



Land Use Working Group Meeting

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

Friday, December 3, 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. TBARTA Update (Sandi Moody) **9:35**
 - Master Plan
 - Corridor Studies
 - Other Initiatives

2. TBARTA Transit Oriented Development (TOD) Resource Guide **9:50**
 - Small Group Discussion Highlights (James Ratliff)
 - Feedback (LUWG Members)
 - Next Steps (Jennifer Willman)

3. TBRPC Regional Planning Advisory Committee **10:50**
 - Tampa Bay Watershed Program Watershed Initiatives (Lindsay Cross)
 - Local Government Comprehensive Plan Amendments (Jessica Lunsford)
 - One Bay Regional Visioning (Avera Wynne)

4. Transit-Supportive Land Use Planning Activities in Region (LUWG Members) **11:40**

III. ANNOUNCEMENTS

1. Next Joint Meeting for LUWG and One Bay/RPAC – February 4, 2011
2. TBARTA 2011 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 (TBRPC) 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)
DECEMBER 3, 2010**

PRESENTATION ITEM 1

Agenda Items

TBARTA Update

Presenter

Sandi Moody, TBARTA

Summary

TBARTA is working on an update to the Regional Transportation Master Plan, which will be completed in May 2011. In addition, several corridor studies are now underway or beginning soon. These are listed below. Additional information is available on www.tbarta.com/content/projects.

Northern Projects

- I-75 Regional Bus Wesley Chapel to Downtown Tampa
- SR 54/56 in Pasco*
- Westshore Area to Crystal River/Inverness*

Central Projects

- Howard Frankland Bridge*
- St. Petersburg to Clearwater through Carillon/Gateway area*
- USF to Wesley Chapel *

Southern Projects

- I-75 Regional Bus Sarasota/Bradenton to Downtown Tampa
- Sarasota BRT Extension to Palmetto/Bradenton and North Port

Attachments

- *Corridor Study Fact Sheets

SR 54/56

September 2010

The Tampa Bay Area Regional Transportation Authority (TBARTA) developed and recently adopted a Regional Transportation Master Plan for Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. While considering all modes of transportation, the TBARTA Master Plan focused on providing the framework for integrated regional transit to serve all parts of the region. In 2009, the Hernando, Hillsborough, Pasco, and Pinellas County Metropolitan Planning Organizations (MPOs) and the Citrus County Board of County Commissioners adopted the TBARTA Mid-Term (2035) Network into their 2035 Needs Plans and included several key elements of the Master Plan in their respective 2035 Cost Affordable Long Range Transportation Plans.

The next step in the Master Plan process identified project priorities for further detailed study. Following coordination with transit providers, County MPOs (to be consistent across plans and current practices), and TBARTA Committees, as well as the results of technical evaluations, the SR 54/56 Transit Corridor Study was selected as a priority project.

The SR 54/56 Corridor was identified by the TBARTA Master Plan as premium bus service—possibly bus rapid transit, express bus in managed lanes, express bus in mixed traffic, or some combination. The premium bus service is envisioned to service transit oriented developments that are being planned along the SR 54/56 corridor.

Your Opinion Counts

TBARTA is asking for your continued participation as we move forward with more detailed planning and environmental analysis for this and other prioritized projects. To keep informed about TBARTA's ongoing work building a connected region, and to learn about future public engagement and education efforts, including public workshops and meetings in your community, join our mailing list by visiting our website (www.tbarta.com), follow us on Twitter, or interact with us on Facebook.

Project Name

SR 54/56

Corridor Description

Potential premium transit connection from Port Richey to Bruce B Downs Boulevard along SR 54 and SR 56

Study Parameters

SR 54 from US 19 to SR 56, SR 56 to Bruce B Downs Boulevard

Type of Study

Project Concept Development Study

Project Start Date

December 2009

Estimated Length of Study

24 Months

Funding

Study: \$500,000, FDOT

AA: Not funded Design: Not funded

ROW: Not funded CST: Not funded

Major Stakeholders

Pasco County MPO, Pasco BOCC, Pasco County Planning & Growth Management, FDOT, TBARTA

Financial Project Number (FPN)

259112-1-12-01

Consultant

RS&H

TBARTA Master Plan Project

Route Name

Express Bus from Port Richey to Bruce B Downs Boulevard (6.56)

