built environment will look in the future. The ONE BAY Vision encourages:

- Fewer sprawling subdivisions present in the current trend.
- More focused development and redevelopment around existing and new centers.
- Centers located around transit stations that will encourage use of mass transit and reduce dependency on the automobile.
- More overall compact development patterns that will increase the diversity of housing options.
- Supporting existing communities.
- Reducing energy demands.

Diversity of housing.

Development patterns will become more compact and will allow for preservation of significant amounts of open space in comparison to the current trend scenario. While traditional single-family homes will remain available, there will be fewer single-family homes built on large lots and more homes on smaller lots. In many cases, these single-family homes will be within walking distance of enhanced centers and recreational opportunities.

Choices in housing will be increased with options to live in multi-family apartments and condos above retail businesses and offices or in townhomes and detached homes just outside the centers of activity. Local markets, restaurants, and cafes will front on the sidewalks and public gathering areas will be easily accessed by pedestrians, bicyclists, transit riders, and the automobile.

The diverse profile of the housing market will create options that are attractive to all lifestyles and incomes.

More time for family & friends.

Transportation costs and commute times can be reduced with shorter distances traveled to reach work and non-work destinations. A decrease in the time spent commuting to and from work will allow for increased time spent at home and with family and friends.

Existing communities benefit.

Focusing on supporting existing communities will allow for leveraging of investments to maximize current infrastructure and preserve and enhance the unique character of communities throughout the Tampa Bay region. The ONE BAY Vision seeks to strengthen these existing and new communities by encouraging investment in patterns that protect and enhance a high quality of life.

Energy savings.

Center-based development will allow households to save more money on energy and transportation costs, with shorter commutes and more efficient use of energy, than households in a more sprawling scenario.

A vibrant region.

The ONE BAY Vision imagines a Tampa Bay region flourishing with vibrant urban, suburban and rural lifestyles. These choices of lifestyle are enhanced by their surrounding built environment and are connected with the entire region and the natural environment. These connections are made through the increased mobility that a more compact built environment will support.

Today we are ...

- Collaborating for seamless regional mass transit. (HART/PSTA/PCPT/MCAT/SCAT)
- Planning for "transit-ready" development sites. (TIA)
- Moving forward on high speed rail – Tampa to Orlando. (FDOT)
- Creating pedestrian friendly connections to downtown waterfronts. (Bradenton's Artisan Avenue)



Seamless, regionally integrated transportation systems.

Any complete transportation system requires balance, especially as the population and number of jobs in the metropolitan regions grow. Promoting "seamless travel" across the region, the Vision can knit the Tampa Bay region together with highways, light rail, commuter rail, bus rapid transit and express buses, plus special managed freeways lanes that provide congestion-free travel for buses, carpools and toll payers.

The ONE BAY Vision calls for:

- Greater mobility of people, products and services.
- Alternatives to cars – rapid transit, bicycle lanes, trails, sidewalks and pedestrian features, buses and shuttles.
- Transit that operates at the neighborhood, community, and regional level and is coordinated with the locations of major employers, denser areas of housing, industry clusters and other modes of transportation.
- Transportation systems that provide the level of service Floridians expect.
- Preserving open space lost during construction of new roads.
- Improved air quality by reducing emissions.

New development patterns support transit.

Denser, more populated areas will help expand our transportation choices and enhance the effectiveness of transit. In addition, clustering development around transit service improves the efficiency of the system, allowing for higher quality service, which, with supportive planning and development policies, increases property values.

Safety for pedestrians.

Feeling comfortable and safe walking from origin to destination is a critical element of regionally integrated transportation systems. Studies show that well-designed walkable environments shaped by compact development are also safer for pedestrians, an important consideration given that Florida's pedestrian fatality rate is over 85% higher than the national average.

With transit, families can choose to save.

No one expects Floridians to simply abandon their cars. The automobile will continue to provide essential mobility and flexibility for many Florida families. The cost of car ownership, however, is far from trivial and will only get more expensive.

The American Automobile Association (AAA) calculates that the annual cost in 2009 of owning and operating an automobile ranged from \$5,500 for a small sedan to nearly \$11,500 for an SUV driven 20,000 miles. The AAA's formula for 2009 sets gas prices at \$2.30 per gallon.

Using the car less or owning fewer cars can free up dollars that families can spend elsewhere. Families will have choices about how much they spend on transportation, while still getting where they want to go.

World-class regions have world-class transit systems.

From Dallas to Beijing, Charlotte to Madrid, Denver to Salt Lake City to Phoenix and Oregon, metropolitan regions around the world realize that in order to compete, they must provide complete transportation systems that offer choices and alternatives. Twenty-three of America's large and medium-sized cities now operate modern light rail systems.



You told us ... "We see a region ..."

- > *"To build community, we have to get out of our cars and into mixed-use areas."*
- > *"Cycling, alternative transportation (like scooters), and mass transit that encourages dense urban growth is key to the future of our city."*
- > *"Protecting our natural resources and encouraging mass transit to reduce the number of vehicles on the roads are equally important."*
- > *"As part of the aging population that will soon no longer drive, I'd like to see more mass transit."*
- > *"Make more use of toll roads as a means to help pay for the infrastructure."*

(Citizen responses from the Voicelt campaign)



You told us ...
 "We see a region ..."



- > "We urgently need to utilize alternative energy sources such as solar and wind. These need to be made affordable, and may need to be forced on us. We can't worry about pleasing all; the common good must take priority."
- > "Use incentives and the marketplace to encourage development patterns to achieve desired goals rather than mandated government control."
- > "Encourage more sustainable businesses that understand the importance of economic growth equally partnered with the environment and community."
- > "Education and a well-educated workforce will increase employment."

(Citizen responses from the Voicelt campaign)



Today we are ...

- Diversifying the economy and growing existing businesses. (SRI/USAA/Draper Laboratory)
- Installing energy-saving LED traffic and street lighting. (All Counties)
- Producing energy with cleaner fuels. (TECO/Progress Energy/FP&L)

Economic resilience.

Largely because of the Great Recession, the nation as a whole gained almost no jobs during the last decade. From the fourth quarter of 1999 through the fourth quarter of 2009, job growth nationwide was only 0.3 percent. The 100 largest metropolitan areas, taken together, fared little better, with 1.6 percent job growth over the decade. The Tampa Bay area, while maintaining a net job growth over the last 10 year period, lags most other metropolitan areas in recovery.

The ONE BAY Vision calls for:

- Diversifying the regional economy to create a more resilient region that can better confront future downturns.
- Attracting quality businesses, and supporting our strong base of small- and medium-sized local businesses and entrepreneurs as a continuous source of innovation, job creation and economic growth.
- Supporting life-long learning for our residents, as a more educated workforce can increase a region's economic prosperity.
- Developing a collaborative network of individual, corporate and philanthropic leaders to understand the region's underpinnings of national economic trends, and promote public- and private-sector responses to the downturn, taking into account metropolitan areas' distinct strengths and weaknesses.
- Building sustainable development patterns that feature clusters of business, industry and commerce linked with an effective and efficient transportation system for workers.

The Tampa Bay region must come together and strive every day to create the kind of healthy and vibrant communities that form the foundation of the U.S. economy.

Diversity and energy resources.

The Tampa Bay region can become a stronger, more attractive region by diversifying our existing energy resources and reducing reliance on energy sources that come from outside the state and country. The ONE BAY Vision calls for:

- Responsibly planning and constructing buildings and homes that minimize energy demand and environmental impact.
- Reducing energy demand by locating jobs, housing and services closer together.
- Creating a steady supply of sustainable jobs in emerging high-growth, "green" industries.
- Reducing emissions by taking advantage of alternative fuel vehicles and creating a more effective transportation system based on modern technology.
- Developing a more energy-efficient transportation system with decreased reliance on the single-occupant automobile.
- Increased investment in renewable energy sources and decreased reliance on energy sources produced outside of the region.



How We Got Here



Reality Check Workshops

Participants in Reality Check and ONE BAY workshops built virtual communities based on priorities they decided were most important using Legos® to represent new development and ribbons for roads and transit.

Voicelt! Scenarios Campaign



In 2008, ONE BAY sought citizen input, using a grassroots, qualitative survey, on the *four distinct scenarios of potential growth patterns* of the Tampa Bay region. The scenario illustrations were presented to help convey the cause/effect relationship of different land use patterns on transportation options, environmental issues, preserving drinking water resources, preservation of agricultural land, the location of jobs vs. housing, and future housing options.

