

TOD FOR TAMPA & HILLSBOROUGH COUNTY

HART TOD Pilot Project

OCTOBER 2022





The TOD for Tampa & Hillsborough County report was completed as part of the HART TOD Pilot Project, a planning initiative focused on the future of communities along the planned routes for HART's Arterial Bus Rapid Transit (BRT) project and the City of Tampa's Streetcar Extension project.

The project is partially funded through the Federal Transit Administration's Pilot Program for TOD Planning which provides funding to local communities to integrate land use and transportation planning in new fixed guideway and core capacity transit project corridors.

The plan was prepared by HDR Engineering, Inc for the Hillsborough Area Regional Transit Authority.



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INTRODUCTION

The HART TOD Pilot Project provides strategies and tools to promote transit-oriented development (TOD) along the planned routes for HART's Arterial Bus Rapid Transit (BRT) project and the City of Tampa's InVision Streetcar extension project. Recommendations are designed to shape the future of communities along these routes and serve as a foundation for planning along future fixed guideway transit corridors in the City of Tampa and Hillsborough County.

Project Goals

Transit investment and TOD along the HART TOD Pilot Project corridor has the potential to advance community goals for livability and sustainability, improve access to jobs and opportunities for corridor residents, increase housing diversity and affordability, and build support for improved transit service across the region.

Early in the planning effort, several goals were crafted to guide the process of identifying TOD opportunities and developing strategies to promote TOD on the pilot project corridor and future fixed guideway corridors.

- Protect and improve community character, livability, and resilience.
- Encourage a diverse mix of transit-supportive uses—housing, workplaces, shops, and supportive services.
- Create complete, safe, walkable, and bikeable streets.
- Ensure context sensitive buildings and public spaces.
- Improve access to local and regional employment, civic, educational, and cultural destinations.

TOD Planning

Recommendations to promote TOD along fixed guideway transit routes in the City of Tampa and Hillsborough County grew out of a five-step planning process organized around an intensive program of stakeholder and public engagement.

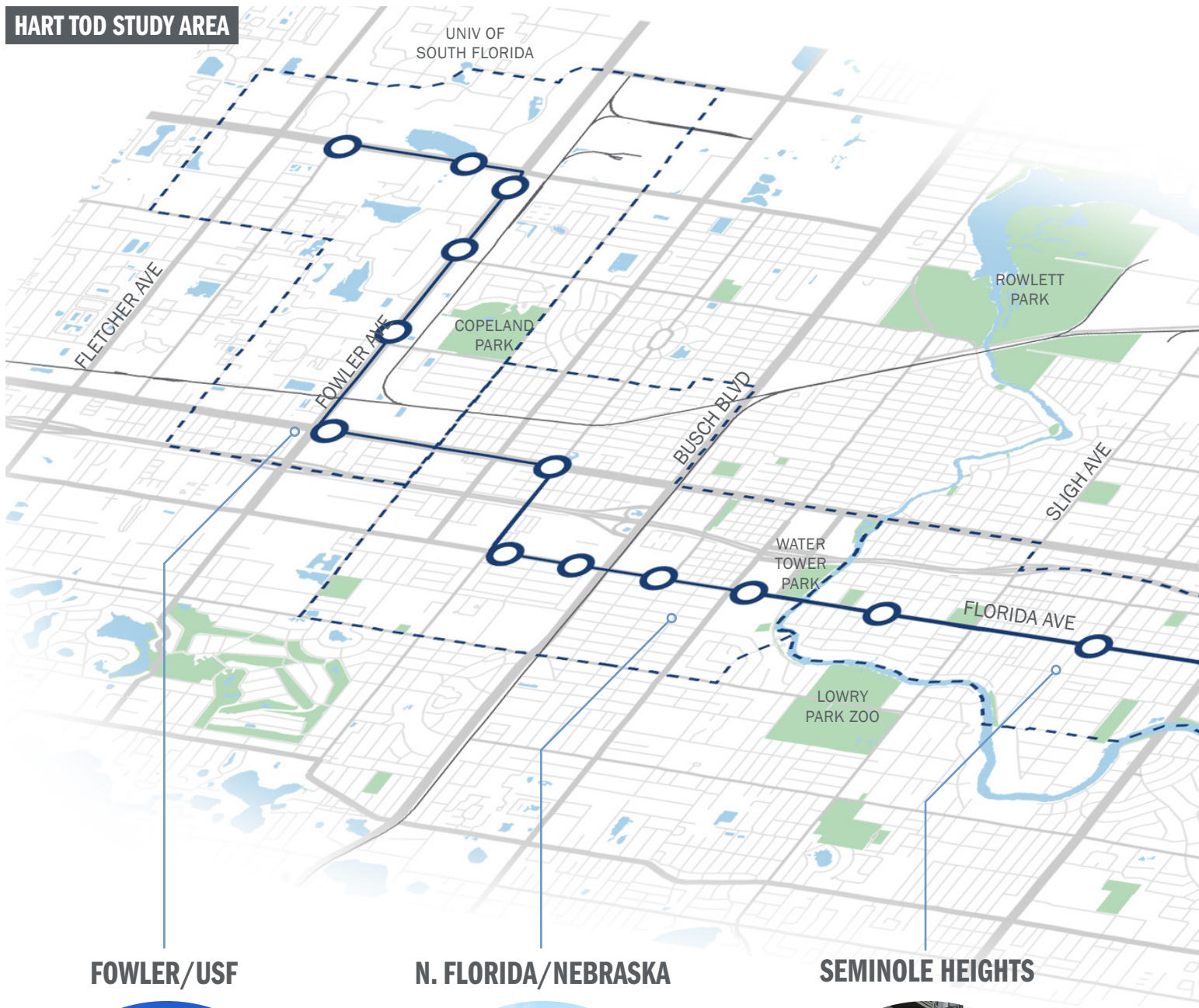
Working in collaboration with corridor communities, the project team evaluated existing conditions and development opportunities, explored alternative planning and development outcomes, and drafted strategies and tools to shape corridor land use, equitable development, community character, and mobility. The strategies include detailed recommendations for changes to city and county comprehensive plans and development regulations.

Additionally, the area surrounding the planned Palm Avenue streetcar stop was analyzed in greater detail to serve as an example of proposed station area planning.

Project Leadership & Sponsors

The project was led by HART in partnership with the City of Tampa, Hillsborough County, the Hillsborough Planning Commission, and the Hillsborough Transportation Planning Organization. Generous financial support for the study was provided by a grant from the Federal Transit Administration's Pilot Program for Transit-Oriented Development.

HART TOD STUDY AREA



FOWLER/USF



N. FLORIDA/NEBRASKA



SEMINOLE HEIGHTS





Study Area

HART TOD Pilot Project study area includes communities along the HART Arterial BRT corridor and the InVision Tampa Streetcar extension project. These transit projects—each in the project development phase of planning—connect communities between Downtown Tampa and the University of South Florida (USF), including neighborhoods and destinations within easy walking distance of planned stops serving Downtown Tampa, Tampa Heights, Seminole Heights, and communities north of the Hillsborough River along Florida, Linebaugh, Nebraska, and Fowler Avenues.

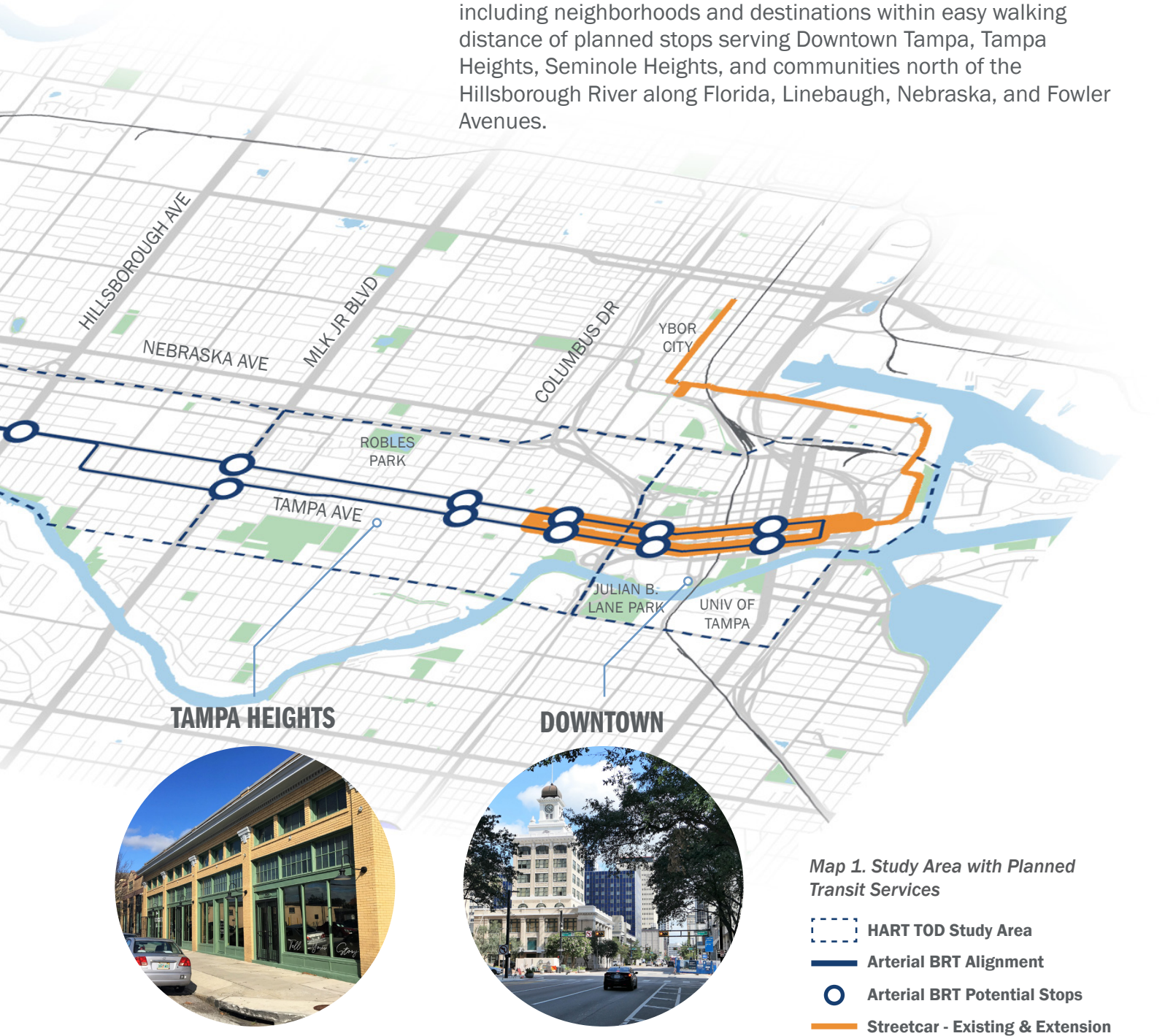




Figure 1. InVision Tampa Streetcar Project Illustrations



Planned Transit Improvements

Transit projects have the potential to dramatically change the accessibility, livability, and market position of communities within the HART TOD Pilot Project Study Area. A brief introduction to these project follows.

HART ARTERIAL BRT STUDY

HART's Arterial BRT Study is evaluating the potential for new, high frequency BRT service along the Florida and Fowler Avenue corridors. The new service would connect Downtown Tampa to the USF Tampa campus with a dedicated transit lane for a majority of its length to ensure reliable bus travel times. Current plans call for about 71 percent of the BRT corridor operating in its own dedicated guideway.

The study is evaluating the potential to service the needs of existing bus riders, as well as those who may not have chosen to use this form of transportation before.

INVISION TAMPA STREETCAR

The City of Tampa is completing project development activities for the InVision Tampa Streetcar project, an initiative to modernize the existing streetcar system and construct an extension through Downtown Tampa to Tampa Heights.

The project is led by the City of Tampa in partnership with the Florida Department of Transportation (FDOT) and HART. Project activities included intensive public engagement and close coordination with other local and regional transit initiatives.

Project objectives call for the full alignment—the existing system plus the extension to Palm Avenue in Tampa Heights—to maximize exclusive transit guideway operations, minimize community

and environmental impacts, and offer high levels of service with full-day and evening operations and 10- to 15-minute service frequency.

In August of 2020, the City submitted the required project justification documentation to the Federal Transit Administration for a small starts ratings. Preliminary engineering for the project is scheduled to begin in 2023 contingent on receipt of local funding.

TBARTA REGIONAL RAPID TRANSIT

Also in the early stages of planning is TBARTA's Regional Rapid Transit (RRT) project. Plans for this project call for a regional BRT service along I-75 and I-275 connecting destinations across the Tampa Bay Region from Wesley Chapel in Pasco County to Downtown St Petersburg.

The goal of the RRT project is to provide all-day, regional service that is quick, safe, reliable, and frequent. The communities where stops will be located include Wesley Chapel, the USF area, Downtown Tampa, Westshore, the Gateway area, and Downtown St. Petersburg.

The project is currently in the PD&E study phase which will determine where the BRT route will run on dedicated lanes, where the physical stations will be located, and how the project will be financed. During Phase I of the PD&E study, the USF Area and the Downtown Tampa Area were identified as “must have” stations due to already being intermodal stations and having strong roles in providing regional connections.





WHAT IS TRANSIT-ORIENTED DEVELOPMENT?

The term “transit-oriented development”—TOD for short—is used to describe communities designed to take full advantage of the mobility and accessibility offered by access to enhanced transit. Planned as compact, walkable, and mixed-use places, transit-oriented communities offer people greater transportation choices, increase sustainability and equity, and build demand for quality transit.

Understanding TOD

Typically, TODs are medium to high density, mixed-use districts centered on transit stations or aligned along transit corridors. TODs are places with walkable streets and public spaces, buildings with attractive and active street frontage, and sidewalks that provide safe, direct, and convenient connections to transit. With robust transit service and the right mix of uses, TODs expand travel options, reduce parking demand and transportation costs, and increase transit ridership.

Successful TODs share a number of qualities that set them apart from more conventional forms of development. As highlighted below, successful TODs are walkable and connected, dense and diverse, and context sensitive.

WALKABLE & CONNECTED

Access and mobility are key features of successful TODs. First and foremost, TODs are places that encourage walking and direct connectivity to transit. Successful TODs provide pedestrian-friendly streetscapes and public spaces, building frontages oriented to sidewalks, and high-quality urban design contributing to a distinct sense of place and community. TODs are also multimodal places, providing accommodations for a variety of travel options, from local and regional transit, private cars and delivery vehicles, to last mile mobility options



Figure 2. Transit Stops Serving Walkable TOD

like bike share, car share, and emerging forms of micromobility. TODs typically provide less vehicular parking than comparable developments not located near transit. Parking is provided at a reduced rate and located in a manner that maintains walkability, aesthetic cohesiveness, and reserves valuable real estate for higher value uses.

DENSE & DIVERSE

Successful TODs include a dense mix of complementary uses, including housing, retail and services, employment, entertainment, and civic uses. Diverse uses and demographics in a TOD help increase market resiliency, reduce auto dependence, and leverage public investment in transportation and transit infrastructure. Diverse housing—including options for lower income

residents who rely on public transit—is included to meet the needs of households of different sizes, lifestyles, and income levels; build market demand for a variety of goods and services; and lower combined housing and transportation costs for TOD residents.

CONTEXT SENSITIVE

Transit-oriented projects are not one size fits all. The scale, character, intensity, and use mix of transit-oriented places can vary greatly depending on their location in a region. TOD projects and places are designed to fit the scale of surrounding neighborhoods, offer uses to serve community needs, and advance local objectives for resilience, placemaking, community building, economic development, and neighborhood improvement.



