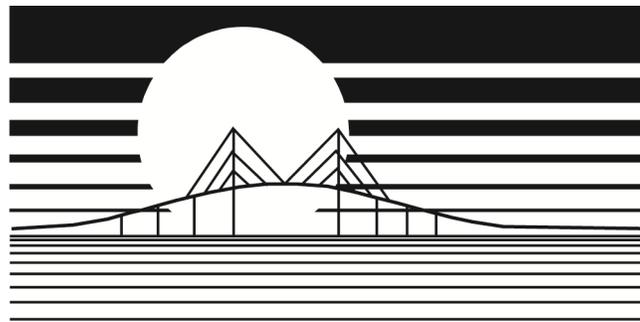


**EVALUATION AND  
APPRAISAL REPORT**  
of the  
**Strategic Regional Policy Plan**



*Tampa Bay Regional Planning Council*

**DRAFT**  
August 8, 2011

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# I. Foreword

## A. History

Beginning in 1975, the Tampa Bay Regional Planning Council was guided in its functions by an adopted policy statement known as the *Future of the Region*. In 1985, with the enactment of Florida's growth management legislation, this policy document was superseded by the requirement to prepare and adopt a Comprehensive Regional Policy Plan (CRPP). Prepared pursuant to Chapter 186, Florida Statutes (FS), and Chapter 27E-4, Florida Administrative Code (FAC), the CRPP was to serve as a guide for local governments as they developed their respective comprehensive plans.

Preparation of the CRPP began in September 1985 and was organized around four sections:

- Regional description;
- Regional issues, using the 26 policy clusters found in the State Comprehensive Plan as a minimum statement of issues;
- Regional goals and policies, again using the format of the State Comprehensive Plan; and
- Regional performance standards/measures.

When considering the best method to use in addressing these new requirements, the Council decided to use the existing *Future of the Region* as the basis for the new CRPP. The final document was adopted in 1987.

In early 1990, the Council initiated the preparation of the required three year evaluation and appraisal report for the CRPP. This evaluation or EAR was completed in June 1990. Following an extensive public review and comment period, the recommended amendments to the CRPP were adopted on November 11, 1991.

## B. Transition from CRPP to SRPP

In 1993, Chapter 186, FS, was amended and the CRPP was superseded by a Strategic Regional Policy Plan or SRPP. Instead of addressing all the elements contained in the State Comprehensive Plan, the new SRPP was to focus on five areas of regional importance: affordable housing, economic development, emergency preparedness, natural resources, and regional transportation. This amendment was implemented through Chapter 27E-5, FAC. The SRPP for the Tampa Bay region, still known as the *Future of the Region*, was originally adopted on December 11, 1995. The most recent update was completed in 2005.

As the long range guide for physical, economic, and social development of the region and through its identified regional goals and policies, the SRPP is to serve as a plan for the Tampa Bay region, not the Tampa Bay Regional Planning Council. In fulfilling this role, it is intended to be a direction-setting document. This is accomplished by ensuring that:

- Goals and policies are implemented only to the extent that financial resources are available from local revenue sources, legislative appropriations, grants or appropriations of any other public or private entities.
- It does not create regulatory authority or authorize the adoption of agency rules, criteria, or standards not otherwise authorized by law.
- Goals and policies are reasonably applied where they are economically and environmentally feasible, are not contrary to the public interest, and are consistent with the protection of private property rights.
- It is construed and applied as a whole, and no specific goal or policy is construed or applied in isolation from the other goals and policies in the plan.

### **C. Role of the SRPP**

Pursuant to Rule 27E-5.003, FAC, the role of the SRPP include:

1. To implement and further the goals and policies of the State Comprehensive Plan with regard to the strategic regional subject areas and other components addressed in the plan.
2. To provide long range policy guidance for the physical, economic, and social development of a region.
3. To establish public policy for the resolution of disputes over regional problems, needs, or opportunities through the establishment of regional goals and policies and to provide a regional basis and perspective for the coordination of governmental activities and the resolution of problems, needs, and opportunities that are of regional concern or scope.
4. To establish goals and policies, in addition to other criteria established by law, that provide a basis for the review of developments of regional impact, regional review of federally assisted projects, and other activities of the regional planning council. In addition, the plan may recommend specific locations or activities in which a project, that due to its character or location, should be a development of regional impact within the region. Standards included in strategic regional policy plans shall be used for planning purposes only and not for permitting or regulatory purposes. A regional planning council shall not adopt a planning standard that differs materially from a planning standard adopted by rule by a state or regional agency, when such rule

expressly states the planning standard is intended to preempt action by the regional planning council.