The four scenarios were conceptual and served to illustrate the Guiding Principles. Citizens were asked to offer their input and ideas on these four scenarios through ONE BAY's website www.myonebay.com or by attending one of over 70 presentations or workshops held throughout the region.

- **Scenario A:** "Business-as-usual;" described how the region may look if current growth patterns continue to exist through the year 2050.
- **Scenario B:** Derived specifically from the Reality Check workshops.
- **Scenario C:** Emphasized compact design that encourages mass transit.
- **Scenario D:** Focused on the preservation of water resources and wildlife habitat, avoiding construction in areas defined as wetlands, aquifer recharge and priority habitat areas.

More than 50 percent of the respondents (54%) identified Scenario C as the scenario that "best reflects own overall values"; followed by a "blend of scenarios" (17%); Scenario D (15%); Scenario B (10%), and Scenario A (4%).

Mason-Dixon Statistical Poll



ONE BAY commissioned Mason-Dixon

to complete a telephone survey of 1,100 adult residents of the seven-county Tampa Bay region.

Findings of this phone survey included:

- **Residents soundly reject "business as usual" when it comes to future growth in the region.** A plurality of residents support a scenario for future growth that focuses on protecting water resources (Scenario D), followed by one that emphasizes compact design along transportation corridors to preserve open space (Scenario C).
- **Employment, Public Education, Water Availability and Transportation Issues** (Traffic or Mass Transit) are considered to be the Tampa Bay region's most important issues that need to be addressed over the long-term.
- There was strong agreement among local residents that local planners should plan **future growth to minimize water demand** (89%), that they should give higher priority to **protecting water resources** than protecting open space (85%), that they should plan future growth around planned communities in order to maximize the amount of protected open space (81%) and that they should try to **reduce automobile trips** by enhancing rail and bus transit options throughout the Tampa Bay region (80%).



Our guiding principles

- > Preserving natural resources; balancing jobs and housing for an affordable quality of life.
- > Clustering higher-density developments around transportation corridors.
- > Maximizing mobility using multi-modal transportation.
- > Attracting higher-paying jobs and strengthening economic-development initiatives.
- > Preserving farmland and sustaining the role of agriculture.
- > Promoting quality communities to create a sense of place by uniquely clustering higher-density mixed-use development, organized around transportation corridors.



We have a vision ...



- > Support for local planning processes, both existing and future, with high citizen participation as a balanced means of realizing both local and regional goals and visions.
- > Highly collaborative public/private sector dialogue, with market forces being a critical determinant in identifying and choosing courses of action.
- > A new era of public engagement – forums, voting, volunteering and civic involvement in matters that will shape our future.
- > The state of Florida, colleges and universities as partners in the Tampa Bay Region's future.
- > Unified buy-in of multi-jurisdictional effort recognizing that every governmental authority is an equal partner in the process.



Host a community dialogue.

ONE BAY will host a Congress of Regional Leaders in the Spring of 2010 to review the Vision and recommendations for implementation.

Actions of partners.

- **ULI Tampa Bay**
Provide resources such as technical assistance, educational leadership and best practices for responsible land use to local governments and the development community, fostering consistent alignment with the ONE BAY vision.

- **Tampa Bay Regional Planning Council (TBRPC)**
Integrate the ONE BAY Regional Vision into the Strategic Regional Policy Plan (SRPP) and provide technical assistance to local governments wishing to make their plans consistent with the ONE BAY Regional Vision. Review local plans for consistency with ONE BAY and the SRPP.

- **Tampa Bay Partnership**
Promote understanding and support of the Vision through programming on evolving national and regional trends. Launch ONE BAY Healthy Communities and Life Long Learning initiatives as the next components of the regional Vision.

- **Southwest Florida Water Management District (SWFWMD)**
Integrate ONE BAY Regional Vision principles and recommendations into the core District responsibilities of Water Supply, Flood Protection, Water Quality, and Natural Systems.

- **Tampa Bay Estuary Program (TBEP)**
Integrate the ONE BAY Regional Vision into Charting the Course: The Comprehensive Conservation and Management Plan for Tampa Bay. Apply ONE BAY recommendations in the Estuary Program's decision-making process.


• Tampa Bay Area Regional Transportation Authority (TBARTA)

- Implement the TBARTA Regional Transportation Master Plan and create the framework to meet the transportation needs and desires of the region as envisioned through ONE BAY. Coordinate with local governments to ensure that land use patterns complement the efforts to develop a regional transit network.



Establish public sector support.

ONE BAY will determine a strategy to engage elected officials throughout the region to:

- Build regional consensus around locally appropriate strategies to implement the livable communities principles and recommendations of the Vision.
- Address local and regional barriers to the implementation of the Vision.
- Promote understanding and support of the Vision.
- Obtain resolutions of support from local governments in support of the Vision.

Federal sustainable communities initiative.

HUD, DOT, and EPA have formed the Partnership for Sustainable Communities. The goal of the sustainable communities initiative is to coordinate federal policies, programs and resources to align federal transportation, housing, water and other environmental infrastructure, economic and environmental policies, programs and funding. A federal sustainable communities planning grant program will be announced in the Spring 2010. ONE BAY is prepared to collaborate with our regional partners to apply and leverage this investment opportunity.

ONE BAY Vision: Recommendations

Support environmentally sustainable growth, protection of water resources, and energy conservation.



Encourage compact and mixed-use development.



Create jobs through sustainable economic development practices and fostering quality communities.



Promote transit and transit-oriented development.



Support increased diversity in housing options for families and individuals.



Encourage preservation of open space and agricultural land.



Acknowledgements

ONE BAY would like to thank all the citizens who shared their thoughts, ideas and values that assisted in the creation of this shared regional vision. We thank everyone who sponsored ONE BAY at a community, civic or governmental presentation and everyone who attended a workshop or participated in the surveys. **This has been your opportunity to help shape the way Tampa Bay will look in the year 2050 and the actions we take now – individually, as a community and as a region – will impact our future, promote our sense of community, and protect our economic vitality.**

Inspiration & Resources

- Delaware Valley Regional Planning Commission
- Envision Utah
- Envision Central Texas
- Fregonese + Associates
- myregion.org
- Smart Growth Alliance & Information Network
- Urban Land Institute
- Vision North Texas
- TBARTA Land Use Working Group
- Regional Planning Advisory Committee

Photos & Images

- Bay Area Commuter Services
- Fregonese + Associates
- Hillsborough County City-County Planning Commission
- Schifino Lee Advertising
- Tampa Bay Partnership
- Urban Advantage

Data Sources

- American Automobile Association (AAA)
- Arthur C. Nelson, Ph.D.
- Regional Economic Models, Inc.
- The Brookings Institution

For More Information:

ONE BAY: Livable Communities

c/o Tampa Bay Partnership Regional Research & Education Foundation
4300 W. Cypress Street, Suite 250
Tampa, FL 33607
www.myonebay.com



**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
MAY 7, 2010**

PRESENTATION ITEM 2

Agenda Item

Atlanta Regional Coordination Strategies for Transit Oriented Development (TOD) Implementation

Presenters

Gary Cornell, FAICP, Jacobs

Summary

The Atlanta Regional Commission (ARC) is the regional planning and intergovernmental coordination agency for the 10-county Atlanta area, and serves the federally-designated Metropolitan Planning Organization (MPO) for a larger 18-county Atlanta region. ARC develops regional plans and policies to enhance mobility, reduce congestion and meet air quality standards. It is also required by federal and state laws to review and comment on proposed developments, comprehensive plans and applications for federal assistance in the Atlanta region.

The ARC exercises its Area Plan Review (APR) authority to protect key transportation corridors, including transit corridors, encourage planning to protect corridors, and encourage development compatible with proposed transportation projects, and determine consistency with regional plans and policies. The APR authority permits ARC to review a range of public actions that affect the citizens of more than one political jurisdiction and have a substantial effect on the development of the region. The APR mechanism was used with great success in the early Metropolitan Atlanta Rapid Transit Authority (MARTA) development period.

Today's presentation will discuss this and other regional coordination strategies for TOD implementation being utilized in the Atlanta Region.

