



Agenda Item #1

TAMPA BAY REGIONAL PLANNING COUNCIL
CLEARINGHOUSE REVIEW COMMITTEE

Tampa Bay Regional Planning Council
St. Petersburg, FL 33702

9:30 a.m.
May 18, 2009

REPRESENTATIVES PRESENT:

Commissioner Jack Mariano, Pasco County
Vice Mayor Nina Bandoni, City of Safety Harbor
Commissioner Larry Bustle, Manatee County
Councilman Bob Consalvo, City of New Port Richey
Mr. Robert Kersteen, Pinellas County
Ms. Angeleah Kinsler, Hillsborough County
Mr. Andy Nunez, Pinellas County
Councilman Karl Nurse, City of St. Petersburg
Councilman Patrick Roff, City of Bradenton

REPRESENTATIVES ABSENT:

Councilwoman Mary Mulhern, City of Tampa
Ms. Kim Vance, Hillsborough County

OTHERS PRESENT:

Mr. Manny Pumariega, Executive Director, TBRPC
Don Conn, Esq., Counsel, TBRPC
Mr. Avera Wynne, Director of Planning, TBRPC
Ms. Suzanne Cooper, Principal Planner, TBRPC
Mr. John M. Meyer, Principal Planner, DRI Coordinator, TBRPC
Mr. Greg Miller, Senior Planner, TBRPC
Ms. Sue Young, Recording Secretary, TBRPC
Ms. Lisa Barrett, Manatee County
Mr. G. Matthew Brockway, Parrish Lakes
Mr. Luis F. Gonzalez, FWC
Ms. Denise Greer, Parrish Lakes
Mr. Claude Melli, Parrish Lakes
Ms. Lydia Melli, Parrish Lakes
Mr. Bill Merrill, Parrish Lakes
Mr. Mike Palrner, Parrish Lakes
Ms. Misty Servia, King Engineering
Mr. Scott Sheridan, Parrish Lakes

Commissioner Mariano, Chair, called the meeting of the Clearinghouse Review Committee of the Tampa Bay Regional Planning Council to order on May 18, 2009 at 9:33 a.m.

Agenda Item #1 - Minutes

Mr. Kersteen made a motion to approve the minutes from the April 27, 2009 CRC meeting. Mr. Nunez seconded the motion and the motion passed.

Agenda Item #2 - Consent Agenda

Councilman Roff made a motion to approve the Consent Agenda. Mr. Kersteen seconded the motion and the motion passed.

Agenda Item #3 - Items Removed from Consent Agenda - Discussion

None.

Agenda Item #4 - Developments of Regional Impact

DRI #269 - Parrish Lakes, Pre-application Conference, Manatee County.

Mr. John Meyer made the following presentation:

As identified on page 10 of the applicant's Narrative Summary, the applicant has agreed to provide full Application for Development Approval responses to all the regional issues other than the Optional Issues (Airports, Attractions and Recreation Facilities, Hospitals, Industrial Plants & Parks, Mining, Petroleum Storage, Ports and Marina Facilities and School Construction).

This 1,155± acre project is located along the south side of Moccasin Wallow Road, the north side of Erie Road, midway between I-75 to the west and U.S. 301 to the east. The proposed DRI is located approximately three miles south of the Hillsborough County line.

When completed in 2030 the project will consist of 3,300 residential units, 400,000 sq. ft. of retail and 50,000 sq. ft. of office. The applicant will be responsible for assessing the project's impacts on the transportation network through the assumed buildout period. This will be especially critical considering the prolonged buildout period requested by the applicant.

The applicant is reserving their right to assess the project's housing impact according to the ECF Regional Planning Council's Housing Methodology. Alternatively, the TBRPC has recently approved two strategies of "Voluntary Affordable Housing/Workforce Housing Mitigation." One is a simple 10% of the overall residential units meeting the

affordability criteria and the second is a housing mitigation fee to be assessed across the board for all the project uses. One of these strategies has been incorporated into each of the last 4-5 DRIs approved within the Tampa Bay Region.

This project has very few currently depicted Natural Resources of Regional Significance on the site. The site visit and assessment of the DRI materials will dictate whether there are any others. The resources currently recognized are along the northern boundary of the project and potentially along the southern boundary.

