

### Community Outreach

- 1. In your planning did you consult with any organizations or grass-roots groups that deal with people with disabilities concerning employment, transportation and their special needs in transportation?**

The One Bay process gives an equal voice to all segments of our community and encourages everybody to become actively involved in how we plan for our future. Let us know if you know of any groups that One Bay should contact.

- 2. As a plan that is looking at how to improve our community by 2050, how are you involving youth in this decision-making process, a process that will ultimately affect them?**

Like all segments of the population, we are proactively reaching to encourage all citizens, regardless of age, to become actively involved in how we plan for our future. With the youth specifically, we are partnering with high school teachers, libraries, and youth-specific programs to reach this target audience.

- 3. Are you talking with students, high school, college, younger?**

Absolutely! Tell us how to engage your group at [info@myOneBay.com](mailto:info@myOneBay.com).

- 4. In addition to involving more youth, let's explore ways to involve a much more diverse slice of the community, i.e. YMCAs, social club, La Gaceta, faith-based organizations, etc.**

Great idea! We will be reaching the youth through the venues you recommend.

- 5. Would you consider coordinating with Coastal Cities Summit in November '08 in St. Petersburg?**

Yes. A representative of the Coastal Cities Summit should contact the One Bay campaign coordinator at [info@myOneBay.com](mailto:info@myOneBay.com) to schedule a customized program.

- 6. One Bay needs to include the voice of architects in the vision and planning processes. Architects are experts in built environment practices and place making. The AIA (American Institute of Architects) Tampa Bay has over 600 members across seven counties. The Regional and Urban Design Committee of AIA Tampa Bay would be a valuable resource to One Bay.**

Another good idea. We will contact the AIA Tampa Bay to encourage their participation in the One Bay process.

- 7. How will you be presenting to policy-makers, TBARTA?**

Like all regional population segments, One Bay is talking to policy-makers and organizations like TBARTA and encouraging their participation and input into the process.

### Economic development

- 1. Where will new jobs come from?**

It's a great question. Most believe that the Tampa Bay region is poised for continued growth of jobs in many sectors of the economy. You'll see the Sciences and Services be two of the most prominent growth areas. The Services include the areas of corporate shared services, IT intensive application development, homeland defense (with MacDill AFB) and logistics/distribution with the Ports of Tampa Bay. The Sciences offers opportunities for

growth in the areas of life sciences with substantial investments from Moffitt and USF as well as Marine Sciences from SRI, USGS, Mote and others. The specialized manufacturing sectors too will grow with a focus on NANO/MEMs technologies.

**2. What are the social economic distribution impacts?**

One Bay has primarily focused on land use, environment, and transportation issues to this point. Certainly, different scenarios may have a different impact on socio-economic factors. One observation that comes to mind is that improved access to jobs by either proximity or transportation provides a better chance that all residents of the region have a better chance at gainful employment. As scenarios are refined, we may be able to better answer this question

**3. What should be Tampa Bay's primary target industry for economic development?**

There's quite a few industries targeted for growth in the Tampa Bay region. The communities throughout the region are building clusters in the marine sciences, life sciences, NANO/MEMs technology sectors, specialized manufacturing as well as fostering growth in corporate share services, IT intensive application development, homeland defense and professional services. You'll also find a great deal of energies in the areas of distribution and logistics as the ports prepare for the growth of container opportunities from the expansion of the Panama Canal.

**Education**

**1. As transportation costs increase and technology costs decrease, will large centralized schools continue to be viable?**

Some futurists believe the future will bring smaller schools, schools that are more functional than a building used 7 hours a day, for about 7 months of the year (could be less when you take out weekends) In areas that are denser or well planned, the school boundaries become smaller. And public infrastructure should get more bang for its buck when it comes to facilities. Through the One Bay process, the community is encouraged to explore all options.

**2. Has education been considered as part of long term planning?**

Currently, One Bay is focused on the issues of land use, transportation, and the environment. It is conceivable that additional issues may be added that would broaden the scope.