Attachments

- ARC Area Plan Review for Major Transportation Corridors, June 2003



ARC Area Plan Review (APR) for Major Transportation Corridors

June 2003

Purpose of Area Plan Review

The primary purpose of Area Plan Review (APR) is to identify at the earliest date conflicts between proposed development projects and future transportation projects identified in the Regional Transportation Plan (RTP). The most common conflict is the location of a development in an area that is anticipated in the near to mid-term future to be the site or right-of-way for a new transportation improvement. In the case of a potential right-of-way conflict, APR is intended to provide a notification process through which a site may be reserved or purchased for future transportation project use or redesign of a development project to accommodate the transportation improvement.

APR may also be employed to determine whether or not a development is consistent with the Commission's "Development Guides", defined by Georgia Code Section 50-8-92 as "policy statements, goals, standards, programs, and maps prescribing an orderly and economic development, public and private, of the area". These "Development Guides" are ARC's adopted plans and policies such as the RTP, Regional Development Plan (RDP) and Transportation Improvement Program (TIP).

APR is intended to provide an early warning of a potential conflict with ARC's Development Guides and an opportunity to resolve design conflicts before they occur. Therefore, APR not only facilitates implementation of ARC's plans and policies, it also offers intergovernmental coordination, encourages efficient use of public funds, limiting project expense, and consideration of access issues.

The APR process is now being proposed as a result of inclusion in the ARC/GRTA Land Use Strategy. The ARC/GRTA Land Use Strategy states:

"ARC will exercise its Area Plan Review (APR) authority to protect key transportation corridors, encourage planning to protect corridors and encourage development compatible with proposed transportation projects. The APR authority permits ARC to review a range of public actions that effect the citizens of more than one political jurisdiction and have a substantial effect on the development of the region. The APR mechanism was used with great success in the early MARTA development period.

APR may be applied in major transportation corridors from RDP, RTP, CMS and other sources, including highway, transit and multimodal corridors and appropriate connections to city centers. Transit corridors include, but are not limited to: :

- Arts Center to Town Center Light Rail Line
- MARTA North Line Extension
- MARTA South Line Extension
- MARTA West Line Extension
- MARTA East Line Extension
- New MARTA Stations
- Commuter Rail Stations and Corridors
- Marietta to Lawrenceville Light Rail Line
- Maglev Alignment and Stations

(Need to add other regional transportation corridors, including highway connectors to town and city centers.)

Review public actions in corridors for purpose of:

- Protecting rights of way
- Identifying potential land use conflicts

ARC designates corridors and manages reviews. GRTA reviews and comments on area plans."

Background

In May, 1999, the Atlanta Regional Commission adopted RDP policies and in March 2000, the 2025 RTP, demonstrating that the Atlanta Region can meet the region's mobile source air quality budget. Subsequently, in May 2000, at the request of the Federal Highway Administration and the Federal Transit Administration, the Commission adopted a Land Use Strategy, jointly with GRTA, to implement the land use policies in the RDP and RTP. One of the elements in the Land Use Strategy was Area Plan Review (APR), which was reactivated for the existing MARTA rail corridor June 2001. As a next step in the Land Use Strategy, ARC now proposes to use Area Plan Review to protect areas needed for other major transportation improvements in the RTP.

Legal Authority

The review of Area Plans is one of the general responsibilities of the Atlanta Regional Commission (ARC) pursuant to Georgia Code Section 50-8-80 et. seq. which created the Commission.

Section 50-8-98 assigns to the Commission the authority to determine whether or not a written proposal is an "Area Plan" based on three criteria specified in Section 50-8-80.

Criterion No 1: The written proposal involves any one of the following:

- a governmental action, (such as a change in land use or issuance of a permit), the expenditure of public funds,
 - the use of public property, OR
 - the exercise of franchise rights granted by any public body;
- and

Criterion No. 2: The written proposal affects the citizens of more than one political subdivision within the region;
and

Criterion No. 3: The written proposal may have a substantial effect on the development of the region.

Any written proposal by a municipality, county, public authority, public commission, public board, public utility, or public agency which meets all three criteria listed above is automatically an Area Plan and is, therefore, subject to Commission review pursuant to Sections 50-8-94 and 95.

History of Area Plan Review

ARC's first use of Area Plan review was in 1972 when the Board adopted resolutions that declared ". . . any plan or proposal that involves governmental action, expenditure of public funds, use of public property, or exercise of franchise rights granted by any public body . . ." and which potentially affects the area within the rapid transit corridors (effective 3/1/72) or Chattahoochee Corridor (effective 7/1/72) is an Area Plan and, therefore, subject to ARC's review as provided in Georgia Code Sections 50-8-94 and 95. In 1974 the Commission added the Peachtree Trail Bikeway Corridor; in 1984 added major developments (precursor to Developments of Regional Impact); and in 1985 added the South Chattahoochee Corridor.

The Metro River Protection Act has replaced Chattahoochee Corridor APR and major development reviews by Developments of Regional Impact (DRI's). At one time MARTA Area Plan review ceased on a segment once that segment was operational but this type review was reactivated in June 2001.

APR Two-Tier Review

Key transportation corridors that have major existing or proposed transportation investments, regional review coordination needs and/or potential land use policy impacts may be candidates for APR. As the possible transportation projects, conditions and applicability of land use policy for APR could vary greatly, APR is proposed in a two-tier format procedure. The Tier 1 APR procedure will consist of a review of projects for conflicts with identified or anticipated right-of-way needs for a key transportation project included in the RTP. Such major improvements could be new roadways, major road widening, interchange improvements requiring additional right-of-way, commuter rail stations and lines, light rail or major bus facilities, park and ride lots, or new grade separations on major roadways. The projects will be reviewed to determine if they meet the criteria of Section 50-8-98 of Georgia Code for APR. The Tier 2 APR procedure will consist of a review of projects for conflicts with identified or anticipated right-of-way needs for a transit project and conflicts with polices of the RDP.

Identification of Projects for APR

Following ARC staff identification of transportation project(s) or service areas, ARC staff will meet with staff from potentially impacted local governments, Georgia Department of Transportation (GDOT), GRTA, and ARC and possibly other agencies to discuss the APR process and consider an "area of influence". The area of

influence will be the most reasonable and identifiable area for the proposed transportation project. As a project develops and planning or engineering studies are completed, the area of influence may be refined or superseded by more explicit designs or engineering plans. ARC staff will formally recommend an area of influence to LUCC, ELUC and the ARC Board when a transportation project or service area is recommended for APR. ARC staff will request the affected local government show the location or design (if available), in or with the local Comprehensive Plan, Future Land Use Map and/or transportation plan to inform the public of the proposed facility.

Tier 1 - Project Review for Right-of-Way Conflicts from RTP

ARC will request that the local governments impacted by an APR designated area of influence establish a notification process. The APR notification process will provide GDOT, GRTA, ARC and possibly other agencies notice when the local government is requested to take action on a development request. A development request includes but is not limited to a rezoning application, subdivision plat or site plan.

Local governments will provide in the notice the date that the anticipated local actions in planned to occur. It is incumbent on GDOT, GRTA, ARC and other potentially affected agencies to act promptly on the notice provided by the local government. It will not be expected that the local government will delay any action requested for a rezoning or permit unless specifically requested in writing by a notified agency with reasons for the requested delay in action.

It will be the sole discretion of the local government to make a decision to delay any action on a development request. If necessary the local government can request ARC to conduct a meeting of GDOT, GRTA or other affected agencies to discuss the project conflict. If no response is received from an agency, it will be assumed the agency is aware of the project and no conflict exists.

ARC staff may suggest recommendations for resolution of a project conflict. These suggestions may include, but are not limited to, (a) that in the case of a rezoning application only, the local government deny the development or project request in the area, (b) that the local government require modification of the development or project request in the area, (c) that GDOT or other agency change the conceptual design or location of the transportation improvement, (d) that the local government note on the local government records (site plans, plats, Future Land Use Map, etc.) that the area may be impacted by a transportation improvement included in ARC's RTP or (e) that the affected agency consider or expedite acquisition as funds are available to purchase needed right-of-way.

Tier 2 – Transit Conflicts with RDP Policies

In addition to the Tier 1 process outlined above, ARC staff can recommend to LUCC, ELUC and the ARC Board that a transit services area of influence be selected for an additional review under Tier 2 review procedures. Tier 2 is envisioned to provide local governments findings based on RDP Policies that relate to the growth in the area of influence where transit services are currently or proposed to be provided. These findings are intended to support the local governments own growth policy for the area and will be coordinated with the local Comprehensive Plan policy for the area.

