

Transit as an economic catalyst: planning for sustainable and inclusive growth around East Central Florida's SunRail stations

APPENDIX





EAST CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

309 Cranes Roost Blvd. Suite 2000 · Altamonte Springs, FL 32701
Phone (407).262.7772 · Fax (407).262.7788 · www.ecfrpc.org

Philip Laurien, AICP
Executive Director

September 30, 2011

To: HUD Grant Consortium Partners
From: Philip Laurien, Executive Director, ECFRPC

Re: Agreement Establishing A Consortium for the Application for a HUD Sustainable Communities Planning Grant

Thank you for agreeing to participate as a Consortium partner in the pursuit of a HUD Sustainable Communities Regional Grant. HUD requires written documentation of formal recognition of a "Consortium" to establish an "Eligible Applicant." The role of the Consortium is to collectively carry out the proposed grant activity in the application and enter into an agreement to submit a single application for the HUD Sustainable Communities Planning Grant Program funding.

The planning project proposed for funding is "Transit as an economic catalyst: planning for sustainable and inclusive growth around East Central Florida's SunRail Stations." This letter serves as an agreement establishing the Consortium by and between the following agencies, governmental entities, and organizations:

East Central Florida Sustainable Communities Consortium

- East Central Florida Regional Planning Council
- Brevard County
- Lake County
- Orange County
- Osceola County
- Seminole County
- Volusia County
- City of Daytona Beach
- City of DeBary
- City of Deltona
- City of Longwood
- City of Orlando
- City of Palm Bay
- City of Sanford
- Central Florida Regional Transportation Authority (LYNX)
- FDOT (District 5)
- Lake-Sumter MPO
- METROPLAN ORLANDO

Executive Committee

Chair	Vice Chair	Secretary	Treasurer	Member at Large
Cheryl L. Grieb City Commissioner City of Kissimmee	Melanie Chase Gubernatorial Appointee Seminole County	Patty Sheehan City Commissioner City of Orlando	Chuck Nelson County Commissioner Brevard County	Sean Parks County Commissioner Lake County

Serving Brevard, Lake, Orange, Osceola, Seminole, and Volusia Counties.

- Space Coast TPO
- Volusia TPO
- Creative Village Development, LLC
- Shimberg Center for Housing Studies, University of Florida
- Nonprofit Housing Roundtable of Central Florida
- Orlando Health
- Health Council of East Central Florida
- *myregion.org*
- Urban Land Institute (ULI)

Members of the Consortium agree to cooperatively carry out the program in the approved application and, as required by HUD, hereby authorize as the Lead Applicant, the East Central Florida Regional Planning Council (herein “Lead Applicant”) to assume administrative responsibility for compliance with HUD requirements for the grant. Consortium members also agree to coordinate with the ECFRPC in a timely manner to provide programmatic and financial information pertinent to HUD’s reporting requirements.

Should the grant application submitted by the ECFRPC garner approval by HUD and receive a Grant Agreement from HUD, the Consortium will then enter in a formal Consortium Agreement which will be executed no later than 120 days after the effective date of this cooperative Agreement. The Consortium Agreement will describe each consortium member’s specific activities under the grant program, including timetables for completion. It is anticipated that Consortium members will, at a minimum, meet on a quarterly basis. A working group headed by the ECFRPC and comprised by a representative from each Consortium member will meet on a monthly basis to ensure a continual coordinated dialogue between Consortium members and to plan periodic cross-regional briefings and peer-exchanges to share lessons learned with other regional partners.

For those Consortium members receiving funding from the grant, a Memorandum of Understanding with the ECFRPC is required by HUD to ensure delivery of the required activities.

Please join ECFRPC in creating the Consortium for this HUD Sustainable Communities Regional Planning Grant Program. With your active participation in the Consortium, the “Transit as an economic catalyst: planning for sustainable and inclusive growth around East Central Florida’s SunRail Stations” project will provide the framework for valuable transit-oriented development which can greatly enhance the quality of life for Central and Eastern Florida for years.

Thank you,



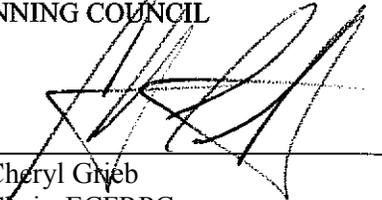
Philip Laurien, AICP, Executive Director
East Central Florida Regional Planning Council

Core Consortium Member	HUD Share	Match
East Central Florida Regional Planning Council	\$591,000	\$118,200
City of DeBary (sub-grantee)	\$200,000	\$40,000
Seminole County (sub-grantee)	\$375,000	\$75,000
City of Longwood (sub-grantee)	\$500,000	\$100,000
Orange County (sub-grantee)	\$150,000	\$30,000
Creative Village Development, LLC		\$165,000
City of Orlando (sub-grantee)	\$825,000	
Shimberg Center for Housing Studies, University of Florida (sub-grantee)	\$200,000	\$40,000
TOTAL	\$2,841,000	\$568,200

We, the undersigned, agree to participate as a Consortium, as defined by HUD in its Notice of Funding Availability (Docket No. FR-5500-N-30), for purposes of the HUD Sustainable Communities Regional Planning Grant Program grant application for the project, "Revitalizing existing low income and minority neighborhoods with sustainable Transit Oriented Development around 6 committed commuter rail stops."

This Agreement may be signed in counterparts, each of which separately and together shall be considered an original.

