

WENDOVER

HOUSING PARTNERS

Florida Housing Finance Corporation
ATTN: Kevin Tatreau
CC: Steve Auger, Wellington Meffert
227 N. Bronough Street, Suite 5000
Tallahassee, Florida 32301

Dear Mr. Tatreau:

For the purposes of the FHFC RFA's, the maximum allowable distance a "TOD" site should be allowed to be from a qualifying station is 0.5 miles. This can be easily accomplished by having the required transit score become 5.5 to qualify as a "TOD". Anything beyond that 0.5 mile radius exists outside the standardized "walk shed" or "transit shed" and is not considered "TOD" by urban planners.

As defined in Chapter 343.91(1)(m) Florida Statutes, a TOD Development does not typically expand past ½ mile of a station.

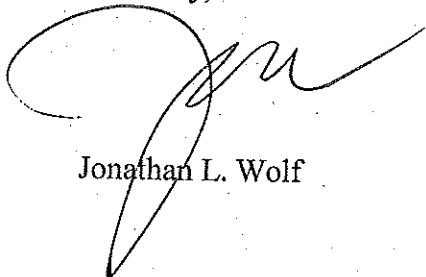
"Transit-oriented development" means a mixed-use residential or commercial area designed to maximize access to public transportation and often incorporates features to encourage transit ridership. A transit-oriented development neighborhood typically has a center with a train station, tram stop, or bus station surrounded by relatively high-density development with progressively lower-density development spreading outward from the center, typically within 1/2 mile of the stop or station.

Additionally, the FDOT's sponsored website: www.fltod.com and the accompanying "Florida TOD Guidebook" clearly delineates ¼ mile and ½ mile radiuses for TOD Development throughout the whole of the document, including the opening:

Transit Oriented Development (TOD) focuses on the land use patterns located within a quarter- to a half-mile of transit stations and corridors served by a premium transit system. TOD maintains a strong emphasis on mobility, walkability, connectivity, urban form, and a mix of uses arranged in a pattern of higher density and intensity than typically found beyond the half-mile "transit shed."

Please consider raising the minimum transit score to qualify as a "TOD" to 5.5 and also inserting a stated preference to fund one or more "TOD" projects within ¼ mile of stations.

Sincerely,



Jonathan L. Wolf