Tier 2 review can be enacted for any transit service area as determined by the ARC Board. It is anticipated that major transit improvements including bus rapid transit routes, major bus route corridors, rail extensions, new transit stations and other transit related projects are most appropriate. The conditions, which support Tier 2 APR review for any project will be outlined with the recommendation to the ARC Board.

Following ARC staff identification of potential transit services reasonable for APR, ARC staff will meet with staff from potentially impacted local governments, Georgia Department of Transportation (GDOT), GRTA, and ARC and possibly other agencies to discuss the APR process and consider an area of influence. ARC staff will formally recommend an area of influence to LUCC, ELUC and the ARC Board when the transit service areas are recommended for APR.

ARC will request that the local governments impacted by a Tier 2 APR designated area of influence establish a notification process. The APR notification process will provide GDOT, GRTA, ARC and possibly other agencies notice when the local government is requested to take action on a development request. Tier 2 will be limited to requests or actions for a rezoning only.

The notification process needs to provide GDOT, GRTA, ARC or other agencies sufficient time to determine whether the development request will have a substantial effect on the project design or right-of-way and determine a recommendation based on the approved Development Guides. It is incumbent on GDOT, GRTA,

ARC and other potentially affected agencies to act promptly on the notice provided by the local government. It will not be expected that the local government will delay any action requested for a rezoning unless specifically requested in writing by a notified agency with reasons for the suggested delay in action. It will be the sole discretion of the local government to delay any action on a rezoning.

If necessary the local government can request ARC to conduct a meeting of GDOT, GRTA or other affected agencies to discuss the project conflict. If no response is received from an agency, it will be assumed the agency is aware of the project and no conflict exists. ARC staff also will request the affected local government show the location or design (if available), in or with the local Comprehensive Plan, Future Land Use Map and/or transportation plan to inform the public of the proposed facility.

In addition to any response provided under the Tier 1 review, ARC will present the local government with a recommendation relating to the RDP policies. The recommendation based on the RDP provided to the local government will be considered advisory to the proposed development action requested. To the degree possible ARC will relate any recommended policy to the local governments approved Comprehensive Plan.

Potential recommendations for a project conflict may include, but are not limited to, (a) that the local government deny the rezoning in the area, (b) that the local government require modification of the rezoning in the area, (c) that GDOT or other agency change the conceptual design or location of the transportation improvement, (d) that the local government note on the local government records (site plans, plats, Future Land Use Map, etc.) that the area may be impacted by a transportation improvement included in ARC's RTP or (e) that the affected agency consider or expedite acquisition as funds are available to purchase needed right-of-way.

Exemptions

At the discretion of the local government planning director (or chief building official as locally determined to be appropriate), the following types of projects may or may not be subjected to review or notification to ARC:

- Projects having property within the conceptual design and designated surrounding area but with no development proposed within the design and designated area, or
- Renovations of, or repairs to, existing structures/facilities that do not substantially expand the footprint or substantially increase the size of the structure/facility, or
- Any development request including site plans, plats or building permits for which an Area Plan has already been completed during rezoning.

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
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PRESENTATION ITEM 3

Agenda Item

Transit Oriented Development (TOD) Resource Guide

Presenter

Jennifer Willman, Jacobs/TBARTA

Summary

The Land Use Working Group (LUWG) has been developing tools for the TOD Resource Guide. A final draft version of the model Station Area Typologies for Short-Distance Rail is attached. Revisions were made based on comments received at the March 5, 2010, LUWG meeting. LUWG participants will be asked for written comments regarding adjustments needed for other transit service types, such as for Long-Distance Rail and Bus Rapid Transit.

Over the next few months, the LUWG will develop model Land Development Codes for TOD as part of the TOD Resource Guide. State and National examples of TOD Zoning Districts will be presented as a way to continue this discussion and obtain feedback.

Attachments

- Comments Received for Transit Station Typologies and TOD Zoning, March 5, 2010
- Transit Station Typologies for Short-Distance Rail
- Summary of TOD Zoning Examples in Florida
- Summary of TOD Zoning Examples in the U.S.



Comments on TOD Station Area Typologies and TOD Model Zoning Code

TBARTA Land Use Working Group (LUWG) participants were asked to review the Transit Oriented Development (TOD) Station Area Typologies and begin to think about the components of a TOD Model Zoning Code. Participants were asked to provide comments by April 16, 2010.

TBARTA TOD Station Typologies

1. What do you like about TOD Station Typologies?

- I have a question about Community Center-Urban. The 4-60 DU/AC is an awfully broad range – is this intentional? I've been compiling a comparison table of various density/intensity height standards, and most "community center" typologies seem to range from 40-60 DU/AC. I wonder if the 4 was meant to be a 40.
- Planning for their design to be decided at local level within communities contexts.
- Discussions on density and intensities.
- Like reducing minimum lot size/unit.
- The fact that we are establishing TOD station typologies.
- Measured how commonly we all view critical design/develop templates.
- Feedback on three critical elements of TOD: target density, walkable, and mixed use are well understood and accepted by the whole group is a great confirmation TOD is well understood.

2. How can the TOD Station Typologies be improved?

- Consider carbon impact fees vs. transportation impact fees. Business developer's carbon impact for buildings and transit.)
- Table Comments:
 - Table 1-Include some institutional uses (conditional use perhaps) such as churches or schools. Adds to sense of community and plays a role in community meeting space. Maybe under Table 3.
 - Table 2-Prohibit storage facilities unless actually to mixed use (i.e. residential storage units with housing units)
 - Table 2/3-Confusing language for grocery stores is it a conditional use or not?
 - Table 1-Parks? Open Space?
 - Establish criteria for special permit approval – standardize for Board evaluation.
 - Section 8-Bicycle racks placed for safety – well lit, etc. (not at back of parking lots) should there be standards for the transit stations themselves? Multi-modal, access of connector buses (related to pedestrian safety, etc.)

- More emphasis on aesthetic value of station typologies. Infrastructure alone does not trigger use (lots of empty sidewalks)
- An inviting location offers more than a place to shop, play, and work.
- Urbanized areas need places that allow citizens a respite from the stress. Also identity of a location is based on a feature citizens can be proud of, like City of Tampa UT architecture

3. What other comments do you have about the TOD Station Typologies?

- I appreciate the table of zoning districts from other communities with transit systems that are successful. The more evidence of success stories we can bring, succinctly presented, to the decision-makers in our communities, the better.
- TBARTA plans too prescriptive.
- Too many station types, suggest narrowed typologies for broader application to region allows municipal political level involvement by locals to support, and preserve community character.
- Allow more flexibility to apply to local context.
- System corridor core – less categories – broader applications.
- Incorporate stormwater treatment concepts into landscaping areas (nix large ponds. Example: surface lots landscaping islands designed to retain/treat stormwater.
- Are there fire codes that prohibit conventional attached buildings? May need to figure out a solution with fire codes.
- Standardized location/direction signs from parking areas per TOD at least (sense of place)
- Need incentives for multi-level parking. So many codes in surface parking – make it easier for multi-story parking.
- Could establish max parking space standards based on transit ridership projections (establish in a mobility plan.)
- For the Regional Commercial Employment Station type -consider re-surveying splitting into 2? FAR and 1-10 stories.

TBARTA Model TOD Zoning Code

1. What would you like to see included in the TBARTA Model TOD Zoning Code?

- Need to be consistent with stormwater plans
- Need urban storm water models
- Streetscapes the same for all level roadways?
- Need policies for small scale development orders (change of use with existing building) – make it more pedestrian friendly.
- Very specific recommendations re: whether and how to phase the applications of future land use categories and zoning designations, use of overlays vs. regular categories, etc. How do these tools get us closer to meeting FTA requirements? What are the recognized best practices for regulations and processes – not just what to do, but how?
- Give more focus on deep south's existing unique environment. Let's come up with something entirely new rather than pull in so many policies that were used in Oregon, California etc. Florida is a peninsula, water both salt and fresh is a predominant feature that needs greater recognition (not just wetland)

2. What do you think does not belong in the TBARTA Model TOD Zoning Code?

- National examples do not have sensitive environmental areas.
- Zoning overlays do not allow the land use change to be assessed at maximum development potential.
- Not a fair process: more supportive to large development, potential to fragment due to political influence.
- We need a special category to cover things like stadiums, tourism magnets (like theme parks or the occasional high end mall that serve as a destination). Medical districts or universities. These standards may be unique to each use.

