REGIONAL TRANSIT DIALOGUE

Technical/Land Use Subcommittee

December 10, 2009 – 1:30 p.m.
ACOG Board Room, 21 E Main St., Suite 100
Oklahoma City, OK 73104

Shannon Entz, Chair Technical/Land Use Sub-Committee, Community Development Manager, Edmond
Mark Seibold, Vice Chair Technical/Land Use Sub-Committee, City Planner, Choctaw

Attendees

Shannon Entz – Edmond
Susan Connors – Norman
Randy Entz – OKC
Larry Hopper – COTPA
Grant Humphreys – The Humphreys Company
John Bowman – ODOT
Marisa Wells – OSDH-OKC
Marion Hutchison – ONTRAC
Nathaniel Harding – Harding & Shelton, Inc
John Hasley – Capitol Chamber of Commerce
Cody Ponder – CART
ACOG Staff –Ryan Billings, Kara Chiodo, Daniel Fazekas, Doug Rex, John Sharp

Guests

Geoff Butler – OKC
Anais Starr – Midwest City

I. Welcome/Introductions

Shannon Entz welcomed everyone, introduced Geoff Butler from Oklahoma City, and entertained introductions from around the room.

II. Public Private Partnerships- Nathaniel Harding and Grant Humphreys

Nathaniel Harding took on the task of presenting the basics of Public Private Partnerships (PPPs) and how to apply them to public transit systems. Mr. Harding presented the case studies of successful PPPs throughout the nation. The concept of a PPP is to incentivize the private sector to invest in projects that provide a commitment/foundation of success backed by local public investment. The public-sector must remain actively involved in the project or program. Examples of PPPs and transit include refueling infrastructure, alternative fuel vehicles, and fixed train stations. Private partners can invest and create business on available land from the public.

Grant Humphreys then provided a brief history on Tax Increment Financing (TIF) and how it can relate to the Oklahoma City region. A TIF is an example of a PPP. TIF is a mechanism to finance capital improvements in blighted areas. Forming a TIF district provides much needed investment and hope for a blighted district or neighborhood. Mr. Humphreys felt that creating TIF districts around rail lines /stations would encourage development. The life of a TIF district, in the state of Oklahoma, is 25 years.

Discussion ensued about TIF districts in the Oklahoma City region and the political controversy that TIFs can create, if use is not properly conveyed to the public. TIFs can be approved by a municipal council and not by public referendum in the state of Oklahoma.

Geoff Butler from OKC Planning Department was invited to the meeting to share his experience with TIF districts and mixed use development around the rail hub in Salt Lake City. Ms. Entz ask Mr. Butler if affordable housing and mixed use development was occurring in and around the hub. Mr. Butler informed the group that it was too early to tell TIFs have been successful despite the typical controversy with TIF in the Salt Lake City region. Construction of new housing has been occurring along the rail lines.

Mr. Humphreys stated that controlling the land use and/ or land assembly in and around any future rail lines, is essential due to the potential of land owners holding on to property rather than developing property. He cited examples: the Flat Iron district, Bricktown, and Core to Shore with the lack of development due to land speculation.

III. Review and discuss sample TOD and policies for the OKC region – Mark Seibold

Mark Seibold discussed the creation of sample policies and to design the framework for future actions in which TLUS would help design future development policy for transit development. This policy could come initially from a TLUS document and expand to become a land use toolbox in which different municipalities/developers could use in creating sustainable development. Mr. Seibold encouraged the group to begin thinking on what this document would look like. Mr. Seibold hoped that this “ground work” would help stakeholders (in the region) understand different types of land use development.

ACOG staff provided the group a wide array of examples of Transit Oriented Developments (TODs) Policies and ordinances. The municipal examples were from Austin, Texas and Denver, Colorado. Anais Starr from Midwest City provided the group draft ordinances of their

TOD districts. Ms. Entz informed the group that the TLUS recommendations could look similar to the examples.

IV. Steering Committee Meeting Recap – November 18th - Shannon Entz

Ms. Entz provided a brief recap on the special steering committee held on November 18th.

V. Discuss Next Meeting Date(s) – Shannon Entz

The next meeting will be held at ACOG boardroom on Thursday January 14th at 1:30pm. ACOG staff encourages the group to review the past year summaries and to be prepared to begin thinking of policy recommendations.

VI. Adjourn