**Energy**

**1. Why isn't the projected electricity use for less with zero energy homes now built?**

The electricity demand indicator uses existing average demand by building type to compare the four scenarios. The primary purpose for all indicators is to show how each scenario compares to the others and is not an attempt to actually project electricity demand in 2050. Zero energy homes currently being built and those being built in the future could be part of any of these scenarios and could decrease the region's overall demand for electricity.

Consumption rates were reviewed by two major power companies. Every Scenario includes some reduction in per capita usage. The primary purpose for all indicators is to show how

each scenario compares to the others and is not an attempt to actually project electricity demand in 2050. Zero energy homes currently being built and those being built in the future could be part of any of these scenarios and could decrease the region's overall demand for electricity.

**2. Are we, as a region, looking seriously at alternative energy resources – solar, wind, etc.?**

Yes. But public support is important to keep the issue of energy conservation and alternatives in the forefront of the public debate. Our region's larger electricity producers have information to share about their programs.

<http://www.tampaelectric.com/environmental/>  
[http://www.fpl.com/environment/conservation/alternative\\_energy.shtml](http://www.fpl.com/environment/conservation/alternative_energy.shtml)  
<http://www.progress-energy.com/environment/index.asp>

**Environmental**

**1. What about vulnerability along the coastline from storms and insurance rates?**

Vulnerability of residents and investment along the coastline is a concern that has been raised by many participants of Reality Check and One Bay. Unfortunately in Florida, especially in coastal counties, having some segment of the population vulnerable to storms seems to be inevitable. With this reality in mind, the One Bay scenarios seek to limit the amount of new development that would occur in the Coastal High Hazard Area (CHHA). Less than 7% of the new development in any of the scenarios is placed in the CHHA.

**2. Why did you not address the projected 3-foot sea level rise?**

While estimates of anticipated sea level rise vary dramatically, the concern of locating new development in potentially impacted areas is being considered. Similar to concerns with storm surge, areas that would be expected to first be affected by a rise in sea level are not identified as likely locations for new development in these scenarios. For example, the barrier island areas of the region do not show a significant amount of new development in any of the four scenarios. This limited amount of new development placed in vulnerable areas is in direct response to the feedback One Bay has received from citizens like you.

**3. Why are natural resources viewed only in your time frame? Why not 100 years?**

The base map for the four scenarios and for the original Reality Check exercise displays areas in green that are either currently held in conservation or have been identified for future acquisition. These green areas do not by any means include all natural resources within the Tampa Bay region and do not attempt to include all of the conservation areas that may be protected in 2050. The anticipated growth in population and employment has the potential to impact many natural resource and habitat areas but depending on which development patterns the region follows these impacts can be significantly reduced. Reduction in these impacts would lead to a dramatic increase in the areas that could be shown in green in 2050, thus expanding the natural resource areas that are protected.

**Funding**

**1. Are you calculating or considering costs (public and private) of each scenario? Taxes?**

At this point, specific funding options are not being proposed by One Bay. Our answer would just be an opinion at this point. It is a good idea for the community to have a dialogue about funding. As we move towards our vision, funding options may become a central part of the conversation. What do you think is the most equitable? Tell us at [info@myonebay.com](mailto:info@myonebay.com)

**Housing**

**1. How do you envision the transition from predominantly suburban to a higher density model? How long will it take?**

Keep in mind that many of the suburban areas will be a mixture of low, medium, and higher density housing choices. Every market will be different but many metro regions, especially those with regional transit and/or strong local transit, are seeing a shift to more than fifty percent of housing starts being townhome or multi-family versus the majority of single-family. Due to rising costs, the traditional single-family home of the future may likely be smaller and on a smaller lot. As far as time, many factors will play a role such as energy prices, transit development, etc. We realize that the scenarios envision a dramatic shift and that many factors will have to occur to see it to fruition.

**2. Do you feel the population can be “forced” into multi-family housing?**

No. The population will have to choose that lifestyle. We envision that people will choose lifestyle options in the future that aren't even available today. There are many factors that may play out to support the notion of a shift to multi-family and/or more compact housing - Smaller households, less households as a percentage with children, older population, etc. Not to mention that the future population may just prefer different choices than we have today.