Figure 3. Example Transit-Supportive, Mixed-Use District



Benefits to the City & County

Transit-oriented development improves community livability, competitiveness, and resilience. People living and working in transit-oriented communities rely less on car travel to meet their daily needs; have access to a wider range of housing options; and are better connected to jobs, services, and opportunities across the region.

- **Creates Walkable & Bikeable Places.** Walk and bike friendliness are key characteristics of successful TODs. TODs with enhanced walkability and quality bicycle infrastructure improve local accessibility and vibrancy, deliver safety benefits, and create convenient, cost-efficient, and healthy alternatives to driving.
- **Serves Diverse Needs.** Housing in TODs serve diverse needs, lifestyles, and income levels. Both millennial and empty nester households are prime markets for TOD projects. According to recent research by the Urban Land Institute, 60 percent of millennials want to live and work in areas where they can use their cars less, and empty nesters exhibit similar desires.
- **Supports Transit Investment.** Development near transit stops improves HART's ability to provide frequent, high quality transit service. Ridership levels increase by concentrating activity close to stations. As reported in a recent publication of the Urban Land Institute and American Planning Association, "every shred of available evidence points to the significance of density in promoting transit use. Higher densities in walkable environments mean more residents and employers within walking distance of transit stops and stations."
- **Promotes Equity & Affordability.** With activities clustered in walkable districts, people can take care of daily needs without having to drive from place to place. Lower auto dependence leads to reduced trips and travel distance and lower demand for parking. TOD projects can help lower combined housing and transportation costs and expand alternatives for affordable living.
- **Strengthens Local Economies.** TODs brings economic benefits to communities. TOD projects are shown to have higher commercial and residential property values than similar projects in auto-oriented locations, and tend to generate higher local tax revenues on a per-square-foot basis. TOD projects place lesser demand on local infrastructure, build the local tax base, and ease local government financial burdens.
- **Improves Sustainability & Resilience.** Automobile use is one of the primary sources of air pollution, energy consumption, and greenhouse gas emissions in the United States. On a passenger-miles-traveled basis, pedestrian, bicycle, and transit trips result in lower levels of energy use and greenhouse gas emissions. As a result, TODs can help improve local and regional air quality and reduce energy consumption.

QUALITIES OF SUCCESSFUL TRANSIT ORIENTED DEVELOPMENT



Figure 4. Qualities of Successful TODs



Highest Intensity Land
Uses Focused on Transit
Stops & Station Sites

Parking Located to Minimize
Impact on Streetscapes
& Public Spaces

Accessory Dwelling Units &
Missing Middle Types Expand
Housing Options



Shape the future of Tampa Heights and surrounding communities.

Design Charrette

Saturday, January 15, 2022

THJCA Events, 2005 N Lamar Ave

- > 10:00am-Noon - Morning Design Workshop
- > 12:30-2:30pm - Afternoon Design Workshop
- > Or stop by anytime between 10:00am and 2:30pm to meet the team and learn about the project.

Questions?

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COMMUNITY VOICES

Project outreach and engagement was designed to educate stakeholders on the project and gather meaningful input and feedback to guide planning activities.

Due to the Covid-19 global pandemic, planned outreach and engagement activities were adjusted to accommodate “physical distancing” guidelines set forth by the CDC. These guidelines aimed to limit large gatherings and close contact of individuals. Project engagement resources were shifted from traditional public workshops to an online engagement platform with robust tools for soliciting and capturing public feedback.

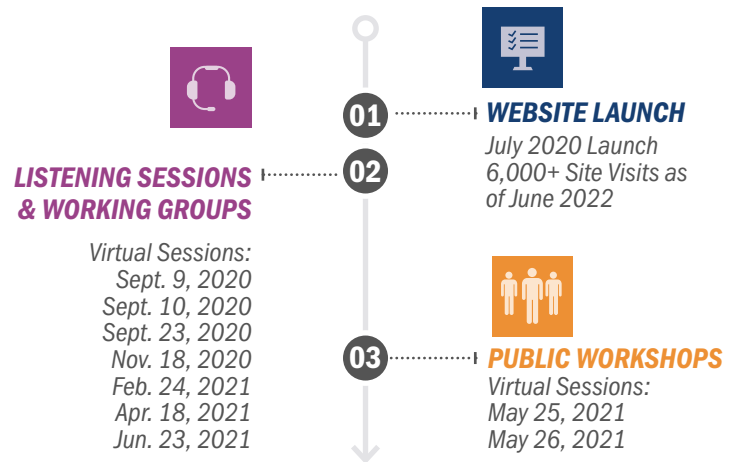
HART TOD Website

The first component of the outreach strategy was development of a highly interactive study website using the Engagement HQ platform. The study website launched in July 2020 and provided information on the study and schedule, offered regular status updates, and provided educational materials introducing TOD and TOD resources. It also served as a platform for interactive surveys, maps, and draft study documents. As of late June 2022, the website had over 6,000 visits and 81 site registrations.

Listening Sessions

The next component included listening sessions and working group meetings with key community stakeholders to hone in on specific audiences who may be difficult to engage with an online approach. Initial listening sessions to introduce the project, share information about the schedule, discuss planned communication/engagement strategies, and solicit information about ideas and expectations took place on September 9-10, 2020, and were hosted on the Webex virtual meeting platform.

CORRIDOR-WIDE ENGAGEMENT



PALM AVENUE STATION AREA ENGAGEMENT

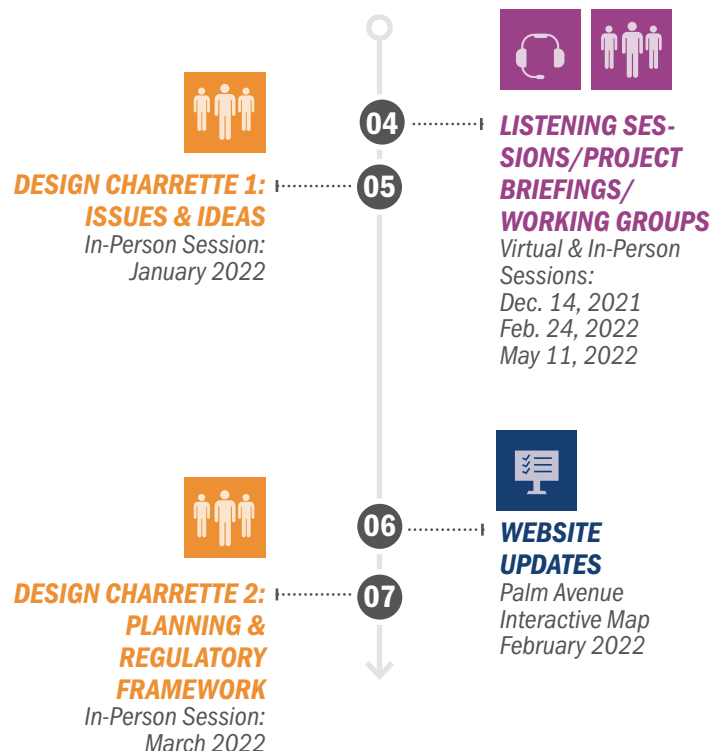


Figure 5. Project Engagement Timeline

HART TOD Working Group

A HART TOD Working Group of corridor stakeholders was formed to guide project activities. Building on the membership of the HART Arterial BRT Steering Committee, the Working Group included representatives of neighborhood and business associations, major property owners, developers and builders active along the corridor, and representatives of major institutions.

The first Working Group meeting took place via Webex on September 23, 2020 and included 31 participants. The agenda included a welcome/roll call, introduction of the project, and an open discussion on the group's priorities/concerns/ideas, and how best to reach them and their audience. Working Group meetings generally took place on a bi-monthly basis from September 2020 to June 2021.

Real Estate Stakeholder Interviews

In 2020, SB Friedman conducted informal interviews with developers, economic development officials and local planners, and representatives of key local institutions active in the market. The purpose of these interviews was to gain an understanding of key market dynamics impacting TOD potential, including: perceptions of strengths and weaknesses of the subareas; any barriers to development and business attraction, including regulatory issues, financial feasibility, desired amenities, and needed infrastructure improvements; rents, prices and absorption trends/data for land uses being analyzed; and aspirations for the future.

Virtual Public Workshops

Two virtual workshops were held via Webex in May 2021. During these workshops, preliminary strategies that would guide land use and development along HART's BRT corridor were reviewed. Over 100 participants joined to listen and share their thoughts and ideas.



Figure 6. Virtual Working Group Meeting



Palm Avenue Station Area Engagement

With its proximity to destinations and multiple neighborhoods, Palm Avenue between Florida Avenue and Tampa Streets will one day serve as a critical multimodal hub along the corridor. Making destinations in this area easily accessible by walking and biking is critical. The project team made a focused effort to create a vision for this station area through an intensive planning effort.

LISTENING SESSIONS & PROJECT BRIEFINGS

Listening sessions, project briefings, and working group meetings specific to the Palm Avenue Station Area planning effort were held virtually to introduce the project to key stakeholders and seek feedback on issues and ideas for the future of the community. The first listening session took place the evening of December 14, 2021. Invitees included Tampa Heights community leaders, Yellow Brick Row businesses, and representatives of key property owners including the Heights, the YMCA, Brewster Technical College, and Metropolitan Ministries. There were 15 participants on the virtual call. The agenda included an introduction of the project team, an overview of the study, a summary of TOD strategies, and a focused discussion on the Palm Avenue Station Area proposed planning process.

A project briefing took place the evening of February 24, 2022 at the Tampa Heights Neighborhood Associations monthly general meeting. The project consultant team attended the meeting to provide an update on project status following the first January 15th public workshop.

A project briefing was also provided to the project's Working Group on May 11, 2022. There were 21 participants on the virtual call. The agenda included an overview of the project, a focused discussion on the Palm Avenue Station Area planning process, review of TOD plan and code strategies, and an facilitated discussion.

CHARRETTE 1: ISSUES & IDEAS

The first public workshop was held on January 15, 2022. A total of 30 community members participated in the morning and afternoon sessions. The purpose of the workshop was to share information about the HART TOD Pilot Project, explore strategies to guide land use and development, and share ideas for the community's future. Participants worked together to identify favorite places, best streets, issue areas, and redevelopment opportunities on large table maps. Maps were created to summarize the feedback received. The summary maps were presented back to the community during Workshop 2.

Tampa Heights community members are well connected and actively advocate for their desired built environment. The community expressed the need to preserve the historic look and feel of North Franklin Street and the surrounding neighborhood homes. They also want to see a mix of uses throughout the community - with retail uses like grocery stores on the ground floor. They want to see more inviting public spaces - with tree canopies providing shade, attractive landscaping, and pedestrian/bicycle-friendly facilities.

The community would like to emphasize its vibrant art scene and its heritage by creating a Tampa Heights arts district that would serve as a gateway to the community, as well as markers celebrating the African American history of Central Avenue. Other community aspirations include the encouragement of affordable housing units in the neighborhood and the elimination of parking minimums.



Figure 7. Charrette Photos



CHARRETTE 2: PLANNING & REGULATORY FRAMEWORK

The second public workshop was held on March 5, 2022. Community members participated in morning and afternoon sessions. The purpose of the workshop was to report back to the community what we heard on January 15 and present a proposed strategy for redevelopment in the area. The community was asked to comment on maps showing the proposed regulating plan (zoning overlay map), frontage quality plan, and active mobility plan. A handout was provided at each table explaining what each TOD overlay entailed. More detail on the transect-based regulations and the street frontage categories can be found later in this report.

WEB-BASED, INTERACTIVE MAPPING

An interactive Palm Avenue Station Area map was made available on the HART TOD Pilot Project web site on February 18, 2022. The interactive mapping tool provided an opportunity for community members who could not attend the in-person workshops to “pin” thoughts on favorite places, issue areas, and redevelopment ideas within the station area.



Figure 8. Feedback from the Charrettes





CONTEXT FOR TOD

A detailed assessment of existing conditions was completed for areas within walking distance of the planned alignments for the HART Arterial BRT and InVision Tampa Streetcar projects. Following a careful delineation of areas within the corridor walkshed, research was conducted to assess land use and development, mobility and accessibility, market conditions, and housing affordability.

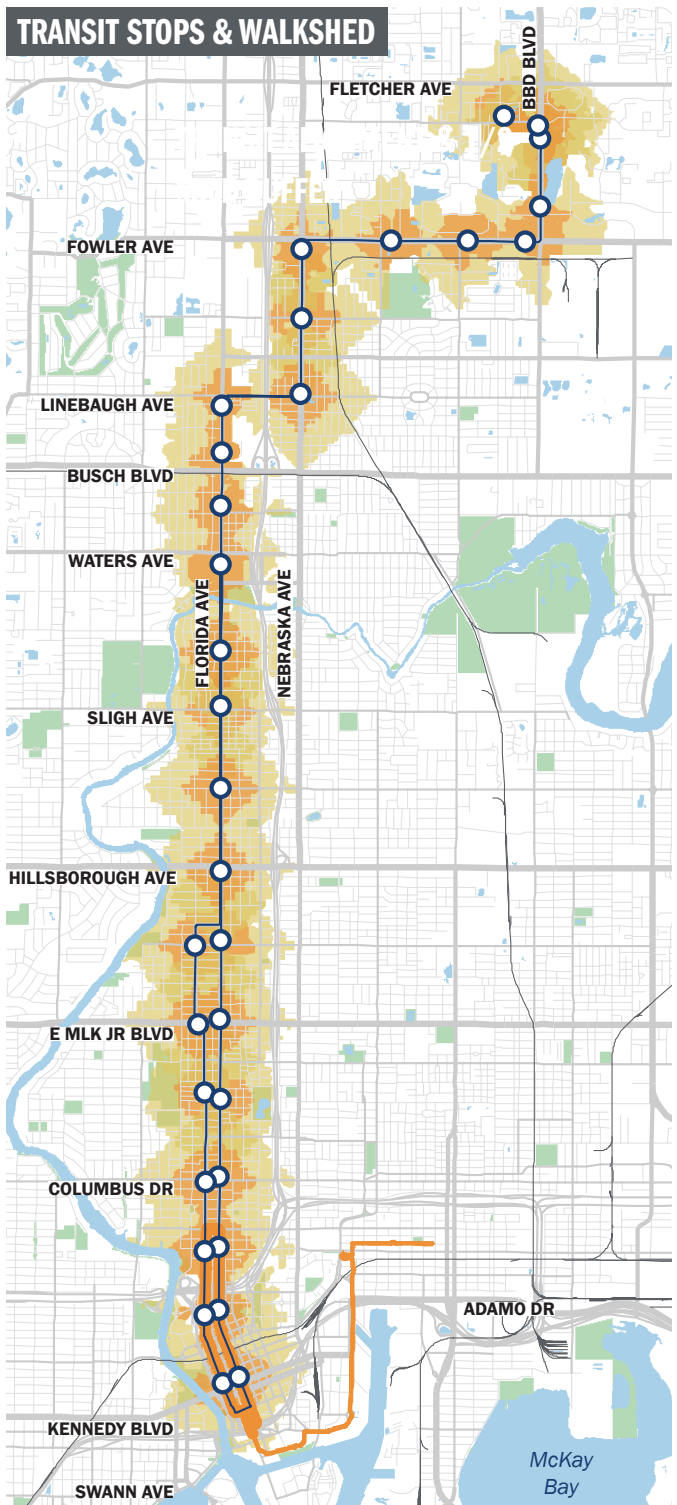
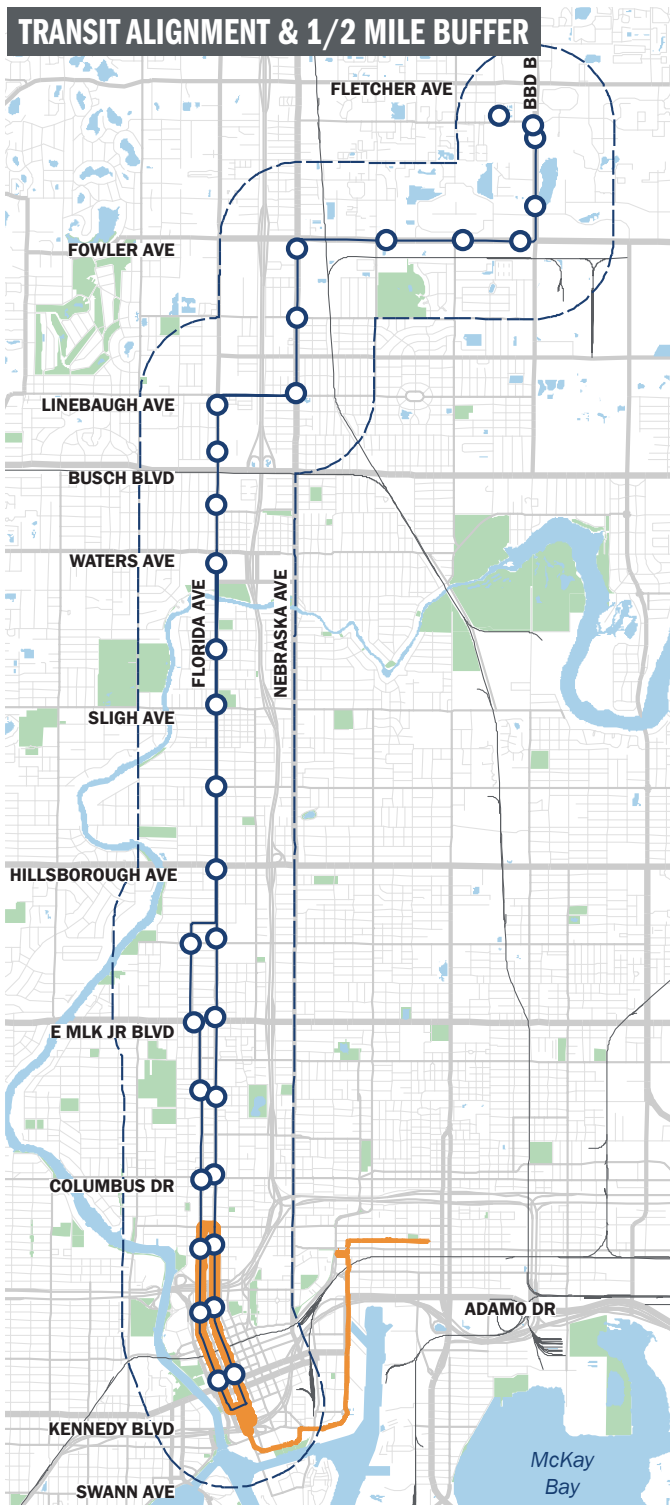
Corridor Delineation