5. To establish goals and policies to assist the state and the council in the determination of consistency of local comprehensive plans with strategic regional policy plans and the state comprehensive plan. Strategic regional policy plans shall serve as a basis to review the resources and facilities found in local government comprehensive plans.
6. To establish land development and transportation goals and policies in a manner that fosters region-wide transportation systems.
7. To serve as a basis for decisions by the regional planning council.
8. To guide the administration of federal, state, regional, and local agency programs and activities in a region to the extent provided for by law.
9. To identify significant regional resources and facilities, infrastructure needs, or other problems, needs, or opportunities of importance to the region.
10. To identify natural resources of regional significance and promote the protection of those resources.
11. To set forth economic development goals and policies that promote regional economic growth and improvement.
12. To set forth goals and policies that address the affordable housing and emergency preparedness problems and needs of the region.

The State Comprehensive Plan and the SRPP do not create regulatory authority or authorize the adoption of agency rules, criteria or standards not otherwise authorized by law.

The goals and policies contained in the SRPP provide a framework for directing the human, natural, community and economic resources of the Tampa Bay region; however, there will be instances of overriding public need that dictate a deviation from stated policy.

In determining whether or not a project or activity is in the public interest, the Council may consider and balance the following criteria:

1. The public benefit to be derived from the project;
2. The degree to which the current condition and relative value of functions being performed by areas affected by the proposed project or activity are degraded;

3. The degree to which the project or activity will adversely affect the public health, safety, or welfare or the property of others;
4. The degree to which the project or activity will adversely affect the conservation of fish and wildlife, including endangered or threatened species, or their habitats;
5. The degree to which the project or activity will adversely affect or enhance significant historical and archeological resources; and
6. If the project will be of a temporary or permanent nature.

In deciding to recommend approval or denial of an application, the Council may consider measures to mitigate adverse effects which may be caused by the project or activity.

Applications prepared and submitted for review pursuant to Chapter 380.06 FS, and Tampa Bay Regional Planning Council Final Reports prepared pursuant to Chapter 380.06 FS, shall address the following areas: Revenue generation, vegetation and wildlife, wetlands, soils, floodplains, water supply, wastewater management, stormwater management, solid waste, hazardous materials and waste, medical waste, transportation impacts, air quality, hurricane preparedness, housing, police and fire protection, recreation and open space, education, health care, energy, historical and archaeological information, noise, and public safety, as consistent with 27E-5.002(7) FAC, and as appropriate to the development proposal. The relevance of this paragraph will be revisited if the Intergovernmental Coordination Element process contemplated by Chapter 163, FS, becomes effective in 1999.

In implementing the SRPP a Regionally Significant Resource or Facility shall be defined as follows: a resource(s) or facility(s) identified by the Tampa Bay Regional Planning Council as being of regional importance and meets one or more of the following criteria: (a) a resource or facility that due to its uniqueness, function, benefit, service delivery area, or importance as being of regional concern. (b) a resource or facility that requires the participation or involvement of two or more governmental entities to ensure proper and efficient management. (c) a resource or facility that meets either (a) or (b) above and is defined to be of state or regional significance in state or federal laws or rules of state or regional agencies adopted pursuant to Chapter 120, FS.

## II. Introduction

Florida Administrative Code Section 27E-5.008(1) states that, “each council shall prepare an evaluation report on its plan at least once every five years assessing the successes or failures of the plan and preparing necessary amendments, revisions, or updates to the plan”. Section 27E-5.008(1) also states that, “the evaluation reports shall primarily be based upon the region’s progress toward attainment of strategic regional policy plan goals”. “The evaluation reports shall identify plan amendments which may be necessary as a result of changing regional conditions, changes to the State Comprehensive Plan and other statutory changes”. Subsection (2) of 27E-5.008 continues that, “all amendments, revisions, or updates to the plan or maps shall be adopted in the same manner as the original plan and shall be prepared as needed because of changes in the State Comprehensive Plan or law or as a result of modifications recommended in the evaluation conducted pursuant to subsection 27E-5.008(1), F.A.C.”.

