



Land Use Working Group Meeting

Joint Meeting with One Bay Technical Team &
Tampa Bay Regional Planning Council (TBRPC)
Regional Planning Advisory Committee

Friday, April 1, 2011 – 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. TBARTA LAND USE WORKING GROUP**
 - 1. TBARTA Update (Amy Ellis) **9:35**
 - Corridor Studies
 - Master Plan and Other Initiatives

 - 2. Transit Oriented Development Resource Guide **10:00**
 - Progress Report (Jennifer Willman/James Ratliff)
 - Information Needed
 - Station Typologies for Bus
 - Local Context for Strategies
 - Feedback (Attendees)

 - 3. Transit-Supportive Land Use Planning Activities in Region **11:00**
 - Announcements of Activities (Attendees)
 - Challenges for Implementation (Attendees)

- III. TBRPC REGIONAL PLANNING ADVISORY COMMITTEE**
 - 1. Strategic Regional Policy Plan (Avera Wynne) **11:20**
 - Evaluation and Appraisal Report
 - Plan Update

- IV. ANNOUNCEMENTS** **11:55**
 - 1. Next Joint Meeting for LUWG and One Bay/TPAC – June 3, 2011
 - 2. Developers Forum (date TBD)
 - 3. TBARTA 2011 Calendar

- V. 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)
APRIL 1, 2011**

TBARTA LAND USE WORKING GROUP - ITEM 1

Agenda Items

TBARTA Update

Presenter

Amy Ellis, TBARTA

Summary

TBARTA is working on an update to the Regional Transportation Master Plan, which will be completed in June 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
 - Project website: www.pinellasontrack.com
- USF to Wesley Chapel

Southern Projects

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

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
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TBARTA LAND USE WORKING GROUP - ITEM 2

Agenda Item

Transit Oriented Development (TOD) Resource Guide

Presenters

Jennifer Willman, Jacobs
James Ratliff, Jacobs

Summary

At the last Land Use Working Group (LUWG) meeting, detailed draft outlines for the TOD Resource Guide were reviewed, and comments are provided. Draft chapters will be posted on the TBARTA website over the coming weeks. The TOD Resource Guide will include:

Introduction: TBARTA TOD Guiding Principles
Chapter 1: Comprehensive Plan Model Policies
Chapter 2: Station Typologies
Chapter 3: Station Area Plans
Chapter 4: Zoning and Design Standards
Chapter 5: Parking Management
Chapter 6: Affordable and Workforce Housing
Chapter 7: Infrastructure and Utilities
Chapter 8: Economic Development
Chapter 9: Funding and Financing
Chapter 10: Public Engagement and Education

If you would like to be notified when a certain chapter is posted, please contact Jennifer Willman at jennifer.willman@jacobs.com. Land Use Working Group members will be notified via email when the majority of chapters are available for review on www.tbarta.com/content/about/transit-oriented-development-tod-toolbox, where comments can also be submitted. Feedback is being solicited to ensure the TOD Resource Guide includes all pertinent topics relating to TOD in the TBARTA Region, as well as reflects prior LUWG discussions.

Additional information is needed on some items, including the Bus Transit Station Typologies and local context for some strategies. A draft of the typologies for limited stop bus (Bus Rapid Transit and Express Bus) is provided, along with the

Short Distance Rail Typologies for comparison. Feedback on these will be requested at the April 1, 2011 meeting.

Attachments

- In-Person Comments and Written Comments Received at the February 4, 2011 LUWG Meeting
- Bus Transit Station Typologies, 3/28/11 Draft for Discussion
- Short-Distance Rail Typologies, 5/7/10 Draft



Land Use Working Group

In-Person Comments Received
February 4, 2011

Transit Oriented Development (TOD) Resource Guide Chapter Outlines

TBARTA Land Use Working Group (LUWG) participants were asked to review draft chapter outlines of the TOD Resource Guide. The following is a summary of comments received at the LUWG meeting in-person on February 4, 2011.