Study area boundaries for the HART TOD Pilot Project were defined to highlight areas along the corridor with the greatest potential to benefit from enhanced transit service. As walking distance is a primary factor shaping transit-supportiveness, study area limits were based on an evaluation of walksheds as follows:

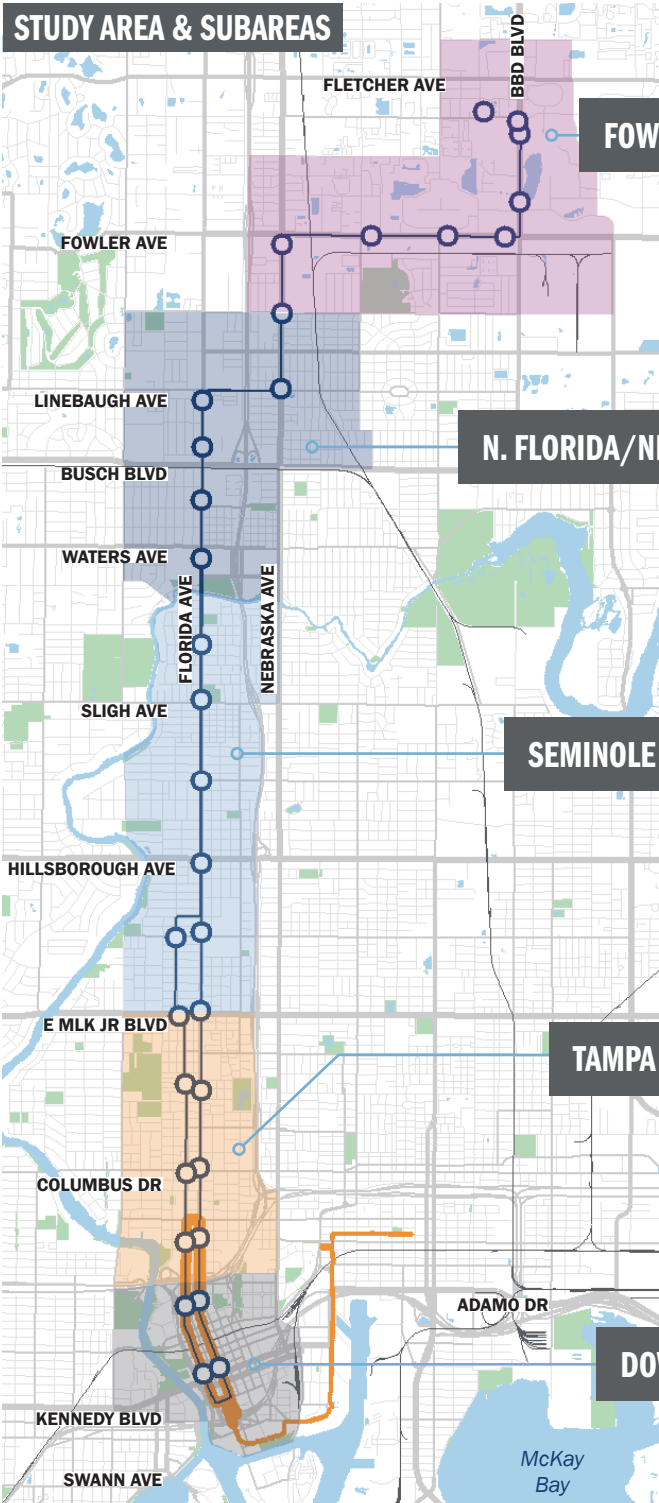
- **Transit Alignment & One Half Mile Buffer.**

Initial mapping delineated the area within one-half mile of the planned alignments for the HART Arterial BRT and InVision Tampa Streetcar projects. The proposed BRT alignment extends from Downtown Tampa to the USF area along an alignment that includes Tampa Street and Florida Avenue, Linebaugh Avenue, Nebraska Avenue, and Fowler Avenue. The proposed streetcar extension runs from Downtown Tampa to Tampa Heights, following the BRT guideway to Palm Avenue. (A one-half mile buffer is used by FTA as the basis for land use and economic development ratings for projects seeking funding under FTA's New Starts and Small Starts Capital Improvement Grant programs.)

- **Transit Stop Walksheds.** To further distinguish levels of transit accessibility, a walkshed analysis was conducted to identify one quarter- and one half-mile walking distances measured along street centerlines from proposed BRT stop locations. As shown on **Map 2** close transit stop spacing and the presence of relatively small block sizes results in significant overlap in transit stop walksheds—most of the area within the overall one-half mile buffer of the alignment is also within one-half mile walking distance of a planned stop.
- **TOD Subareas.** The study area was further divided into subareas reflecting the unique history, form, and development pattern of different communities along the project corridor. Using neighborhood boundaries and prominent physical features like the Hillsborough River, five separate subareas were delineated for use in evaluating existing conditions and TOD opportunities.



Map 2. Corridor Delineation



Context Assessment

A detailed evaluation of existing conditions was conducted for communities within the HART TOD Pilot Project study area. Early in the planning effort, the following assessments and evaluations were completed.

- **Demographics, Land Use, & Development.**

A review of existing demographic, land use, and development conditions within the study area was completed with information drawn from datasets available from US Census, the City of Tampa, Hillsborough County, HART, the Planning Commission and MPO, and FDOT. This assessment was completed to reveal TOD development opportunities as well as identify locations for conservation and protection.

- **Market Conditions.** A high-level real estate market and economic analysis was completed to assess the market potential for residential, office, and retail development within the project study area. Based on this analysis, each of the subareas of the study area was categorized into one of three market typologies: weaker, emerging, and stronger markets. These market strength typologies were defined based on the near-term potential to attract private investment in transit-oriented development.

- **Planning & Regulatory Context.** A summary of plans, policies, and regulatory provisions impacting development within the study area was completed to identify planning and regulatory barriers to the delivery of quality TOD projects.

- **Mobility & Accessibility.** Roadway, pedestrian, bicycle, and transit conditions were evaluated to determine inform recommendations regarding bike and pedestrian improvement opportunities, validate transit stop locations, and define potential transit accessibility improvement strategies.

Housing Affordability & Diversity. A *Housing Affordability Briefing Book* was prepared to report on housing supply and affordability, and inform policy and strategy recommendations to protect existing naturally-occurring affordable housing, promote the delivery of new affordable housing, and allow for greater diversity in the delivery of market rate housing.

Results of these analyses are summarized in the *HART TOD Pilot Project Context Assessment*, the *Housing Affordability Briefing Book*, and the *HART Retail Advisory Services* report.



Figure 9. HART TOD Pilot Project Reports



Findings By Area



Conditions Summary

The Downtown subarea, extending from the southern end of Downtown north to I-275, captures Downtown's central business district as well as Water Street, ENCORE!, North Franklin, and areas along the west bank of the Hillsborough River, including portions of North Hyde Park, the University of Tampa campus, and Julian B. Lane Park. This area has the highest activity density (total population and employment per acre) in the HART TOD study area, with the greatest projected increases in population and employment over the next 20 years. Existing land uses are very transit-supportive and include office, lodging, retail, and regionally-significant civic, entertainment, and cultural uses. Residential uses in this area are primarily multifamily, with several large-scale apartment projects recently completed and under construction. The area includes some of the highest transit trip generators in the Tampa

Bay Region, including high intensity office uses, governmental services, and residential.

Downtown's existing form and character is also highly transit-supportive. The combined impact of high intensity development, small block sizes, and active ground floor uses makes walking along many downtown streets a convenient and attractive alternative to driving. High residential densities combined with a significant amount of office and civic uses and ground floor retail and restaurants support an increasingly vibrant pedestrian culture.

Building frontages are connected directly to the sidewalk with shallow or non-existent front setbacks. Facades generally have a high degree of transparency and articulation, with primary entries and storefronts facing the public realm. The City's recently adopted street frontage standards reinforce street character and pedestrian-orientation through the application of standards addressing building entry orientation,



Figure 10. Downtown Tampa Images

ground floor facade design, and parking and service access.

Market Position

Overall, Downtown is the strongest market for transit-oriented investment, with transit-supportive projects in the pipeline for all land uses considered. Downtown is a very active market with prices, performance and development momentum all contributing to its strength.

A breakdown of overall market potential by subarea, drawn from the Market Assessment section of the Context Assessment, is provided in **Table 1**.

- Residential Market.** Downtown has relatively few residential units compared to the other subareas, but nearly all units are multifamily with high renter-occupancy rates. Residential development in and around Downtown has been primarily clustered in the Channel District, Historic Ybor, Tampa Heights, and West River neighborhoods. In total, nearly 2,500 units were delivered in the Downtown subarea since 2010 and another 3,000 units are under construction or proposed. This new development has primarily been in the form of high-rise typologies, with high densities, podium parking, and active ground floor uses.

Overall rents are highest in the Downtown subarea while the highest rent premiums for new construction are in the Tampa Heights and Seminole Heights subareas. In areas with recent development, initial periods of higher vacancy has occurred as new product has come online and then subsequently been absorbed. Current vacancies are higher in



the Downtown subarea for this reason, while recent deliveries in the Tampa Heights and the Seminole Heights subareas appear to have been fully absorbed.

The presence of naturally-occurring affordable housing in the Downtown subarea is limited. This is due to the newer construction and already higher rent levels which make apartments unaffordable to households earning 60% AMI or less. Currently there are over 1,500 legally binding affordable housing units within the Downtown subarea. These developments are located in ENCORE!, North Downtown, and West River.

- **Office Market.** Downtown Tampa is second only to Westshore in terms of square feet of Class A office space. Class A office and corporate headquarter space is primarily located Downtown, with over 5 million square feet of corporate office space. Shifting corporate employer preferences within the region indicate a shift from car-oriented, single-use business parks to walkable, vibrant and mixed-use places, which positions Downtown to continue to thrive in the future. Proposed office projects are centered Downtown as part of the Water Street development and the Heights District in the Tampa Heights subarea.

Downtown commands the highest average rents in the study area with the Tampa Heights and Fowler/USF subareas following. Class A rents are as high as \$40/square foot in the Downtown and Tampa Heights subareas and \$33/square foot in the Fowler/USF subarea. Class A price points are consistent with the

overall rents in the Downtown subarea as it is predominately Class A, but Class A commands much higher than average rents in both the Tampa Heights and Fowler/USF subareas.

Vacancy rates remain relatively low across the study area except for slightly higher rates in the North Florida/Nebraska subarea. The Downtown subarea vacancy rates are slightly higher than the countywide average, but higher rents and the presence of several pipeline developments suggests the market is strong and inventory is being absorbed.

- **Retail Market.** Downtown has the strongest market potential for TOD-supportive retail. The Downtown subarea comprises approximately 700,000 square feet of retail space and is one of the major hubs for restaurant and shopping in the City. Experience-oriented retail offers unique shopping and dining experiences, often in desirable and walkable environments. Within the HART TOD Pilot Project study area, Downtown is the primary experiential destination with unique restaurants and cultural offerings while the Tampa Heights and Seminole Heights subareas both offer unique dining options including food halls, local breweries, and restaurants. The entertainment and restaurant focus of retail Downtown is anticipated to contribute to a positive post-pandemic recovery. Access to both full-service and specialty grocery stores has improved recently with the opening of the Publix in Channel District, the Greenwise Market in Water Street, and the Sprouts Market in The Heights.

TAMPA HEIGHTS/SEMINOLE HEIGHTS



Conditions Summary

The Tampa Heights and Seminole Heights subareas extend from I-275 north to the Hillsborough River. These areas capture most of both the Tampa Heights and Seminole Heights neighborhood, and include a few larger-scale opportunities for new development and redevelopment, including The Heights project in Tampa Heights and Robles Park Village just south of Martin Luther King Blvd.

Within Tampa Heights, clusters of restaurants and entertainment destinations exist at The Heights and along North Franklin Street, and several similar clusters are forming north and south of Hillsborough Avenue in Seminole Heights. In between these clusters are a mix of older auto-oriented uses fronting Florida Avenue, including auto sales outlets, auto repair shops, and light industrial uses. Residential uses are primarily single-family homes with a few multifamily properties, including public housing at Robles Park Village which is under

study for redevelopment and the Oaks at Riverview, a mixed income community developed by the Tampa Housing Authority. The subarea is home to several institutional uses, including Metropolitan Ministries, Brewster Technical Center, and Stetson University College of Law in Tampa Heights and Hillsborough High School in Seminole Heights.

A traditional main street character is found along North Franklin Street in Tampa Heights. In this area, storefronts line public sidewalks, primary building entries open onto streetscapes, and facades have large amounts of glazing for the display of merchandise. Walkability is supported by small block sizes, wide sidewalks, and parking located in side and rear yard locations.