Recognizing the importance of involving interested parties in the preparation of the evaluation, the decision was made to actively involve the Council’s Regional Planning Advisory Committee (RPAC) and the Council’s Clearinghouse Review Committee (CRC) in the process as in the previous evaluations.

### **III. Process Followed**

A similar overall process to the one used during the previous evaluation of the SRPP was established. This included review and updating of the Indicators Report, assessment of the perceived successes or failures of the five subject area goals and policies, as well as, a thorough examination of the current trends and planning activities within the region.

One critical activity that developed since the last update to the SRPP was the ONE BAY Shared Regional Vision. The vision, which is a culmination of over three years of public participation and scenario planning, provides the framework and long-term view of where the region wants to go. The SRPP update resulting from the EAR process has to incorporate the key components and recommendations of the ONE BAY Vision and needs to be more focused and user-friendly. It must reflect the values and goals of the Tampa Bay region, as expressed through the ONE BAY Shared Regional Vision and the recent efforts of the region's local governments.

#### **A. Step One**

Upon review of the indicators contained in the adopted SRPP, it became evident that in addition to updating with the most up-to-date data available, that it was also important to consider reduction of unnecessary and duplicative indicators. Many of the indicators were measuring similar or identical trends as other indicators, while others were relying on data that was either too old or no longer available.

TBRPC staff recognized the importance of the indicators and focused on making sure the most critical and well thought out indicators were updated and that unnecessary and duplicative measures were removed. The remaining indicators serve as a guide in focusing the SRPP on those issues of greatest importance to the Tampa Bay region.

#### **B. Step Two**

Council staff conducted an assessment of the existing SRPP policies and goals. The first part of the assessment consisted of examining how often the existing SRPP policies had been used in the preparation of local government comprehensive plan reviews over the five year period of 2006 – 2010 (since the last SRPP update). Additionally, council staff with responsibility for an SRPP subject area, were tasked with providing their individual assessment of their section. These subject area assessments identified the level of success of the SRPP goals and policies in serving the many purposes of the SRPP as well as identifying the needed updates and ways to make the plan more user-friendly. Each planner provided a review of their area of responsibility with strong consideration for the outcomes of the ONE BAY Shared Regional Vision, the concepts realized during Resilient Tampa Bay, and additional considerations for changes in the regional landscape and potentially out-of-date references.

## **IV. Identification of Issues: Findings and Recommendations**

### **A. Update Indicators**

A key tool in assessing the SRPP and determining the trends and current state of the region is the Indicators Report. The Indicators Report, which provides measures for each of the five subject areas of the SRPP, is an Appendix to the SRPP and helps to identify key issues that need to be addressed during the Plan update.

The indicators report has been updated to include the most up-to-date data available. The overall trends, either positive, negative, or neutral, for the various subject areas have been determined and can be found in the executive scorecard section of the report.

Generally, there are many indicators showing moderate to strong signs of improvement. These include improvements in: reduced water demand, increased wastewater reuse, reduced average chlorophyll-a concentrations, increased transit ridership, reduced per capita vehicle miles traveled, reduced homelessness, and increased median household income.

Although many indicators are pointing in a positive direction, there are still some significant measures that are currently showing a negative trend and may require some close examination during the SRPP update process. These indicators include: reduced home sales, construction, and housing affordability; increased housing vacancy rates; increased levels of poverty; high unemployment rates; reduced evacuation shelter capacity; and reduced total tonnage traveling through the region's ports.

Overall, the state of the region, in terms of the five subject areas of the SRPP, could be described as generally moving in a positive direction. Even though many of the updated indicators show a positive or at least a neutral trend, there are still negative trends that must be thoroughly addressed through the SRPP update process.

## B. Subject Area Assessments

### 1. Policy Usage Counts (2005-2010)

The results of the SRPP policy usage counts proved to be very interesting as seen in the following:

- 68% (239) of the total available SRPP policies (353) were cited during local government comprehensive plan amendment reviews.
- Affordable Housing had the fewest number of policies used (12) while Natural Resources and Regional Transportation had the highest with 90 and 63 respectively.
- 114 (32%) policies were not cited during local government comprehensive plan amendment reviews. 68 of those not cited were in Natural Resources and 27 were in Regional Transportation.
- Emergency Preparedness had the fewest number of total policy citations with 183 or 7% while Economic Development had the highest with 945 or 36%.

