



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Transit-Oriented Development Updates

Forward Pinellas Board
March 10, 2021



What is Transit-Oriented Development?

- Type of development that includes:
 - mix of uses: residential, commercial, or office uses
 - pedestrian amenities
 - within a half mile of public transportation
- Forward Pinellas and our partners have established a framework for successful TOD through:
 - The Investment Corridor Strategy in Advantage Pinellas
 - Increased densities and intensities along priority corridors in the Countywide Plan
 - Transit supportive land development regulations by municipalities



City of Lake Mary, FL



City of Longwood, FL



TOD Knowledge Exchange Series

- Conducted a site visit to Lake Mary, FL
- Developed a TOD Whitepaper and Video
- Key Topics:
 - Benefits of TOD
 - Challenges and Opportunities
 - TOD Across America
 - TOD in Florida
 - Next Steps for TOD in Pinellas
 - Key TOD Resources



WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

Have you ever been to a city where you can easily travel around without an automobile? Where transitioning from walking, or perhaps biking, to transit is seamless, efficient, and enjoyable? Where a connected transportation network allows you to get from your hotel to restaurants, retail, and recreational amenities easily? Thoughtful city design helps to create this environment, and at the heart of this design is often the incorporation of **Transit-Oriented Development**.

Transit-Oriented Development, or TOD, is defined by the Center for Transit-Oriented Development as a type of development that typically includes a mix of land use types, such as residential, commercial, and office uses, with pedestrian amenities and within a half-mile of public transportation. Around the world, TOD has developed into a planning, community development, design, and funding method that allows for the creation of development patterns that support livable, walkable environments.

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Benefits of TOD

- Incorporation of TOD:
 - Will address changing trends
 - Combines land use and transportation planning
 - Enhances mobility and accessibility
 - Can reduce reliance on vehicular travel
 - Promotes pedestrian scale development
- Why should we build TOD?
 - People are looking for housing and transportation options that are accessible and affordable and supply does not support demand



Challenges and Opportunities

- Locating TOD
 - Connectivity is key
- Creating a Market for TOD
 - Often requires creative financial structuring
- Funding Transit Service/Increasing Ridership
 - Value capture can increase funding
- Considering Equity
 - Consider incorporation of mixed-income housing



TOD Across America

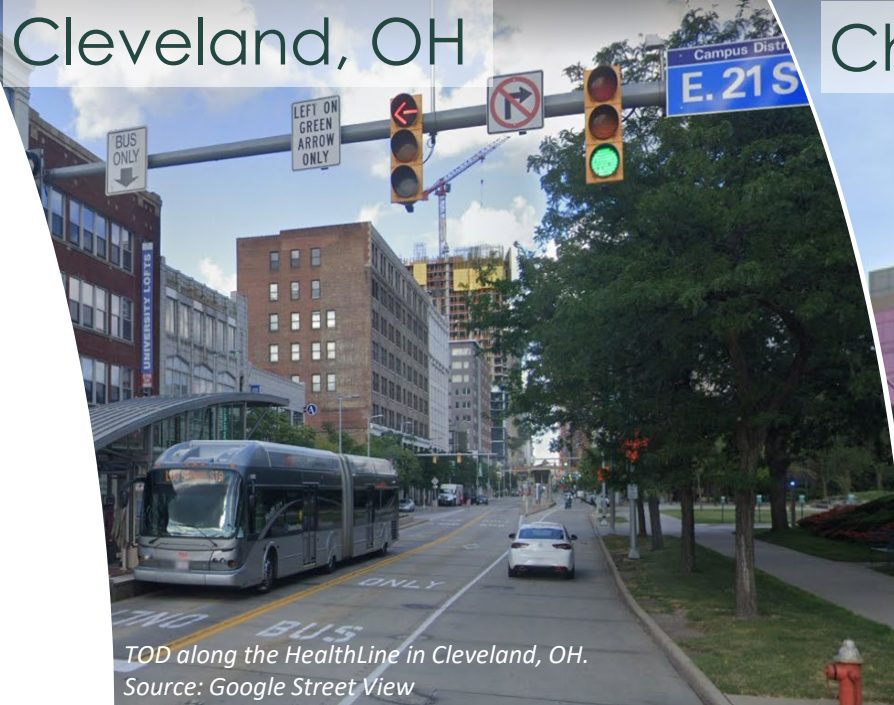
- Cleveland, OH
 - Has generated more than \$9.5 billion in economic development along Euclid Corridor
 - Created TOD Scorecard/Implementation Plan

- Austin, TX
 - Adopted a TOD ordinance in 2004
 - Adopted a Transit Design Guide, TOD Guide, TOD Priority Tool

- Charlotte, NC
 - Established 4 TOD districts
 - Established a Unified Development Ordinance