Service Type Identified in Master Plan

Express bus in mixed traffic and managed lanes

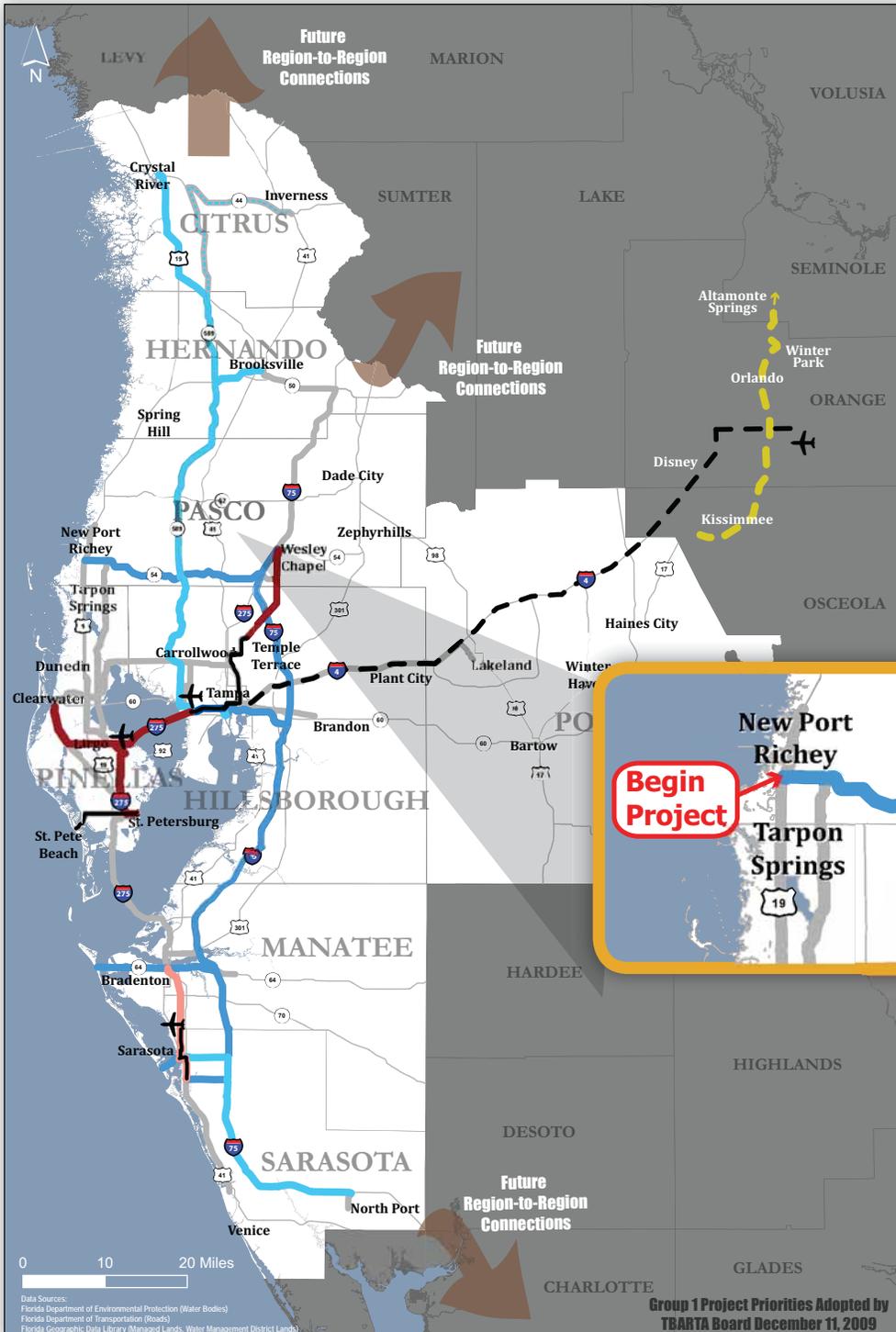
Estimated Route Length

30 Miles



SR 54/56

Group One Priority Projects



Contact For More Information

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Westshore Area to Crystal River/Inverness

October 2010

The Tampa Bay Area Regional Transportation Authority (TBARTA) developed and recently adopted a Regional Transportation Master Plan for Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. While considering all modes of transportation, the TBARTA Master Plan focused on providing the framework for integrated regional transit to serve all parts of the region. In 2009, the Hernando, Hillsborough, Pasco, and Pinellas County Metropolitan Planning Organizations (MPOs) and the Citrus County Board of County Commissioners adopted the TBARTA Mid-Term (2035) Network into their 2035 Needs Plans and included several key elements of the Master Plan in their respective 2035 Cost Affordable Long Range Transportation Plans.

The next step in the Master Plan process identified project priorities for further detailed study. Following coordination with transit providers, County MPOs (to be consistent across plans and current practices), and TBARTA Committees, as well as the results of technical evaluations, the Westshore Area Transit Corridor Study was selected as a priority project.

The Veterans Expressway/Suncoast Parkway Corridor Study will look at the extension of premium transit service from the proposed High Speed Rail station in Downtown Tampa to the Westshore area along I-275 and the Veterans Expressway / Suncoast Parkway to connect Hillsborough to Pasco, Hernando, and Citrus Counties.

The Master Plan identified this as a potential premium bus service—possibly bus rapid transit, express bus in managed lanes, express bus in mixed traffic, or some combination. The transit service will branch off the Suncoast Parkway onto major local routes in each of the northern counties—SR 54 in Pasco County, SR 50 in Hernando County, and SR 44 and US 98/US19 in Citrus County. The services will extend to park-and-ride locations within the counties. The study focus will be to connect northern counties to employment centers and high speed rail as well as station and development opportunities along the route(s). Major products will include transit operations studies and station area location analysis/development opportunities.

Your Opinion Counts

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Project Name

Westshore Area to Crystal River/Inverness

Corridor Description

Potential transit connection from the High Speed Rail station in Downtown Tampa to the Veterans Expressway at SR 60, continue along the North Suncoast Parkway in Pasco County to end at US 98 in Citrus County (final termini will be determined by the study itself)

Study Parameters

SR 50, US 19, SR 44, SR 54/56, and Veterans/Suncoast Expressway.

Type of Study

Transit Corridor Evaluation

Project Start Date

2010

Estimated Length of Study

24 Months

Funding

Study: \$534,000, FDOT

AA: Not funded Design: Not funded

ROW: Not funded CST: Not funded

Major Stakeholders

Hillsborough BOCC, Hillsborough MPO, HART, Pasco BOCC, Pasco MPO, PCPT, Hernando BOCC, Hernando MPO, THE Bus, Citrus County BOCC, FDOT, TBARTA

Financial Project Number (FPN)

422799-1-12-06

Consultant

WilsonMiller Stantec

TBARTA Master Plan Project

Route Names

Express Bus from Crystal River to Westshore and Tampa CBD (6.50)

Express Bus from Inverness to Westshore (6.51)

Express Bus from Brooksville to Westshore (6.52)