**EAST CENTRAL FLORIDA REGIONAL
PLANNING COUNCIL**



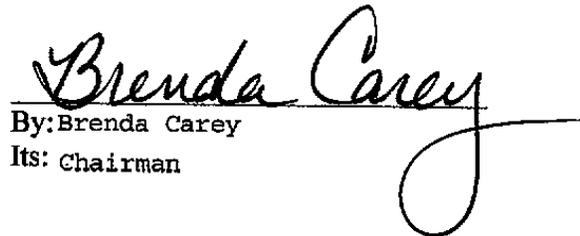
By: Cheryl Gheb
Its: Chair, ECFRPC

CITY OF DEBARY, FLORIDA



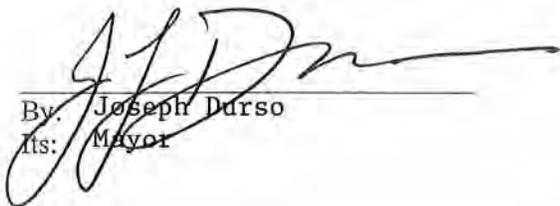
By: Bob Garcia
Its: Mayor

SEMINOLE COUNTY, FLORIDA



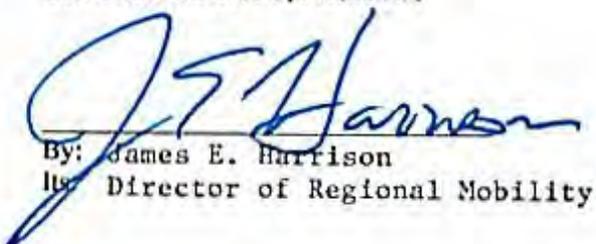
By: Brenda Carey
Its: chairman

CITY OF LONGWOOD, FLORIDA



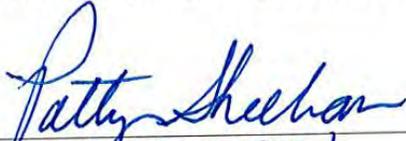
By: Joseph Durso
Its: Mayor

ORANGE COUNTY, FLORIDA



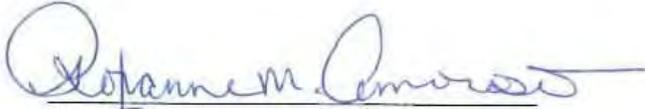
By: James E. Harrison
Its: Director of Regional Mobility

CITY OF ORLANDO, FLORIDA



By: PATTY SHEEHAN
Its: MAYOR PRO TEM

CREATIVE VILLAGE, LLC



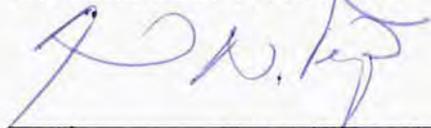
By: Roxanne M. Amoroso
Its: Senior Vice President

SHIMBERG CENTER FOR HOUSING STUDIES, UNIVERSITY OF FLORIDA



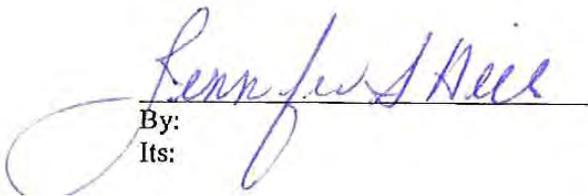
By: **Brian Prindle**
Its: **Associate Director of Research**

BREVARD COUNTY, FLORIDA



By: Howard N. Lipton
Its: County Manager

LAKE COUNTY, FLORIDA



By:
Its:

OSCEOLA COUNTY, FLORIDA



By: Dave Tomek
Its: Community Development Director

VOLUSIA COUNTY, FLORIDA



By: Frank T. Bruno, Jr.
Its: County Chair

METROPLAN ORLANDO

Harold W. Barley
By: Harold W. Barley
Its: Executive Director

FLORIDA DEPARTMENT OF TRANSPORTATION (DISTRICT 5)

Noranne Downs
By: Noranne Downs
Its: District Five Secretary

CENTRAL FLORIDA REGIONAL TRANSPORTATION AUTHORITY

John M. Lewis, Jr.
By: John M. Lewis, Jr.
Its: Chief Executive Officer

ORLANDO HEALTH, INC.

OTF Karl W. Hodges
By: Karl W. Hodges
Its: Vice President, Strategic Business Development

CITY OF DELTONA

Deputy City Manager
By: Deputy City Manager
Its: Deputy City Manager

CITY OF PALM BAY

Susan Hann
By: Susan Hann
Its: City Manager

SPACE COAST TPO

Bob Kamm
By: Bob Kamm
Its: Director

LAKE-SUMTER MPO



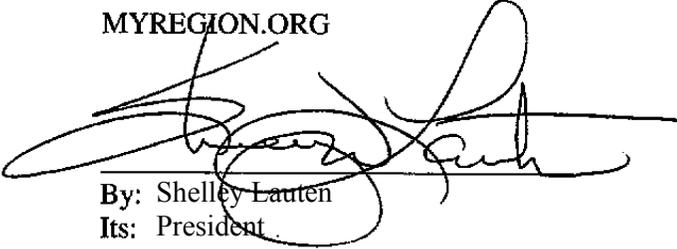
By: T. J. Fish
Its: Executive Director

VOLUSIA TRANSPORTATION PLANNING ORGANIZATION



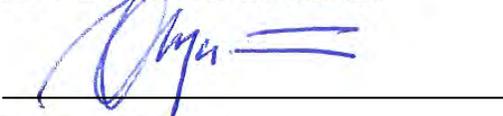
Karl D. Welzenbach
Executive Director, Volusia TPO

MYREGION.ORG



By: Shelley Lauten
Its: President

CITY OF DAYTONA BEACH



By: Paul McKittrick
Its: Deputy City Manager

HEALTH COUNCIL OF EAST CENTRAL FLORIDA



By: Kenneth R. Peach
Its: Executive Director

NONPROFIT HOUSING ROUNDTABLE OF CENTRAL FLORIDA



By: John Hazlett
Its: Administrator/President

URBAN LAND INSTITUTE (ULI)



By: PATRICK PHILLIPS
Its: CEO

CITY OF SANFORD



By: Russ L. Gibson, AICP
Its: Planning and Development Services Director

(3) Regional Plan for Sustainable Development (see separate file)

(4) Summary of the East Central Florida 2060 Plan (Regional Plan for Sustainable Development)

The ECF 2060 Plan serves as the 6-county region's Strategic Regional Policy Plan (SRPP) under state law and has been adopted by formal resolution as the Regional Plan for Sustainable Development. The ECF 2060 Plan is intended to guide local decision-making in a manner that leads toward the implementation of the *How Shall We Grow?* vision, which was developed by the ECFRPC and *myregion.org* with input from 20,000 residents in 2006-2007..

The East Central Florida 2060 Plan identified a dysfunctional, unsafe, and unsustainable growth pattern characterized by low density, auto-centric sprawl with a disconnected street network that forces local trips onto overloaded arterials. The Texas Transportation Institute's Urban Mobility Report indicates nearly 80 percent of peak period highway travel is in congested conditions, with average delay of 38 hours per commuter in 2010.