3. What other comments do you have about the TBARTA Model TOD Zoning Code?

- How does this relate to PPC's model TOC codes?
- Need density incentives (affordable housing) – encourage more than the min FAR.
- Regional commercial/employment center-more than minimum heights –have site placement be critical (close access to rail station and encourage mix use buildings (i.e. heavy industrial on lower level, R and D offices above.
- Need small scale amendment standards.

- First step, remove major road setbacks.
- It can't all be form-based. It must be applicable to communities who use traditional Euclidian zoning as well. Again, the more we can tie the recommendations to FTA requirements and/or best practices (with working examples) the better.
- Open space design standards.
- Retain existing trees and natural features. Develop master storm water plan with WMS input.



Short-Distance Rail Transit Station Typologies

Station Character		Target Density (du/ac)	Target FAR	Bldg. Height (stories)	Desired Land Use	Desired Housing Mix	Transit System Function
Downtown Urban Core		 40-100	3 or more	5 or more	High density mix of office, residential, commercial, entertainment and civic/ government uses	High-rise and mid-rise apartments and condos	Intermodal facility transit hub supporting all modes of transit
Regional	Urban Center	 40-60	2.5-5	4-20	Mix of office, retail, residential, commercial, entertainment, and public/semi-public uses	High-rise and mid-rise apartments and condos	Regional destination linked with high-quality local feeder connections
Regional	Mixed Use Suburban Center	 20-40	1.5-3	2-10	Mix of office, retail, residential, entertainment, institutional, and medical	Mid-rise apartments and condos	Regional destination linked with high-quality local feeder connections
Regional	Commercial/ Employment Center	 n/a	2-3.5	3-12	Mix of office, flex-space, support retail, industrial, and lodging	n/a	Regional destination linked with high-quality local transit feeder connections and employee shuttle service
Community Center	Urban	 10-40	1.5-3	2-8	Local center of activity; live, work, and shop	Low-rise and mid-rise apartments, condos, and townhouses	Walk-up station with potential for localized parking and local transit connections.
Community Center	New Town	 15-30	1-2.5	1-5	Local center of activity; live, work and shop	Low-rise apartments, condos, townhomes, and small single-family lots	Local transit feeder station; walk-up stops with parking
Neighborhood Center		 10-15	0.5-2	1-3	Residential, retail, and offices	Low-rise apartments, condos, townhouses, and small single-family lots	Local transit feeder station; walk-up stops with limited parking
Park and Ride		 10-15	0.25-1.5	1-6	Office, residential, and retail	Low-rise apartments, condos, townhouses, and small single-family lots	Capture station for inbound commuters with large parking area and local/express bus service

TBARTA Land Use Working Group, May 7, 2010

Summary of Transit Oriented Development (TOD) Zoning Examples in Florida

Abbreviations: SF=Square Feet; GSF=Gross Square Feet; GFA=gross floor area; ft.=feet; max.=maximum; min.=minimum; req.=required; k=1,000; instit.=institutional; du/ac=dwelling unit per acre; fam=family; FAR=Floor Area Ratio; res.=residential; > = greater than; P/L=property line.

City/Standard	West Palm Beach, FL	Miami-Dade County, FL	Hialeah, FL	Deerfield Beach, FL	Orange County, FL
Zoning District	Transit Oriented District	Rapid Transit Zone	Okeechobee Rapid Transit Zone	Transit Oriented Development District	Transit Oriented Development Overlay Zone
Purpose Statement	The TOD Districts (TOD-25, TOD-18, TOD-12) provide the opportunity for an exemplary pedestrian-friendly neighborhood with sustainable and environmentally responsive buildings and infrastructure. The district's close proximity to public transportation in an area of the downtown which is largely undeveloped will support a variety of multifamily housing types for a broad range of incomes. The combination of accessibility to public transit and housing will shape this district as an active mixed-use neighborhood. Connectivity will be enhanced through the introduction of new streets. Proposed developments should promote walkable streets by providing ground floor active uses and open space through reduced parking capacities.	The purpose of these development standards is to provide guidelines governing the use, site design, building mass, parking, and circulation for all non-Metrorail development in the Rapid Transit Zone within the City of Miami with the intent of fulfilling the goals, objectives and policies of the County's Comprehensive Development Master Plan urban center text. Unless specified to the contrary, the Rapid Transit Zone District Regulations supersede all conflicting requirements in Chapter 33 and Chapter 18A of the Code of Miami-Dade County.	The purpose of the development standards is to provide guidelines governing the site, site design, building mass, parking, circulation and signage for all non-Metrorail development at the Okeechobee Station Rapid Transit Zone Site with the intent of fulfilling the goals, objectives and policies of the county comprehensive development plan urban center provisions and the City's applicable comprehensive plan and regulations.	The purpose of this district is to provide for innovations in mixed use development which is transit supportive. This district is appropriate in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers. Residential use and at least two non-residential uses are required for each TOD. With the exception of outdoor uses specified below, all business activities including any sale, display, preparation and storage, must be conducted within a fully-enclosed building.	The transit oriented development (TOD) overlay zone is hereby established with the purpose of establishing an area located within 1/2 mile of commuter rail stations in unincorporated Orange County within which mixed-use. Pedestrian friendly development is encouraged. The intent of the TOD overlay zone is to reduce reliance on the automobile and to promote lively, pedestrian friendly development that will serve as an attractive place to live, work, shop and recreate.
Density	Not Referenced	Metropolitan Urban Centers: 250 du/ac; Community Urban Centers: 125 du/ac. LEED Gold projects may receive 25% bonus; LEED Silver projects may receive 12.5% bonus.	30 units for each gross acre of the site.	The residential density shall be stipulated for each TOD in the Permitted Uses section of the Future Land Use Element of the Comprehensive Plan, in accordance with the Comprehensive Plan policies relating to TODs. Per master plan ordinance.	Greater density and intensity than the community norm is encouraged in the TOD with density and intensity greatest at the core (transit station) and lessening towards the edge of the TOD when said development promotes a pedestrian-friendly environment and provides convenient access to the transit facility.
Intensity	TOD-25 = 7 FAR; TOD-10 = Frontage > 55 ft.. FAR 2.75; Frontage ≤ 55 ft. FAR 3.50; TOD-8 = Frontage > 55 ft.. FAR 1.75; Frontage ≤ 55 ft. FAR 2.50.	Community Urban Centers shall have min. FAR 1.5	Min. FAR 1.5	Per master plan ordinance.	same as above
Land Uses	Not specified other than commercial/retail, and residential.	Permitted land uses: Fixed guideways for the Rapid Transit System, Stations, parking lots and parking structures, bus stops and shelters, streets and sidewalks, maintenance facilities, landscaping, bikeways, parks, community gardens, playgrounds, power substations, commercial, office, residential.	Business and civic uses, multifamily residential including housing for the elderly, outside food sales.	Permitted Uses: Child and adult day-care, medical clinic, multi-family res., essential services, financial, health and fitness club, home occupation, office, government, professional, outdoor kiosks, public parks, schools, art schools, business and personal service store, townhouses, transit stations. Conditional Uses: Bars, hotels, restaurant, vocational school, shopping center, convenience store.	The promotion of a mix of uses in the TOD is preferred. Active and pedestrian friendly uses on the first floor of development are encouraged. Multiple compatible uses and/or a mix of uses designed to generate and facilitate pedestrian traffic is encouraged. Auto-oriented uses, such as automobile service stations and drive through facilities, are discouraged.
Building Heights	TOD-25 25 Stories or 308 ft. whichever is less; TOD-10 10 Stories or 155 ft. whichever is less; TOD-8 8 Stories or 104 ft. whichever is less.	Metropolitan Urban Centers: 25 stories (maximum - 7 stories pedestal, 13 stories tower, 5 stories penthouse. Community Urban Centers: 15 stories (maximum - 5 stories pedestal, 8 stories tower, 2 stories penthouse). LEED certified buildings may have taller stories and additional height.	Max. 9 stories	Per master plan ordinance.	Not Specified

TBARTA Land Use Working Group, May 7, 2010

Summary of Transit Oriented Development (TOD) Zoning Examples in Florida

Abbreviations: SF=Square Feet; GSF=Gross Square Feet; GFA=gross floor area; ft.=feet; max.=maximum; min.=minimum; req.=required; k=1,000; instit.=institutional; du/ac=dwelling unit per acre; fam=family; FAR=Floor Area Ratio; res.=residential; > = greater than; P/L=property line.