Service Type Identified in Master Plan

Express Bus in mixed traffic and managed lanes

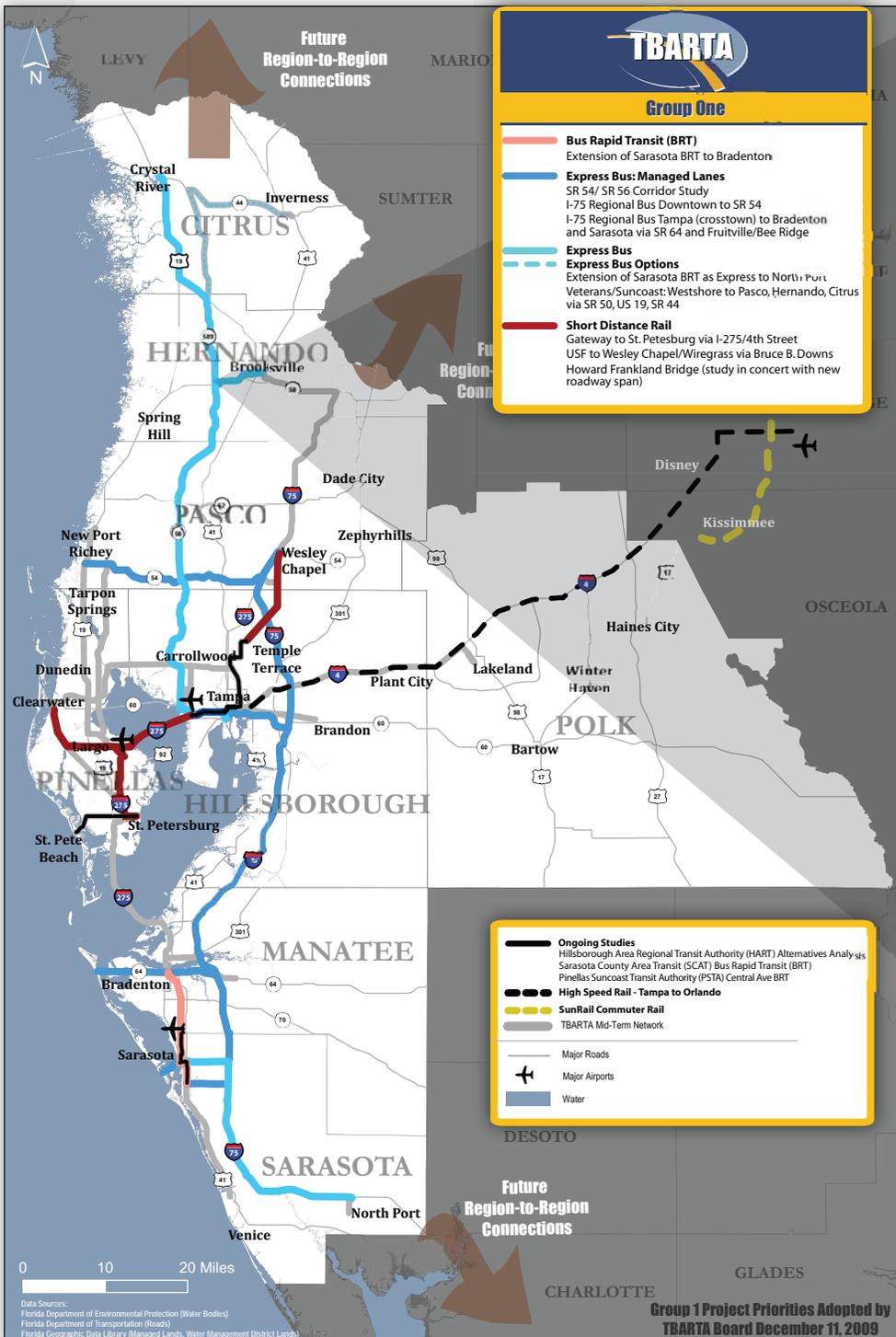
Estimated Route Lengths

52, 27, & 25 Miles (respectively)



Westshore Area to Crystal River/Inverness

Group One Priority Projects



Contact For More Information

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Howard Frankland Bridge

September 2010

The Tampa Bay Area Regional Transportation Authority (TBARTA) developed and recently adopted a Regional Transportation Master Plan for Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. While considering all modes of transportation, the TBARTA Master Plan focused on providing the framework for integrated regional transit to serve all parts of the region. In 2009, the Hernando, Hillsborough, Pasco, and Pinellas County Metropolitan Planning Organizations (MPOs) and the Citrus County Board of County Commissioners adopted the TBARTA Mid-Term (2035) Network into their 2035 Needs Plans and included several key elements of the Master Plan in their respective 2035 Cost Affordable Long Range Transportation Plans.

The next step in the Master Plan process identified project priorities for further detailed study. Following coordination with transit providers, County MPOs (to be consistent across plans and current practices), and TBARTA Committees, as well as the results of technical evaluations, the Howard Frankland Bridge Regional Transit Corridor Evaluation and Project Development and Environment (PD&E) Study was selected as a priority project.

The Florida Department of Transportation plans to replace the aging eastbound Howard Frankland Bridge in the future. A PD&E Study is needed to consider environmental effects associated with the bridge replacement. A key element of the TBARTA Master Plan is to provide a transit connection across Upper Tampa Bay linking Hillsborough and Pinellas Counties. Both the TBARTA Master Plan and the Pinellas and Hillsborough MPO LRTPs identify the Howard Frankland Bridge (I-275/SR 93) corridor as the best option for the connection. The Study will also determine opportunities and constraints of constructing a potential transit envelope in conjunction with the bridge replacement.

The Howard Frankland Bridge corridor must accommodate the appropriate transit provisions to connect all transit systems regionally. While the primary purpose of the study is to examine replacement of the bridge without increasing capacity, the study offers the opportunity to examine how transit could be included in the construction of the bridge replacement. The study will include an examination of engineering constraints and feasible alternatives to accommodate transit in the design of the replacement bridge, or determine if a new structure would be required. The transit element of the study will be closely coordinated with the Pinellas County Alternatives Analysis, including feasible options, cost estimates, and engineering constraints.

Your Opinion Counts

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Project Name

Howard Frankland Bridge

Corridor Description

Potential transit connection between the planned Hillsborough County/Westshore/USF rail transit corridor and the Pinellas County, St. Petersburg to Clearwater transit corridor in conjunction with the Howard Frankland Bridge PD&E study.