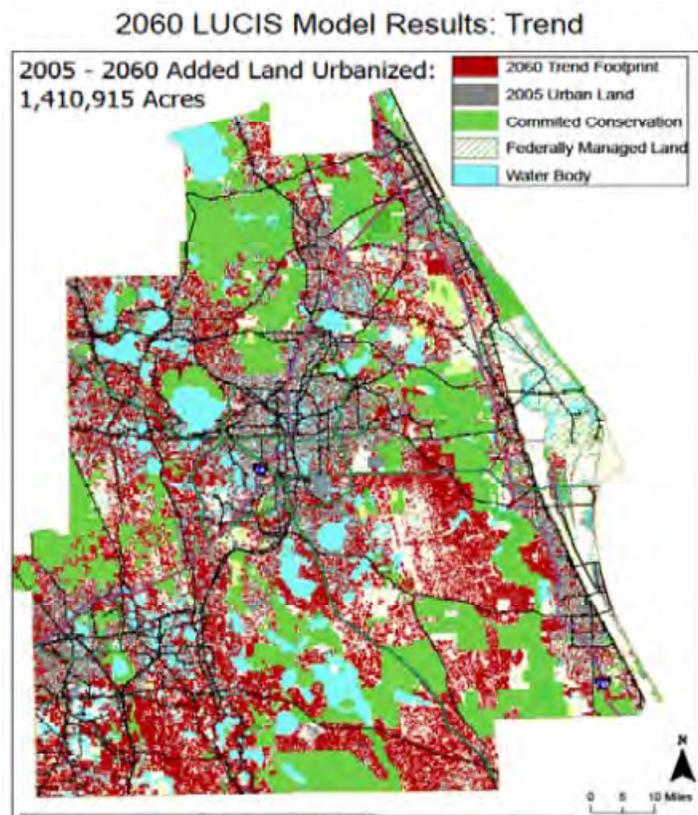
As arterial streets are widened from four to six to ten lanes, more pedestrians are killed. In "Dangerous by Design, 2011) the Orlando MSA was named the most pedestrian-dangerous city in the USA (Transportation for America, 2009) with a Pedestrian Danger Index (214) that is four times the United States average (52).

The region's steady growth since World War II was capped by the real estate boom of 2000-2006, when 300,000 new homes were built. The bubble burst in 2007, demand fell, and there was a glut of 25,000 unsold homes. From the first quarter 2007 to the first quarter 2010, the Orlando MSA had the largest drop in home prices (48.6%) in a comparison of 20 U.S. cities (Fiserv Inc). Florida and Central Florida began losing population in 2008. Currently, growth is slightly negative, but long-term projections depict more (but slower) growth, doubling the region's population from 3.1 million in 2010 to over 7 million by 2060. Concern about growth problems led to the regional visioning process (*How Shall We Grow?*) led by ECFRPC and *myregion.org* in 2006-07.

How Shall We Grow? engaged 20,000 residents of Central Florida in 150 presentations, 30 active participation workshops, and a week of prime time television features. The 4C's of the Central Florida Regional Growth Vision are:

- Conservation (to identify and protect the region's most critical natural resources);
- Centers (to promote more growth in walkable compact centers, especially established centers);
- Corridors (to connect centers with multimodal, mixed-use corridors); and
- Countryside, which can be preserved by the first 3 Cs.

The ECFRPC used the Central Florida Regional Growth Vision as the cornerstone of its 2060 Plan. A 50-year horizon allowed the use of computer models to show the



long-term impacts of alternate scenarios. The University of Florida GeoPlan Center was retained to use its Geographic Information System (GIS) based Land Use Conflict Identification Strategy model to allocate a projected 2060 population of 7.1 million based on accessibility, natural resource protection, economic suitability, and other growth factors. The Center created two scenarios:

Trend 2060 Scenario

The Trend 2060 scenario extrapolated current development patterns and densities to 2060, which urbanized an additional 2,205 square miles, adding more urban acres in the next 50 years than have been developed in the past 400 years. This sprawling scenario does irreversible environmental damage, and traffic models predict gridlock on virtually all major roads.

ECFRPC 2060 Plan – Transit-Oriented Development Composite Scenario

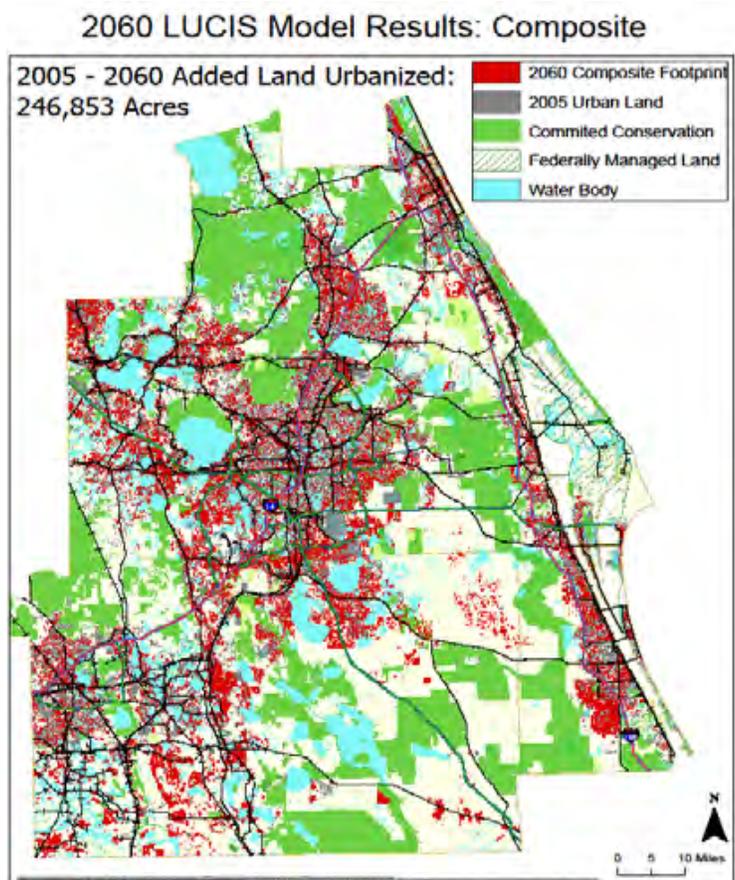
The 2060 Plan scenario is based on protecting critical natural resources and encouraging more compact urban growth by allocating approximately 400,000 people into corridors planned for transit at minimum densities suitable for transit oriented development. The model also increases the rate of redevelopment from 12 percent (historic) to 20 percent in existing centers over the plan horizon.