<b>SUMMARY TABLE</b>					
<b>SRPP Goal Areas</b>	<b>Total policies</b>	<b>Policies Used during Reviews</b>		<b>Citations during Reviews</b>	
		<b>2005-2010</b>	<b>%</b>	<b>2005-2010</b>	<b>%</b>
Affordable Housing	15	13	87%	187	7%
Economic Development	71	59	83%	945	36%
Emergency Preparedness	19	15	79%	183	7%
Natural Resources	158	90	57%	662	25%
Regional Transportation	90	63	70%	670	25%
<b>Total</b>	<b>353</b>	<b>239</b>	<b>68%</b>	<b>2,647</b>	<b>100%</b>

### 2. Subject Area Reviews

#### Affordable Housing

The 4 Goals and 15 Policies of the current Strategic Regional Policy Plan's Affordable Housing Element still apply to today's affordable housing issues. Although the economy has changed quite a bit since the last SRPP update, the goals and policies of the affordable housing element have become even more important as a result of the economic crisis.

While most of the existing goals and policies remain relevant and important to the region, some changes and/or additions may be necessary. Potential changes to existing policies and addition of new polices during the full SRPP update should address the following:

- Local governments or agencies purchasing foreclosures and/or short sales to provide more affordable housing;
- Encouragement of developers to use energy efficient materials or to incorporate Leadership in Energy and Environmental Design (LEED) building standards into new construction of affordable housing, or the retrofitting of older affordable housing.
- Encouragement of developers (perhaps with density bonuses) to set aside a percentage of housing units within Transit Oriented Development for affordable housing.
- Discouragement of the building of new or retrofitting affordable housing that uses public funds to subsidize development in the Coastal High Hazard Area or in the 100-year floodplain.

As noted above, the existing goals and policies found in the Affordable Housing section are still relevant 5-years after the last SRPP update. During the 5-year period only one goal and two policies were not utilized during the review of local government comprehensive plan amendments.

The Affordable Housing goals and policies support the One Bay Vision by encouraging the location of affordable housing to be pedestrian-friendly and to improve public transit connections between affordable housing neighborhoods and employment centers, health care facilities, recreation, shopping, and public transportation. It also encourages the use of energy efficient materials when building new, or retrofitting, affordable housing.

### **Economic Development**

The 9 Goals and 71 Policies of the current Strategic Regional Policy Plan's Economic Development Element still apply to today's current economic conditions. Although the economy has changed quite a bit since the last SRPP update, the goals and policies of the economic development element have become increasingly critical to consider during the recent economic downturn. Not only are these goals and policies utilized in local government comprehensive plan amendment reviews, but also in review of capital improvement elements, preparation of the regional Comprehensive Economic Development Strategy, and in various economic program grant applications.

While most of the existing goals and policies remain relevant and important to the region, some changes and/or additions may be necessary. Potential changes to existing policies and addition of new polices during the full SRPP update should address the following:

- Economizing some of the policies that overlap;
- Increasing the number of policies in reduction of regulation and reduction in costs to a business to make the area more competitive;
- Importance of alternative energy sources to reduce costs and reliance on foreign oil;
- Challenges to development such as affordable housing, historic preservation, and arts and culture policies;
- Placement of industries to reduce county and city infrastructure costs;
- Targeted industries identified in policy 2.2;
- Alliance with the Comprehensive Economic Development Strategy (CEDS), the Targeted Industry Cluster Study, the Florida Chamber, and the ONE BAY recommendations;
- Increasing awareness of utilization of multi-use development;
- Opportunities related to the Panama Canal Expansion; and
- Telework programs and increased opportunities for employee telecommuting.

As noted above, the existing goals and policies found in the Economic Development section are still relevant 5-years after the last SRPP update. During the 5-year period only four goals and twelve policies were not utilized during the review of local government comprehensive plan amendments.

### **Emergency Preparedness**

The Emergency Preparedness section of the SRPP provides information and guidance to the region as well as the Council concerning emergency preparedness and training, building local and region response and recovery capabilities, and building a more resilient Tampa Bay through vigorous mitigation efforts. Council efforts have focused on empowering the community – government, business and non-profit/volunteer/faith-based organizations - to work together in times of crisis and building the necessary linkages in the community to foster cooperation and collaboration.