**Intergovernmental**

**1. What dispute resolution tools among regions?**

There are various dispute resolution tools. Each regional planning council has a dispute resolution process that can be used for many issues including land use. One of TBARTA's first actions is the establishment of a dispute resolution process. The MPO's have a process through the Chairmen's Coordinating Committee. I am sure there are others.

**2. How would local government visions and comp plans be integrated with One Bay?**

Once a unified vision is developed and embraced by the regions, local governments can consider the vision in their own strategic planning. One Bay provides a forum. The scenarios, guiding principles, and values are meant as an educational tool first and second as a guide. Communities may wish to embrace all of the One Bay components or none.

- 3. How do we plan on developing ordinances/codes that direct development towards the scenario envisioned? And, until these ordinances/codes are developed, which could take many years, how do we slow current trends?**  
Each government entity decides for themselves how to best use the data. We hope this information will be useful in their own development.
- 4. Do current government planning regulations only support the trend scenarios? Scenario A?**  
No. But many think that a majority of our communities need to have their codes “modernized” to accommodate or encourage the type of development portrayed in B, C, and D.
- 5. How can you encourage local governments to adopt your vision – each has their own comprehensive plans?**  
Once a unified vision is developed and embraced by the regions, local governments can consider the vision in their own strategic planning. Governments will decide for themselves how to best use the data and how the regional vision applies to its own mission and strategies moving forward.

### **Scenario building**

- 1. Did the other regions only have four scenarios? Why? Why not?**  
Previous regional visioning efforts in other parts of the U.S. have generally produced three or four alternative scenarios for evaluation.  
  
It’s important to offer enough variety in the option so that patterns and priorities can emerge, while at the same time not providing so many different scenarios that the process becomes unnecessarily burdensome or confusing. Four scenarios is just the right amount for this type of input gathering.
- 2. Why should we plan to accommodate anticipated growth no matter what it costs (in terms of natural resources and degradation of our existing quality of life)? That’s the false premise that Reality Check had used for the Lego exercise. I was there.**  
We plan to accommodate anticipated growth so that we might address and minimize the negative effects of growth on the region’s natural resources and quality of life to the extent possible. Can you imagine what might happen to our natural resources and quality of life if we DON’T plan for anticipated growth?  
  
You are right that Realty Check participants were not constrained by costs in proposing their visions for land use and transportation connections. Only a handful of Legos out of 45,538 were placed on the areas marked as environmentally sensitive.
- 3. Can you name comparable cities nationwide for the different scenarios? For example, Scenario C to San Francisco?**  
The Washington D.C. metro and Atlanta metro areas come to mind. There have been numerous high density nodes developed around transit stations. The United States is

behind other parts of the world in this trend. There is a website devoted to this type of development. [www.transitorienteddevelopment.org/tod.html](http://www.transitorienteddevelopment.org/tod.html)

Other sunbelt cities like Charlotte, Phoenix, and Dallas have been investing in transit. They are seeing shifts in development patterns even before the systems are open.

**4. If there will be a dramatic increase in the number of aging as a decrease in the number of children, what happens to the future of our population?**

Many people consider the age cohorts from 25 to 65 to be “working age” and the younger end of that group (25 – 35) make their decisions on where to settle based on quality of life and job opportunities. This is the age group that regions will be competing to attract to provide services to the other age groups and to maintain a skilled labor force for the economic, education, and healthcare systems.

**5. Scenario D is supposed to protect wetlands and wildlife, but it looks like a lot of sprawl because it includes the sprawl from the Realty Check exercise. Can't we protect natural resources without all the sprawl shown in Scenario D? If you let go of the Reality Check results, could you offer us one scenario that accomplishes both the environmental goals of “D” and the transit goals of “C” – along with other goals – without all the sprawl of the Reality Check results?**

By today's standards, and compared to Scenario A, Scenario D is an improvement in the sprawl department. One of the primary goals of the scenario public input is to obtain comments like the second part of your question to help refine future scenarios and the vision.