The 2060 Plan scenario easily accommodates the same population of 7.1 million with only 386 square miles of additional urban development between 2005 and 2060. This represents roughly one-sixth of the land consumed by the Trend scenario.

Using a \$90,000 per acre cost estimate for new infrastructure (Penn Design Central Florida study, 2007), the ECFRPC 2060 Plan scenario saves \$105 billion in unnecessary infrastructure by 2060.

The ECF 2060 Plan aspires to implement the Central Florida Regional Growth Vision by promoting sustainability, curtailing sprawl, changing attitudes about growth, encouraging regional cooperation, and providing a framework for creative solutions. It does this by recommending policies for natural resource protection, economic development, transportation, emergency preparedness, affordable housing, energy, climate change, water, community design, and agriculture.

The ECF 2060 Plan policies that directly align with HUD’s mission and are most relevant to this HUD application are:

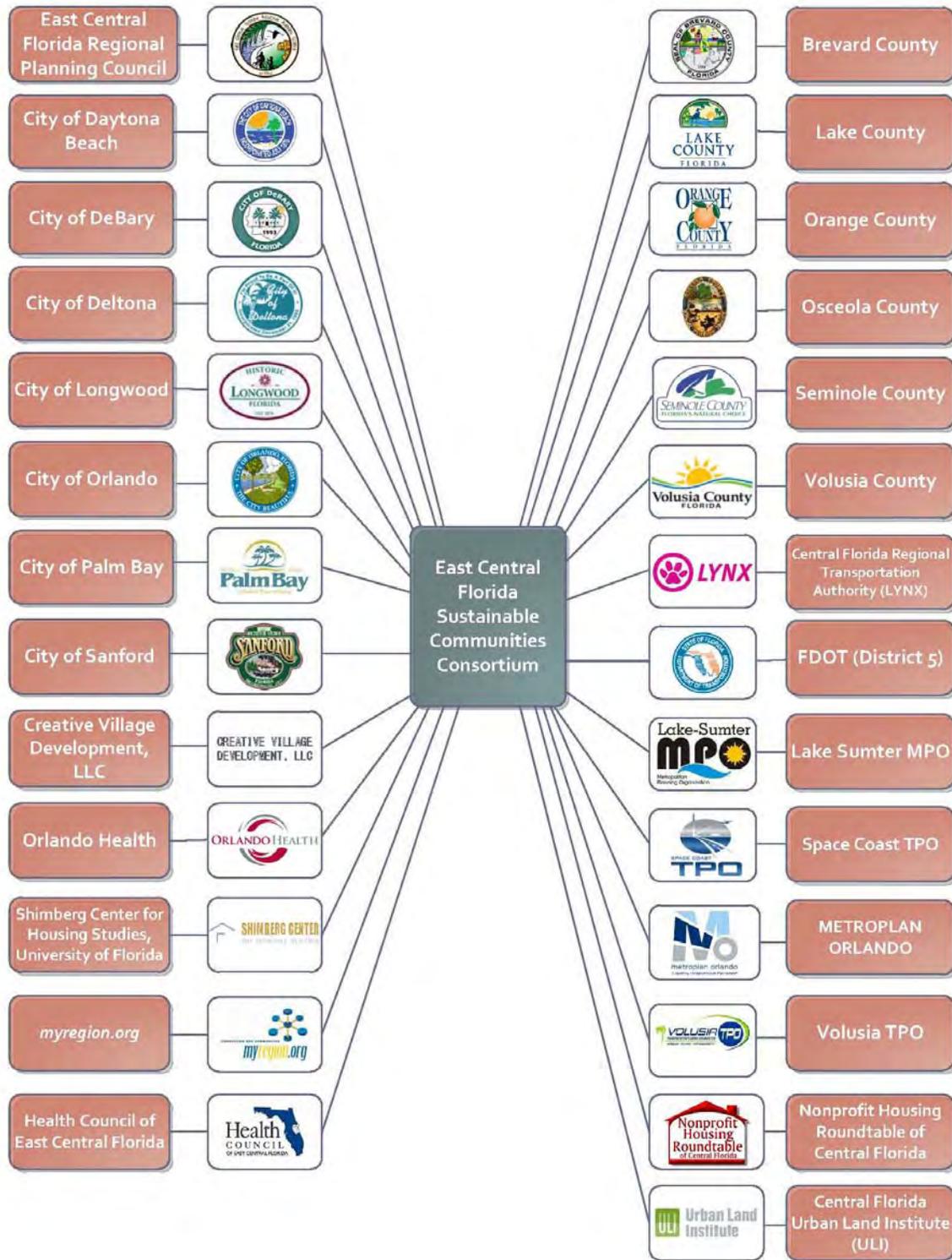


- Develop a balanced multimodal transportation network to connect compact centers with mixed use transit-served corridors, and provide for the safe, efficient, and cost effective movement of people and goods. Multimodal design options should take precedence over the expansion of existing roads or the construction of new roads to reduce Vehicle Miles Traveled (VMT) and preserve open space.
- Encourage Transit-Oriented and Transit-Ready Developments proximate to transit stations.
- Require transit-suitable minimum densities and mixed uses within walking distance of rail stops and along transit-served corridors to create a proper balance between urban density and transit service.
- Provide affordable housing within 1/2 mile of transit-served corridors.
- Support emerging economic centers located along transit corridors.
- Support multimodal connections to regional airports, seaports, employment and tourist centers.
- Build new centers and rebuild existing urban centers in locations that can extend urban services and provide multimodal transportation.
- Identify vacant or underutilized sites and facilities for adaptive reuse.
- Support mixed-income housing integrated into existing and emerging job centers.
- Encourage land use patterns and transportation systems that promote energy efficiency.