- Consider the audience when writing the resource guide because it makes a difference how it is written.
- Consider the needs in a neighborhood/community and reserving space for that need, such as a grocery store. As land values increase, so will rents and the rents may have to be subsidized as an incentive to provide the needed services in a community. These services and needs must be planned in advance.
- Will TBARTA set targets of types of uses (residential, commercial, retail, etc.) for each station so the jurisdictions will know what to strive for at each station?
- We need regional collaboration on land use, transportation, stations, etc. between all agencies.
- Include information on small scale site planning especially for redevelopment in the resource guide. Would like to see suggestions for making small sites pedestrian-friendly and how to provide those types of connections in redeveloped sites.
- Noise needs to be included in the guide because existing noise ordinances will not work in mixed use areas. Airport zoning codes have good information on noise and acoustics.
- Resource guide should include a discussion on prohibited uses versus allowable uses, which one makes sense and why.
- Incentives and restrictions do not always have to be competing. How much specificity should be in the zoning codes?
- Consider legal implications of mixed use (Bert Harris Act). One example is how to get a mortgage in a mixed use area. We should be discussing these issues up front with local government legal staff.
- Consider establishing a parking corporation as one solution. Parking is always a difficult part of TOD implementation.
- Florida is not like other cities. We have to understand where we are going and what we are trying to become.

- Use term inclusionary zoning (instead of inclusionary housing). City of St. Petersburg has many success stories of inclusionary zoning and workforce housing. The City recently amended the LDCs to allow garage apartments/accessory housing and TBARTA should look at those.
- TBARTA should meet with SWFWMD staff to get information on stormwater regulations and designs of regional stormwater systems. SWFWMD is looking at new regulations for urban infill areas.
- Discuss incremental taxation in the guide where taxes are lower in the beginning as an incentive for developers to build there, and then taxes increase over time.
- Economic Development chapter is heavy on tools, but weak on strategies. TBARTA staff should follow-up with ED staff to discuss. We should look at existing businesses to see if they will work in TOD and if not, may have to consider a business relocation plan, for example.
- Local governments are not involved in Community Development Districts (CDDs); they are regulated at the state level, until they get to a certain size. The assessments in the CDDs may often be overpriced which is a disincentive for buyers.
- Station naming rights can also be helpful as a wayfinding tool so people know where they are going.
- The quality and depth of public feedback is better with one-on-one interactions compared to a presentation with Q&A format.
- Including model resources of presentation materials in the resource guide (standardized outreach materials) would be useful.
- The status quo in the region is single-family housing, but we may need strategies to inform the public that what currently exists may not be appropriate for the future, especially in TOD.
- Need more information about implementation for jurisdictions.
- The City of Temple Terrace has created a Multimodal Transportation District with design guidelines, and is in the process of changing the Land Development Code to improve pedestrian movement and amenities.



Transit Oriented Development (TOD) Resource Guide Chapter Outlines

TBARTA Land Use Working Group (LUWG) participants were asked to review draft chapter outlines of the TOD Resource Guide. The follow written comments were received at the LUWG meeting on February 4, 2011.

1. Do you have any comments about the outline for Chapter 1: Comprehensive Plan Model Policies?

- Include concepts associated with the Hillsborough County Post-Disaster Redevelopment "Priority Redevelopment Areas." Said areas will support TODs. The plan may be found on the Hillsborough County's website under PDRP.
- It would be helpful to include either directly in the chapter or in an index examples of adopted policies both locally and nationally. At a minimum, provide a paragraph summary and links to those policies.
- (4) Make sure to discuss Pinellas Planning Council Countywide Plan amendments to support TOD. Hillsborough CCPC also. Any MPO activities?
- Relationship to mobility plans per SB 360.

2. Do you have any comments about the outline for Chapter 2: Station Typologies?

- Links to established/adopted typologies and stations area plans.
- 2(c) Discuss role of station typologies in AA and Preliminary Engineering (planning and development) process. Does have a role in ridership projections and modeling.

3. Do you have any comments about the outline for Chapter 3: Station Area Plans?

- 3.a.vi – no mention of Regional Stormwater planning – necessary to limit sprawl, maximize density, and spur development. Incentive to draw development to transit center. Ties to 3.a.ix as well. While specifically in Chapter 7, still a plan issue.
- Links to established/adopted typologies and stations area plans.
- Are EJ issues considered in the initial data analysis?
- Bike/pedestrian plan needs to include universal accessibility.
- Add a graphic that conveys the relationship of "plans on top of plans" and how they fit together.
- Provide guidance for target percentages for land uses.
- Explain differences between SAP and SAIP. At what stage are they created? After transit lines are identified? Before LU CPA is created? Should it get specific enough about zoning criteria or simply touch on concepts?
- 2(d)(e) – How does station area planning affect ridership projections? How does it relate to existing population and employment TZ data in regional transportation models?
- 3(a)(x) – Land use suitability – discuss methodology (criteria for identifying underutilized land) and GIS modeling – FAR, economic analysis?
- 4(b) – discuss private sector partners, land owners.
- Model flow chart from development of TSA plans through code adoption (i.e. local, county, region, and state). Suggestions for streamlining the process.