Over the past five years many of the policies under this section of the SRPP have been used directly in reviews of Development of Regional Impact (DRI) applications, local government comprehensive plan amendments, and State and Federal Clearinghouse reviews. These policies focused primarily on mitigation efforts in vulnerable areas such as the Coastal High Hazard Area (CHHA), the Hurricane Vulnerability Zone, the 100-year Flood Zone and the Coastal Planning Area. In addition policies have also been used to guide Council actions or decisions without actually being cited in written documents through the development of grant applications, research projects, and public education/outreach efforts. As with other sections of the SRPP, very few policies have been found to be without value, a testament to the consensus-building process used to formulate the policies. The goals within this section are broad and are more clearly defined and explained by the policies. Some restructuring may be considered to minimize “bullets” under specific policies.

Needed updates to this section include:

- Regionally Significant Resources and Facilities: Emergency Preparedness
  - Map #9 identifies the Regional Evacuation Routes. The Statewide Regional Evacuation Study (SRES) Project for the Tampa Bay Region was updated in 2010 and the evacuation network was updated.
  - Legislation in 2006 changed the definition of the CHHA to reflect “the area vulnerable to the storm surge from a category 1 hurricane as defined in the most recent hurricane evacuation study.” Therefore, an additional map will be required in the SRPP to reflect the CHHA.
  - It may also be appropriate to add maps reflecting the Hurricane Vulnerability Zone (area vulnerable to a category 3 hurricane, the Coastal Storm Area (Evacuation Level A) and Coastal Planning Area (Category 5). A map indicating the 100-year flood zone may also be appropriate.
- The List of Other Resources, on page 122, should be reviewed to determine if revisions or restructuring are needed. A critical facility inventory (digital) could also be provided.
- Appendix C: Glossary will need to be updated to reflect current legislative definitions as well as the Tampa Bay SRES data and findings.

The goals and policies of the SRPP related to Military Presence and Domestic Security are still relevant to the current efforts of the Tampa Bay Regional Domestic Security Task Force (RDSTF) and the Tampa Bay Urban Areas Security Initiative (UASI).

The RDSTF has recently undergone a restructuring designed to give greater visibility to all disciplines. The new structure, including the creation of a Training and Exercise Planning Working Group, strongly encourages the collaboration between military units, municipal responders, county responders, emergency management, critical infrastructure (including private industry), communications personnel, health and medical personnel, and educational institutions.

One current focus of the RDSTF is the promotion of intelligence/information sharing between different agencies and disciplines. This topic should be added to the domestic security policies during the SRPP update.

Shaped through the TBRPC policy planning process and with input from its Emergency Management Directors Committee, Regional Planning Advisory Committee, Regional Domestic Security Task Force (RDSTF), Local Emergency Planning Committee (LEPC) as well as citizens and Council members, the current SRPP reflects knowledge, programs, and responsibilities as of 2005. There have been many developments and increased focus in the areas of security intelligence and information sharing; recovery and post-disaster redevelopment planning; general, special and functional needs shelter planning; disaster housing, catastrophic planning and a renewed emphasis to bring all sectors (private, public and non-profit/volunteers) of the region together to collaborate in emergency management to build a more resilient Tampa Bay. These efforts will be incorporated into the upcoming revisions to the SRPP.

## Natural Resources

The Natural Resources section of the SRPP provides information and guidance to the region as well as the Council concerning designated natural resources of regional significance; natural habitat protection, restoration and management; important water resources and managed areas, as well as issues related to air quality, water quality, state- and federally-listed species; coastal and marine resources; and development as it affects the region's natural resources.

Over the past five years many of the policies under this section of the SRPP have been used directly in reviews of Development of Regional Impact applications, local government comprehensive plan amendments, State and Federal Clearinghouse reviews, and the like. The policies have also been used to guide Council actions or decisions without actually being cited in written documents. Very few have been found to be without value applicability to the responsibilities of the Council, a testament to the process used to formulate the policies. The goals within this section are broad and are more clearly defined and explained by the policies.