Elsewhere, projects fronting Florida Avenue and along Tampa Street to the south of Floribruska Avenue exhibit a mixed character with many having modest front setbacks and front parking. Head-in or angled parking in front of building facades is typical and disrupts the pedestrian



experience. Sidewalks are generally narrow and constrained by power and sign poles along Florida Avenue, and the absence of a landscape or parking buffer between sidewalks and moving traffic degrades the quality of the pedestrian experience. Typical non-residential sites along Florida Avenue are shallow and abut stable single-family neighborhoods. Consequently, opportunities for TOD on sites greater than one acre are limited to larger redevelopment sites.

Market Position

The Tampa Heights and Seminole Heights subareas have emerging TOD potential. The Tampa Heights subarea is experiencing new office, retail, and residential development as part of The Heights redevelopment and around Franklin Street. This area is poised for continued investment in the future. While the office market potential is limited, the Seminole Heights subarea has potential for neighborhood-scale TOD, especially for residential and retail uses.

- **Residential Market.** The Tampa Heights and Seminole Heights subareas are considered emerging residential markets. Recently, new investment has shifted north into these subareas. Newer product has been fully absorbed and vacancy levels have returned to industry standards. In addition to premiums for new construction product, rents and home values are rising for nearly all residential product in these emerging subareas.

The presence of NOAH in the Downtown and Tampa Heights subareas is limited. This is due to the already higher rent levels in these subareas which make apartments unaffordable to households earning 60% AMI or less. Interviews indicated recent price increases appear to have been attributed to displacement

of NOAH in Tampa Heights. However, there are high numbers of legally restricted units, which means that the remaining units are at less risk of displacement due to long-term affordability obligations. However, the expiration of contractual obligations over the next 20 years could lead to further displacement without strategies to maintain long-term affordability. The Seminole Heights subarea may experience affordability challenges in the future. Given the growth in rents and sale prices in the Seminole Heights subarea, as well as the limited supply of NOAH, there is a higher risk of displacement. There is also a limited supply of LRAH, with only 250 units. All LRAH units in the Seminole Heights subarea are at risk of expiring in the next 20 years.

- **Office.** The Tampa Heights subarea is considered an emerging area with specific advantages. The Heights District development has attracted recent Class A development and is leveraging its location on the periphery of downtown. The Seminole Heights market is weaker and unlikely to attract new corporate or medical office development in the near term.
- **Retail.** The Tampa Heights and Seminole Heights subareas are emerging retail areas. The Tampa Heights subarea has momentum building in walkable environments around the Heights District and North Franklin Street. The Seminole Heights subarea, despite walkability and parking challenges, is attracting new investment in the adaptive reuse of older retail and auto-service sites for craft breweries, restaurants, and local shops. This early success is creating unique entertainment destinations and setting the stage for more intensive adaptive reuse and new construction.

NORTH FLORIDA/NEBRASKA/FOWLER



Conditions Summary

The northernmost subareas along the HART TOD Pilot Project corridor—the areas along East Fowler Avenue, North Nebraska Avenue, and North Florida Avenue north of the Hillsborough River—exhibit the least transit-supportive qualities in the project study area. Development in these areas is primarily low density and auto-oriented, pedestrian accommodations are limited, and the market for transit-oriented investment is generally weak. Consequently, planning strategies and recommendations focus on encouraging more urban forms and intensities of development, retrofitting older and obsolete suburban projects and streetscapes, and improving accommodations for pedestrian and bicyclists.

The North Florida/Nebraska subarea extends from the Hillsborough River north to Bougainvillea Avenue and captures mid-20th Century suburban auto-oriented development fronting the corridor and low-density suburban

neighborhoods within walking distance of the corridor. Existing land uses include large, underutilized shopping plazas south of Waters Street, a cluster of big box uses immediately south of Busch Boulevard, the former Floriland Mall north of Busch Boulevard (now mostly occupied by state offices), and a cluster of car dealerships and strip commercial centers further north. Sites from the corridor are generally larger in size, with one-story commercial buildings built primarily between 1941 and 1980 set back behind large expanses of surface parking. Through redevelopment of several larger, underutilized shopping centers, this subarea is projected to see significant increases in activity density over the next 20 years.

The Fowler/USF subarea extends from Bougainvillea Avenue north along Nebraska Avenue to Fowler and east to USF. It captures portions of the North Tampa, University Square, and Terrace Park neighborhoods, as well as a portion of USF and neighborhoods



in unincorporated Hillsborough County. Auto-oriented development is predominant with a mix of standalone retail uses, larger-scale shopping plazas, and the University Mall property which is in its first phase of redevelopment. This subarea is home to the James A Haley Veterans' Hospital, the Moffitt Cancer Center, and related regionally-significant medical and research facilities on the USF campus.

Although the area has several potentially high transit trip generating uses and is projected to experience significant increases in population and employment, existing development is almost exclusively suburban in form, intensity, and character. Auto-oriented forms of development line most of the project corridor. Common projects have deep front setbacks, single-use occupancy, and limited-to-no accommodations for pedestrian connections between building entries and nearby public sidewalks and transit stops. Predominant building forms fronting the corridor include strip commercial shopping centers, drive-through restaurants, gas stations, and other configurations primarily geared to serve drivers rather than pedestrians and transit users. Block sizes are large and provide few routes for pedestrians, drivers, and cyclists.

Market Position

The North Florida/Nebraska subarea is characterized as a weaker market due to the relatively low levels of investment, low rents, and auto-centric formats that would dissuade TOD investment. If the market shifts in the northern subareas, there may be potential for redevelopment of larger retail sites with higher vacancies. The Fowler/USF subarea has potential for transit-supportive, mixed-use office projects with the redevelopment of the University Mall but

would likely require public financial support as demonstrated by the Uptown District proposal. Outside of the creation of this new mixed-use environment, market potential is fairly limited for TOD-supportive formats

- **Residential Market.** The North Florida/Nebraska and Fowler/USF subareas are weaker multifamily markets, which have seen limited recent investment, lower rents and vacancy, and higher supplies of existing affordable product. With the exception of sites very close to USF, new, market-rate, TOD-supportive development is unlikely without public support. However, the proposed University Mall redevelopment could serve as a catalyst for residential development in the Fowler/USF subarea in the future. The presence and spatial distribution of LRAH and NOAH in the study area is critical to maintaining affordability. However, as contractual obligations expire and market conditions improve, tailored strategies will be required to ensure long-term affordability.
- **Office Market.** The Fowler/USF subarea is an emerging area with specific advantages including the opportunity to attract new medical and professional office development around nearby hospital and university anchors and as part of planned, mixed-use environments. Proximity to these institutions offers unique opportunities for synergistic development, as seen with the proposed innovation district in the University Mall redevelopment in the Uptown District. The type of mixed-use environment that is proposed is also attractive for larger Class A office tenants, whose presence is fairly limited throughout the rest of the subarea.



• **Retail Market.** The North Florida/Nebraska and Fowler/USF subareas are considered weaker markets for providing TOD-supportive retail. While these larger shopping centers provide convenience-oriented shopping opportunities, these subareas are challenged by relatively low levels of recent private investment and auto-centric building formats which are not as conducive to walkable environments.

Convenience-oriented retail provides easy access to a range of goods and services, and is typically developed in power, community and neighborhood centers that sell basic goods and services such as groceries. Within the study area, convenience-oriented retail is primarily located in auto-centric subareas, including the North Florida/Nebraska and Fowler/USF subareas. As e-commerce is anticipated to grow and be accelerated by Covid-19, it could be challenging to attract retailers to fill larger vacant spaces. Thus, it will be necessary to consider alternative uses or redevelopment to reposition struggling retail centers.

The University Mall redevelopment provides an opportunity to reposition existing retail and provide supportive retail in a mixed-use environment. Other retail centers in these subareas may struggle to attract the investment needed to transition auto-oriented centers into more walkable retail formats.

Figure 11. New Student Housing Near USF (Top) & Vacant Retail on Nebraska Avenue (Bottom)



Overall Market Potential

Overall, the Downtown subarea is the strongest market with TOD-supportive projects in the pipeline for all land uses considered. The Downtown subarea is a very active market and the prices, performance, and development momentum all contribute to its strength. The Tampa Heights and Seminole Heights subareas have emerging TOD potential.

The Tampa Heights subarea is experiencing new office, retail, and residential development as part of the Heights District redevelopment and around Franklin Street. This area is poised for continued investment in the future. While the office market potential is limited, the Seminole Heights subarea has potential for neighborhood-scale TOD, especially for residential and retail uses. The North Florida/Nebraska subarea is characterized as a weaker market due to the

relatively low levels of investment, low rents, and auto-centric formats that would dissuade TOD investment. If the market shifts in the northern subareas, there may be potential for redevelopment of larger retail sites with higher vacancies.

Finally, the Fowler/USF subarea has some potential for transit-supportive, mixed-use office projects with the redevelopment of the University Mall but would likely require public financial support as demonstrated by the Uptown District proposal. Outside of the creation of this new mixed-use environment, market potential is fairly limited for TOD-supportive formats in the subarea.

Table 1. Overall Market Potential by Subarea

SUBAREA	RESIDENTIAL	OFFICE	RETAIL	TOD-READINESS	OVERALL MARKET STRENGTH
Downtown	Stronger	Stronger	Stronger	Existing TOD Cluster	Stronger
Tampa Heights	Emerging	Emerging-Stronger	Emerging-Stronger	Potential for TOD	Emerging
Seminole Heights	Emerging	Weaker	Emerging	Potential for TOD	Emerging
North Florida/ Nebraska	Weaker	Weaker	Weaker	Limited Market Potential for TOD	Weaker
Fowler/USF	Weaker	Emerging	Weaker	Limited Market Potential for TOD	Weaker-Emerging





TOD OPPORTUNITIES

As indicated in the *HART TOD Pilot Project Context Assessment*, opportunities for transit-supportive development vary across the study area. Opportunities are shaped by a number of factors, including local market strength, locational advantages, site scale and configuration, and community context. Broadly, opportunities for TOD along the HART TOD corridor can be characterized in four categories: Urban Infill and Redevelopment, Incremental Infill & Adaptive Reuse, Suburban Retrofit, and Neighborhood Intensification & Conservation.

Urban Infill & Redevelopment

Opportunities for TOD investment in Downtown Tampa and the south end of Tampa Heights will occur in the form of urban infill and redevelopment. These areas share an urban pattern of development, with small block sizes, urban building typologies, high levels of pedestrian connectivity, and multimodal transportation options.

Development guidance for TOD projects in these locations focuses on the following:

- improving the interface between buildings and public spaces (ensuring high quality, active ground floor frontages along pedestrian and transit streets);
- improving the quality of the streetscapes and public spaces;
- ensuring safety and comfort for pedestrians, bicyclists, and micromobility users; and
- managing the impacts and costs of parking to promote affordability and support transit and active transportation as alternatives to driving.

Incremental Infill & Adaptive Reuse

In Seminole Heights, Tampa Heights, and along Nebraska Avenue between Linebaugh Avenue and Fowler Avenue, most TOD investment will take the form of incremental infill and adaptive reuse. Given relatively small block dimensions and the shallow depth of non-residential parcels fronting the corridor, investment will likely occur as follows:

- rehabilitation and adaptive reuse of existing buildings to accommodate new uses and expanding market demand; and
- small footprint infill and redevelopment on relatively small sites (1-2 acres typically) fronting the Arterial BRT corridor.

For these types of projects, development guidance focuses on ensuring projects deliver the following:

- enhanced sidewalk and streetscape conditions along the corridor;
- active ground floor uses are provided in locations with emerging clusters of retail;
- parking is located in midblock and rear yard locations; and
- effective transitions are provided to minimize impacts on adjacent single-family neighborhoods.

Suburban Retrofit & Redevelopment

Along Florida Avenue north of the Hillsborough River and Fowler Avenue, TOD projects will occur as suburban retrofit and redevelopment of older and underutilized auto-oriented retail centers and plazas. Older retail centers, including properties on Florida Avenue south of Water Street, the Floriland Mall site, several big box sites on Fowler Avenue, and the University Mall site, present regionally-significant opportunities for large-scale TOD investment.

For these types of projects, development guidance focuses on requiring:

- more urban forms of development;
- restricting auto-oriented building and site configurations;
- encouraging larger scale multiphase projects to create walkable frontage conditions along the project corridors; and
- focusing density and intensity in close proximity to existing and planned transit stops.

SUBURBAN RETROFIT





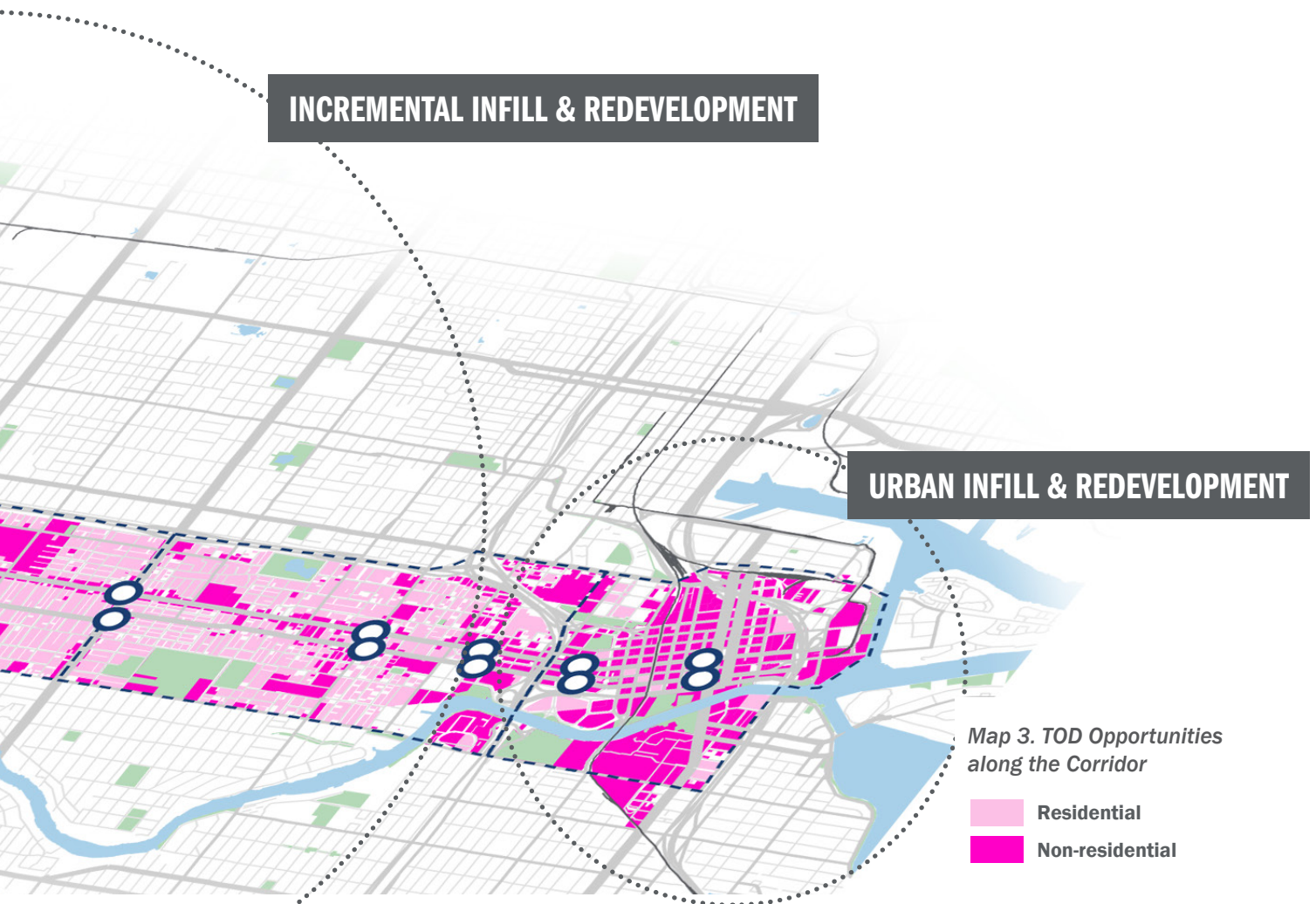
Neighborhood Conservation & Missing Middle Infill

Neighborhoods along the project corridor are relatively stable with varying levels of affordability and generally high rates of homeownership, even for housing on parcels directly abutting or in close proximity to the corridor frontage. Planning strategies for corridor neighborhoods are designed to ensure the long-term livability and stability of corridor neighbors, manage the scale and orientation of infill projects, and ensure new housing complements the unique character of different neighborhoods.