Study Parameters

I-275 Howard Frankland Bridge between Pinellas and Hillsborough Counties

Type of Study

Project Development & Environment Study, Rail Feasibility Study

Project Start Date

Fall 2010

Estimated Length of Study

24 Months

Funding

Study: \$2 Million, FDOT

AA: Not funded Design: Not funded

ROW: Not funded CST: Not funded

Major Stakeholders

Pinellas BOCC, Pinellas MPO, PSTA, Hillsborough BOCC, Hillsborough MPO, HART, FDOT, TBARTA

Financial Project Number (FPN)

422799-1-12-04

Consultant

American Engineering

TBARTA Master Plan Project

Route Name

Wesley Chapel to Tampa and St. Petersburg (5.50)

Service Type Identified in Master Plan

Short Distance Rail

Estimated Route Length

52 Miles



St. Petersburg to Clearwater

September 2010

The Tampa Bay Area Regional Transportation Authority (TBARTA) developed and recently adopted a Regional Transportation Master Plan for Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. While considering all modes of transportation, the TBARTA Master Plan focused on providing the framework for integrated regional transit to serve all parts of the region. In 2009, the Hernando, Hillsborough, Pasco, and Pinellas County Metropolitan Planning Organizations (MPOs) and the Citrus County Board of County Commissioners adopted the TBARTA Mid-Term (2035) Network into their 2035 Needs Plans and included several key elements of the Master Plan in their respective 2035 Cost Affordable Long Range Transportation Plans.

The next step in the Master Plan process identified project priorities for further detailed study. Following coordination with transit providers, County MPOs (to be consistent across plans and current practices), and TBARTA Committees, as well as the results of technical evaluations, the St. Petersburg to Clearwater corridor was selected as a priority project. TBARTA and the Florida Department of Transportation, in partnership with the Pinellas MPO and Pinellas Suncoast Transit Authority (PSTA), are conducting an Alternatives Analysis to look at premium transit options connecting the major activity centers in Pinellas County—Clearwater, Gateway area, and St. Petersburg. Connections to Hillsborough County will also be examined. The study will evaluate feasible alternatives and identify a preferred alternative, as consistent with the TBARTA Master Plan.

The study will follow the Federal Transit Administration's New Starts Guidelines for Alternatives Analyses. The major work efforts for this study will include refinement of a Purpose and Need statement, public engagement, alignment options, capital and operations/maintenance cost estimates, year 2035 forecasted ridership estimates, identification of potential economic, social and environmental impacts, and the recommendation of a Locally Preferred Alternative.

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Project Name

St. Petersburg to Clearwater

Corridor Description

Premium transit connection between St. Petersburg and Clearwater through Carillon/Gateway area, with possible connection through central Pinellas County

Study Parameters

St. Petersburg to Clearwater through the Carillon/Gateway area

Type of Study

FTA Alternatives Analysis

Project Start Date

2010

Estimated Length of Study

18 Months (must be complete by Nov. 2011)

Funding Partners

Pinellas MPO, PSTA, and FDOT

Major Stakeholders

Pinellas BOCC, Pinellas MPO, PSTA, FDOT, TBARTA

Financial Project Number (FPN)

418859-2, 402520, & 422799-1

Consultant

Jacobs

TBARTA Master Plan Project

Route Names

Wesley Chapel to Tampa and St. Petersburg (5.50)

Clearwater to Carillon-Gateway and Tampa (5.51)

Short Distance Rail from Clearwater to St. Petersburg (5.54)