Needed updates to this section include:

- Regionally Significant Resources and Facilities: Natural Resources
  - Map #10 identifies the areas determined to be regionally significant based on the Natural Resources Methodology. This combination of FLUCCS mapping and databases has served the Council well in pointing to the locations of the more significant habitats of the region. Site inspections have, in some cases, revealed that the habitat areas identified on Map #10 have been mapped artificially small due to roads and other breaks that cause the GIS maps to sever a larger area into two or more non mapped areas. In other cases site inspections have shown that the mapped habitat no longer exists or of natural value. Updated information will be used for the revised SRPP.
  - Map #11 and the List of Managed Areas should be reviewed to determine if updates are needed.
  - Map #12 and the List of Potable Water Wellfields and Surface and Municipal Water Supply Systems should be reviewed to determine if updates are needed.
  - Map #13 and the List of Public Access and Environmental Education Facilities should be reviewed to determine if updates are needed.
  - Map #14 and the List of Surface Water Resources should be reviewed to determine if updates are needed. It may be appropriate to indicate which are used for potable supply, identify Aquatic Preserves, and include other information as available and relevant to policies.
- The List of Other Resources, on page 146, should be reviewed to determine if revisions or restructuring are needed.

The indicators in the 2005 SRPP were compiled from various sources. The text will be revised and updated to discuss progress and changes since 2005. Additional text will be added to explain progress towards natural resource protection, restoration and

management as well as identified issues that should receive attention over the next 5 - 10 years. The tables and graphs will be updated to include the most current information available.

Crafted over several generations of the TBRPC policy planning process, and with input from its natural resources committee as well as citizens and Council members, the current SRPP reflects knowledge, programs, and responsibilities as of 2005. There have been many developments in the area of natural resource research and philosophy on management since then, so it is appropriate to incorporate those into the upcoming revisions to the SRPP.

## **Regional Transportation**

The Regional Transportation section of the SRPP provides information and guidance to the region as well as the Council concerning regional transportation in terms of access, coordination, land use, alternative modes including transit, developments of regional impact, regional activity centers, and ports/airports/freight. Recent Council efforts have focused on strengthening the development of regional transit and multi-use trail systems, supporting increased mobility and transit-oriented development, as well as improving accessibility and regional freight movement.

Over the past five years many of the policies under this section of the SRPP have been used directly in reviews of Development of Regional Impact (DRI) applications, local government comprehensive plan amendments, and State and Federal Clearinghouse reviews. Of the 90 transportation policies in the SRPP, 63 have been used directly in local comprehensive plan amendment reviews in the past five years.

A core segment of the SRPP's transportation policies are specific to Developments of Regional Impact (DRI). The intent of the present ten DRI policies referenced under the Council's Strategic Regional Policy Plan (i.e. Policies 5.53 - 5.62) are utilized on a regular basis in administering transportation analysis provisions associated with DRI reviews. Consistent with aspects of Section 380.06, F.S., Subsection 163.3180, F.S. and Rule 9J-2.045, F.A.C., these policies dictate the transportation analysis techniques, procedures and mitigation alternatives which will be applied for new DRIs as well as modifications to existing ones which may be requested as may be appropriate.

Select Conditions will need to be revised to reflect such things as subsequently enacted legislation identifying that DRI Developers are no longer liable for "reducing or eliminating backlogs." The term "backlog" has been defined as a "facility or facilities on which the adopted level-of-service standards is exceeded by the existing trips, plus additional projected background trips from any source other than the development project under review that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review." This is one example of

potential modifications that may be needed to address legislative changes to DRI-related transportation policies in the SRPP.

### **C. Incorporate the ONE BAY Shared Regional Vision**

ONE BAY: Livable Communities is a diverse partnership of public and private leaders spearheaded by six regional organizations: Tampa Bay Regional Planning Council, Tampa Bay Estuary Program, Southwest Florida Water Management District, Tampa Bay Partnership Regional Research & Education Foundation, the Urban Land Institute Tampa Bay District and the Tampa Bay Area Regional Transportation Authority.

The organization was formed in 2007 to follow through on the success of Reality Check, a day-long event at the Tampa Convention Center where citizens from across the region came together to vision for the future of Tampa Bay. Since Reality Check, the organization has engaged in a series of public input events and presentations engaging over 10,000 citizens across the seven-county region.