Transportation - There were only two issues identified by Council staff (page 11) and Manatee County staff (page 10). The issues pertain to a correction of an assumed S.R. 64 improvement and removal of reference of mitigation procedures within the Transportation Methodology Statement. Based on a revised Methodology Statement received late Friday afternoon, the applicant has agreed to both of these terms.

Affordable Housing - The Applicant must reach agreement with the Tampa Bay Regional Planning Council, Manatee County and the Florida Department of Community Affairs regarding how this project will be assessed and/or mitigated. Council staff will continue to promote a Voluntary Mitigation Program in lieu of conducting an Affordable Housing analysis.

Environmental - Council will be assessing potential impacts to the Natural Resources of Regional Significance found on site. Staff will also be reviewing the submittal of Vegetation, Wildlife and Historical and Archaeological Surveys that will be required for the project.

Mr. Scott Sheridan, King Engineering, noted that the majority of the property is in citrus production. One of the questions that will be addressed in the Application for Development Approval process is Vegetation and Wildlife. In May 2009, we submitted a detailed methodology for the wildlife studies to the Florida Fish and Wildlife Conservation Commission (FWC) and they have indicated that the proposed methodology is acceptable. The property has little xeric habitat due to the extensive agricultural operation; the property has been maintained for approximately 30 years in citrus. Surveys which are necessary to go through the Application for Development Approval (ADA) process will be conducted on wetlands as well as uplands species surveys and faunal surveys. They will provide a copy of the wildlife study methodology within the ADA. The limits of the wetlands will be estimated on site by using the GIS data as well as our onsite field work.

There was a transportation methodology meeting in March 2009 with all the transportation review agencies. That methodology has subsequently been revised twice. King Engineering has transmitted the latest version to all the agencies. This version addresses what Mr. Meyer mentioned relative to one roadway improvement which had been incorrectly noted.

King has agreed to explore some voluntary affordable housing mitigation programs on this property in lieu of conducting an analysis. However, King reserves the right to conduct an actual Affordable Housing Analysis in accordance with the East Central Florida Regional Planning Council's housing Methodology. If a voluntary mitigation program is pursued, the proposal would be coordinated with TBRPC staff, Manatee County and other agencies, as appropriate. The usual 30 questions will be addressed in the usual manner within the ADA process. Thorough ADA and sufficiency responses to any/all questions raised throughout the process will be provided. King anticipates sending an interim transportation report to all the transportation review agencies in the next 30 to 45 days as they agreed to do an interim transportation report to help identify the key perimeters of the transportation study up front. It is anticipated that the ADA will be filed sometime this summer.

Questions and comments followed.

Mr. Luis Gonzalez with the Florida Fish & Wildlife Conservation Commission stated that under the review document on the first page, King Engineering is planning on concentrating their wildlife surveys just on the remaining native communities. FWC staff recommends that all gopher tortoise habitat, which also includes non-native communities, be surveyed. FWC staff recommended that all areas with appropriate soils be surveyed.

Commissioner Bustle noted that this is a huge project and the design is still being worked on. The way it is laid out now, there doesn't appear to be mixed-use; it appears to be a typical kind of suburban sprawl project. He would really like to see more integration of mixed-use throughout the project and more attention to walkability and amenities for pedestrians. Now it looks like a car is needed to go to anything. He would like to see them get away from that.

Mr. Sheridan said that the intent of the town centre was to centralize the mixed use component.

Commissioner Mariano said, regarding the town center and on the opposite side of the road, there is the residential component. Would it make more sense to increase the density around that as well?

Mr. Sheridan said that is something they can look at.

Councilman Roff said that true mixed-use would actually mean there would be the retail and office but then above it would be residential facilities. He asked why the schools were not being analyzed now.

Mr. Sheridan said the schools will be analyzed as part of responses to the ADA.

Ms. Cooper noted that the information required regarding schools under ADA Question #38 refers to schools that are DRIs – generally colleges and universities, not schools that serve a neighborhood.

Mr. Meyer said neighborhood school impacts are assessed under Question #27 (Education) of the ADA.

Mr. Pumariega said, to follow up on Commissioner Bustle’s walkable community and the way the traffic is going to flow around the development, is the grid system going to have other means of getting from south to north and vice versa other than those two main roads? Are you going to build a grid system where a person could travel through the community and hook up with Carter Road?

Mr. Sheridan said there will be numerous interconnections to both Carter and Sawgrass.