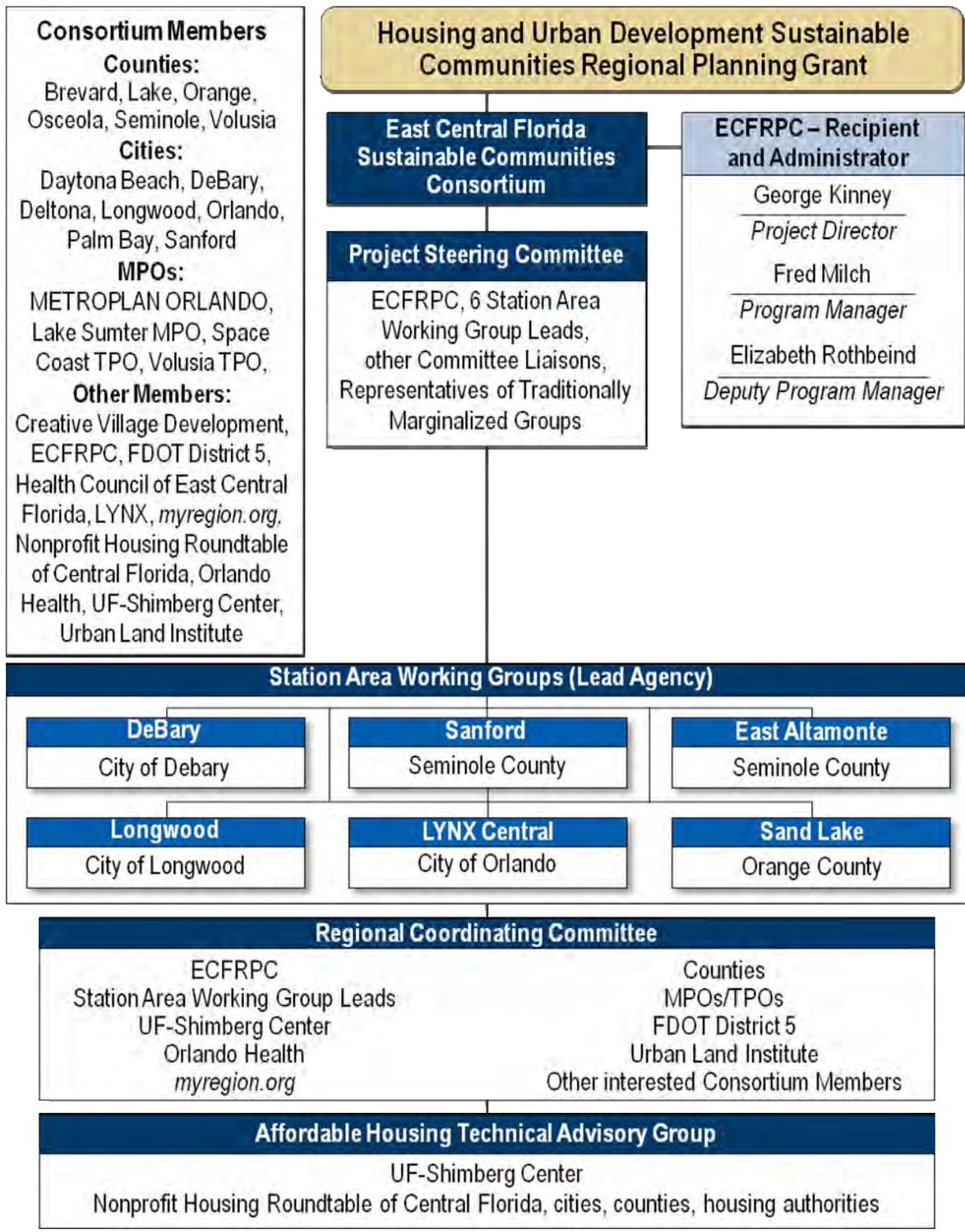
Many Central Florida communities have already taken strides to implement components of the Central Florida Regional Growth Vision and the ECF 2060 Plan. The region continues to work together to monitor progress, educate leaders, build relationships, and test new partnerships.

(5) Other Materials in support of Application

Consortium Membership Chart



Consortium Organization Chart



Resumes of Key Team Members

George Kinney, Planning Manager/ Interim Executive Director, ECFRPC

George Kinney will draw on his 18 years of experience as a planner, project manager, and planning director to lead the Consortium and ECFRPC staff administration of the grant.

In his current position, George has coordinated complex regional planning activities and has facilitated the development of the East Central Florida 2060 Plan and the region's Comprehensive Economic Development Strategy. These long-term projects were multi-faceted in nature and included significant community outreach components.

George has experience as a Planning Director in Columbus, Ohio and Talbot County, Maryland, where he led efforts to rewrite comprehensive plans and zoning and subdivision regulations to accommodate smart growth principles.

George earned a Master's degree in City and Regional Planning from Ohio State University, and a Bachelor's Degree in Environmental Planning from Bloomsburg University in Pennsylvania.

Fred Milch, Project Review Manager, ECFRPC

Fred Milch will manage the day-to-day administration of the HUD grant.

Fred has been manager of the Project Review division at the ECFRPC for over 10 years and oversees the Development of Regional Impact (DRI) program for major development projects. He works with developers, land owners and vested parties to redesign the project, if necessary, to lessen regional impacts and ensure that the project meets the intent of the ECF 2060 Plan. The result of the review is a negotiated list of development recommendations crafted to mitigate or ameliorate project impacts. Typically, the DRI process takes up to a year to complete and involves several rounds of sufficiency reviews that must strictly adhere to statutory timeframes.

Fred led the transportation component of the ECF 2060 Plan update and participates on various technical and policy committees as the ECFRPC transportation representative.

Elizabeth Rothbeind, Economic Development and Communications Specialist, ECFRPC

Elizabeth Rothbeind will be responsible for coordination of Consortium partners and public outreach activities.

Elizabeth is responsible for communications and outreach at the ECFRPC, and has led the effort to bring together Consortium members for the HUD Sustainable Communities Planning Grant application.

Elizabeth manages the implementation of the region's Comprehensive Economic Development Strategy (CEDS) to assist private and public sector projects with receiving funding and conducts regional economic analysis to determine the impacts of proposed projects. This project engaged a 38-member Strategy Committee comprised of public officials, community leaders, representatives of workforce development boards, representatives of institutions of higher education, minority and labor groups, and private individuals from around the region. She also manages the Council's planning grant with the U.S. Economic Development Administration (EDA). Her work primarily involves coordinating local economic development activities within the region and providing technical assistance to member communities. Elizabeth employs the REMI model for economic analysis to showcase potential impacts of proposed projects on the region's economy.