City/Standard	West Palm Beach, FL	Miami-Dade County, FL	Hialeah, FL	Deerfield Beach, FL	Orange County, FL
Parking	Min. Res. 1 per unit plus 1 per 20 units for guest parking; Max. 2 per unit plus 1 per 20 units for guest parking. Retail Min. 2 per 1000 SF. Max. 4 per 1000 SF. Requirements may be reduced by up to 25%.	Residential: 1 parking space for 1-bedroom units, 1.5 parking spaces for 2-bedroom units, 1.75 parking spaces for 3 or more bedroom units and .5 parking spaces for elderly housing. Retail: 1 parking space for each 150 square feet of gross floor area. Restaurants: 1 parking space for each 50 square feet of patron area. Office: 1 parking space for each 400 square feet of gross floor area. Combined parking requirements for mixed-use development allow 20-40% reduction based on size of parcel.	Residential: 2 spaces for each dwelling unit .75 spaces for each dwelling unit for the elderly. Commercial: 1 space for each 200 SF of GFA. Hotel: 1 space per 2 guest rooms. Required parking may be located within 600 ft. of site.	Required to be 15% less than standard parking requirements. Shared use parking multipliers are provided based on use and active time of day. Bicycle parking required.	Not Specified
Front Setbacks	Front called Avenue. TOD-25 = Min. 16 ft., Max. 50 ft., Parking Uses Min. 31 ft.; TOD-10 = Min. 16 ft., Max. 30 ft., Parking Uses Min. 31 ft., Res. Uses Min. 23 ft.; TOD-8 = Min. 16 ft., Max. 30 ft., Parking Uses Min. 31 ft., Res. Uses Min. 23 ft.	Pedestal: 0 feet when colonnade is provided in all urban centers. 15 feet in Metro Urban Centers when colonnade is not provided. 10 feet in community urban centers when colonnade is not provided. Tower: Min. 10 ft. in all urban centers. Min. 25 ft. in all metro urban centers. Penthouse: 20 ft. when colonnade is provided in urban centers 35 ft. in metro urban centers when colonnade is not provided. 30 ft. in community urban centers when colonnade is not provided.	Build-to-line from streets: No setback when colonnade is provided; ten feet when colonnade is not provided, unless a greater amount is required by the state department of transportation along Okeechobee road. The build-to-line setback shall be hard surfaced (except as to provide landscape and street tree buffer areas) and finished to match the adjoining sidewalk when a colonnade is not provided.	Per master plan ordinance.	Not Specified
Site Design	Not Specified	Site plan review considers placement, orientation and scale of buildings/elements, weather protection, landscape and lighting.	A minimum of 80 percent of the building shall be constructed at the build-to-line abutting each public street.	Building front streets with minimal setbacks. Parking does not front public street.	Site layout and building design should allow for direct pedestrian movement between transit, mixed uses and surrounding areas.
Station Area Plan	Not Referenced	Not Referenced	Not Referenced	Not Referenced	Not Referenced
Streetscape	Not Specified	Trees shall be used as a design element to provide visual identity to the property and reinforce the street edge. Tree grates or other approved devices shall be provided around all trees in hard surface areas to ensure adequate water and air penetration.	Street trees shall be placed along all streets at an average spacing of 25 feet on center with a minimum four-inch diameter at breast height at planting but shall not interfere with the safe site distance triangle area.) Street trees shall not be required when colonnades are being provided along the street.	Internal pedestrian and transit amenities shall be provided: seating, shade, light fixtures, info kiosks, clocks, fountains, sculptures/art, drinking fountains, banners, flags, food/refreshment vendors.	Not Specified
Open/Urban Space	Public 50,000 to 80,000 SF lot area = 5% open space; > 80,000 SF = 7% open space; Private < 50,000 SF = 25% open space; 50,000 to 80,000 SF = 30% open space; >80,000 SF = 30% open space.	A minimum of 15% of the lot area shall be reserved for open space in the form of greens, squares, plazas, parks, promenades and pedestrian paths. It shall be at grade level and it shall be accessible to the public. Arcades/colonnades shall count toward meeting the minimum open space requirements. Parking lot buffers shall not count toward the open space requirement.	A minimum of 15 percent of the lot area shall be reserved for open space.	Plazas, urban open space, green space, or pocket park uses that are accessible to the public must be provided as an integrated component of the TOD.	Not Specified
Urban/ Building Design	Buildings and infrastructure should be sustainable and responsive to the environment. Pedestrian pathways should be used to enhance connectivity to transit.	Multi-story parking structures shall be screened along all frontages, except along service roads. Surface parking shall be located a minimum of 20 ft. from property lines. Streetwalls and/or habitable space shall be built at the frontage line or build-to-line to screen parking.	A pedestrian passage is required every 400 linear feet of street frontage to allow public access through the site. The passage shall be unobstructed and shall be a minimum of six feet.	The design features shall promote and enhance pedestrian mobility, including connectivity to transit, based on characteristics such as:	Primary façade of buildings oriented to the street with buildings adjacent to the street to the max. extent possible.

TBARTA Land Use Working Group, May 7, 2010

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City/ Standard	West Palm Beach, FL	Miami-Dade County, FL	Hialeah, FL	Deerfield Beach, FL	Orange County, FL
Urban/ Building Design	Mixed-income housing and service oriented retail are encouraged to support the District as a sustainable neighborhood.	Architectural scale and design shall be compatible with surrounding existing or proposed uses or shall be made compatible.	Parking spaces shall be screened at all street frontages by min. setback of 20 ft. of habitable space or screened from view.	Integrated transit stop with shelter or station.	Sidewalks are preferred along street frontage to provide connectivity and should be wide enough to accommodate the volume and type of pedestrian traffic expected in the area.
	Pedestrian pathways should be used to increase connectivity to transit.	Building placement shall architecturally define transit stations and entrance plazas.	Building streetwall surfaces enclosing habitable space shall be a minimum of 30 percent glazed fenestration. Mirror-type glass shall not be allowed.	Buildings which front the street with minimal setbacks provided compatibility with surrounding properties is maintained.	Street patterns should be developed to simplify access for all modes of transportation and should be designed to serve vehicular traffic as well as pedestrians, bicyclists and transit customers.
	Buildings and infrastructure should be sustainable and responsive to the environment. Pedestrian pathways should be used to enhance connectivity to transit. Ground floor residential, if provided, shall be raised a minimum of 18 inches above the sidewalk elevation.	All developments shall have sidewalks or pedestrian paths a minimum of 8' wide.	All glazing shall be of a type that permits view of human activities and spaces within. The first floor street wall shall be a minimum 30 percent glazed.	Parking which does not front a public street. At least 75 percent of the parking spaces must be in structured garages.	Buildings should incorporate architectural features to convey a sense of place and development should provide varied and detailed building facades, which focus pedestrian attention on the environmental setting.
		Buildings and their pedestrian accommodations, landscapes and parking facilities shall be oriented and arranged toward the street.	Glazing shall be clear or very lightly tinted for the first five stories, except where used for screening garages where it may be translucent.	Streets (internal and adjacent to TOD) which are designed to discourage isolation and provide connectivity (such as streets in the grid pattern)	Amenities, including but not limited to architectural features, windows, landscaping, are encouraged to create a pedestrian friendly environment.
		Open spaces and landscaping should be incorporated into the design of all development projects to allow sufficient light and air to penetrate the project, to direct wind movements, to shade and cool, to visually enhance architectural features and relate the structure design to the site, and to functionally enhance the projects. Outdoor graphics and exterior art displays and water features should be encouraged to be designed as an integral part of the open space and landscaped areas.		5 feet wide minimum pedestrian and bicycle paths that minimize conflict with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.	Design of the project should focus on the creation of a pleasant environment for the pedestrian so that pedestrian routes, such as sidewalks, are buffered from streets and parking facilities by locating buildings close to the sidewalks, by lining trees along the street, and buffering the sidewalk with landscaping. Pedestrian safe lighting. Secure and convenient bicycle parking, Side or rear parking encouraged.
		Architectural elements at street level shall have human scale, abundant windows, doors and design variations to create interest for the pedestrian. Blank walls at street level and above the ground floor of buildings are not permitted. All buildings shall have their main entrance opening to a street or meaningful open space.			
		Building architecture, exterior finish materials and textures, architectural elements and ornamentation shall be selected to produce human scale at street level.			
		Public open spaces in the form of squares, plazas, greens, etc., shall be connected to the station and proposed development, so as to provide easy access thereto.			