Cleveland, OH



TOD along the HealthLine in Cleveland, OH.
Source: Google Street View

Austin, TX



TOD at the Crestview Commuter Rail Station in Austin, TX.
Source: Capital Metro

Charlotte, NC



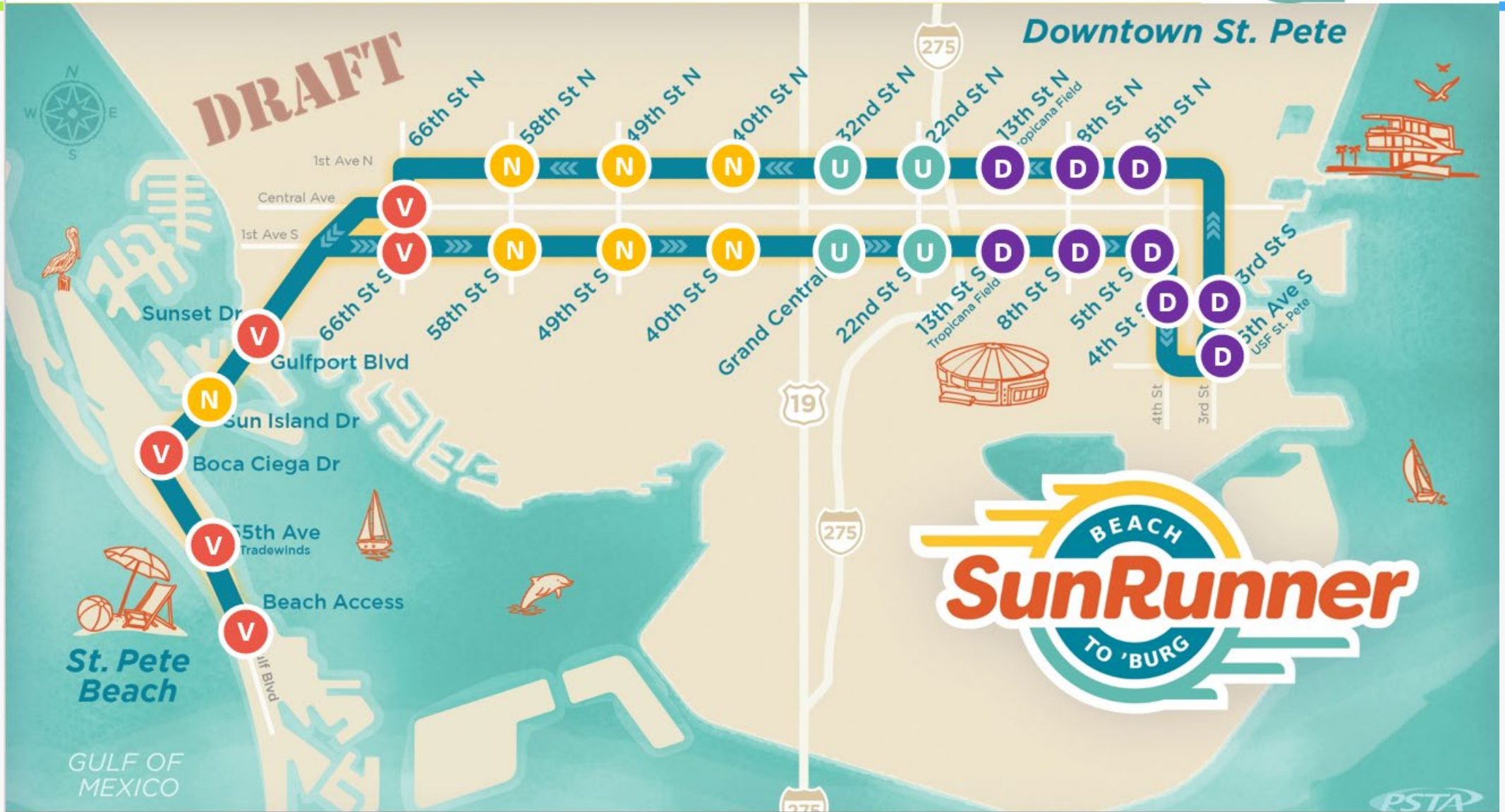
TOD along the LYNX Blue Line in Charlotte, NC.
Source: Google Street View

TOD in Pinellas County: SunRunner BRT TOD Strategic Plan

- PSTA received \$1.2 M in FTA grant for TOD planning
- TOD Planning tasks include:
 - Public involvement/business outreach
 - Corridor analysis and visioning
 - Station area planning strategies
 - Implementation strategies
- SunRunner to provide premium transit service along the Central Avenue Corridor from the City of St. Petersburg, west through South Pasadena to St. Pete Beach



Place Type Framework



LEGEND



Downtown



Urban



Village



Neighborhood

Next Steps

Winter/Spring 2021

**REDEVELOPMENT
VISION**

Spring 2021

**STATION AND
CORRIDOR TOD
FRAMEWORK PLANS**

Summer 2021

**IMPLEMENTATION
PLAN**

PUBLIC ENGAGEMENT

Business Assistance Engagement (Spring 2021)

Developer's Forum (Spring 2021)

