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From: Hymowitz, Larry [<mailto:Larry.Hymowitz@dot.state.fl.us>]

Sent: Wednesday, May 22, 2013 8:43 AM

To: Nancy Muller

Subject: RE: Limited Development Areas - Sunrail exemption

Thank you for your prompt reply to my email.

It is unfortunate that some affordable housing projects are experiencing low occupancy rate issues, perhaps due in part to poor access to premium transit and I understand the need for Limited Development Areas. However, it is my contention that developers that are willing to provide or increase access to premium transit for low income individuals/families in areas within 1/4 mile of a rail station (such as along Tri-Rail) or other premium transit station should not be penalized via the Limited Development Areas policy. I believe that the exemption to the Limited Development Areas should be automatic within 1/4 mile of these areas and should be considered de facto Transit Oriented Development (TOD) due to the proximity to premium transit. Considering that most TODs take many years, or even decades, to come to fruition in terms of sufficient urban form, density, and mix of uses, the fact that a local government has not officially applied the necessary zoning and/or land development regulations should not exclude a station area from an exemption or be a hindrance to a developer willing to include a supply of affordable housing units with access to premium transit.

Could you provide the TOD goal that you indicated below was met via developments that won competitive funding in southeast Florida TOD rail areas? It is my perception that most Tri-rail station areas could still use much more affordable housing units.

Thank you.

Larry Hymowitz

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