4. Do you have any comments about the outline for Chapter 4: Zoning and Design Standards?

- Include concepts associated with the Hillsborough County Post-Disaster Redevelopment “Priority Redevelopment Areas.” Said areas will support TODs. The plan may be found on the Hillsborough County’s website under PDRP. Also include related build-back concepts.
- The City of Clearwater, at this time anyway, is planning to have the zoning and design standards within each station area plan document. Our current Euclidean code would simply reference the SAP (we would treat them similar to our current Special Area Plans).
- In section 4(a)(i), it mentions connectivity for automobiles and 4(a)(vii) connectivity for bicycle and pedestrian. This section should also include connectivity to local bus systems, local rail systems (light rail, commuter rail, and/or HSR) if applicable. Also, what about connectivity to private transportation, such as taxis, shuttles, and etc.? I think case studies (sect. 5) needs to be a requirement to show where it has been done successfully, and not so successfully.
- Provide guidance for different perspectives/schools of thought, of identifying prohibited uses versus permitted uses.
- Combine cross-sections (v) and Streetscape (vii). Remove 4(b)(ii) or 4(b)(v). 4(b)(ix) corridors probably should be a longer, more comprehensive category and renamed ‘corridor’ only so it includes pedestrian/bike and many other elements such as lighting, streetscape, etc.
- Describe differences of TOD overlay from others listed in 2(d) – can’t TOD overlay use one or other or combination of zoning strategies?
- Concur with Arrow Woodard’s comment re: building and site retrofits of existing sites.

5. Do you have any comments about the outline for Chapter 5: Parking Management?

- What about including a description of the different parking types and why each is needed; i.e., long-term, short-term, pick-up/drop-off, and shared parking?
- Provide guidance for differing models of parking:
 - Incremental as TOD area expands (right place at right time)
 - Overbuild initially to sustain initial project, but wean autos out as TOD grows
 - Balance: how do you provide enough without over-accommodating autos
- Require mixed use within all parking facilities.
- What about parking allocation? Determine parking demand based on build-out per comp plan. New development is allocated a share of the parking by municipality.
- Programs and other strategies: short-term bicycle rentals (can work just like car-sharing). There are companies that can drop this type of conversion entity in place and manage – also provides a revenue stream.
- Discuss parking related to the transit station itself – how differs by station typology. Park and Ride vs. Commuter.
- Currently have parking and pedestrian/bike strategies separately – need to be able to show how the two strategies should be compatible/integrated.

6. Do you have any comments about the outline for Chapter 6: Affordable and Workforce Housing?

- Mitigation plans speak to resilient housing. These plans and TBARTA concepts may support each other if properly integrated.

- The Resource Guide should suggest that “inclusionary zoning” be compared and contrasted with “bonus densities” for workforce housing.
- Many of the agencies cited in the committees are from Pinellas County. We need to include all counties under TBARTA’s jurisdiction.
- This may be implied in the introduction section, but what is affordable and workforce housing? Definitions of each – important for the general public and planners as well. There may also be general definitions and state and federal ones.
- Again, the case studies (section 6) need to be a requirement to show what housing has been done successfully.
- What about requiring that a share of each new residential project be allocated for workforce housing? – similar to New Jersey.
- 3(a) – Providers. What about private providers that are not non-profit? Not sure that I understand “community development departments.” Not a provider - funder? Non-profits – including Community Development Corporations would be important.
- Stress mixed income housing – not just affordable housing as separate development.
- Look at potential clusters with industry clusters. For example – medical cluster – what are the housing needs to serve that workforce?

7. Do you have any comments about the outline for Chapter 7: Infrastructure and Utilities?

- Add to the outline consideration of DEP’s total maximum daily loads (TMDLs) and the proposed Statewide stormwater regulations (not sure when would be finalized). DEP’s website would contain additional information. A district contact for information on the proposed stormwater rules is Clark Hull.
- Refer to the infrastructure chapter of the Post-Disaster Redevelopment Plan; whereby, concepts for future resiliency with “Priority Redevelopment Areas” support TOD and ensure a resilient community that may incorporate techniques to restore the community based on future plans.
- Comments/potential SWOT analysis regarding stormwater may be misleading. LID techniques (esp. examples given) are currently permissible by SWFWMD. Regional Urban Stormwater systems do not always afford highest level of treatment for water quality – consider current effort underway at SWFWMD to create special rules for stormwater to encourage urban infill/redevelopment. Maybe one-on-one meeting with Maya Burke, Clark Hull, and Richard Owen at SWFWMD?
- Water Quality – impaired water bodies criteria
- Regional stormwater planning is necessary to limit sprawl, maximize density, and spur development, and incentive to draw development to transit center.
- Opportunity to combine floodplain management and wetland protection with a regional stormwater system.
- The energy infrastructure needs to include alternative energy options: solar, wind (lights).
- Section 2(d)(ii) and 2(d)(iii) need to push for underground utilities as the preferred alternative, and the reasons why. Above ground utilities should not be an option. Section (2)(e), show successful case studies in the region. Refer to Hillsborough County School Board’s Downtown Tampa/urban school.
- LDRs should be expanded.
- Coordinate with SWFWMD prior to publishing.
- Get SWFWMD to provide comments to TBARTA re: issues/solutions that might be out there. For today and tomorrow (new statewide stormwater rule).