Service Type Identified in Master Plan

Short Distance Rail

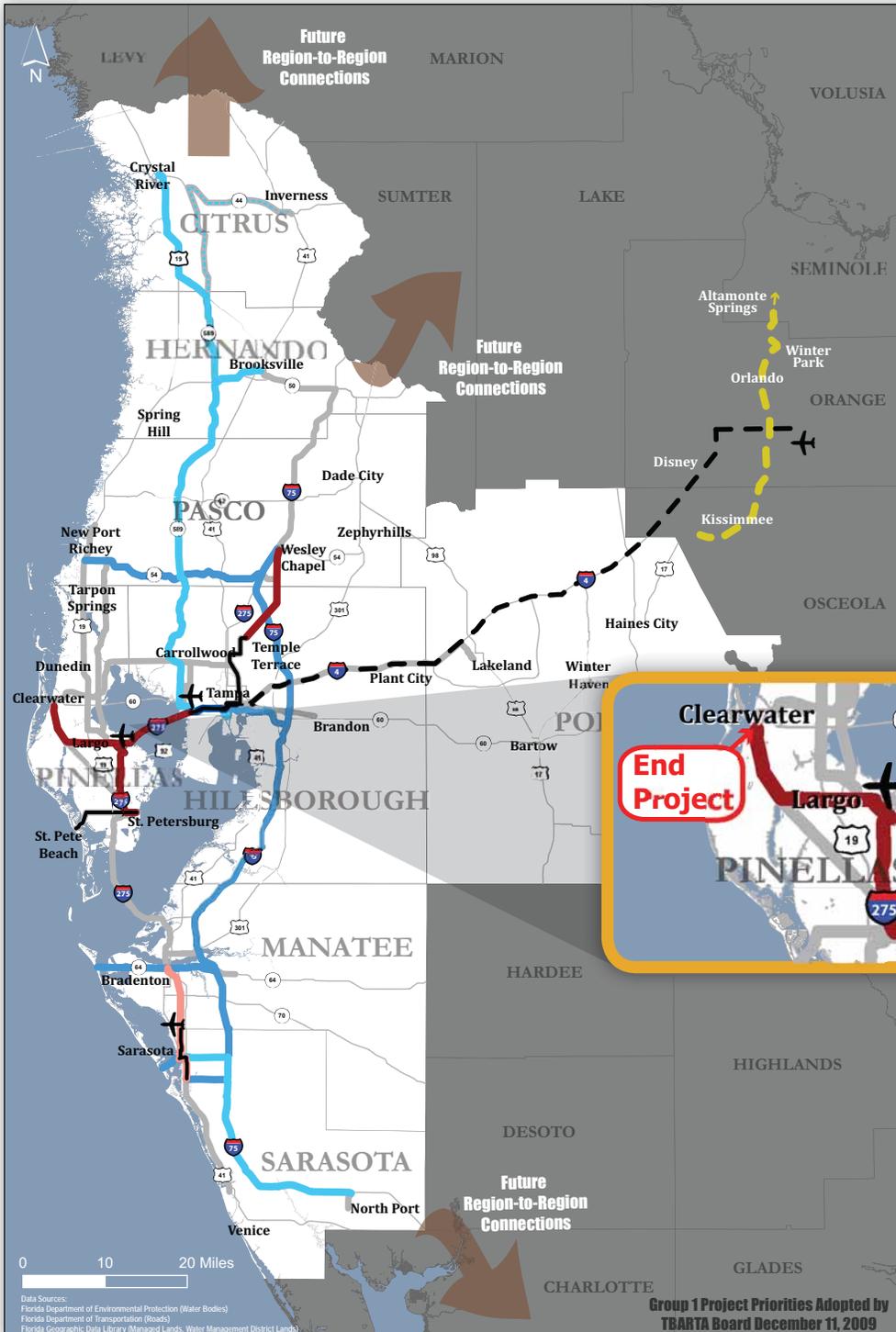
Estimated Route Lengths

42, 24, & 14 Miles (respectively)



St. Petersburg to Clearwater

Group One Priority Projects



Group One

- Bus Rapid Transit (BRT)**
Extension of Sarasota BRT to Bradenton
- Express Bus: Managed Lanes**
SR 54/ SR 56 Corridor Study
I-75 Regional Bus Downtown to SR 54
I-75 Regional Bus Tampa (crosstown) to Bradenton and Sarasota via SR 64 and Fruitville/Bee Ridge
- Express Bus**
Express Bus Options
Extension of Sarasota BRT as Express to North Port
Veterans/Suncoast: Westshore to Pasco, Hernando, Citrus via SR 50, US 19, SR 44
- Short Distance Rail**
Gateway to St. Petersburg via I-275/4th Street
USF to Wesley Chapel/Wiregrass via Bruce B. Downs
Howard Frankland Bridge (study in concert with new roadway span)

Ongoing Studies
 Hillsborough Area Regional Transit Authority (HART) Alternatives Analysis
 Sarasota County Area Transit (SCAT) Bus Rapid Transit (BRT)
 Pinellas Suncoast Transit Authority (PSTA) Central Ave BRT

High Speed Rail - Tampa to Orlando
 SunRail Commuter Rail
 TBARTA Mid-Term Network

Major Roads
 Major Airports
 Water



Contact For More Information

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Group 1 Project Priorities Adopted by
 TBARTA Board December 11, 2009

USF to Wesley Chapel

September 2010

The Tampa Bay Area Regional Transportation Authority (TBARTA) developed and recently adopted a Regional Transportation Master Plan for Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties. While considering all modes of transportation, the TBARTA Master Plan focused on providing the framework for integrated regional transit to serve all parts of the region. In 2009, the Hernando, Hillsborough, Pasco, and Pinellas County Metropolitan Planning Organizations (MPOs) and the Citrus County Board of County Commissioners adopted the TBARTA Mid-Term (2035) Network into their 2035 Needs Plans and included several key elements of the Master Plan in their respective 2035 Cost Affordable Long Range Transportation Plans.

The next step in the Master Plan process identified project priorities for further detailed study. Following coordination with transit providers, County MPOs (to be consistent across plans and current practices), and TBARTA Committees, as well as the results of technical evaluations, the University of South Florida (USF) to Wesley Chapel Transit Corridor Study was selected as a priority project.

The purpose of this study is to conduct an evaluation of transit options for the extension of premium transit service between the USF area in Hillsborough County and the Wesley Chapel area in Pasco County. The preferred alternative must be consistent with the TBARTA Master Plan that identified the extension of the light rail corridor currently under study in Hillsborough County from downtown Tampa to the USF area. The study will determine feasible alternatives that could be advanced to a formal Federal Transit Administration (FTA) Alternatives Analysis and National Environmental Policy Act (NEPA) study. The major work efforts will include development of a Purpose and Need statement, operation plans, public engagement, capital and operations/maintenance cost estimates, estimates of 2035 transit ridership, and identification of potential economic, social and environmental impacts, resulting in a recommended strategy.

Your Opinion Counts

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Project Name

USF to Wesley Chapel Corridor

Corridor Description

Potential transit connection from Bruce B. Downs Boulevard north of Bearss Avenue near 37th Street (or northern terminus of the HART Alternatives Analysis underway) to the Wesley Chapel area in the vicinity of SR 54

Study Parameters

Bruce B Downs Boulevard from Bearss Avenue to SR 54

Type of Study

Transit Corridor Evaluation

Estimated Length of Study

24 Months (has not begun)

Funding

Study: \$1.7 Million, FDOT

AA: Not funded Design: Not funded

ROW: Not funded CST: Not funded

Major Stakeholders

Hillsborough BOCC, Hillsborough MPO, HART, Pasco BOCC, Pasco MPO, PCPT, FDOT, TBARTA

Financial Project Number (FPN)

422799-1-12-05

Consultant

HDR

TBARTA Master Plan Project

Route Name

Wesley Chapel to Tampa and St. Petersburg (5.50)

Service Type Identified in Master Plan

Short Distance Rail

Estimated Route Length

52 Miles



**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
DECEMBER 3, 2010**

PRESENTATION ITEM 2

Agenda Item

Transit Oriented Development (TOD) Resource Guide

Presenter

James Ratliff, Jacobs/TBARTA

Jennifer Willman, Jacobs/TBARTA

Summary

The Land Use Working Group (LUWG) has been developing tools for the TOD Resource Guide. At the August 2010 meeting, it was determined that Small Group Discussions would be the best next step for the process. A variety of topics were covered on October 8, October 29, and November 8, 2010, as listed below.