Mr. Nunez asked if they are planning to include a network of pedestrian and bicycle facilities to ease some of the transportation demands.

Mr. Sheridan said they haven’t gotten that far yet.

Commissioner Mariano noted that a wider sidewalk would be advisable, e.g., six to eight feet, rather than five feet.

Commissioner Mariano asked for a motion to approve the Parrish Lakes Preapplication Conference Report. Councilman Roff made a motion to approve; Mr. Kersteen seconded the motion. The motion passed.

Agenda Item #5 - Program Reports

A. Economic Development District (EDD)

Mr. Avera Wynne stated that the Tampa Bay Regional Planning Council has been a funded economic development district since 2003; he is going to focus on the primary document of the EDD, Economic Development District, which is the CEDS, the Comprehensive Economic Development Strategy.

The Economic Development Administration is the federal agency that does economic development. They create the economic development districts; there are 10, going on 11. All regional planning councils in the state of Florida are economic development districts. We have funding from EDA to conduct activities of the EDD and we also provide a match for that as well. So it is 50/50 on the funding. The advantage to the local governments is that it used to be that each of the counties had to prepare CEDS and adopt it and do all the annual maintenance and updating. By consolidating into a

regional process we do just one document. The regional planning council, acting as an EDD, takes care of that administrative function so it relieves a burden from local governments.

The EDD prepares the CEDS and they also provide technical assistance to local governments and economic development organizations, and any economic development activities, grant applications.

To create a CEDS the EDD has a CEDS strategy committee comprised of approximately nine to thirteen individuals. There are business people from banks, manufacturing, as well as key personnel from the four-county economic development organizations. The committee works through the process of developing the plan, which they submit it to the Council, acting as the EDD for approval. The time was in 2007.

Some of the components of the CEDS include a demographic and economic analysis of the region. We looked at population estimates and the components of our economy and how quickly they are growing. One of the things the CEDS Strategy Committee did was look at our employment composition today and what it would look like moving forward. We know we are changing. Since 2007 we have been making more of an economic reset than we thought in terms of occupation shift.

This is a time when we go through that process and look to see if we are creating more service jobs or losing manufacturing jobs, etc. That is a critical component of the CEDS Strategy process. One of the key focuses you will hear about within the next year is that economic development and workforce development are the same. We will see a restructuring of some of the jobs. If a person is unemployed they shouldn't just sit around collecting a check and looking for a job. They need to be getting retrained if their job was downsized or eliminated; they may not find work in the same field. Occupational training is going to be a key component going forward. So we figure out which jobs are growing and help the workforce development boards and economic development organizations try to target the correct training opportunities.

In developing the CEDS we also did a SWOT analysis; we would get the strengths, weaknesses, opportunities and threats to the economy as part of the process. Out of doing the economic analysis and the SWOT analysis we create at least 12 goals. Under those 12 goals there are five strategies and objectives and policy groups. There is a point with our CEDS plan that partnerships, workforce education and training, looking at infrastructure, mass transit, TBARTA, our highway systems and our water capacity and the ability to go forward with our current quality of life standards. While this plan is now two years old it still has a lot of the key components that we know we will be working on in the economic development arena going forward.

That is CEDS in a nutshell. It is available on our website, under programs, economic development district.

We are currently engaged in several activities. The Economic Development District through EDA has provided funding for some tools, one of which I'll talk about in the next presentation. As part of our spatial growth model, we have an economic development module, which the district funding has allowed us to create. We did a supply chain study a few years ago. Working with the businesses in our community we looked at capacity utilization. We were able to provide that information to the local economic development organizations and the Tampa Bay Partnership so they were able to fill some of those linkage gaps and do some matchmaking that way.

Currently we are doing a disaster resiliency study; there are two projects underway. One is about to be funded to look at where our businesses are located spatially (by geography). It is possible to get an idea how susceptible they are to hurricanes or other disasters. In the event of a certain storm magnitude we will be able to go in and determine what types of businesses are located in the area. Most businesses are given a priority to get up and running due to the supply chain. Some businesses can't do their job without the output of another business. This gives us an spatial idea of where a lot of these businesses are located.