TBARTA Land Use Working Group, May 7, 2010

Summary of Transit Oriented Development (TOD) Zoning Examples in U.S.

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City/Standard	Charlotte, NC	Phoenix, AZ	Portland, OR	Sacramento, CA
Zoning District	General Districts: TOD-Residential (R), TOD-Employment (E), TOD Mixed-Use (M); Overlay: Transit Supportive Overlay	Overlay: Interim Transit-Oriented Zoning Overlay District 1, and District 2	Overlay: Light Rail Transit Zone	Overlay: Transit Overlay Zone
Purpose Statement	Create a compact urban growth a functional mix of complementary uses, opportunities for increased choice of transportation modes like transit, bicycling, and walking, and a safe and pleasant pedestrian environment around transit stations, typically the area within one-half (1/2) mile.	Encourage appropriate mix and density of activity around transit stations to increase ridership and provide a pedestrian, bicycle and transit supportive environment, where streets have a high level of connectivity and blocks are small, all within a comfortable walk of transit.	Encourage mix of residential, commercial, employment within station areas; allows for more intense and efficient use of land at increased densities or the mutual re-enforcement of public investments and private development; encourage a safe and pleasant pedestrian environment.	Allow a mix of moderate to high density residential and non-res uses by right to promote transit ridership within walking distance of transit station, to create pedestrian-oriented streetscapes and activities and encourage bicycle, pedestrian and transit use. Provide streamlined approval process, permits increased heights, densities and intensity over the base zone, and restricts certain uses that do not support transit ridership.
Density	Min. 20 du/ac within 1/4 mi; min. 12-15 du/ac within 1/2 mile. Calculate for only res portion of site.	Underlying Zoning District	Underlying Zoning District	Min. 15 du/ac, Max. 60 du/ac.
Intensity	Min. 0.75 FAR within 1/4 mile; min. 0.5 within 1/2 mile. FAR credit for public space/amenities, and wrapped parking structures.	Underlying Zoning District	Min. 1 FAR	Min. 0.4 FAR, Max. 3 FAR
Land Uses	TOD-R min. 60% residential; max. 20% retail, instit., civic, office; and max. 20% retail. TOD-E min. 60% office; max. 20% retail, instit., civic; and max. 20% res. TOD-M max. 20% retail. Overlay prohibited uses include jails, heavy industrial, outdoor storage, truck stops, wholesale >10k SF.	Prohibited uses in TOD-1: auto dealers, service stations, car wash, cemetery, golf course, junk yards, nurseries. Conditional uses in TOD-1 and 2: drive-thrus, fast food, grocery >50k, liquor, parking >max. req., and in TOD-2: light industrial, sports facilities.	Uses prohibited within 500 ft. of alignment (not just station): vehicle repair, vehicle sales, drive thrus, exterior storage; and within 200 ft. commercial or accessory parking lots, surface or structured, are prohibited.	Prohibited uses: auto sales, building contractor, cabinet shop, cleaning plant, drive-in theater, drive-thrus, equipment rental, labs, laundry, mini-storage, nursery, service station, wholesale store >6,400 SF, convenience store with gas sales.
Building Heights	Base 40 ft. up to 120 ft. increase 1 ft. for every 10 ft. distance from SF zoning	Underlying Zoning District	Underlying Zoning District	35 ft. within 100 ft. of single-fam. 55 ft. base, or up to 75 ft. in mixed-use building with at least 25% GSF res use, or with structured parking or open space.
Parking	Res. 1 min.-1.6 max. per unit; Restaurant/Club: 1/150 SF if 800 ft. of single-fam otherwise none req; office 1/300 SF, retail 1/275 SF; increase max. for structured/shared/other; may be off-site within 800 ft.; on-street is req. but cannot be counted.	Not more than 125% more than standard. On-street parking counts toward req.	Within 500 ft. of alignment, min. is 50% less than what is req. in standard. Max. for non-res is 150% more than standard.	Res: 1 per unit plus 1 guest space per 15 spaces. Non-res: min. 1/500 GSF, max. 1/375 GSF. Retail: 1/250 GSF. Can increase parking if shared, or impact residential neighborhoods. Can reduce or waive parking req. for non-res uses with special permit.
Front Setbacks	Setback est. by Station Area Plan, or 16 ft. from back of curb.	Non-Res: max. 6 ft. if 0-1,000 ft. from station; max. 12 ft. if 1,000-2,000 ft. from station. Ground level retail may set back 12 ft. (for outdoor seating, etc.) Res: 8 or 18 ft.	Underlying Zoning District	Zero ft. unless building is >28 ft. tall, then setback is min. 10 ft.
Site Design	Parking must be side or rear of building. Provide 10 ft. wide planting strip along all P/L abutting residential (Multi-fam exempt when abutting other multi-fam.) Drive-thrus only allowed if in the underlying zoning district.	Parking must be on side or rear lot line. Min. building frontage 65-75% of lot frontage 0-500 ft. and 500-2,000 ft. from stations.	Underlying Zoning District	Underlying Zoning District
Station Area Plan	Referenced in Zoning Code and includes street network connections, bike/ped improvements, street types, streetscape/Urban Street Design guidelines, street cross-sections.	Not referenced.	Referenced as part of Code Update needed.	Referenced to comply with design guidelines.

TBARTA Land Use Working Group, May 7, 2010

Summary of Transit Oriented Development (TOD) Zoning Examples in U.S.

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City/Standard	Charlotte, NC	Phoenix, AZ	Portland, OR	Sacramento, CA
Streetscape	Continuous perimeter-planting strip or amenity zone (excluding driveways) required whenever property abuts a curb. Strip width determined by Station Area Plan or 8 ft. wide.	Underlying Zoning District	Underlying Zoning District	Underlying Zoning District
Open/Urban Space	Lots >20k for Res. Use provide 1 SF private space per 100 SF gfa or per 200 SF lot area, whichever is greater; Non-Res Use 1 SF public space per 100 SF GFA or per 200 SF lot area, whichever is greater.	Underlying Zoning District	Land between a building or exterior improvement and street must be landscaped or hard surfaced for use by pedestrians with amenities (benches, art, planters) and physically separated from parking areas by 3 ft.	Non-res: 1 SF open space per 20 GSF of development, in form of courtyards or plazas, or landscaping part of stormwater treatment. Res 12+ units on lot >1/2-acre: 50 SF open space per unit (courtyards, gardens, recreation), plus 50 SF open space per unit exclusively for the unit (decks, balconies, patios).
Urban/ Building Design	Clear glass windows and doors on Retail & Office buildings.	Clear windows on 50% of facade from 3 ft. to 6 ft. 8 in. above interior finished floor and sidewalk grade.	Ground floor windows must be >50% of the length and 25% of total ground level wall area. (does not apply to residential or parking structures)	Provide public pedestrian access through development to facilitate convenient access to transit stops, shopping or community facilities.
	No blank walls >20 ft.	Blank walls without doors and windows >30% of frontage for non-res, and 50% for non-res. No blank walls >20 ft.		
	Vary roof line every 30 ft. on building across from single-fam.	Development directly abutting a sidewalk or pedestrian way shall provide structured shading (awning, arcades).		
	Wrap ground floor parking structures with active uses if across from single-fam.	Structured parking abutting station must have >50% non-parking uses at ground level.		
	Buildings >5 floors must distinguish first 3 floors by architectural features.	Large scale retail >80k SF liner buildings, not parking lots, shall front the street.		
	At least 1 entrance on every building façade fronting a street.	If building or lot abuts transit platform, at least 1 main building entry must be oriented to station or primary pedestrian accessway.		
	If adopted Station Area Plan depicts sidewalk, provide entrance on building façade closest to required sidewalk, distinguishable from rest of bldg.	Provide pedestrianway from building entry to transit platform, station, or major pedestrianway.		
	Band windows are prohibited. Recessed windows that are distinguished from shaft of building through use of arches, pediments, mullions, and other treatments are encouraged.	Single-fam: garages set back at least 10 ft. behind primary façade; walkway (not driveway) needed to access main entrance to house from street sidewalk.		