- Include discussion of possible benefits for a regional stormwater system as mentioned in 2 separate comments provided in the packet. Can a bioswale be used on a greater-than-or-equal-to 4-lane road? Sarasota completed one.
- e) Schools (ii) Reduction of footprint, add (3) Walking School Bus Programs; (4) School Pool Programs.
- Discuss LEED-ND as a resource.
- Need section on a road infrastructure – especially retrofitting street grid around station areas. Other transportation infrastructure – transit, pedestrian, bicycle.
- Have to have SWFWMD on board with adopting urban stormwater systems.

8. Do you have any comments about the outline for Chapter 8: Economic Development?

- Refer to Post-Disaster Redevelopment Areas concept within community Post-Disaster Redevelopment areas and plans of the bay-area communities.
- The concept of “voluntary areawide zoning approvals” needs to be explained.
- The presentation on this chapter mentioned targeted industries identified by the state, and how these are different from jobs provided by uses like grocery stores. I’d like to see this discussed in the Resource Guide also. Pinellas County has done a lot of work on this, through Pinellas by Design and the Industrial Land Study, which can be used as resources. Emphasize high-wage, primary/contributory employers.
- CRDA. Add incremental property tax structure for TOD (30%, 60%, and 100%) to tax proportionately to business growth.
- Include need for a group or board a municipality should create to help coordinate all the programs and incentives in a one-stop-one-shop location. Economic development programs are confusing and many cities and developers are put off by them.
- Role of community development corporations, business Improvement Districts, CDDs? Industrial revenue bonds as source of funding (Pinellas for example).
- CDBG – role of target areas.
- Identify methods to support/foster small businesses through the redevelopment process – don’t drive out these businesses from the community. We are in redevelopment mode rather than greenfield development. Very important that redevelopment does not price out small businesses in terms of redevelopment standards or rent in new buildings.
- How to handle small scale site plans while still meeting intent of TOD.

9. Do you have any comments about the outline for Chapter 9: Funding and Financing?

- Through incorporating Post-Disaster Redevelopment Plan concepts, funding to support various projects may be made available through disaster relief funding. Added land-use allocations may be modified to support economic development.
- Based on comments in small meetings as well as at today’s meeting, it seems important to provide examples of areas (and references) with successful as well as not successful TOD. This is particularly important with regard to funding and financing.
- Combine with Chapter 8.
- Include examples of public-private partnerships.
- c) Naming rights – in addition to funding stream, station names could also help in station identification for mapping and station locations for helping people find where they are leaving from and returning to. This naming could also play off the development around the station themes could define types of businesses and activities.
- Industrial Revenue Bonds as source of funding (Pinellas for example)
- Joint Development?

- Legal considerations – addressing barriers of bank financing for construction, but also for mortgages (especially with mixed use development).

10. Do you have any comments about the outline for Chapter 10: Public Engagement and Education?

- Use existing community stakeholder outreach programs.
- Avoid presentation/lineup and public response type approach. Ability to teach and receive quality feedback is much more likely with staff-intensive FDOT style poster stations.
- Model presentation resources which can be available for download and reproduction.
- More emphasis on Town Halls and HOAs as low cost and highly-effective, to build speakers bureau.
- Provide example code language that requires public meetings for certain development changes (not public hearings as required by statute). Gainesville is an example.
- Public engagement through school systems and universities.
- Participation in community events, fairs, churches, HOAs, etc.
- Need to work through grassroots groups to educate the public on TOD and transit.
- Find the relevance to people – health, cost, safety, etc.
- If a large amount of residents currently live in suburban neighborhoods, have some examples of how to provide a nexus to their lives to TOD development.