- Affordable/Workforce Housing
- Public Engagement & Education
- Parking, Infrastructure & Utilities
- Economic Development
- Zoning Standards

Input from the small group discussions will help direct research efforts, and will be incorporated into chapters of the TOD Resource Guide. Highlights from these meetings are attached, and will be presented. Feedback from the LUWG will be requested at the December 3, 2010 meeting, and throughout the process via the website www.tbarta.com/content/about/luwg.

Draft chapters will be presented to the LUWG at upcoming meetings on February 4, 2011, and April 1, 2011. Completion of the TOD Resource Guide is targeted for May 2011.

Attachments

- Small Group Discussions Activity Summary

TBARTA Land Use Working Group Small Group Discussions Activity Summary

The Tampa Bay Regional Transportation Authority's (TBARTA) Land Use Working Group (LUWG) held six small group discussions regarding special issues as they relate to Transit Oriented Development (TOD), on October 8, October 29, and November 8, 2010 at the EpiCenter at St. Petersburg College. These sessions were designed to facilitate technical discussion among LUWG members, citizens, business leaders, and technical professionals with specific expertise or insight into each topic area. The first two three-hour sessions covered Affordable and Workforce Housing and Public Engagement and Education. The second two sessions covered Parking, Infrastructure and Utilities, and Zoning Issues. The final two sessions discussed Economic Development and additional Zoning Issues. Information from these discussions will ensure a more useful TOD Resource Guide for the region, with the intent of being a helpful one-stop toolbox for local and state governments, private developments, non-profit organizations, and citizens.

Highlights from the Affordable and Workforce Housing Discussion

The Affordable and Workforce Housing discussion drew 26 participants, including two participants who came from Tallahassee to attend (representing the Florida Housing Finance Corporation and the 1000 Friends of Florida). Other attendees included individuals from the private sector, and local government representatives from cities and counties within Hillsborough, Pasco, Pinellas, Polk and Manatee Counties, the South West Florida Regional Planning Council, Hillsborough County MPO and City-County Planning Commission, and the Pinellas Realtor Organization.

Participants expressed:

- Hope that this is a first step with more participants and specific agencies represented at the table in the future;
- Appreciation of TBARTA's role in facilitating such a regional discussion, and hopes that such discussions will continue;
- Understanding that these types of regional discussions are critical to ensuring a more complete, robust approach to the provision of affordable and workforce housing within TODs, and the formation of strong partnerships throughout the TBARTA region;
- The need to plan for affordable and workforce housing prior to, or concurrent with, the station area planning process;
- The use of existing public lands and the need for public acquisition of new lands (within TOD station areas) to take the land price factor out of the equation; and,
- The ultimate solution to affordable and workforce housing needs won't come from any one group; it will need to be a collaboration between private developers, housing authorities, community development departments, and non-profit entities, each of which are necessary in order to meet our goals.

Highlights from the Public Engagement and Education Discussion

The Public Engagement and Education discussion drew 12 participants, including individuals from the private sector, and local government representatives from cities and counties within Hillsborough, Pasco, Pinellas, and Polk Counties, the South West Florida Regional Planning Council, and Hillsborough County MPO and City-County Planning Commission.

Participants expressed:

- The need to maximize efficiencies through regional collaboration during the development of messages and materials;
- The need to minimize use of resources by utilizing existing programs and initiatives that reach out to the public;
- The need for a unified regional message that can be tailored to take into account the differing needs of the various neighborhoods and communities within the TBARTA region (i.e., smaller vs. larger communities, younger vs. older communities, ethnic minorities and language barriers, and communities with different levels of available funding);
- The need to reach a broad array of audiences through a variety of media, potentially with slightly different messages specifically tailored to maximize effectiveness (i.e., internet/social media, printed handouts, radio advertisements, iTownHall telephone meetings, newspaper advertisements, etc.);
- The need for positive ways of spreading the message and educating all levels of society, including children through collaboration with existing programs such as the Future City Competition, Box City, etc.; and,
- The need to adapt to an ever changing world, which increasingly values technology and access to instantaneous information on news and project status, bus and train schedules, emergency evacuation and traffic updates, and almost anything else.

Highlights from the Parking, Infrastructure & Utilities Discussion

The Parking, Infrastructure and Utilities discussion drew 19 participants, including a citizen and individuals from the private sector, and local and government representatives from cities and counties within Hillsborough, Pasco, and Pinellas Counties, the Tampa Bay Regional Planning Council, Pinellas County EDC, and Hillsborough County MPO.

Participants expressed:

- That parking standards within TODs will evolve over time, and should be thoughtfully developed so as to maximize flexibility for developers, respond to market trends, and ensure sufficient parking for riders coming from outside the TOD (especially in its initial stages);
- That interim surface parking lots can meet an initial need for both parking within the TOD, can provide income for the property owner, and can even help achieve desired TOD development

patterns by appropriately planning their transition to structured parking and/or timing its development to optimal market conditions that support its highest and best use;

- The need to view the initial pieces of the mid-term network in their larger system context, so we can collectively avoid viewing certain stations as end-of-the-line, and instead view them as future connection points for system expansion;
- The need to explore best design practices for structured parking that maximize pedestrian friendliness and integration into the surrounding pedestrian and aesthetic contexts, but which also allow for conversion of certain first floor facades to retail uses if/when the market warrants and examines the opportunities and challenges of providing affordable/workforce housing over public parking facilities;
- The need to carefully examine the opportunities, challenges and potential unintended consequences of various parking management strategies, including a Laissez-faire system of parking management, strictly controlled maximums and minimums parking requirements, and TOD district-wide parking standards;
- The need to examine the benefits of regionally coordinated park and ride facilities, which are sited to maximize transit ridership and the use of existing transportation infrastructure;
- That public investment into centralized master storm water treatment and attenuation facilities within certain TODs would act as a catalyst for new development and redevelopment;
- That although compact development patterns central to TOD may be promoted by the Federal Proposal to Establish Numeric Nutrient Criteria in Florida's Inland Lakes and Flowing Waters and Estuarine and Coastal Waters, there is a need to closely monitor the potentially drastic affects that the criteria may have on the cost and ability to develop transit and TOD within the TBARTA region; and,
- The need to explore the creation of master stormwater utilities to encourage development within TOD, and explore best practices for assessing infrastructure impacts within TOD so that permitting and approval processes can be further streamlined.