**6. How does the Scenario B, C, D compare to what is happening in the nine other mega regions?**

Comparing the mega regions is difficult since they are so vast. For example, Tampa Bay's mega region also includes Miami and Orlando. Our corner of the mega region does not have a regional transit system in place or under development. Most of the mega regions and comparable sub regions have regional transit or it is under development. Tampa Bay is notably one of the few metropolitan regions; Detroit is another, that don't have regional transit. But all regions are searching for alternatives to auto-oriented transportation. While automobiles will continue to be the mode choice for the vast majority of transportation users, sustainable, vibrant regions will provide numerous choices for transportation including light rail, bus, bicycle, etc. To see what other region's are doing, visit the light rail advocacy site [www.lightrailnow.org](http://www.lightrailnow.org)

Scenarios B, C, & D do to some extent represent similar patterns and guiding principles to other region visioning projects from throughout the country. For example, the ability to reduce vehicle miles traveled by automobile through shifting priorities, as well as, types and patterns of development is common among visioning efforts nationwide.

**7. How and why were these indicators selected? What is your source of information? What about comparing tax base impacts?**

The indicators were chosen to help illustrate differences between scenarios. Some indicators are calculated based on the building and development types that comprise the

new development mix. Other indicators are more “spatial” and derived from the land that they occupy or their proximity to other land. We would like to compare tax base impacts but the detail level of the scenarios and their future timeframe makes that difficult at the current stage of the process. One factor is the variability of our current ad valorem tax system given the changes by the Legislature and the pending referendums.

**8. If someone has a completely different basis for future growth then is depicted in the scenarios, how do they provide that input to One Bay?**

One Bay welcomes all input! Contact One Bay at [info@myOneBay.com](mailto:info@myOneBay.com) to share your ideas or to schedule a meeting to get a dialogue going. When you complete the survey, there are a couple of open-ended questions where you can give us any feedback you desire. You can describe your scenario. If you have already completed a survey and wish to share additional comments, simply forward them to [info@myOneBay.com](mailto:info@myOneBay.com)

**Transportation**

**1. Telecommuting, reduce VMT?**

Telecommuting is certainly a great idea to help minimize daily vehicle miles traveled. Check out [www.TeleworkTampaBay.com](http://www.TeleworkTampaBay.com).

**2. Is One Bay coordinated with TBARTA?**

We hope the information gathered and, once developed, the unified vision for the region will be useful tools for other organizations like TBARTA. One Bay staff has made presentations to TBARTA’s Citizen’s advisory, Transit Management, and Land Use Working Group committees.

**3. Could you include green corridors along with transportation corridors?**

The process, while a vision, not a plan, is exploring all possibilities.

**4. When will Tampa Bay get a “global” airport?**

We do not know.

**Quality of life**

**1. What about affordability for retirees and fixed income groups?**

As this is a visioning process, not a plan, we do not have actual costs at this time. Balancing jobs and housing for affordable quality of life is a One Bay guiding principle.

**Water**

**1. Where will the water come from for any of the scenarios?**

Local and regional water suppliers make the final decision regarding the sources that best suit their potable water supply needs. The SWFWMD helps water suppliers make these decisions by identifying numerous potential options for alternative water supply sources, as well as for available fresh groundwater supply sources. The Regional Water Supply Plan maximizes local sources and evaluates a range of possibilities that include surface water, storm water, reclaimed water, conservation, seawater desalination, brackish groundwater desalination, aquifer storage and recovery, land use transitions, and fresh groundwater.

Along with identifying potential sources, the SWFWMD administers the Cooperative Funding Initiative where up to 50% of design and construction costs of water supply projects will be offset by SWFWMD funding.