To take full advantage of easy access to transit and build support for higher levels of transit ridership, accessory dwelling units should be permitted in areas along the project corridor. In addition, modest increases in density (often called “gentle density”) should be explored in station area planning processes to expand housing choice through the introduction of “missing middle” housing types that create transition between single-family neighborhoods and larger-scale projects fronting the project corridor.

INCREMENTAL INFILL & REDEVELOPMENT

URBAN INFILL & REDEVELOPMENT







TOD STRATEGIES & TOOLS

This section of the report presents policies and strategies to promote transit-supportive, context-sensitive, walkable, and equitable development along fixed guideway transit corridors in the City of Tampa and unincorporated Hillsborough County. Recommendations presented in this chapter were prepared based on findings from the context assessment and feedback received during engagement activities conducted as part of the HART TOD Pilot Project. These activities included meetings and workshops with the project study team, project working group, corridor stakeholders, and the general public.

Recommendations for promoting TOD in the City of Tampa and Hillsborough County include the following:

- guidance for the definition of TOD planning areas and completion of TOD corridor and station area plans for areas within walking distance of fixed guideway transit corridors;
- recommendations for the use of TOD place types as tools to define the preferred form, character, and intensity of development through TOD station area and corridor planning;
- strategies to address transit accessibility, housing affordability, and retail optimization along fixed guideway transit corridors, with specific emphasis on the HART Arterial BRT and InVision Tampa Streetcar extension corridors;
- recommendations for the adoption of new city and county comprehensive plan provisions addressing TOD;
- recommendations for the application of new future land use map overlays and related form-based zoning overlays in TOD planning areas; and
- station area-specific recommendations for the Palm Avenue Station Area, including recommendations for planning and zoning changes and transit access improvements.

The recommended policies, strategies, and tools were prepared in consultation with the HART TOD Pilot Project study team and working group, reviewed in public workshops, and tested and refined through the Palm Avenue Station Area planning effort. Detailed recommendations for the Palm Avenue Station Area are included in the ***Palm Avenue Station Area Plan*** report.

RECOMMENDATIONS BY GEOGRAPHY

This chapter offers recommendations for TOD along fixed guideway transit corridors across the city and county as follows;

- General guidance is offered for areas along potential fixed guideway corridors in the City of Tampa and Hillsborough County;
- Corridor-specific guidance is offered to shape the future of communities along the HART TOD Pilot Project corridor.
- Station area-specific recommendations are offered for TOD within the Palm Avenue Station Area.

*Detailed recommendations for the Palm Avenue Station Area are included in the ***Palm Avenue Station Area Plan*** report.*

OVERVIEW OF TOD STRATEGIES & TOOLS



STRATEGY 1

TOD Planning Area Definition

A new approach to define areas along corridors planned for the introduction of high capacity transit service.



STRATEGY 2

Corridor & Station Area Planning

A collaborative process to evaluate corridor and station area conditions and engage stakeholders in visioning and planning.



STRATEGY 3

Place-Based Visioning & Planning

TOD Place Types guide visioning and the application of context-sensitive planning and code tools.



STRATEGY 4

Transit Access & Station Area Mobility

Recommendations for improving walkability, bikeability, and transit station accessibility in TOD station areas.



STRATEGY 5

Housing Affordability & Diversity

Protect existing and promote new affordable housing, and increase the diversity of housing options.



STRATEGY 6

Retail Activation & Optimization

Market-based policies and strategies to promote retail and storefront activation in places best positioned for success.



STRATEGY 7

New Comprehensive Plan Provisions

New goals, objectives, and policies for updating City and County Plans.



STRATEGY 8

TOD Planning & Regulatory Tools

Definition of new Comprehensive Plan future land use and zoning tools to streamline and simplify the process of delivering transit supportive projects.

Figure 12. Overview of TOD Strategies & Tools



STRATEGY 1: TOD Planning Area Definition

As was described above for the HART TOD Pilot Project, a critical first step in analysis and planning is defining the areas where TOD strategies should be applied. This effort should be undertaken in partnership with public entities responsible for the planning, design, and construction of the fixed-guideway transit service; the delivery of capital improvements along the corridor; and the regulation of development along the planned transit corridor.

As a prerequisite to corridor and station area planning, TOD planning area delineation should be completed in the early stages of transit project development and preliminary engineering following the positive outcome of a transit feasibility study. It's generally best to initiate TOD planning early in the transit project development process. Results of planning can be used to strengthen the local case when seeking state and federal funding for transit projects. As a primary example, land use and economic development analyses are required

as part of the ratings request process in the early phases of FTA's New Starts and Small Starts Capital Improvement Grant processes. Evidence of commitment to TOD planning and implementation improves ratings under these key categories.

The area subject to TOD planning, defined as the TOD Planning Area, should delineate the initial limits of areas subject to the application of TOD comprehensive plan allowances and regulatory tools and should generally include areas within one half mile distance of the planned fixed guideway alignment and stations. In Unincorporated areas of Hillsborough County, TOD planning areas should be located within the Urban Service Area, and in both the city and county, areas within Coastal High Hazard Areas may be included to influence the form of new development, but these areas would not be eligible for increases in development densities and intensities. TOD planning areas may include the entire corridor, individual transit station areas, or groups of station areas.



Figure 13. Walkshed Mapping

STRATEGY 2: TOD Corridor & Station Area Planning

Area-specific TOD planning should be undertaken to shape the future of places along corridors planned for fixed guideway transit service. Prior to applying future land use map overlays or form-based zoning changes, corridor and station area stakeholders should have an opportunity to participate directly in planning for the future of their communities.

A four-step planning processes has been developed to guide future TOD planning activities in the City of Tampa and Hillsborough County. This process, outlined in **Figure 14** and followed in the Palm Avenue Station Area planning effort, is organized around an intensive program of planning analysis, public engagement, and collaboration with project partners from HART, the City of Tampa, the Hillsborough Planning Commission, and the Hillsborough Transportation Planning Organization. Through this process, station area stakeholders are offered opportunities to assess existing conditions and development opportunities, explore alternative planning visions and outcomes, and build consensus around plans for future land use, mobility, and development regulation.

- **Step 1: TOD Planning Area Definition.** The first step in the process defines the limits of area most likely to be influenced by the introduction of enhanced transit service. These limits are informed by an evaluation of walking distances, natural and man made barriers, and generally-recognized neighborhood boundaries.

- **Step 2: Context Assessment.** Existing and planned conditions in the TOD planning area are evaluated during this step in the process. Project leaders and partners review past and on-going planning efforts, evaluate land use and development conditions, and assess planning and regulatory tools influencing the form and pattern of development. Engagement activities focus on building an understanding of community issues and ideas about land use, urban form, place character, and mobility.
- **Step 3: TOD Visioning & Planning.** In collaboration with project partners, community stakeholders, property owners, and business operators, identify places with the potential for change and transformation, places for conservation and preservation that may not be appropriate for significant change, and initial strategies to improve mobility.
- **Step 4: TOD Tools & Strategies.** Based on research and engagement activities in previous steps, craft TOD tools and strategies to advance community goals for the creation of more attractive, context-sensitive, safe, and transit-supportive places. Recommendations should include refined planning policies and strategies, streamlined regulatory tools, and mobility improvements designed to improve walkability, safety, and transit station accessibility. Recommendations should provide guidance regarding application of the TOD Future Land Use Map Overlay and TOD Zoning Overlays described in later sections of this chapter.



TOD Planning Area Definition

Define the limits of areas most likely to be influenced by the introduction of enhanced transit service. Assess walk distance, natural and man made barriers, and neighborhood boundaries.



Context Assessment

Assess station area or corridor context, study past plans, evaluate planning and regulatory tools, explore opportunities for development, redevelopment, conservation, and mobility. If necessary, refine the TOD planning area.



TOD Visioning & Planning

In collaboration with community stakeholders and project partners, complete visioning and preliminary planning activities. Identify areas for conservation and transformation. Use TOD Place Types to indicate preferences for the form and character of development. Identify opportunities to improve station area mobility and accessibility.



TOD Tools & Strategies

Craft tools and strategies to advance community goals for the creation of more attractive, context-sensitive, safe, and transit-supportive places. Refined planning policies and strategies, streamline regulatory tools, and define mobility improvements to improve walkability, safety, and transit station accessibility.

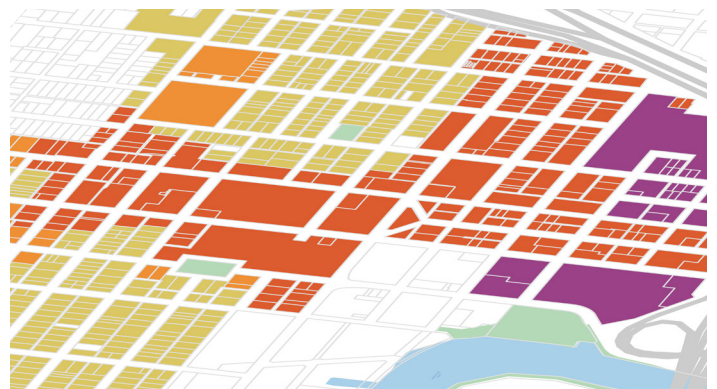


Figure 14. Steps in TOD Corridor & Station Area Planning

STRATEGY 3: Place-Based Visioning & Planning

A COMMON TOOL FOR TOD PLANNING

A typology of TOD development was prepared as a foundation for preliminary planning along the HART TOD Pilot Project Corridor, for application in the Palm Avenue Station Area, and for use in planning along future fixed guideway transit corridors in the City of Tampa and Hillsborough County.

The TOD place types, based on the transect, illustrates a range of potential outcomes for TOD in areas along fixed guideways corridors. Each type defines the preferred form, scale, orientation, and intensity of transit-supportive development; provides the foundation for TOD

visioning; as well as the application of TOD-specific future land use allowances and land development regulations.

The place types are intended as tools for use in testing and refining ideas for TOD development. To address unique development opportunities in TOD planning areas and ensure context sensitivity, the TOD place types reflect varying intensities of development. Higher intensities are reserved for the corridor and station areas and lower intensities for surrounding neighborhoods and stretches between stations.

Table 2. TOD Place Type Overview

TOD PLACE TYPE	LOCATION ALONG THE HART TOD CORRIDOR	BUILDING TYPE, FORM & SCALE	PARKING CONFIGURATION	LOCAL PRECEDENT
DOWNTOWN	<ul style="list-style-type: none"> Downtown Tampa 	<ul style="list-style-type: none"> Mixed-use Building Types Mid & High Rise 	<ul style="list-style-type: none"> Structured (Podium) Parking 	<ul style="list-style-type: none"> Tampa Downtown Core Water Street
URBAN CENTER	<ul style="list-style-type: none"> Tampa Heights South of Palm Avenue 	<ul style="list-style-type: none"> Mixed Building Types Above 6 Stories 	<ul style="list-style-type: none"> Structured (Podium and Attached Deck) Parking 	<ul style="list-style-type: none"> The Heights Rithm @ Uptown Midtown
TOD CENTER	<ul style="list-style-type: none"> Primary Station Areas Major Transit Transfer Locations 	<ul style="list-style-type: none"> Mixed Building Types Up to 6 Stories 	<ul style="list-style-type: none"> Mostly Attached Deck and Surface Parking 	<ul style="list-style-type: none"> The Hite & Avenue Lofts projects in Seminole Heights
TOD GENERAL	<ul style="list-style-type: none"> Secondary Transit Station Areas Transit Corridor Frontage 	<ul style="list-style-type: none"> Mixed Building Types Single Family & Missing Middle in Residential Zones Up to 4 Stories 	<ul style="list-style-type: none"> Surface and Tuck Under Parking 	<ul style="list-style-type: none"> Hyde Park Village Areas along South Howard Avenue Ybor City
TOD NEIGHBORHOOD	<ul style="list-style-type: none"> Neighborhoods within TOD Planning Areas 	<ul style="list-style-type: none"> Single Family & Missing Middle Housing Types Up to 4 Stories 	<ul style="list-style-type: none"> Surface and Tuck Under Parking 	<ul style="list-style-type: none"> Portions of Seminole Heights & Tampa Heights



TOD PLACE TYPES DEFINED

The following introduction to the TOD place types includes general text describing the preferred character of development, graphics illustrating the general character of each type, a table summarizing general characteristics by type, and a map indicating the preliminary application of types along the HART TOD Pilot Project corridor.

DOWNTOWN

The Downtown place type describes the most intense and urban form of development planned along fixed guideway transit corridors and is thus appropriate only for high intensity, transit rich, urban environments. For the HART TOD Pilot Project this type is reserved for application only in Downtown Tampa.



Figure 15. Examples of the Downtown Place Type

URBAN CENTER

The Urban Center place type is applied in locations with the potential to support higher intensity, urban forms of mixed-use development in the center of station areas and on the periphery of Downtown. This type is intended for use with other place types that provide a transition to lower intensity districts and neighborhoods in surrounding areas.