Highlights from the Economic Development Strategies Discussion

The Economic Development Strategies discussion drew 17 participants, including a landowner and individuals from the private sector, and local and government representatives from cities and counties within Hillsborough, Pasco, Pinellas, and Polk Counties, the Pinellas County Economic Development Department, Pasco County Economic Development Council, Hillsborough Community College, and the St. Petersburg Downtown Partnership.

Participants expressed:

- That one of the greatest potential Economic Development (ED) tools available to local governments is their ability to expedite permitting and development approvals. Also expressed was the need to explore methods of expediting transit supportive comprehensive land use changes for TOD station areas;

- That although local governments will be responsible for developing their own incentive strategies and funding sources, the potential for ED within TBARTA region TOD would be greatly enhanced if a champion can be identified that can lobby for policy changes related to ED issues at all levels of government (particularly the federal and state levels);
- The need to explore the potential ramifications of how the implementation of certain TOD specific funding mechanisms may affect ED goals. For example, the group discussed how affordable housing linkage fees, which funds affordable housing development by assessing a fee per square foot of new non-residential development, would act as a disincentive to expanding existing businesses and attracting new business;
- The need to examine the potential dangers that the siting of station areas could pose to the preservation of lands designated for industrial and manufacturing uses; and,
- That flexibility and certainty are critically important to developers and business interests and, therefore, is critical to our ultimate ability to attract high wage employers. The group discussed that flexibility can be offered by allowing multiple options to achieve a desired goal (i.e. pedestrian friendly streets), whereas certainty in the process is also critical, so that developers know up front exactly what is expected of them. Negotiation takes time, adding uncertainty to the process and, ultimately increases the cost to develop, making it difficult more difficult to attract new business.

Highlights from the Zoning Standards Discussion (Parts 1 and 2)

The first zoning discussion drew 21 participants, including citizens and individuals from the private sector, and local and government representatives from cities and counties within Hillsborough, Pasco, and Pinellas Counties, and Hillsborough County MPO and City-County Planning Commission. This session focused primarily on the urban design and compatibility aspects of zoning within TOD.

The second zoning discussion drew 14 participants, including citizens and individuals from the private sector, and local and government representatives from cities and counties within Hillsborough, Pasco, and Pinellas Counties, the Pinellas Planning Council, and Hillsborough County MPO and City-County Planning Commission. This session focused on incentives vs. requirements, as well as other zoning issues and strategies.

Participants expressed:

- That each jurisdiction and neighborhood have different visions, goals, and issues, and will therefore all take somewhat different approaches when crafting their standards and land development regulations designed to promote TOD;
- That a visual reference guide for each of the station typologies, or a single guide which encompasses the range of potential densities and intensities possible within TOD, will help ensure all stakeholders and decision makers are on the same page with regard to how pedestrian focused TODs physically develop. There is a need for a tool which can translate building height, form and/or massing concepts into a visual reference which would enable a greater understanding of the future built environment by non-planners;

- The need to explore the pros and cons of controlling development strictly through Floor Area Ratio (FAR), instead of looking at density and intensity separately;
- The need to explore the pros and cons of utilizing Euclidean zoning districts, TOD overlays, and form based zoning standards;
- The need to examine ways in which zoning standards can affect the provision of affordable and workforce housing, and the pros and cons of allowing affordable housing mitigation “banking”;
- The need to examine how small scale zoning and manufacturing can potentially be incorporated into TOD, as well as whether certain uses should be prohibited and/or only permitted within the outer areas within a TOD;
- The need to engage fire marshals, police departments and waste management officials early in the process so these departments have input in the development of zoning standards and start preparing their departments to server what in some areas will be unfamiliar development patterns (narrow alleys and streets, for example);
- That need to examine how state and local policies can encourage or discourage development within TOD; and,
- The need to examine how big-box developments can be incorporated within TOD.

Next Steps

Staff is continuing to solicit and collect feedback from both those who attended the small group sessions, and those who could not. Technical information from the small group discussions, survey responses, and additional research will be synthesized into the TOD Resource Guide Chapters which will be presented to the LUWG on December 3, 2010, and the TBARTA Board at a future meeting.

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
DECEMBER 3, 2010**

PRESENTATION ITEM 3

Agenda Items

TBRPC Regional Planning Advisory Committee

Presenters

Lindsay Cross, Environmental Scientist, Tampa Bay Estuary Program
Jessica Lunsford, Sr. Planner, TBRPC
Avera Wynne, Planning Director, TBRPC

Summary

Information about the TBRPC Regional Planning Advisory Committee is available at www.tbrpc.org.

The following items will be presented:

- Tampa Bay Watershed Program Watershed Initiatives

Lindsay Cross will introduce two projects beginning in the region: Integrating Nitrogen Management Goals with Planning Activities, and Compensatory Mitigation for Freshwater Wetlands. Both will involve local governments and could ultimately lead to implementation through land development regulations.