**2. What about potable water? Do we have enough?**

The SWFWMD currently plans for long-term water supply on a 20-year outlook. The Regional Water Supply Plan quantifies the amount of water that is potentially available from sources, such as those listed above, and then compares the available water supply to demand projections. This analysis results in a determination regarding the sufficiency of the sources to meet demand for the planning period. The current Regional Water Supply Plan (2006) demonstrates that there are adequate sources of water to meet demand in the planning region through the 2025 planning period.

**3. How will desalination impact our potable water needs? How quickly? As much a problem as water supply is today, doubling our population will more than double our water needs. What progress is being made on this point?**

In general, conservation and alternative water supplies will constitute a significant portion of future water supply sources. Desalination of both seawater and brackish groundwater is an important, abundant, and drought-resistant component of the alternative water supply picture. Currently, desalinated seawater makes up about 10.0% of Tampa Bay Water's potable water supply. Desalinated brackish groundwater is also used in communities up and down the Florida coast. The SWFWMD has identified and evaluated four potential sites for large-scale (at least 20 million gallons per day) seawater desalination plants in the Planning Region. A significant source of future alternative supplies will be the capture of flood waters for storage in off stream reservoirs to be used in drier conditions. The 15 billion gallon C.W. "Bill" Young Reservoir in southern Hillsborough County is an example of such a project.

**4. How do we answer the basic question of "water sufficiency" before we plan for housing and industry or transportation?**

In 2005, the State Legislature established a new process for linking land use planning with water supply planning through Florida's Growth Management Act and the Water Protection and Sustainability Program. Under this system, every five years, water management districts must evaluate whether adequate water supplies exist to meet the needs of their areas and plan for ways to meet water supply needs over the next 20 years. Local governments must coordinate with the water management districts to ensure that adequate water supplies will be available to meet future demand by developing 10-Year Water Supply Facilities Work Plans. These work plans must include data and analysis for alternative water supplies, water reuse and conservation programs. Local governments must also address water supply in their concurrency management programs and demonstrate that water supplies are sufficient to support proposed development.

**5. Is the modest 20 percent water use reduction in Scenario B, C, D due to preservation of agriculture as the largest after user?**

While Agriculture will be a significant user of water in the future, the calculation of the reduction of water use was most likely attributed to conservation efforts and optimizing reclaimed water. Conservation practices such as low flow bath fixtures, Florida friendly landscaping, microjet irrigation, and public education have combined to significantly reduce water demand in our region. Reclaimed water helps to offset demand for potable water by

providing residential, agricultural, and industrial users an alternative to potable supply for their irrigation and processing needs. In 1980 reclaimed water offset 7 million gallons per day of potable water use, today that figure is approximately 110 million gallons per day. As the Region's communities and water management agencies continue to emphasize reclaimed water use, the 20 percent reduction mentioned in the Scenarios will come closer to becoming a reality.

### **Next steps**

**1. Will scenarios be overseen and implementation tracked?**

Absolutely. The input will be gathered and analyzed in the months to come. An executive summary of the findings, along with the next steps, will be announced when it is appropriate to do so.

**2. What happens after the public outreach and feedback?**

The input will be gathered and analyzed in the months to come. Next steps will be determined later this year as many factors will decide the next steps, including the amount of input received and the strength of the patterns and priorities that emerge.

**3. What is the next 6-week process?**

For the next six or more weeks, we are working to touch and receive feedback through the Voice It! survey ([www.myOneBay.com](http://www.myOneBay.com)) from as many citizens of the seven-county region as we can. We will be making presentations to community groups, nonprofit agencies, faith-based organizations, summer camps, neighborhood associations, as well as partnering with our corporate, government and media partners to reach as many people as possible. If you have a recommendation for a group or organization for One Bay to present to, please e-mail [info@myonebay.com](mailto:info@myonebay.com).

**4. How is this relating to "my-region," the Orlando process?**

"MyRegion.org" is the long-range visioning effort for the seven-county Central Florida region. One Bay is actively communicating with the MyRegion.org effort to both learn from them and to ensure that all the parties involved can have access to additional citizen input obtained by One Bay. This is just another tool in the tool box for each community to use, at its discretion, to make the most informed decisions about as it relates to their individual community needs.