Elizabeth holds a Master's in Business Administration (MBA) from the Crummer Graduate School of Business at Rollins College and has been with the ECFRPC for two and a half years.

Claudia Paskauskas, GIS Manager, ECFRPC

Claudia Paskauskas brings over 20 years of professional experience working for private and government sectors including GIS, systems design and analysis, systems development and database administration. She will lead the data management tasks.

Claudia is the Central Florida GIS (CFGIS) Program Manager. CFGIS brings together over 700 professional individuals interested in the best practice of GIS. Her main functions are related to GIS integration for the 10-county area, data development, application requirements, definition and design as well as project development, production and management.

Claudia was responsible for managing the technical aspects of the Central Florida Regional Growth Vision project known as *How Shall We Grow?* that modeled different growth scenarios for the region and involved over 20,000 community participants. The project was recognized nationally by the American Planning Association for the Best Use of Technology for Planning Analysis and for Public Participation, and at the State level for the Best Practices Award and Sustainable Partnership Award by the Council for Sustainable Florida.

Claudia has a bachelor's degree in Computer Science and a master's in Human Resources with emphasis in Quality Control Procedures. She is also a Microsoft Certified Professional (MCP), a Microsoft Certified Solution Developer (MCSA), a GIS Professional (GISP), 6 Sigma Green Belt, and a Certified Project Manager Professional (PMP).

Andrew Landis, Planner III, Policy and Legislative Affairs, ECFRPC

Andrew Landis will be responsible for project research, citizen engagement, and healthy communities planning. Andrew is a CNU-accredited planner. He has been with the ECFRPC for five years and has worked in a variety of roles, including policy and plan development and review, transit-oriented station area planning, and community food systems planning. Andrew also works as an adjunct professor at Rollins College in Winter Park, FL where he teaches courses on Sustainable Agriculture and Metropolitan Greenspaces Planning. Andrew leads the Central Florida Sustainable Food Project, a grassroots effort to publish a Local Food Guide of farms and food resources in the six county region.

Prior to joining the Council staff, Andrew spent three years working for Michael Design Associates, a Community Planning and Landscape Architecture firm. Andrew earned a master's degree in Urban and Regional Planning from the University of Wisconsin-Madison, and a bachelor's in Growth Management Studies from Rollins College.

Dan Parrott, City Manager, City of DeBary

Dan Parrott will serve as project lead for the DeBary station area planning effort. He brings 24 years of local government management experience, including prior positions as City Manager for Ardmore, Oklahoma; and Mexico, Missouri. Dan's experience includes visioning, planning, budget and finance, economic development, and municipal operations. He has experience planning, financing, and supervising the construction of a wide range of projects including water and wastewater plants, utility lines, wireless broadband systems, streets, sidewalks, and parks. He also has experience in business retention, expansion, and recruitment, including programs related to redevelopment, tax incentives, development agreements, and tax increment financing.

Nicole Guillet, AICP, Growth Management Director, Seminole County

Nicole Guillet will serve as project lead for Sanford and East Altamonte stations. Nicole joined Seminole County as the Growth Management Director in 2010. The Growth Management Department consists of three Divisions; Planning and Development, Building and Economic Development.

Previously, Nicole served 19 years with the City of Apopka, including three years as the Deputy Chief Administrative Officer. In 2007, she was admitted to the Florida Bar and in 2008 joined the legal firm of Broad and Cassel. Due to Nicole's extensive work experience in planning and development, as well as her license to practice law, she offers a unique combination of expertise and insight into both growth management and public entity legal issues.

Nicole has a Bachelors of Public Administration and Masters in Public Administration from the University of Central Florida, and earned her Juris Doctor at Stetson University.

Sheryl L. Bower, AICP, Community Development Services Director, City of Longwood

Sheryl Bower will serve as project lead for the Longwood station. Sheryl has more than 25 years of professional planning experience including serving as Community Development Director for Islamorada, Florida; Chief Planner for the City of Hallandale Beach, Florida; Scenic Highway Coordinator for the Overseas Highway (U.S.#1) Scenic Highway in the Florida Keys; and Community Development Director for the City of Dunkirk, New York.

Sheryl has administered a Community Development Block Grant entitlement program including the preparation of the HUD-required Consolidated Plan (City of Dunkirk). She has prepared a number of comprehensive plan elements and amendments for cities to meet Florida statutes, including the first comprehensive plan for the Village of Islamorada, a designated Area of State Critical Concern. She also has secured grant funding for a number of projects, including awards from the Federal Highway Administration Scenic Byways Program, the Appalachian Regional Commission, and the Florida Department of Transportation.

Brooke R. Bonnett, Director of Economic Development, City of Orlando

Brooke Bonnett will lead the City of Orlando's involvement in the Downtown/Lynx station and administer the City's match on the project. Brooke is responsible for coordinating an annual budget of more than \$34 million and managing nearly 200 employees encompassing six City divisions: Planning, Permitting Services, Code Enforcement, Office of Business Assistance, Transportation Planning and Downtown Development Board/Community Redevelopment Agency.

Brooke is currently managing the Creative Village project, which includes the redevelopment of a 68-acre tract of land in Downtown Orlando into a place where high-tech companies locate; and employees of those businesses and other residents live, work, learn, and play. Recognizing the important role neighborhood commercial districts play in the overall health of our City's neighborhoods, Brooke was instrumental in launching Orlando's Main Street program, which offers business revitalization support to five of Orlando's neighborhoods: Audubon Park Garden District, Downtown College Park Partnership, Downtown South, Ivanhoe Village and Mills50.

Roxanne M. Amoroso, Senior Vice President, Banc of America Community Development Corporation

Roxanne Amoroso will work closely with the City of Orlando staff to manage station area planning for Orlando's LYNX Central Station and the nearby Creative Village. Roxanne has worked in the commercial real estate development industry in Florida for more than 20 years developing office, retail and multifamily real estate. She currently leads all multifamily and master development activities in the state of Florida for Banc of America Community Development Corporation.

Roxanne's realm of expertise includes urban development, master planning, site assemblage, and rezoning, environmental remediation and construction management. She is responsible for the design and execution of the financial strategy and structuring of the developments. Ms. Amoroso currently leads the transit oriented master development in Creative Village, an Orlando project on a proposed 60

acre site that potentially will bring more than 8,200 jobs and up to \$1 billion dollars in real estate development over a 15 year period.