In a related study we are working with the Tampa Bay Partnership on a cluster study for the seven counties comprising the USF study area and the Tampa Bay Partnership study area. Along with our four counties it also includes Hernando, Polk and Sarasota counties. We look at where their competitive advantages are. For example, in Pinellas County medical devices and medical manufacturing are strong components; lasers and similar technology are strong in Hillsborough County. Some of these new businesses are growing. When we try to get businesses to grow in our region it is good to try to feed them into in our strong clusters because there is a competitive advantage in our region. Once we have identified those clusters, there is a workforce component, so then USF and Hillsborough Community College, SPC, Pasco, Hernando, Manatee are training the workers for these growing clusters for the occupations of the year 2020, not for occupations of the year 2000.

The USF Connect is putting together an application to increase their incubator capabilities there. When a business is considering relocation to the region if we don't already have enough of the needed workforce, training can be done through USF. When these businesses start up they try to get them geared toward the markets of the future.

Questions and comments followed.

Commissioner Mariano asked where the funding to do the analysis comes from. Mr. Wynne indicated the funds are federal and local. EDA often funds 50%; the other 50% is matched with local funds. The disaster resiliency projects, however, are going to have an 80% federal and 20% local match. The cluster study is going to be through the second supplemental appropriation through the relationships and connectivity of the region to the affected counties. When they looked at Hurricane Gustav and Hurricane

Faye, some of those counties were declared disaster areas. That money has an 80 federal and 20 local match. The state doesn't figure too much into this process.

Commissioner Mariano asked if there is any thought to try to reach out to the federal government to say we want to try to do a joint study because obviously the disconnect is probably one of the reasons why the approval of the Sun Rail didn't get through. Do you see the merit of actually approaching it that way to try to work on some economic development as well as transportation issues of the future?

Mr. Wynne agreed. EDA is working with Enterprise Florida on similar cluster studies statewide. TBRPC houses a copy of the econometric model that we share with all the regional planning councils throughout the state so they have economic modeling capability as well. There has been a hope that Enterprise Florida, working with the regional planning councils, would be able to leverage that tool. Also, in our package of economic modeling tools we include the Orlando metropolitan area as a module, so when something occurs there we can see what the impacts are here and vice versa.

B. Economic Analysis Program

Mr. Wynne noted that a group of projects are lumped under Economic Analysis Program. The future of it is the REMI Policy Insight Model which is a tool we have had since the late 1990s. It was a significant capital investment and we have ongoing annual maintenance payments to REMI (Regional Economic Models, Inc.).

Implan is a much less robust tool which is widely recognized and available to a lot of people. We use it to do checks and balances against our other tools and we have been asked to look at other people's studies.

Our economic development module is part of the GIS spatial growth model system that allows us to take primarily chart data and put that out onto a spatial graphical look. Most of our data is at the county level and most of our forecasts are at the county level, but we have routines and tools developed to help us show where the linkages are.

The fiscal analysis which started as FIAM has retired. The tool for DCA to look at comp plans is called the FAT (Fiscal Analysis Tool).

REMI is considered the Cadillac of models. There are 6,000 variables, 70 industrial sectors, 170 occupations so we can look at shifts in business output, occupation and employment. We can do projections to the year 2050. That was interesting to have to compare against TBARTA, the MPOs, and One Bay. Other models project only to 2030.

Questions and comments followed.

Mr. Pumariega noted that the major league baseball spring training project was a success and was used statewide. There was also the recent success story with Draper Laboratories. The spring training project proved the power of the Yankees. In 1999 they had a \$25 million gross regional product impact on the region, primarily in Hillsborough. The model showed that the spring training teams had an impact from \$15 to \$25 million each.

Councilman Roff noted that the Pirates have a \$27 million impact on Manatee County and they have just signed another contract.

Commissioner Bustle asked if beach re-nourishment has ever been a project. Mr. Wynne indicated that the Council has never done anything with beach re-nourishment. It would be part of the tourism pod.

Commissioner Mariano asked how long it takes to get information back. Mr. Wynne said 24 to 28 hours.

Mr. Wynne noted that the website for information about the stimulus money is www.flarecovery.com. A lot of the programs have already allocated the money; there is usually a backlog of projects to be funded.

Agenda Item #6 - Other Business - Chair

None.

Agenda Item #7 - Announcement of Next Meeting Date

The next CRC meeting will be announced as needed.

Agenda Item #8 - Adjourn

Meeting adjourned at 9:38 a.m.

Respectfully submitted,

Sue Young, Recording Secretary

Commissioner Jack Mariano, Chair