- Local Government Comprehensive Plan Amendments

Jessica Lunsford will provide an update on due dates related to statutorily required amendments/updates to local government comprehensive plans and Evaluation and Appraisal Reports. For more information, please visit www.dca.state.fl.us/fdcp/DCP/EAR.

- One Bay Regional Visioning

Avera Wynne will give a brief update on One Bay activities. Information about One Bay is available at www.myonebay.com.

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
DECEMBER 3, 2010**

PRESENTATION ITEM 4

Agenda Item

Transit-Supportive Land Use Planning Activities in Region

Presenters

Land Use Working Group Members

Summary

During this portion of the agenda, LUWG participants are encouraged 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
DECEMBER 3, 2010**

ANNOUNCEMENTS

Agenda Item

Announcements

Summary

1. Next Joint Meeting for LUWG and One Bay/RPAC – February 4, 2011
2. TBARTA 2011 Calendar

Attachments

- TBARTA 2011 Calendar

DRAFT 2011 TBARTA MEETINGS CALENDAR

Board meets on the last Friday of every month; CAC and TMC meets the preceding week on Wednesday of every month.

Month	TMC	CAC	Board	Board Committees	Other TBARTA Meetings
January	January 19 10:00am to 12:00pm USF Connect	January 19 1:30pm to 4:00pm USF Connect	January 28 PROPOSED Work Session 9:00am to 4:00pm USF Connect	January 14 8:30am <u>Executive Committee</u> USF Connect January 14 9:30am <u>Legislative Committee</u> USF Connect	January 19 11:30am to 1:15pm <u>CAC Land Use Subcommittee</u> USF Connect
February	February 16 10:00am to 12:00pm PSTA	February 16 1:30pm to 4:00pm USF Connect	February 25 9:30am to 12:00pm FDOT, District 7	February 11 8:30am <u>Executive Committee</u> USF Connect February 11 9:30am <u>Legislative Committee</u> USF Connect	February 4 9:30am to 12:00pm <u>Land Use Working Group</u> TBRPC
March	March 16 10:00am to 12:00pm USF Connect	March 16 1:30pm to 4:00pm USF Connect	March 25 9:30am to 12:00pm FDOT, District 7	March 11 8:30am <u>Executive Committee</u> USF Connect Building March 11 9:30am <u>Legislative Committee</u> USF Connect Building	March 16 11:30am to 1:15pm <u>CAC Land Use Subcommittee</u> USF Connect
April	April 20 10:00am to 12:00pm PSTA	April 20 1:30pm to 4:00pm USF Connect	April 29 9:30am to 12:00pm FDOT, District 7	April 15 8:30am <u>Executive Committee</u> USF Connect Building April 15 9:30am <u>Legislative Committee</u> USF Connect Building	April 1 9:30am to 12:00pm <u>Land Use Working Group</u> TBRPC
May	May 18 10:00am to 12:00pm USF Connect	May 18 1:30pm to 4:00pm USF Connect	May 27 9:30am to 12:00pm FDOT, District 7	May 13 8:30am <u>Executive Committee</u> USF Connect Building May 13 9:30am <u>Legislative Committee</u> USF Connect Building	May 18 11:30am to 1:15pm <u>CAC Land Use Subcommittee</u> USF Connect
June	June 15 10:00am to 12:00pm PSTA	June 15 1:30pm to 4:00pm USF Connect	June 24 9:30am to 12:00pm FDOT, District 7	June 10 8:30am <u>Executive Committee</u> USF Connect June 10 9:30am <u>Legislative Committee</u> USF Connect	June 3 9:30am to 12:00pm <u>Land Use Working Group</u> TBRPC
July	Recess	Recess	Recess	Recess	Recess

DRAFT 2011 TBARTA MEETINGS CALENDAR

Board meets on the last Friday of every month; CAC and TMC meets the preceding week on Wednesday of every month.

Month	TMC	CAC	Board	Board Committees	Other TBARTA Meetings
August	August 17 10:00am to 12:00pm USF Connect	August 17 1:30pm to 4:00pm USF Connect	August 26 9:30am to 12:00pm FDOT, District 7	August 12 8:30am <u>Executive Committee</u> USF Connect August 12 9:30am <u>Legislative Committee</u> USF Connect	August 5 9:30am to 12:00pm <u>Land Use Working Group</u> TBRPC
September	September 21 10:00am to 12:00pm PSTA	September 21 1:30pm to 4:00pm USF Connect	September 30 9:30am to 12:00pm FDOT, District 7	September 16 8:30am <u>Executive Committee</u> USF Connect September 16 9:30am <u>Legislative Committee</u> USF Connect	No Other TBARTA Meetings this month
October	October 19 10:00am to 12:00pm USF Connect	October 19 1:30pm to 4:00pm USF Connect	October 28 9:30am to 12:00pm FDOT, District 7	October 14 8:30am <u>Executive Committee</u> USF Connect October 14 9:30am <u>Legislative Committee</u> USF Connect	October 7 9:30am to 12:00pm <u>Land Use Working Group</u> TBRPC
November	November 16 10:00am to 12:00pm PSTA	November 16 1:30pm to 4:00pm USF Connect	No Board Meeting this month	No Board Committee Meetings this month	No Other TBARTA Meetings this month
December	No TMC Meeting this month	No CAC Meeting this month	December 9 9:30am to 12:00pm FDOT, District 7	December 2 8:30am <u>Executive Committee</u> USF Connect December 2 9:30am <u>Legislative Committee</u> USF Connect	December 2 9:30am to 12:00pm <u>Land Use Working Group</u> TBRPC

*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 7: 11201 N. McKinley Drive, Tampa, Florida 33612
 Pinellas Suncoast Transit Authority (PSTA): 3201 Scherer Drive, St. Petersburg, Florida 33716
 Tampa Bay Regional Planning Council (TBRPC): 4000 Gateway Centre Blvd., Suite 100, Pinellas Park, FL 33782
 USF Connect: 3802 Spectrum Blvd., Tampa, FL 33612*