

Tampa Bay Applications Group – Brown Bag Meeting

October 28, 2010

FDOT District Seven Office from 12:00 p.m. to 2:00 p.m. (Auditorium Opens at 11:30 a.m.)

Success Stories for Transit Oriented Development (TOD)

Pinellas County Livable Communities and Transit Oriented Design Policies

Al Bartolotta, Pinellas County Planning Department/MPO

The Pinellas County MPO published its Livable Communities Model Land Development Code in 2008, which provided a toolkit for incorporating pedestrian, bicycle, transit-friendly, and compact urban design features into land use and transportation projects through the site plan review process and capital improvement program. Pinellas County introduced new policy language into its Comprehensive Plan to create the framework to implement land development and building standards advocated in the MPO's model codes. In addition, the new policies were designed to support the development of planned premium bus and rail systems that were part of the 2035 MPO Long Range Transportation Plan. These policies are scheduled for adoption by the Board of County Commissioners in 2010. This presentation will provide an overview of the MPO's Model Land Development Code and the County's efforts to implement its livable community and transit oriented design policies.

Supporting the New Starts Submittal

*Beth Alden, Hillsborough County MPO
Tony Garcia, City-County Planning Commission*

Greater weight has been placed on the dynamic interaction of land use and economic development when scoring for New Starts candidate projects. The Hillsborough MPO and Planning Commission have coordinated to support the application for federal funding of the first line of rail in Hillsborough County. The coordination has included adoption of TOD "floating zones" in the comprehensive plans; real estate market research in a sample of station areas; focus groups with developers; review of station areas along interstate highways in other parts of the country; and sketch plans for five stations to "ground-truth" the feasibility of achieving proposed densities/intensities while minimizing impacts on adjacent neighborhoods. This presentation will address the collection of data to support a New Starts project.

DCA Approves Pasco County's Transit Emphasis Land Use Changes

*Justyna Buszewski, Pasco County Planning and Growth Management
James Edwards, Pasco County MPO*

In anticipation of multimodal development, the Pasco County Planning and Growth Management Department has been coordinating with the Pasco MPO to develop land use patterns that support transit and multimodal transportation. The County recently adopted revised Comprehensive Plan changes that establish a Transit Emphasis Corridor and establish Transit Center Overlays. Additionally, the County is focusing a significant portion of new growth in the Transit Emphasis Corridor and is working collaboratively with TBARTA to expand transit options within the County. This presentation will address the next steps in TOD planning such as a Project Concept Development Study that is underway by Pasco County, FDOT and TBARTA to evaluate the feasibility of all modes of transit with an emphasis on premium transit alternatives on the SR 54/56 Corridor.

Regional Land Use Working Group Coordination through TBARTA

Jennifer Willman, Jacobs Engineering Group

The TBARTA Land Use Working Group (LUWG) is the primary forum for coordination between the Regional Transportation Master Plan and local land use planning concerns such as growth projections, future development patterns, and local community goals. The LUWG was convened by the Master Plan technical team in May 2008, and has been meeting regularly since then. Participants include land use, economic and community development, environmental resource, and transportation planners from local, regional, and state government agencies, and others from around the seven-county TBARTA region. This presentation will highlight the LUWG's current efforts in creating a Transit Oriented Development (TOD) Resource Guide intended to help local jurisdictions prepare for the changes desired by the communities, and provide standard regionwide criteria likely to be beneficial working with the Federal Transit Administration.