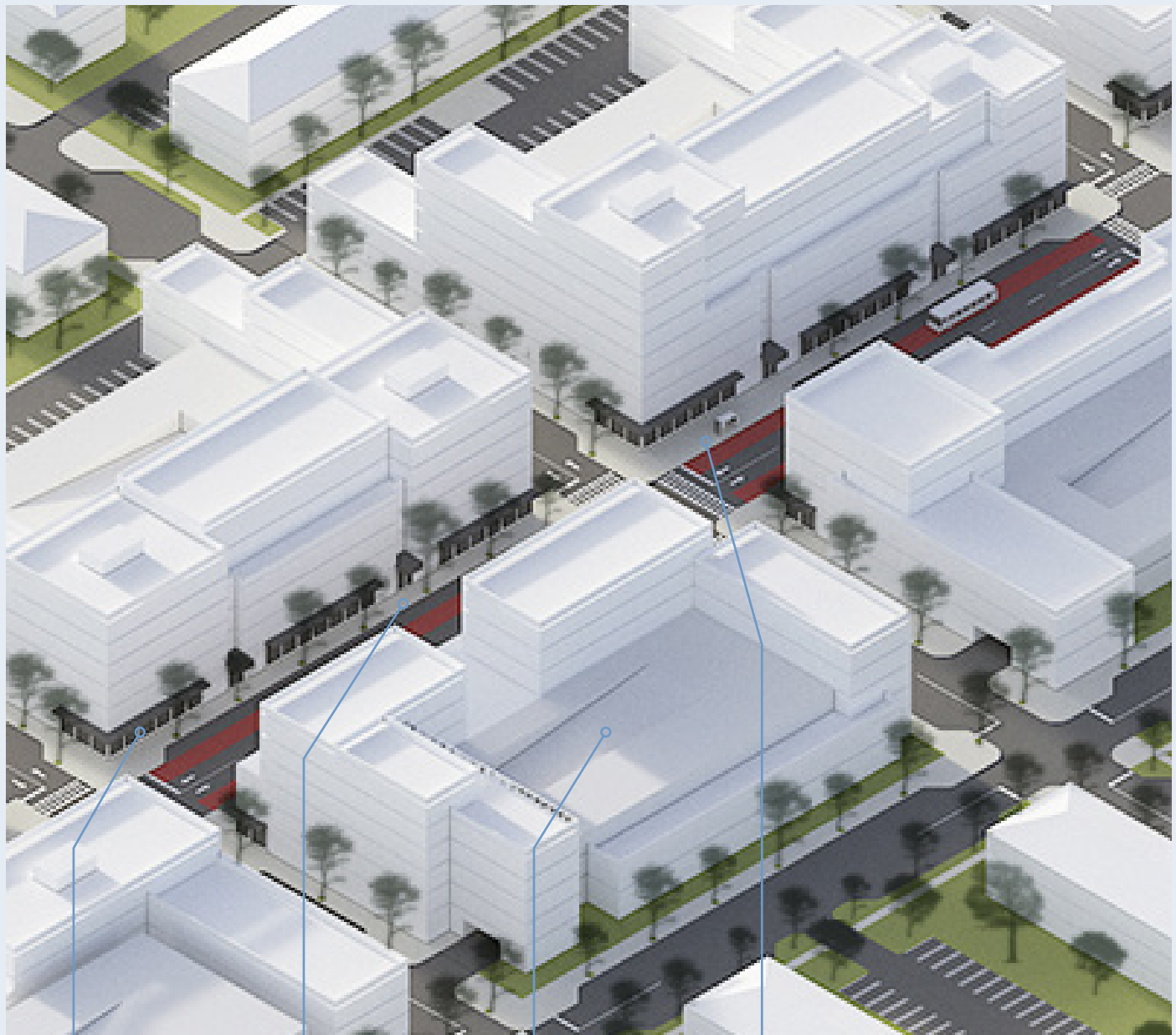
Areas mapped for Urban Center development are appropriate for mid-rise buildings with active ground floor uses, structured parking in podium and mid-block configurations, and a dense network of walkable streets with multimodal accommodations including generous sidewalk widths and streetscape amenities. Uses may

include a mix of for commercial office, higher density housing, education, entertainment, and culture. Local examples of places exhibiting the characteristics of this type include Midtown Tampa. Places planned for this type of TOD development along the HART TOD Corridor include The Heights and Rithm at Uptown (the former site of the University Mall).

For large, underdeveloped sites identified as an Urban Center type, it's important to ensure early project phases are designed to create urban frontage conditions along the transit corridor and plans are in place to allow for intensification over time to create walkable, urban environments in the core of TOD planning areas.



Figure 16. Examples of the Urban Center Place Type



Active Ground
Floor Uses

Improved
Streetscapes

Midblock
Parking

Enhanced
Transit Stops

Figure 17. Urban Center Place Type Sketch

TOD CENTER

The TOD Center place type is applied in locations with the potential to support moderate intensity, urban forms of mixed-use development at primary and secondary station locations fronting the project corridor. Like the Urban Center type, this type is intended for use with other place types that provide a transition to lower intensity district and neighborhoods in surrounding areas.

Areas mapped for TOD Center development are appropriate for buildings up to 6 stories in height with active ground floor uses, structured parking in podium and mid-block configurations, and a dense network of walkable streets with multimodal accommodations including generous sidewalk widths and streetscape amenities. Uses

may include a mix of higher density housing, community-serving retail in focused locations, workplace and professional office uses, and missing middle housing serving as a transition in areas with adjacent single-family neighborhood fabric. Infill and redevelopment projects in these areas should be required to provide a streetscape zone of between 15 and 20 feet between ground floor façade and back-of-curb along the transit corridor frontage.

Local examples of individual buildings exhibiting the characteristics of this type include the Hite and Avenue Lofts projects along Florida Avenue in Seminole Heights.



Figure 18. Examples of the TOD Center Place Type

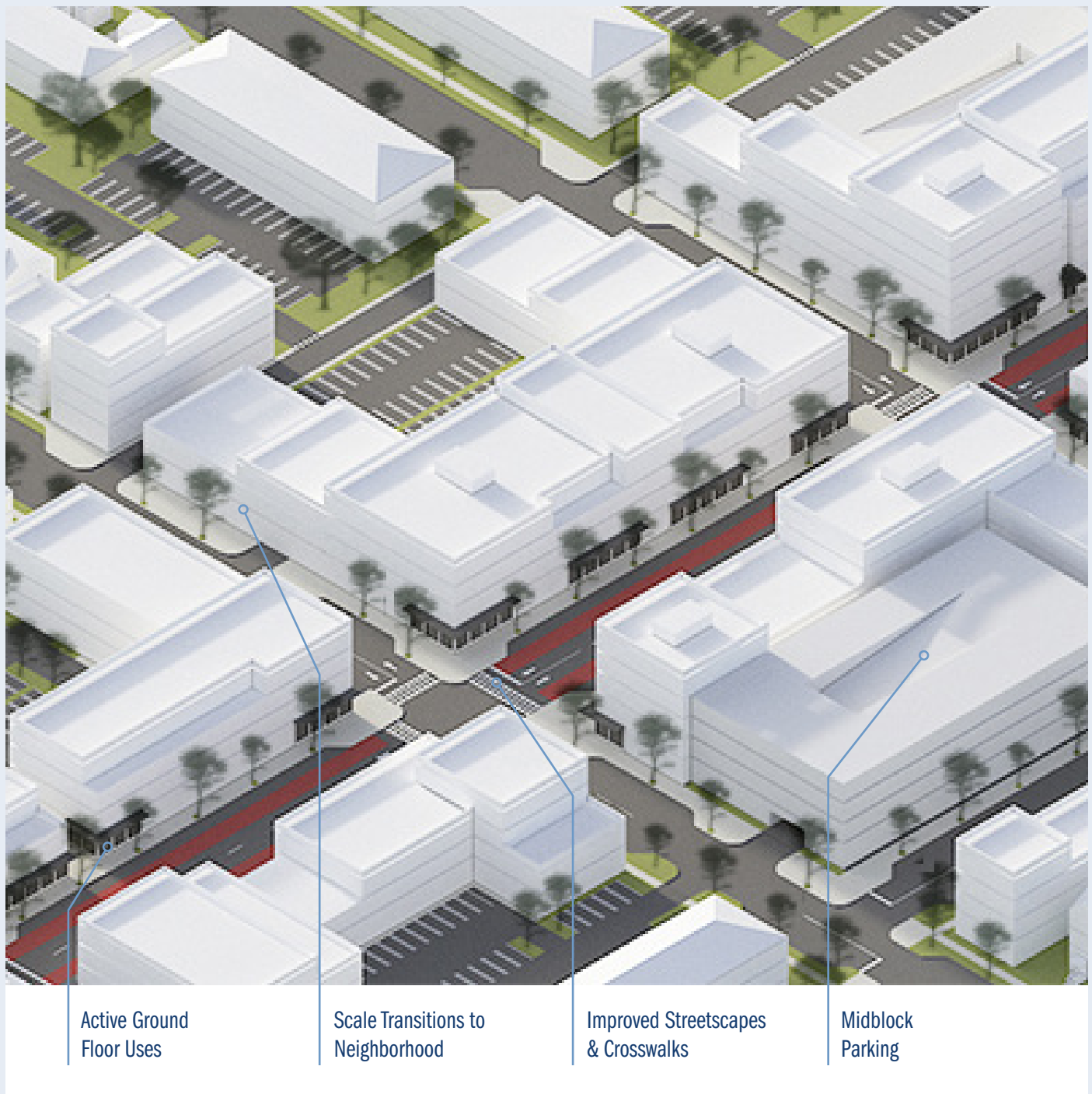


Figure 19. TOD Center Place Type Sketch

TOD GENERAL

The TOD General place type is applied in locations with the potential to support lower intensity mixed-use development at second station areas and between TOD Centers fronting the project corridor. This type may be used to provide a transition to lower intensity districts and neighborhoods along transit corridors.

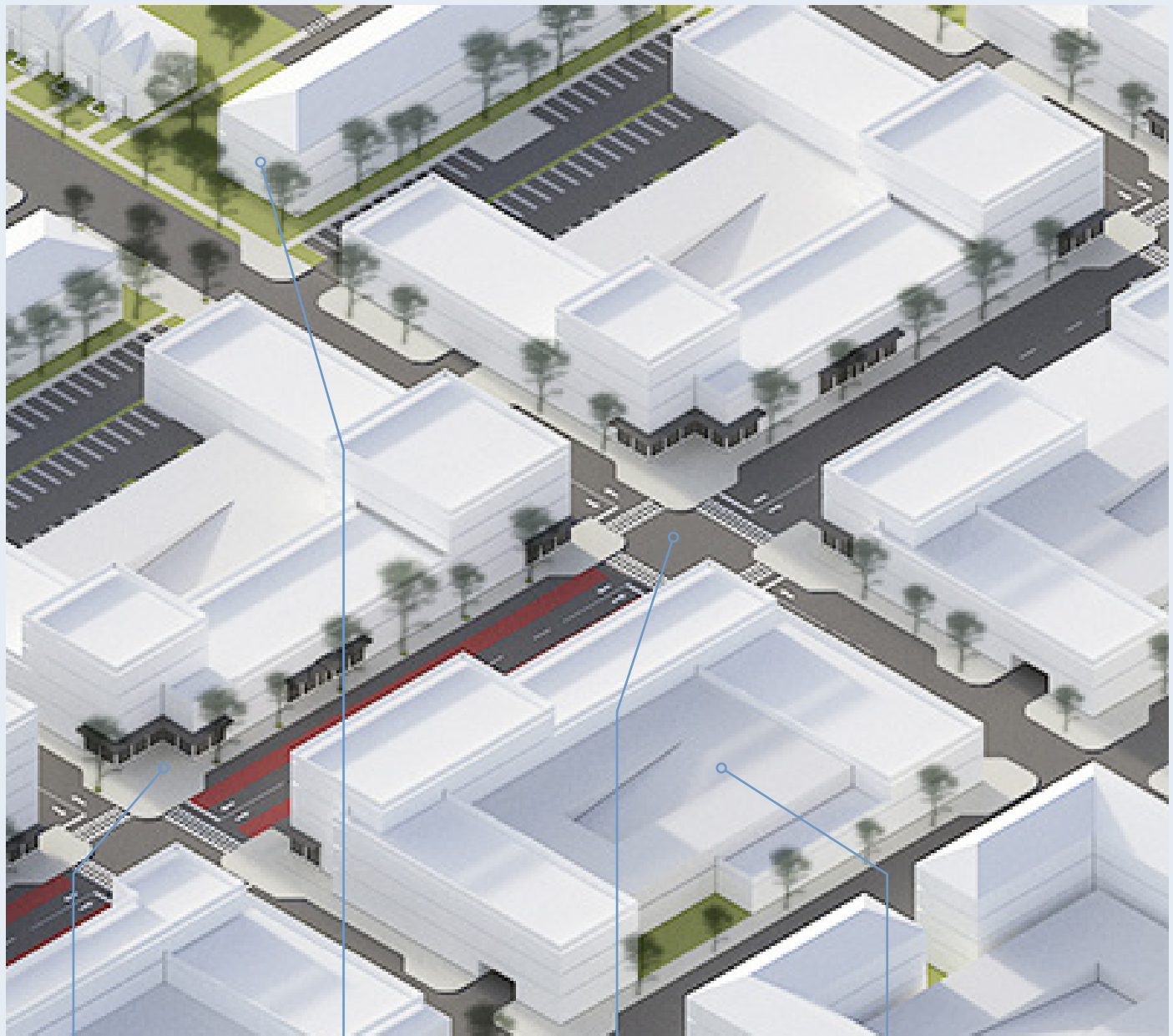
Areas mapped for TOD General development are appropriate for buildings up to 4 stories in height with active ground floor uses, a mix of surface and structured parking mid-block locations, and a dense network of walkable streets with multimodal accommodations including generous sidewalk widths and streetscape amenities. Uses

may include a mix of moderate density housing, community-serving retail in focused locations, small workplace and professional office uses, and missing middle housing serving as a transition in areas with adjacent single-family neighborhood fabric. Infill and redevelopment projects in these areas should be required to provide a streetscape zone of between 12 and 15 feet between ground floor façade and back-of-curb along the transit corridor frontage.

Local examples of places exhibiting the characteristics of this type include Hyde Park Village, areas along South Howard Avenue, and parts of Ybor City.



Figure 20. Examples of the TOD General Place Type



Active Uses
Along Corridor

Missing Middle
Housing Types

Improved Streetscapes
& Crosswalks

Midblock & Rear
Yard Parking

Figure 21. TOD General Place Type Sketch

TOD NEIGHBORHOOD

The TOD Neighborhood place type is applied in primarily residential areas along the project corridor with the potential to support modest levels of residential infill and redevelopment, including the introduction of missing middle housing types in the form of small lot single-family, attached single-family, townhouse, and small apartment building types.

Areas mapped for TOD Neighborhood development are appropriate for buildings up to four stories in height with frontage designs and site configurations designed to complement surrounding neighborhood fabric.

Parking in TOD Neighborhoods should be accommodated on-street, in backyards, and in sideyards if setback behind front building facades. Alleys should be maintained and improved, and front driveways and front-facing garages should be discouraged.

Context-sensitive residential infill projects in the West Tampa, Tampa Heights, and Ybor City historic districts provide excellent models for replication in neighborhoods along fixed guideway transit corridors.



Figure 22. Examples of the TOD Neighborhood Place Type

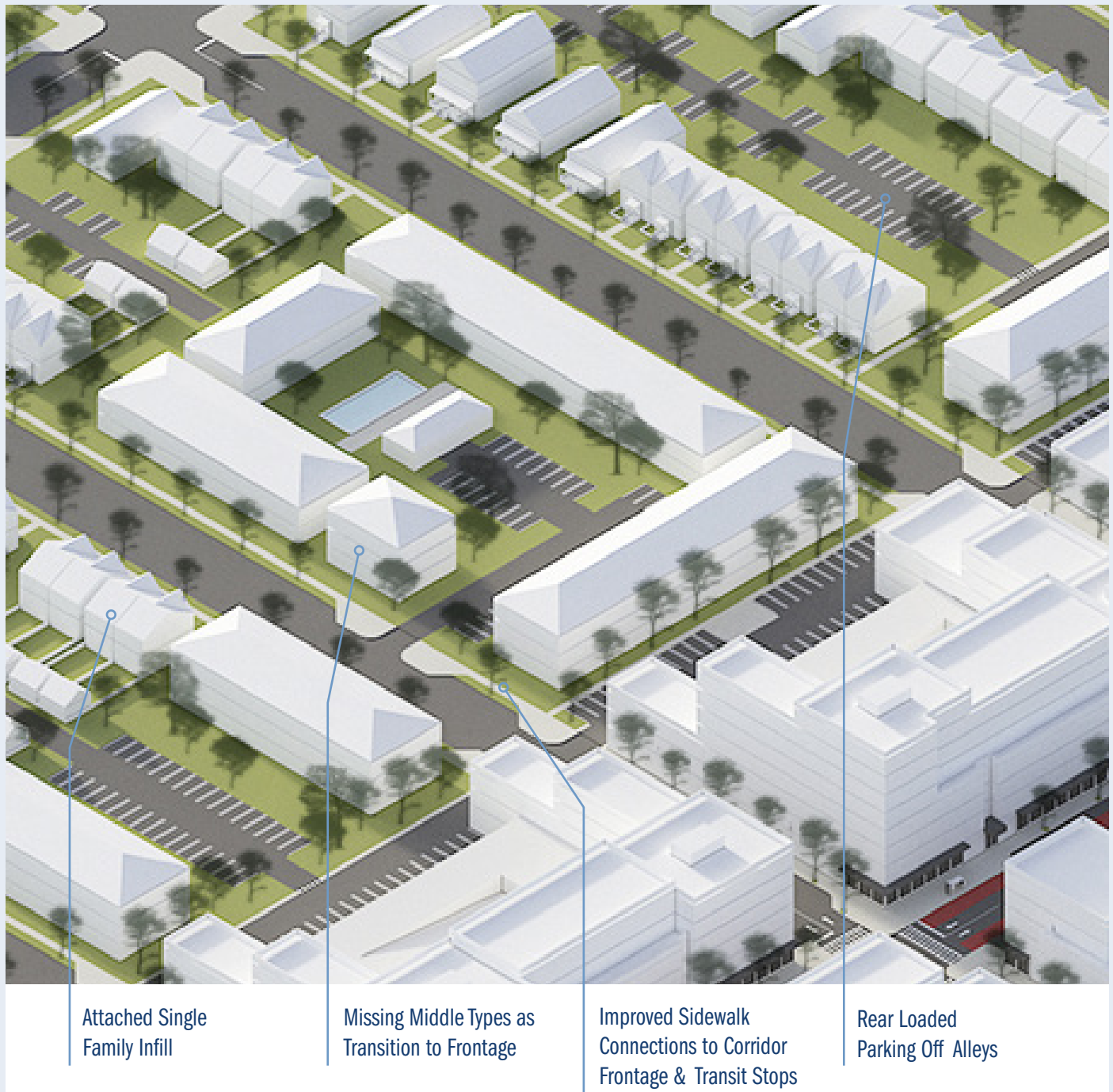


Figure 23. TOD Neighborhood Place Type Sketch

TOD PLACE TYPE MAPPING

Preliminary mapping of place types was completed for communities along the HART TOD Pilot Project corridor. The mapping was based on research conducted and reported in the **HART TOD Pilot Project Context Assessment** with specific attention paid to data indicating existing land use, future land use, zoning, occupancy, and ownership.