Roxanne's Tampa Bay development projects have won national acclaim in housing preservation with Fannie Mae, National Home Builders Association and have been featured on the cover of Affordable Housing Finance Magazine. Ms. Amoroso leads the development team that in 2010 was awarded \$38 million in competitive Federal funding for infrastructure development for the Encore, a \$425 – \$450 million mixed use development at build out located in downtown Tampa, Florida, that will generate more than 4,000 permanent jobs.

James E. (Jim) Harrison, Director, Regional Mobility, Orange County

Jim Harrison will be station area lead for the Sand Lake station area. Jim is responsible for over 300 professional and technical staff supporting smart growth by providing planning, zoning, building safety, information systems, affordable housing, and transportation solutions for the County. Jim joined Orange County in 1988 after working several years in engineering and land development as a private consultant. Jim has held several positions in Orange County and including serving as Growth Management Director and administering the County's long and short-range transportation program.

Jim has a broad educational and professional background, holding a Bachelor of Science degree in Engineering and a Master of Arts in Applied Economics, with a focus on public finance from the University of Central Florida. Jim then went on to receive his Juris Doctor from the Barry University School of Law, where he was editor-in-chief of the Barry Law Review.

William O'Dell, Interim Director, University of Florida Shimberg Center

Bill O'Dell will lead the affordable housing needs assessment. Bill has spent several years at the Shimberg Center collaborating on the development of a number of data products, among them the Affordable Housing Needs Assessment.

Before coming to the Shimberg Center, Bill was a policy analyst at the University of Florida's Bureau of Economic and Business Research where he was involved in several research projects concerning Florida's Growth Management Act. Bill's local government experience includes capital improvement planning, housing, and impact fees.

In 1996, Bill earned his Master's degree in Political Science from the University of Florida, with a Certificate in Public Administration.

Shelley Lauten, President, *myregion.org*

Shelley Lauten will provide assistance on engaging and building consensus among elected officials and community and business leaders. Shelley is President of *myregion.org*, a regional development program formed in 1999 to serve as a catalyst for Central Florida's individuals, organizations, businesses, and governments to act together in making our region globally competitive.

Shelley is especially proud of *myregion's* leadership in *How Shall We Grow?* an 18-month initiative to address projected regional growth in Central Florida. Along with nine other partner organizations, this project brought together 7 counties, 86 cities and over 20,000 residents in meetings throughout the region to create a shared regional growth vision. Shelley and *myregion.org* continue to provide support to the Congress of Regional Leaders as they develop and implement regional policies on issues that matter most to residents of Central Florida: the environment, water, transportation and land use.

Additional Detail on Housing Models

The Shimberg Center will use two models to address the affordable housing needs assessment at the 12 SunRail transit stops: the Affordable Housing Suitability (AHS) model and the Affordable Housing Needs Assessment (AHNA) model.

The AHS is designed to evaluate the suitability of sites for affordable housing development and preservation. The AHS model can be scaled to support neighborhood-level decisions in a regional framework. The AHS offers a means to balance and integrate diverse planning goals, highlight the tension between potentially competing affordable housing goals, and visualize outcomes of policy alternatives within the context of developing and preserving affordable housing.

The AHNA is a hybrid model that couples population-driven demand with labor force and employment-driven demand and needs assessment for affordable housing.

The combined models can both estimate and project demand and need as well as identify the spatial relationship between jobs and housing at both neighborhood and regional levels.

The AHS model takes a comprehensive approach to assess the suitability of land for affordable housing. It incorporates research on affordable housing outcomes, in particular how environmental characteristics, neighborhood socioeconomic conditions, accessibility to neighborhood services and facilities, housing demand, and transportation efficiency interact and contribute to sustainable communities.

In weighing model criteria, communities influence what locations have higher priority as potential sites for affordable housing. The visualization of community preference adds greater transparency to the planning process. Having determined land use preferences, communities and stakeholders may test the impact of various policies upon the quantity and location of suitable affordable housing. Such “what if” scenarios are valuable elements that will help the ECFRPC Sustainable Communities Consortium plan for equitable and sustainable affordable housing.

The current version of the AHS model contains spatial layers reflecting:

- Physical infrastructure and environment – site characteristics and environmental factors such as soil characteristics, high noise areas, flood zones, and conservation lands;
- Social infrastructure and socioeconomic factors such as school quality, household income, educational attainment, and violent and property crime;
- Neighborhood accessibility – walking and biking proximity (distance to nearest facility) and opportunity, defined as the number and variety of facilities and services including elementary schools, day care, public safety, health care, recreation/parks, and retail;
- Driving cost – estimated using length and number of trips (including work, shopping, social and recreation, and other home- and non-home-based trips from the Florida oversample of the National Household Transportation Survey 2009 data), in combination with other factors such as density, land use mix, and street connectivity;
- Housing costs – generally estimated using household cost burden, and
- Transit accessibility – estimated based on 1) proximity and density of transit stops in relative to employment opportunities); 2) transit distance and travel time, taking into account routes and frequencies, and 3) proximity and density of transit stops in relation to residential locations.

Soon to be completed layers include neighborhood-level employment analysis; neighborhood-level housing supply and demand; and neighborhood characteristics – gentrification, decline, stability, weak market/strong market.