After commissioning a Mason-Dixon poll in June 2009 and continuing to solicit input from stakeholders and residents throughout the seven-county region, One Bay finalized a Shared Regional Vision for Tampa Bay (Appendix C) in early 2010. The Vision was officially released on April 16, 2010 at the Congress of Regional Leaders event held at the Tampa Convention Center. The event, which was attended by over 300 business, civic, and elected leaders, featured a keynote address by Robert Grow from Envision Utah. The Congress celebrated the community input that was utilized in developing the vision and through facilitated small group discussion attendees provided additional input on strategies and potential projects that will implement the regional vision.

The crucial next step for the ONE BAY Shared Regional Vision is its implementation throughout the region by regional and local governments and organizations. The success of the Vision relies heavily on the ability of the stakeholders to incorporate the recommendations and concepts into their plans and policies. For the Regional Planning Council, the SRPP needs to be guided by the Regional Vision and the Vision must be supported and implemented by the goals and policies of the SRPP. The SRPP must reflect the Shared Regional Vision and provide the framework for successful implementation of its components and measurement of its progress.

The ONE BAY Shared Regional Vision identified six core recommendations for Implementation of the Vision. These are:

- 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.

Supporting and implementing the six ONE BAY recommendations with the goals and policies of the SRPP is critical to the overall success of the Vision and to the future of the Tampa Bay region. A first step in incorporating the recommendations into the SRPP is included in Appendix D in the form of a matrix that identifies SRPP policies and goals that support the six recommendations. This matrix displays the SRPP policies that are most supportive of ONE BAY and those that have less of a direct impact on implementing the six recommendations.

During the full update of the SRPP, the ONE BAY Shared Regional Vision will be completely integrated into the Regional Plan. This will include updating of the visioning and public participation section of the plan, revision of the SRPP goals and policies to better implement and support the vision recommendations, and identification of additional indicators that will measure progress towards reaching the regional vision.

Appendices: ONE BAY Shared Regional Vision and SRPP Policies /ONE BAY Recommendations Matrix

## **D. Incorporate Input from Resilient Tampa Bay**

In February 2011, the Resilient Tampa Bay workshop brought together over 200 participants representing government entities, academic interests, the business community and not-for-profit organizations. Participants heard from panels of experts who focused on vulnerability topics related to hurricanes, flooding from extreme rainfall events, and sea level rise. Breakout discussion groups then addressed the challenges and potential solutions related to the Tampa Bay region's resilience to these vulnerabilities.

There was consensus among the Resilient Tampa Bay workshop participants that a regional resiliency strategic plan needs to be developed for the Tampa Bay region. This strategy should:

- Identify the key vulnerabilities of the Tampa Bay region
- Note the resiliency planning efforts by various government entities and the private sector that currently exist or are underway
- Include an effort to inform and educate citizens, stakeholders and decision makers about the region's vulnerabilities
- Identify potential solutions for improving resiliency.

The February 2011 Resilient Tampa Bay event was a step along the path to improving regional resilience to hurricanes, extreme rainfall events, and sea level rise. A strategic regional resiliency plan will draw from existing and ongoing emergency management, business continuity, and post-disaster redevelopment planning efforts. In addition, the regional plan will incorporate strategies for not only improving the Tampa Bay region's resilience to short-term extreme weather events but also to the longer-term effects of sea level rise.

During Resilient Tampa Bay and other planning activities over the past five years issues related to the resiliency of the Tampa Bay region have been identified. It is the goal of TBRPC to better incorporate these findings, ideas, and concepts into the SRPP during the full update. This task will primarily be completed through revisions and/or additions to the goals and policies to reflect these efforts for increased resiliency. One example new policy could be added to the Affordable Housing subject area that would incorporate the concepts of Resilient Tampa Bay by discouraging development that will use public funding to build or retrofit affordable housing in the Coastal High Hazard Area (CHHA) or 100-year floodplain. This is just one example of a policy change that could strengthen the SRPP in terms of resiliency planning.

## **E. Transit Corridors**

A critical component of the ONE BAY Shared Regional Vision, and to vibrant regions throughout the world, is the increased opportunity to utilize alternative modes of travel to the personal automobile. It is envisioned that transit-oriented design will support many of the goals of the vision and allow for a more environmentally sustainable compact growth pattern. To encourage and support regional transit service the Regional Planning Council may, according to Florida Statute (186.507(12)), “recommend minimum density guidelines for development along designated public transportation corridors and identify investment strategies for providing transportation infrastructure where growth is desired, rather than focusing primarily on relieving congestion in areas where growth is discouraged”.