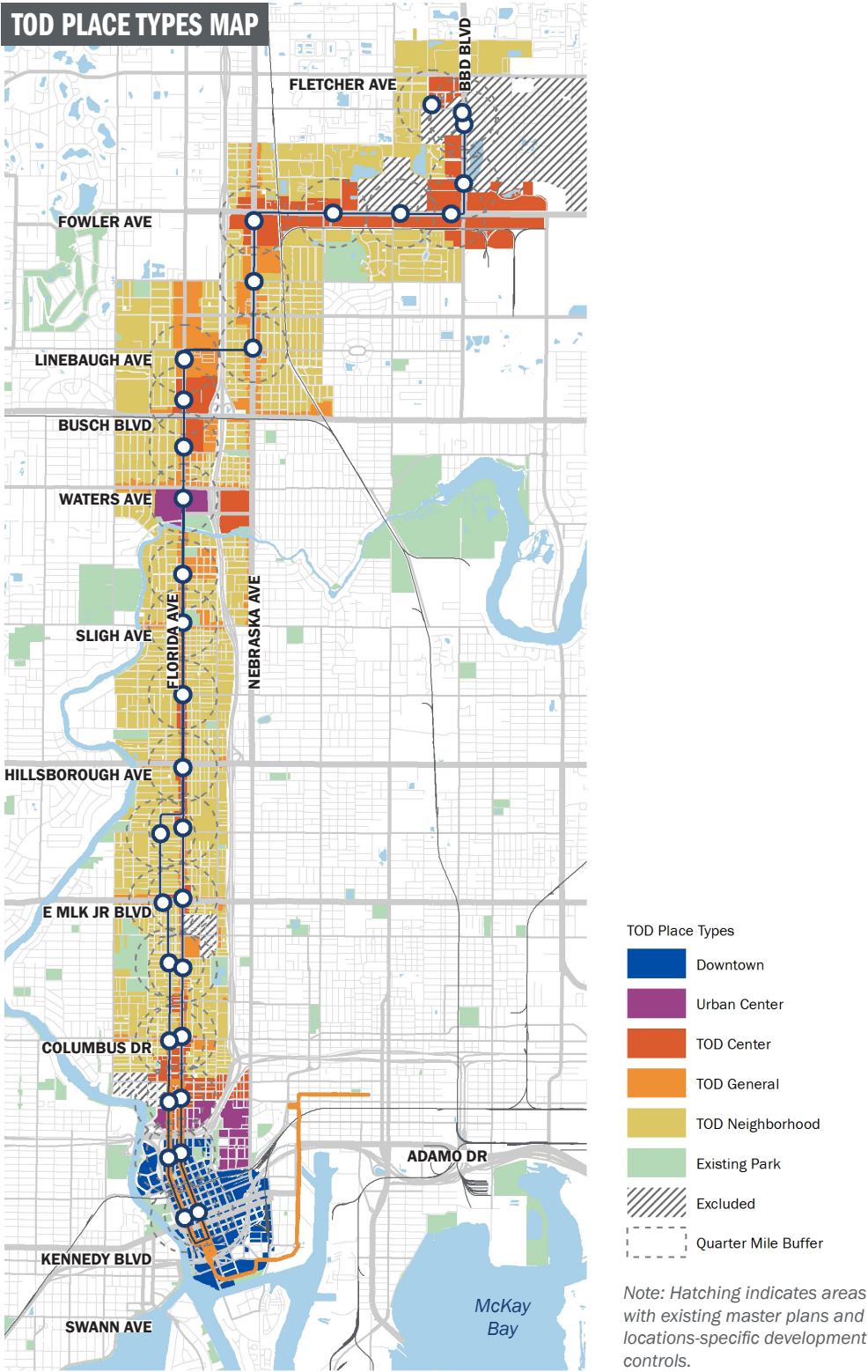
As shown in **Map 4**, the preliminary place type mapping illustrates the general vision for TOD along the project corridor, but should not be considered as a final recommendation. Additional TOD corridor and station area planning, as was completed for the Palm Avenue Station Area, should be undertaken to refine the vision, evaluate the preliminary place type mapping, and establish final recommendations for future land use and zoning controls through a collaborative and public process. **Maps 5 and 6** show details of the place type mapping.

The following methodology was used to guide the preliminary mapping exercise.

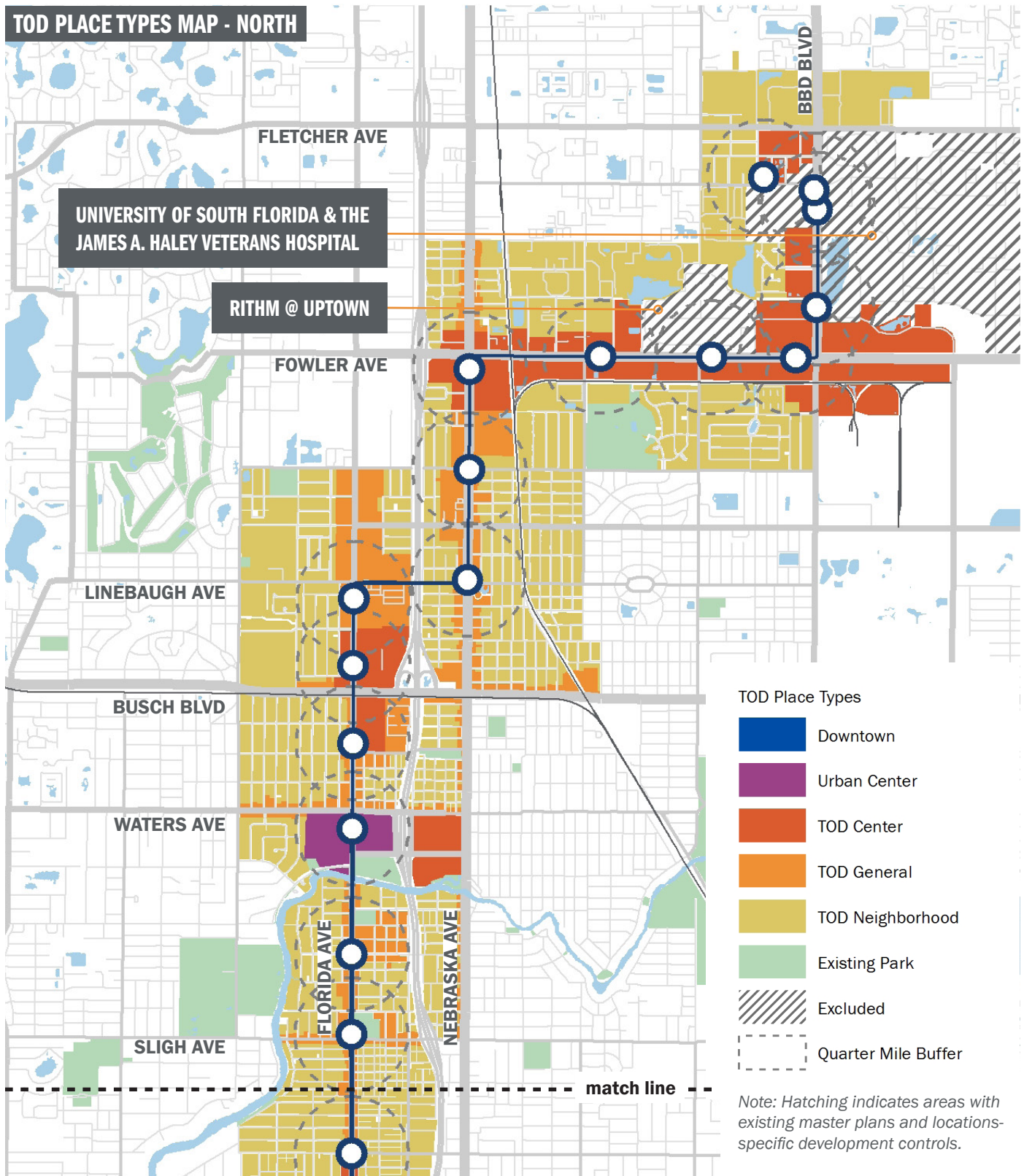
- **Locations with Commercial & Mixed-Use Future Land Use Categories.** Assign higher intensity place types (Urban Center and TOD Center) to parcels with existing future land use categories allowing commercial or mixed uses within walking distance (approximately one quarter mile) of primary stop locations. Assignment includes parcels fronting the project corridor and parcels abutting frontage parcels. Assign TOD General to non-residential parcels fronting the project corridor.

- **Locations with Higher Density Residential Future Land Use Categories.** Assess owner occupancy of parcels (using homestead exemption data) and evaluate potential to assign higher intensity, mixed-use place types. Avoid application of higher intensity place types where such application could significantly alter the character of areas with exclusively residential use and high levels of owner occupancy.
- **Locations with Existing TOD-Supportive Plans & Approvals.** Given existing approvals and stakeholder concerns about re-planning of areas currently under active development, several areas were excluded from the TOD place type mapping exercise. Areas excluded in the Heights, Robles Park, and Rithm at Uptown, USF, and the James A. Haley Veterans' Hospital.

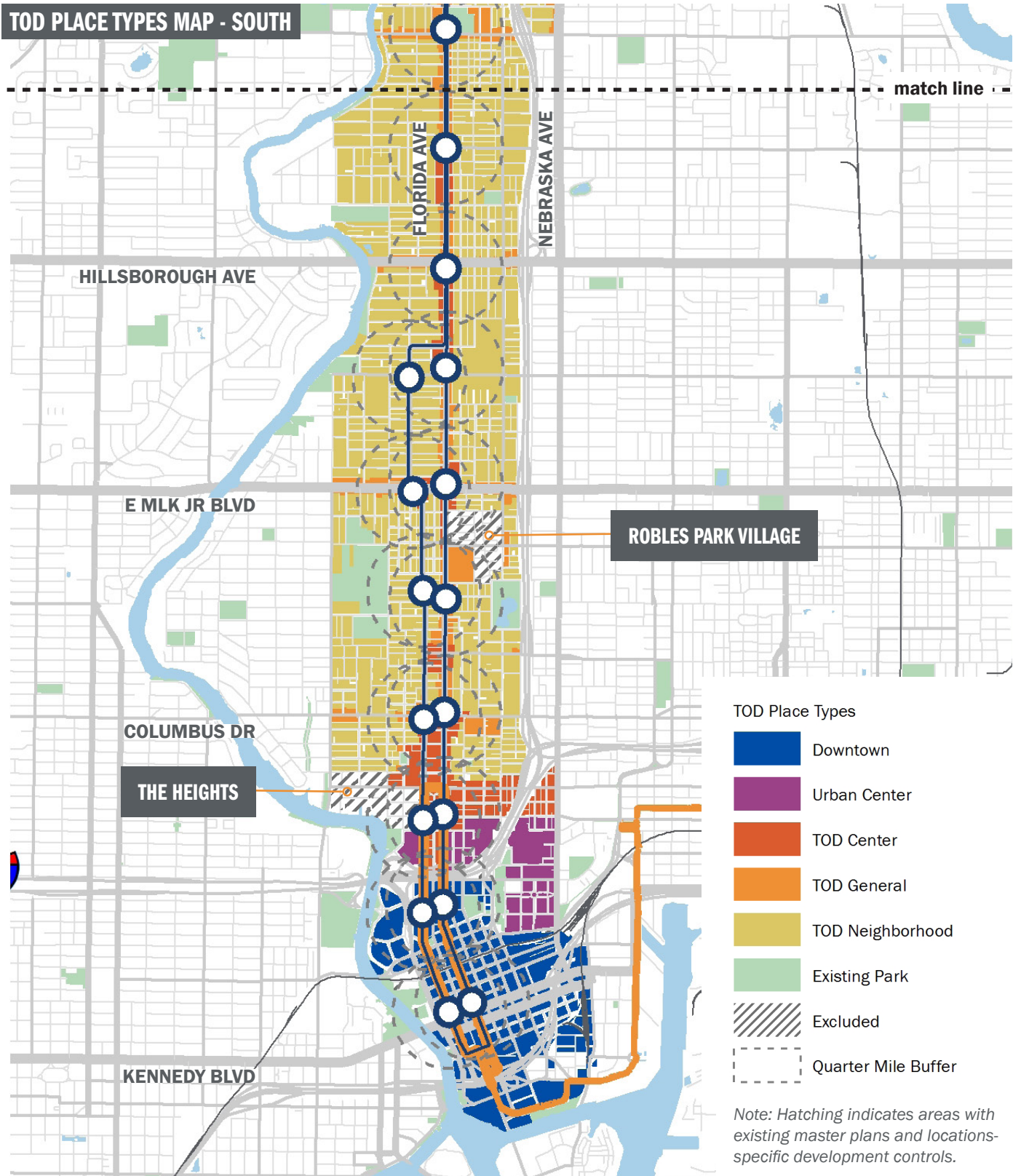
When mapping place types, follow rear and side property lines for transitions between different place types, and where transitions occur along street centerlines, establish standards to address differences in form and scale of projects along the same street frontage.



Map 4. Preliminary Mapping of TOD Place Types



Map 5. Preliminary Mapping of TOD Place Types (North)



Map 6. Preliminary Mapping of TOD Place Types (South)

STRATEGY 4: Transit Access & Station Area Mobility

This section of the report provides strategies and recommendations for improving walking and biking in the project study area and ensuring safe, convenient access to planned transit stops and stations.