SunRail Station Basemap

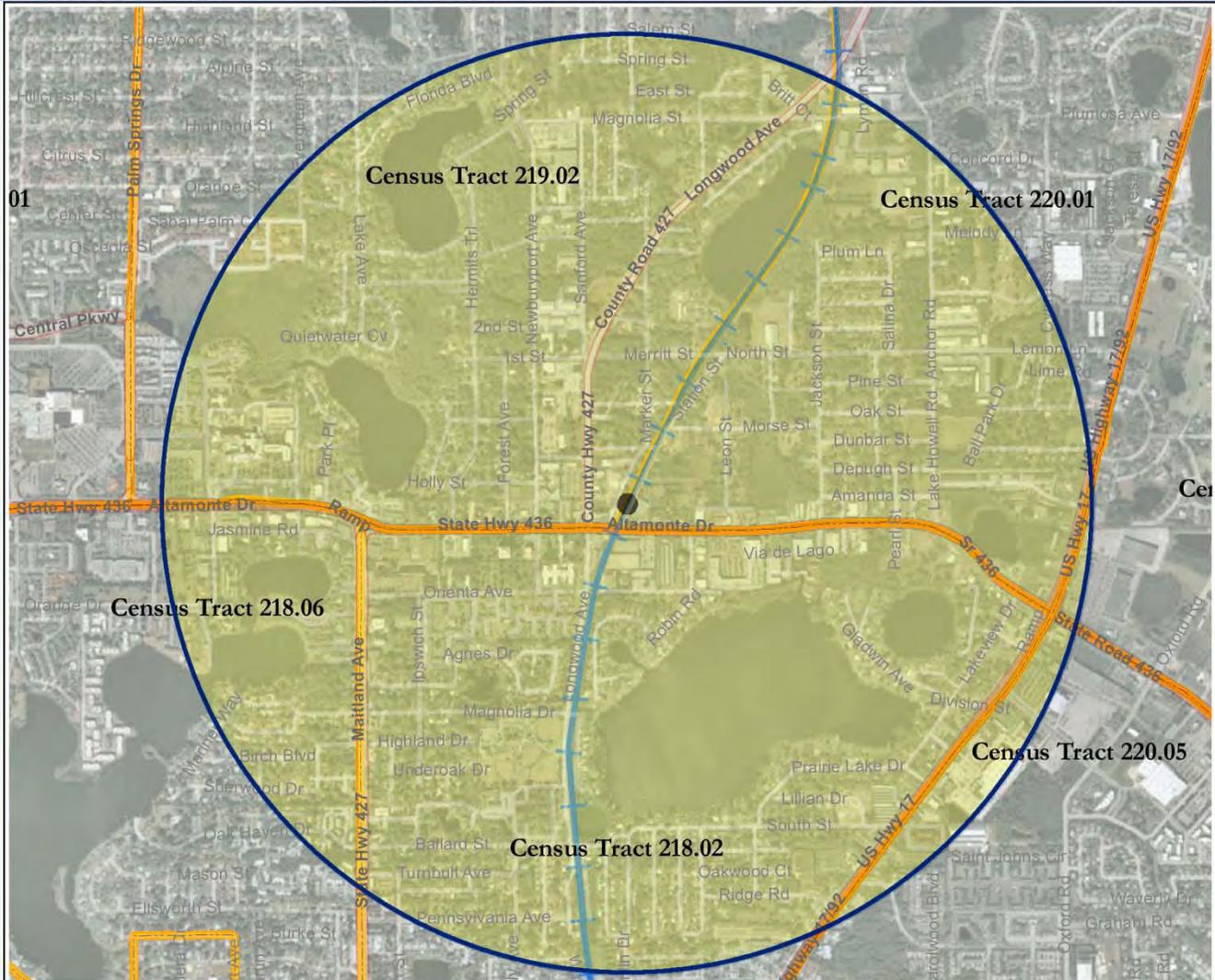
Overview





Altamonte Springs Station

2010 Census Tract Boundary, Table Displaying Percent Hispanic and Percent African American in Census Tracts within 1 Mile Buffer of SunRail Station



Feet 0 600 1,200 2,400

Percentage of Total Population

	Percent Hispanic	Total Hispanic	Percent African American	Total African American	Percent Combined African American and Hispanic	Total Population
CT 218.02	22%	991	11%	496	33%	4,520
CT 218.06	17%	816	8%	374	25%	4,931
CT 219.02	18%	790	25%	1,065	43%	4,287
CT 220.01	12%	273	40%	903	52%	2,233
CT 220.02	22%	848	9%	361	31%	3,886
CT 220.05	18%	1,248	10%	707	28%	7,072
County	17%	72,457	11%	47,107	28%	422,718

Percent Combined African American and Hispanic:

Less than 25% 25% - 50% Greater 50%

- SunRail Station
- ☒ SunRail Commuter Line
- 1 Mile Buffer from Station

Source:
 ECFRPC: Water Bodies, All Roads 2009
 FDOT: MrSID Aerials 2008
 FDOT (ECFRPC DIGITIZED)
 SunRail Stations, SunRail Commuter Line
 ESRI: Tele Atlas Street Data 2009
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 Date: August 1st, 2011

Additional Detail on Leveraged Funds

The proposed grant would leverage several ongoing federal investments related in the study area. In addition to the \$178 million investment of federal funds in capital costs for Phase I of SunRail, several related grants are underway. These include the following:

- The City of Orlando received a \$10 million capital grant through the U.S. Department of Transportation's Transportation Investment Generating Economic Recovery (TIGER) II. The grant will support the Parramore bus rapid transit (BRT) project, which will provide premium transit service from the LYNX Central Station (a future SunRail station) in downtown Orlando to employment centers and other locations to the west of Interstate 4, including the Creative Village project, the Amway Center, Florida A&M University Law School, the Federal courthouse, and the low-income Parramore and Callahan neighborhoods. This project is expected to be operational in 2014, around the same time as SunRail.
- The Central Florida Regional Transportation Authority (LYNX) received \$9.92 million in funding under the Federal Transit Administration (FTA)'s New Starts funding to support east/west expansion of its LYMMO BRT system in downtown Orlando. The East/West BRT will provide a connection through downtown Orlando, providing service to the Church Street SunRail station, the Downtown Performing Arts Center, Amway Center, Parramore BRT, and the Thornton Park neighborhood. The East/West BRT will begin operation in 2014.
- Seminole County received a \$1.425 million grant under the FTA's Section 5309 Bus and Bus Facility Program to provide partial funding for station enhancements to the future SunRail stations in East Altamonte, Lake Mary, Longwood, and Sanford. The enhancements are scheduled to be completed by 2013.
- The LYNX has received a \$1.22 million Bus Livability Grant from FTA to develop the LYNX-Orlando Trail along a corridor known as Gertrude's Walk. This trail will provide a key link between downtown residential and business areas and downtown transit stations, including the LYNX Central Station and Church Street Station. The trail will be the backbone for a trail system into and through downtown Orlando. The initial phase of the project will be completed prior to 2014.

The proposed grant activities will be coordinated with these initiatives, so the station area plans fully integrate these transportation investments and optimize the region's ongoing investments in SunRail, BRT, and bicycle/pedestrian networks.