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
MAY 7, 2010**

PRESENTATION ITEM 4

Agenda Item

TOD Guiding Principles

Presenter

Joel Freedman, TBARTA Citizens Advisory Committee Land Use Subcommittee

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, and presented to the TBARTA Board 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.

At the last meeting, a LUWG participant asked for a model resolution that local governments could use to adopt the TOD Guiding Principles. This document is attached. It is provided as an example for local governments and other organizations to use as they wish. 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. 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.

Attachments

- Model Resolution Adopting Guiding Principles for Transit Oriented Development, April 22, 2010

This Model Resolution for Local Governments or Organizations is provided as an example for the Tampa Bay Area Regional Transportation Authority (TBARTA) Land Use Working Group upon its request.

[Name of Local Government or Organization]

**A RESOLUTION ADOPTING
GUIDING PRINCIPLES FOR TRANSIT ORIENTED DEVELOPMENT**

WHEREAS, there is a need to clearly identify and adopt Guiding Principles which will guide planning for Transit Oriented Development (“TOD”) in the most effective and efficient manner in order to encourage compact neighborhood development with housing, jobs, shopping, community services, and recreational opportunities within easy walking distance of transit stations; and

WHEREAS, 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; and

WHEREAS, the [NAME] recognizes the importance of coordinating with other local governments, regional and state agencies, and other organizations including the Tampa Bay Area Regional Transportation Authority (TBARTA), for transit corridor plans and station area plans that provide for compact, mixed-use TOD that will support transit investments and provide a variety of workforce housing choices, recognizing the need for housing alternatives for a variety of income ranges; and

WHEREAS, TOD Guiding Principles are an important part of the evaluation process to determine which projects shall be proposed for federal funding since land use can be a critical component and can be the deciding factor on whether funding is awarded to our region, and having uniform region wide TOD criteria will be beneficial in working with the Federal Transit Administration; and

WHEREAS, TOD Guiding Principles will encourage success on a regional level by facilitating working toward common goals, especially where transit projects cross jurisdictional boundaries, and by enhancing the region’s ability to effectively compete for federal funding; and

WHEREAS, the [NAME] can greatly assist the effort to support regional transit by using a language common among jurisdictions with regard to TOD, especially when revising policies and land use regulations.

NOW, THEREFORE, BE IT RESOLVED that [NAME] approves and adopts the following TOD Guiding Principles for fixed-guideway or limited stop transit service station areas with consideration for the unique character of local needs:

A. 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.

B. 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.

C. 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.

D. 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.

APPROVED AND ADOPTED by the [NAME] on this _____ day of _____,
2010.

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
MAY 7, 2010**

PRESENTATION ITEM 5

Agenda Item

Transit-Supportive Land Use Planning Activities in Region

Presenters

Land Use Working Group Participants

Summary

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.

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
MAY 7, 2010**

PRESENTATION ITEM 6

Agenda Items

Grant Opportunities and Partnerships

Presenter

Avera Wynne, Planning Director, Tampa Bay Regional Planning Council

Summary

Several initiatives are under way to apply for the HUD Sustainable Communities Planning Grants, HUD Sustainable Communities Challenge Grants, and TIGER II Grants. A brief presentation will be made on activities to pursue funding. Please be prepared to share your ideas and intentions to apply or participate in one or more of these grant opportunities. The HUD grants in particular will be more competitive if they have a regional focus and demonstrate collaboration. More details are available at HUD website www.hud.gov under the In Focus section. A summary of upcoming grant opportunities is attached for discussion.

Attachments

- Upcoming Grant Opportunities, Prepared by Tampa Bay Regional Planning Council, May 5, 2010

Upcoming Grant Opportunities

Sustainable Communities Planning Grant Program

- ~\$98 million to be made available in FY2010
- Being administered by HUD
- Currently requesting potential applicants to notify HUD of their intent to apply and to begin the Grants.gov registration and set-up process
- NOFA publication anticipated in May or June

www.hud.gov/sustainability & <http://www.hud.gov/offices/adm/grants/nofa10/sustaincomm.cfm>

HUD Community Challenge Grants

- ~\$40 million to foster reform and reduce barriers to achieve affordable, economically vital, and sustainable communities
- Proposed joint solicitation with DOT TIGER II grants
- Activities eligible for funding under HUD's program include, but are not limited to, the development of master plans, zoning and building code reform initiatives, including the development of inclusionary zoning ordinances, corridor and district plans, and other strategies, including land acquisition, designed to create walkable, mixed-use, transit-oriented, and affordable communities for persons of all incomes, especially those of low-, very low-, and extremely low-income persons and families.
- The HUD Community Challenge Grants are potentially available to a broader range of applicants, including nonprofit organizations than TIGER II.
- DOT's TIGER II program can fund planning activities that relate directly to a future transportation capital investment, while HUD's Challenge Grants program can fund local planning activities that could support future transportation investment.

www.hud.gov/sustainability & <http://edocket.access.gpo.gov/2010/2010-9591.htm>

US DOT TIGER II Grants

- \$600 million in FY2010 appropriations
- Department of Transportation's National Infrastructure Investments
- Similar program structure to ARRA TIGER grants and therefore being referred to as TIGER II.
- An interim notice has been published (April 26, 2010) and DOT is currently taking comments on the proposed criteria and guidance.
- A supplemental notice is expected by May 28, 2010.
- DOT is particularly interested in receiving comments on its intention to conduct a multi-agency evaluation and award process with the Department of Housing and Urban Development ("HUD") for DOT's TIGER II Planning Grants (as defined below in Section VII (TIGER II Planning Grants)), and HUD's Community Challenge Planning Grants, which were also authorized under the FY 2010 Appropriations Act.
- DOT's program can fund planning activities that relate directly to a future transportation capital investment, while HUD's program can fund local planning activities that could support future transportation investment

- Transportation planning activities that may be funded under the TIGER II Discretionary Grant program include efforts related to individual transportation projects, transportation corridors, or regional transportation systems or networks.
- ``Eligible Applicants" for TIGER II Discretionary Grants are State and local governments, including U.S. territories, tribal governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multi-jurisdictional groups applying through a single lead applicant (for multi-jurisdictional groups, each member of the group, including the lead applicant, must be an otherwise eligible applicant as defined in this paragraph).
- Comments must be received by May 7, 2010, at 5 p.m. EST. Late-filed comments will be considered to the extent practicable. Pre-applications must be submitted by July 16, 2010, at 5 p.m. EST (the ``Pre-Application Deadline"). Final applications must be submitted through Grants.gov by August 23, 2010, at 5 p.m. EST (the ``Application Deadline"). The DOT pre-application system will open no later than June 15, 2010 to allow prospective applicants to submit pre-applications.

Interim NOFA - <http://edocket.access.gpo.gov/2010/2010-9591.htm>

EPA Climate Showcase Communities Grants

- In 2009, EPA launched a competitive grant program to assist local and tribal governments in establishing and implementing climate change initiatives. The overall goal of the Climate Showcase Communities grant program is to create replicable models of sustainable community action that generate cost-effective and persistent greenhouse gas reductions while improving the environmental, economic, public health, or social conditions in a community.
- 21 communities were selected in the first round of funding
- An additional \$10 million in funding for this program will become available in May 2010

<http://www.epa.gov/statelocalclimate/local/showcase/index.html>

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
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ANNOUNCEMENTS

Agenda Item

Announcements

Summary

1. Next Joint Meeting for LUWG and One Bay/RPAC – August 6, 2010
2. 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
May	May 12 1:30pm to 4:00pm USF Connect Building	May 12 10:00am to 12:00pm USF Connect Building	Board Work Session May 21 9:30am to 4:00pm USF Connect Building	May 7 8:30am <u>Board Executive Committee Meeting</u> USF Connect Building May 7 9:30am <u>Land Use Working Group</u> TBRPC May 20 10:00am <u>TMC Plan Coordination Process</u> <u>Subcommittee</u> PSTA
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 <u>Board Executive Committee Meeting</u> USF Connect Building June 16 11:00am <u>CAC Land Use Subcommittee Meeting</u> 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 6 9:30am <u>Land Use Working Group</u> TBRPC August 13 8:30am <u>Board Executive Committee Meeting</u> 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 <u>Board Executive Committee Meeting</u> 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 <u>Board Executive Committee Meeting</u> 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 <u>Board Executive Committee Meeting</u> 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*