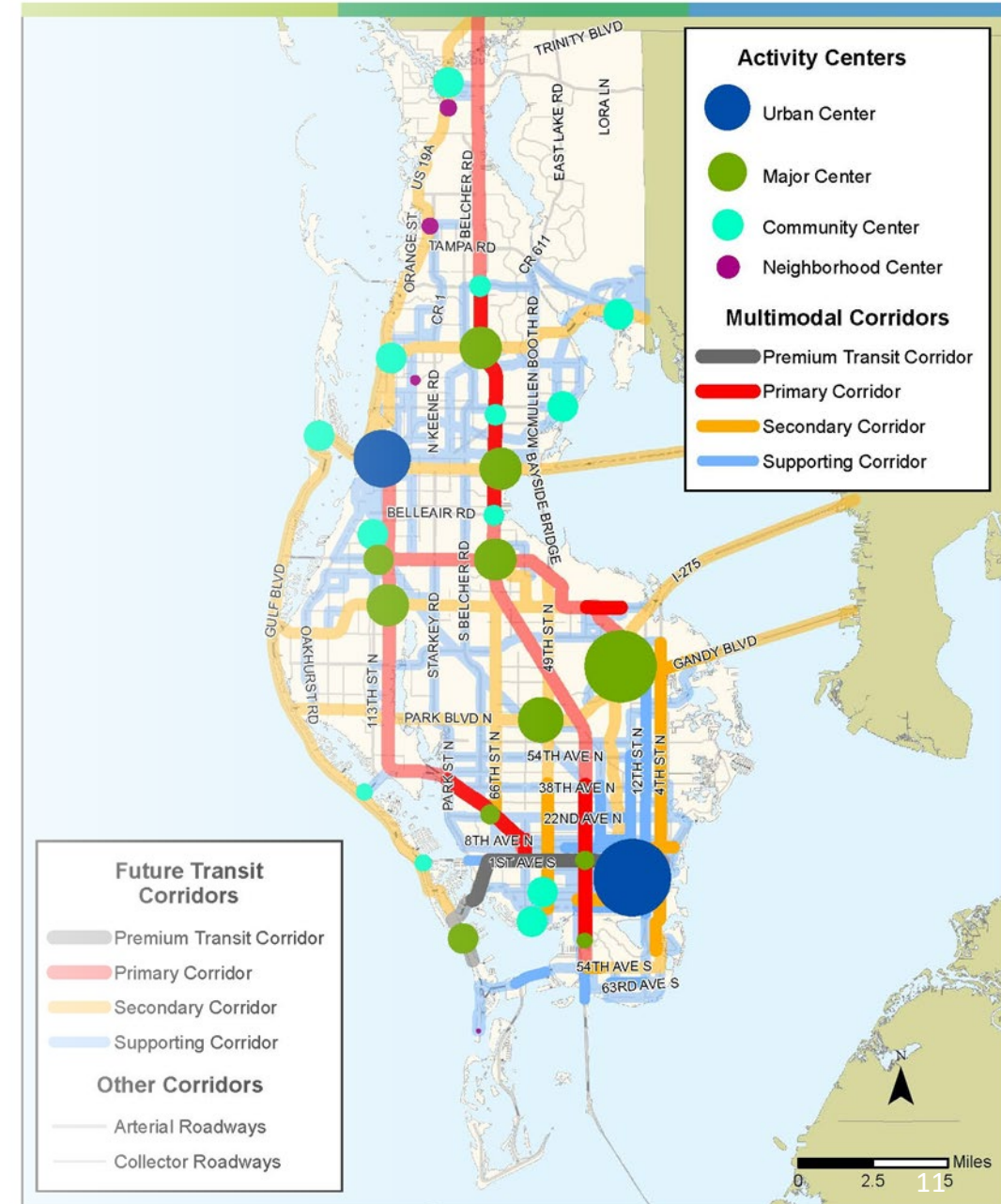
Virtual Community Workshops (Spring/Summer 2021)



The Land Use Strategy Map

TOD in Pinellas County: Next Steps

- Recommendations for local governments:
 - Identify potential Activity Centers/Multimodal Corridors within each City
 - Identify potential limitations to TOD in local comp plans
 - Consider the incorporation of TOD supportive land development regulations
 - Identify potential development incentives to create equitable TOD projects along priority investment corridors



TOD Resources Cited

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- *Transit Oriented Development (TOD) Districts*. Charlotte Unified Development Ordinance (UDO) Project. <https://charlotteudo.org/transit-oriented-development/>
- *Transit-Oriented Development*. Federal Transit Administration. <https://www.transit.dot.gov/TOD>
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- *Transit Oriented Development (TOD)*. Northeast Ohio Areawide Coordinating Agency (NOACA). <https://www.noaca.org/regional-planning/transportation-planning/transit-planning-tod/transit-oriented-development-tod>
- *What is the Unified Development Ordinance (UDO)?* Charlotte Unified Development Ordinance (UDO) Project. <https://charlotteudo.org/>





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Questions?

For more information on our Knowledge Exchange Series Projects, visit our website:

<http://forwardpinellas.org/knowledge-exchange-series/>