General Comments:

- Overall, this sounds like it will be an extremely comprehensive and useful guide, and I commend you for all the effort that is going into it. This is the sort of guide that the FTA should have, but doesn't. Thank you.
- TOD manual should be more of a compilation of guidelines, so as to be more compatible with the different regional plans of the area.
- The TOD concept may be integrated with existing community plans.
- Can this be a living document (housed on the internet exclusively) which is dynamic and can be updated periodically (quarterly)?
- In general, it looks like the outline is very comprehensive! Great job!

Bus Transit Station Typologies: Limited Stop (Bus Rapid Transit/Express Bus) 3/28/11 DRAFT FOR DISCUSSION



Station Character		Target Density (du/ac)	Target Floor Area Ratio (FAR)	Bldg. Height (stories)	Desired Land Use	Desired Housing Mix	Transit System Function
Downtown Urban Core		30-50 <i>(SDR 40-100)</i>	3 or more <i>(SDR 3 or more)</i>	5 or more <i>(SDR 5 or more)</i>	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 a variety of transit modes
Regional	Urban Core	20-40 <i>(SDR 40-60)</i>	2.5-5 <i>(SDR 2.5-5)</i>	4-20 <i>(SDR 4-20)</i>	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	15-30 <i>(SDR 20-40)</i>	1-2.5 <i>(SDR 1.5-3)</i>	1-5 <i>(SDR 2-10)</i>	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 <i>(SDR n/a)</i>	1.5-3 <i>(SDR 2-3.5)</i>	2-6 <i>(SDR 3-12)</i>	Mix of office, flex-space, support retail, industrial, and lodging	n/a	Regional destination linked with high-quality local feeder connections and employee shuttle service
Community Center	Urban Core	10-25 <i>(SDR 10-40)</i>	1-2.5 <i>(SDR 1.5-3)</i>	1-4 <i>(SDR 2-8)</i>	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	10-20 <i>(SDR 15-30)</i>	1-1.5 <i>(SDR 1-2.5)</i>	1-3 <i>(SDR 1-5)</i>	Local center of activity; live, work and shop	Low-rise and mid-rise apartments, condos, townhouses, and small single-family lots	Local transit feeder station; walk up stops with parking
Neighborhood Center		10-15 <i>(SDR 10-15)</i>	.5-1.5 <i>(SDR .5-2)</i>	1-3 <i>(SDR 1-3)</i>	Residential, retail and offices	Low-rise and mid-rise apartments, condos, townhouses, and small single-family lots	Local transit feeder station; walk up stops with limited parking
Park and Ride		10-15 <i>(SDR 10-15)</i>	.25-1.5 <i>(SDR .25-1.5)</i>	1-3 <i>(SDR 1-6)</i>	Office, residential, and retail	Low-rise and mid-rise apartments, condos, townhouses, and small single-family lots	Capture station for inbound commuters with large parking area and local/express bus service



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

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TBARTA LAND USE WORKING GROUP - ITEM 3

Agenda Item

Transit-Supportive Land Use Planning Activities in Region

Presenters

Attendees

Summary

There are many transit-supportive land use planning activities occurring in the TBARTA region. An overview of these will be provided. Attendees will be asked to report on other recent activities, and also will be asked to share any challenges related to planning or implementation of these activities.

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
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APRIL 1, 2011**

TBRPC REGIONAL PLANNING ADVISORY COMMITTEE - ITEM 1

Agenda Item

Strategic Regional Policy Plan

Presenter

Avera Wynne, TBRPC

Summary

TBRPC staff will provide an overview of the Evaluation and Appraisal Report (EAR) and update process for the Strategic Regional Policy Plan (SRPP). The presentation will include:

- Discussion of the general requirements of the EAR;
- The purposes of the SRPP;
- Identification of issues for the EAR;
- Objectives for the SRPP update; and
- Review of the anticipated timeline.

Information about the Tampa Bay Regional Planning Council (TBRPC) Regional Planning Advisory Committee (RPAC) is available at www.tbrpc.org.

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
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ANNOUNCEMENTS

Agenda Item

Announcements

Summary

1. Next Joint Meeting for LUWG and One Bay/RPAC – June 3, 2011
2. Developers Forum (date TBD)
3. TBARTA 2011 Calendar
 - Please Note: The April 29, 2011 Board Meeting was rescheduled to May 6, 2011; and the May 27, 2011 Board Meeting was rescheduled to June 3, 2011

Attachment

- 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
April	April 20 10:00am to 12:00pm PSTA	April 20 1:30pm to 4:00pm USF Connect	April 29- Rescheduled to May 6th	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 6 9:30am to 12:00pm FDOT, District 7 May 27-Rescheduled to June 3rd 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 3 9:30am to 12:00pm FDOT, District 7 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
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

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
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