TBRPC plans to consider utilizing this opportunity during the full SRPP update. There has been extensive work completed by local governments and the Tampa Bay Area Regional Transportation Authority (TBARTA) in the area of transit-oriented development and it is the hope of TBRPC that this work could be supported and strengthened by incorporating transit corridor guidelines and strategies into the SRPP.

## **F. Intergovernmental Coordination**

Beyond the traditional means of intergovernmental coordination undertaken by regional planning councils, TBRPC convened two meetings of the Clearinghouse Review Committee (CRC) to specifically look at potential issues and opportunities occurring at and across jurisdictional boundaries within the region. The CRC meetings were held on February 28<sup>th</sup>, 2011 and May 23<sup>rd</sup>, 2011 at Tampa Bay Regional Planning Council offices.

The meeting held February 28<sup>th</sup> included presentations from Hillsborough and Manatee Counties regarding their current efforts and long-term plans for South County in Hillsborough and North County in Manatee. Hillsborough County, along with local stakeholders, developed a Little Manatee South County Community Plan which lays out the vision, goals, and strategies for much of the southern portion of the county.

Manatee County has been taking a look at the studies that have already been completed for their North County area, as well as at the outcomes from ONE BAY. They are currently working on establishing the preferred course of action to reach the goals of their

community. As their presentation displayed, there are many opportunities in this area of Manatee County, including those related to Port Manatee and access to I-75 and the greater Tampa Bay and Central Florida regions.

On May 23<sup>rd</sup> a second meeting of the CRC was held to continue the intergovernmental dialogue. This meeting included presentations from Hillsborough, Pasco, and Pinellas Counties regarding recent activities and plans occurring in close proximity to the boundaries of these three adjacent counties. Hillsborough County presented on their latest projects and planning efforts in North County including those involving Bruce B. Downs Blvd., Gunn Highway, Tarpon Springs Rd., and other significant transportation corridors connecting the adjacent counties. Additionally, a brief overview of the Keystone Odessa Community Plan for the Northwest section of Hillsborough County was provided. Generally, the vision for the Keystone Odessa area seeks to retain its rural character while still interfacing effectively with the more urbanized areas surrounding it.

Pasco County provided an overview of their ongoing efforts to re-envision their county including the SR 54 corridor not far north of the Hillsborough County line. They shared their market area based ideas on providing transit service within the corridor and linking many future employment hubs and activity centers. They also mentioned the preliminary discussions they are having in regard to the future improvements for the US 19 corridor and how this interfaces with US 19 in Pinellas County. Overall, they displayed how the vision for Pasco County seeks to align and further the ONE BAY Regional Vision.

Pinellas County, presented an overview of their long-range plans within the county with an obvious focus on the northern portion adjacent to Pasco and Hillsborough Counties. This included discussion of the current and proposed plans for expanded multi-use trail connections and of the process currently underway studying the alternatives for regional transit connecting Clearwater, the Gateway Area, and Downtown St Petersburg. Additionally, a strong compatibility in current and future land uses was discussed in the area of northeast Pinellas and northwest Hillsborough Counties. The natural preserves in Pinellas appear to interface well with the predominantly rural character of the Keystone Odessa (NW) Hillsborough area.

The outcome of these two CRC meetings and additional discussions to occur during the full SRPP update will identify potential future extra-jurisdictional impacts. Additional discussions will include a conference with the three adjacent regional planning councils (Central Florida, Southwest Florida, and Withlachochee) that directly interface with the Tampa Bay region. The early recognition of potential hot spots and inconsistencies in the various planning processes will allow issues to be addressed and organized coordination to occur; thus avoiding negative impacts to adjoining jurisdictions and strengthening the region as a whole.

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## **V. Appendices**

The appendices are available online at [www.tbrpc.org/SRPP/EAR2011](http://www.tbrpc.org/SRPP/EAR2011) or by request from TBRPC.

- A. SRPP Policy Usage Report**
- B. ONE BAY Shared Regional Vision**
- C. SRPP Policies/ONE BAY Recommendations Matrix**