GUIDANCE FOR IMPROVED MOBILITY

Walking and biking are the fundamental building blocks of transit-supportive places. In transit-oriented communities, all transit users should have easy walk and bike access to stations and stops through a network of direct, safe, and comfortable routes. If active transportation modes are to become attractive and convenient alternatives to driving, streets and streetscapes in TOD planning areas need to be designed consistent with the following guidance:

- **Complete Networks.** Networks of streets, streetscapes, paths, and trails should be designed to provide a range of options to access destinations within TOD planning areas. Transit stops and stations should be easily accessible by walking and biking, with streets designed to provide safe travel for pedestrian and cyclists.
- **Safe Accommodations.** Safety should be the primary consideration in the design of streets, streetscapes, paths, trails, and street crossings. Designs should maximize separation from vehicles, especially along higher speed corridors, and provide high visibility pavement markings, signage, and lighting.
- **Context-Sensitive Improvements.** Context is a critical factor in shaping decisions about roadway and streetscape design. Along state-controlled roadways, FDOT context classifications should be established based on planned TOD place types and future land use overlays rather than existing conditions. Along county and city-controlled corridors, design decisions should follow complete street design best practices as presented in guidelines such as the NACTO Urban Street Design Guide, the Urban Bikeway Design Guide, and the Transit Street Design Guide.
- **Active Frontages.** Walking can be an attractive alternative to driving in places with high levels of frontage activation and transparency. Active ground level uses, with entries opening directly onto sidewalks, adds life to streetscapes and provides for enhanced levels of informal surveillance to bolster safety and security.
- **Bicycle & Micromobility Hubs.** The core of TOD planning areas should provide facilities to support bicycle and micromobility use. Bicycle parking and micromobility docks/corrals should be provided near transit stops with easy access to and from bicycle routes. Amenities should include secure, covered storage of bicycles and may include open shelters, individual lockers, or fully enclosed and locked shelters. Bike share and e-scooters facilities should be designed to minimize conflicts with pedestrian routes and provide for the orderly parking of bikes and scooters.



IMPROVEMENTS ALONG THE CORRIDOR

For the HART TOD Pilot Project corridor, improvements should be focused in two areas: 1) providing quality transit stops with enhanced amenities for riders and 2) improving access to transit stops along the transit corridor and withing surrounding TOD areas. A review of specific recommendations follows:

Transit Stop & Station Design

Design for streetcar and BRT stations should provide enhanced amenities designed to improve the transit user experience and contribute to the overall attractiveness and safety of TOD planning areas. As called for in the HART Arterial BRT and Tampa Streetcar Extension Project, transit stations and stops should provide the following:

- **Accessible Boarding.** Accessible boarding areas allow people in wheelchairs access to the transit vehicle. If boarding areas are not all accessible, entries should be clearly marked.
- **Transit Shelters.** Transit shelters sufficiently sized to accommodate people with strollers and people in wheelchairs. When sidewalk space allows and clear paths can be maintained, overhead protection and vertical partitions should be used to offer weather protection. Vertical partitions should be transparent to provide safety and visibility to waiting passengers.
- **Lighting.** Lighting within and adjacent to the transit stop should be integrated within the broader pedestrian realm and strategically located at potential user conflict points (e.g., passengers crossing an adjacent cycle track to access the transit stop).
- **Security.** Stations should include emergency communication systems in the form of call boxes or phones providing a 9-1-1 style service to riders who do not have a cell phone or cell reception. Such systems can include camera and other surveillance to enhance station security.



Figure 25. Streetcar Stops Showing Passenger Amenities

- **Seating.** Seating to provide transit accessibility for seniors and people with disabilities. Seating can be provided within transit shelters or as stand-alone features, and should offer full or partial backs. Seating should be organized to provide clear pedestrian paths and boarding zones.
- **Wayfinding.** Wayfinding to improve system legibility. Routes and schedules should be displayed on maps posted at all stops and stations, showing information such as fares, destinations, travel times, frequency, and transfer points. Information presented in multiple languages and visual symbols will reach a broader audience.
- **Passenger Information.** Real-time arrival information increases legibility, reduces travel time, facilitates complex trip planning, and improves rider satisfaction. Arrival information can be displayed on full-color or LED signs, or be available by phone, SMS, or online.
- **Ticket Vending.** Ticket vending machines, enabling passengers to purchase their fare prior to the transit vehicle's arrival, will speed up the boarding process while improving overall efficiency. Ticket vending machines should maintain clear paths for passing pedestrians and be combined with clear information about the process of purchase. Information presented in multiple languages and visual symbols will reach a broader audience.
- **WiFi & Charging Stations.** To offer an enhanced experience for transit patrons, WiFi service and phone charging stations should be incorporated within shelters.

Bicycle & Pedestrian Mobility

Given the generally poor condition of pedestrian facilities along and crossing the project corridor, including along Florida Avenue, Tampa Street, Nebraska Avenue and Fowler Avenue, mobility planning and project should focus in the following areas:

- **Corridor Frontage.** Along the project corridor, capital improvement planning and regulatory requirements should require the creation of improved streetscape conditions with ample space for expanded frontage zones, a pedestrian clear zone, and a curb zone consistent with the following general guidance:
 - » a frontage zone between the front building façade and pedestrian clear zone designed to accommodate building entries, sidewalk café space, and other building frontage amenities.
 - » a pedestrian clear zone without vertical obstruction between 5-7 feet width in residential settings and 8-12 feet width in commercial settings.
 - » a curb zone between the pedestrian clear zone and the street for street furniture, bus shelters, lighting, utilities, landscaping, street trees, rain gardens, or micromobility parking.
 - » a parking and curb extension zone as an option to allow additional space for on-street parking, curb extensions, transit shelters, stormwater management features, bike racks, micromobility parking, or bicycle facilities. Curb extensions should be considered near intersections and midblock crossing locations to provide additional protected pedestrian space and pedestrian-scaled amenities.

Fowler Avenue presents the greatest opportunity for transforming pedestrian conditions along the HART TOD project corridor. Through the Project Development and Environment study effort currently underway, stakeholders should have an opportunity to work with FDOT and city and county staff to identify opportunities to transform the public realm by introducing wider sidewalks and generous landscape zones, exploring the potential for a physically-separated cycle track, improving crosswalk safety and connections to sidewalks along side streets, and designed sidewalks and streetscapes to allow urban frontage conditions with building entries and storefronts lining sidewalks along Fowler Avenue.



- **Corridor Crossing.** The spacing of protected pedestrian crossings, both at signalized intersections and a limited number of mid-block pedestrian crossing locations (including recently constructed crossings on Florida Avenue south of Waters Avenue and south of Hillsborough Avenue), makes travel across the corridor challenging for pedestrian and cyclists. The typical one-half mile spacing of these crossings combined with high traffic volumes and speeds, makes crossing at unsignalized intersections challenging. To improve corridor crossing locations, the city, county and FDOT should work together to improve crosswalk lighting, pavement marking, and signage at existing signalized intersections and explore the potential for additional protected crossings at locations with a combination of high pedestrian crashes, high rates of transit-dependence, high pedestrian and transit trip generating uses. These locations include the segments of the Florida Avenue corridor between Waters Avenue and Busch Boulevard, the segment of Nebraska Avenue between Busch Boulevard and Nebraska Avenue, and the segment of Fowler Avenue between 15th Street and 22nd Street.
- **Corridor Communities.** The HART Tampa Arterial BRT study identified a number of potential projects with the potential to improve access to planned transit stops and support bicycle and pedestrian mobility in corridor communities. These recommendations address a range of needs in areas within one half mile of the project corridor and include recommendations for sidewalk construction in 22 locations and bicycle facility improvements in 13 locations. (Maps indicating locations for potential improvements can be viewed at the HART BRT Arterial Study page at www.gohart.org).



Figure 26. Streetscape Precedent Images

STRATEGY 5: Housing Affordability & Diversity

A detailed evaluation of housing affordability along project corridor was undertaken to inform TOD planning and development strategies. The evaluation, led by SB Friedman Associates and documented in the attached **Affordable Housing Briefing Book** and **Housing Affordability Toolkit**, resulted in the recommendations designed to accomplish the following:

- encourage conservation of existing naturally-occurring affordable housing (NOAH).
- increase the diversity of housing types delivered along the project corridor; and
- promote the construction of new affordable housing units.

CONTEXT FOR PLANNING

To correct the regional housing imbalance described in the **Affordable Housing Briefing Book**—where higher-income households are living below their means and low-and moderate-income households are overwhelmingly cost-burdened—public actions and investments should be focused on expanding housing opportunities throughout all of Hillsborough

County. And due to market impacts associated with the introduction of enhanced transit service and the high number of units at-risk of losing affordability, additional emphasis should be placed on expanding affordable and workforce housing options along fixed guideway corridors in the city and county and along bus emphasis corridors in the county. Low-and moderate-income residents in these areas have the most to gain from improved regional accessibility—enhanced transit improved access to employment centers, educational opportunities, and community and social services.

Although new construction of affordable units will be necessary to address demand, preservation of existing affordability may prove more cost-effective methods to meet affordable housing targets and will improve job access and economic opportunity. Preservation needs are the greatest in areas experiencing the greatest gentrification pressure (Tampa Heights and Seminole Heights), as well as areas with higher-levels of at-risk legally-restricted affordable housing (LRAH) units (North Florida/Nebraska and Fowler/USF).

HOUSING AFFORDABILITY ALONG THE HART TOD CORRIDOR

<ul style="list-style-type: none">• In their 2019 Rental Market Study, the Shimberg Center for Housing Studies identified a deficit of approximately 82,000 units in the Tampa/St. Petersburg metropolitan area that are “affordable and available” for households all income thresholds at or below 60% AMI.	<ul style="list-style-type: none">• The project study area includes 6% of the total units in Hillsborough County and 11% of the total units affordable to households earning 60% of AMI or less in Hillsborough County.• The study area’s share of affordable units includes 18% of the legally rent-restricted affordable housing (LRAH) units in the County and 8% of the naturally occurring affordable housing (NOAH) units in the County.	<ul style="list-style-type: none">• Within the study area, over half (56%) of the units are affordable; of these units, approximately 31% are LRAH, and 25% are NOAH.• The sustained presence of LRAH and NOAH units is important for maintaining long-term affordability in the study area. NOAH units are at the greatest risk for displacement when new development occurs.
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HOUSING AFFORDABILITY TOOLKIT

Although the affordability challenge is a regional issue, each subarea within the study area faces unique challenges, such as the presence or absence of existing supply and local barriers to affordable housing. Therefore, different tools will be more effective and feasible for different subareas, as identified by priority area.

The **Housing Affordability Toolkit** prepared by SB Friedman Development Advisors offers a detailed review of housing issues and opportunities along the project corridor as well as a toolkit of national best practices designed to preserve, develop, and support housing affordability. Many of the tools presented are layered to improve their effectiveness and applicability in various contexts. Additionally, many of these tools can be used to support the construction and preservation of both rental and owner-occupied units. Due to the role of homeownership as a tool for building wealth, the toolkit specifically identifies whether or not each tool could be used to support ownership. However, tools identified as supporting homeownership are not precluded from supporting rental affordability.

Toolkit Content

Each tool includes a brief overview and high-level implementation steps. Accompanying each tool is a national best practice which exemplifies use of the tool. When available, a local initiative in the region is also showcased. Additionally, each tool profile page includes a dashboard with a few primary metrics for comparison, including:

- the type of tool;
- whether the tool can be used to support production or preservation of affordable housing;
- whether the tool can also be used to support homeownership for low and moderate-income households;

- the status of the tools currently used in the city and county; and
- the priority context/implementation area(s) within the study area.

While all tools identified are considered best practices, not all tools are identified as priority tools for application all areas due to differences in existing housing supply and affordability, market conditions, and the nature and type of development opportunities.

Toolkit recommendations are presented in the following categories:

Housing Programs

- Community Land Bank & Land Trust
- Revolving Rehabilitation Loan / Grant Fund
- Down Payment Assistance Program
- Rental Subsidy Program
- Public Land Disposition
- Employer-Assisted Housing

Regulatory Options

- Land Use Restriction Agreement/Deed-Restricted Housing
- Tenant Right of First Refusal
- Teardown Tax

Zoning Options

- Accessory Dwelling & Small-Lot Units
- (Re)-Zone for Residential Uses
- Equitable Entitlement Incentives/TOD Overlay (density bonus, parking waivers)
- Form-Based Zoning Codes

Funding Mechanisms

- Housing Trust Fund
- Community Redevelopment Areas
- Community Development Financial Institutions
- Affordable Housing Bonds
- Philanthropy & Impact Investing

Capacity Building

- Community Development Corporations
- Community Engagement & Education

STRATEGY 6: Retail Activation & Optimization

An analysis of retail conditions along the HART TOD Pilot Project corridor was completed by Streetsense. The analysis, documented in the **HART Retail Advisory Services** report, resulted in general observations about challenges and opportunities by subarea and strategies to inform the development of retail-specific planning and regulatory strategies. A review of findings and recommendations presented in this report follows.

CONTEXT FOR TRANSIT-ORIENTED RETAIL

The data evaluations, existing conditions, retail site selection criteria, and commercial lending practices applied to the HART Corridor have reached the following conclusions for each subarea:

- **Downtown.** The Downtown Subarea, located on the south end of the study area, is characterized by its existing, high-density, walkable, mixed-use environment within a

half mile of known or planned transit stations. The subarea is bounded by Interstate 275 and Interstate 4 to the north. Approximately 700,000 SF of retail supply within this subarea's inventory are currently present, and by 2030, the subarea can support 400,000 SF of retail. The dominant retail category is Food and Beverage. Up and coming developments, such as the Heights, Water Street, and Gasworx, may limit the potential to create additional retail-focused, transit-oriented destinations Downtown. Convenience-based, transit adjacent retail opportunities are recommended as the downtown retail environment experiences a restructuring over the coming decades.

- **Tampa Heights, Seminole Heights, and North Florida/Nebraska.** Due to their similar typologies and site conditions, the Tampa Heights, Seminole Heights, and North Florida/Nebraska subareas were evaluated together. These areas are characterized by low-density,



Figure 27. Frontage with High Storefront Transparency & Sidewalk Entries



freestanding strip retail along the seven-mile corridor that runs North-South. This area has a total retail supply of 2,600,000 SF of inventory. Total retail demand for the corridor sums to 763,300 SF by 2030, primarily in the NGOS category. Oversupply and vacancy throughout the corridor, combined with the divergence in customer behaviors demanded by auto-oriented customers and transit-oriented supply indicates there is limited potential for transit-oriented retail developments along the breadth of the corridor.

- **Fowler/USF.** The Fowler/USF subarea connects the east-west corridor of Fowler Ave. and the institutional corridor of University of South Florida and the Advent Health campus on Bruce B. Downs Blvd. The existing retail centers, most notably, the University Mall, and the auto-oriented, convenience retail along the university corridor, are suited to repositioning in response to the transit corridor. There are currently 3.5M SF of retail in this subarea,

with 763,000 SF demanded in 2030. Plans for mixed-use redevelopment of the University Mall will bring new populations to the study area, however; the demand by new populations should not be overestimated.

FACTORS SHAPING RETAIL SUCCESS

Recommendations presented in the **HART Retail Advisory Services** report are based on an understanding of market conditions and reflect observations regarding overall market opportunities and perceptions of reasonable risk. Recommendations account for variables that influence the viability of future retail within the HART TOD Pilot Project study area, including the following:

- population and employment growth;
- long-term housing trends;
- long-term office and employee trends;
- changes in retail market clustering patterns;
- evolving shopping trends, including advancements in ecommerce distribution and delivery systems;
- tenanting strategies for planned and future development;
- shifting points of development momentum in the market; and
- fluctuations in national and global macroeconomics.

Select topics impacting retail success along the project corridor, as identified in the **HART Retail Advisory Services** report, are summarized below.

- **Impacts of Transit on Retail.** The introduction of enhanced transit service may play a role in evolving the surrounding real estate and retail landscape; however, the impacts on retail demand are often overestimated. Retail customers tend to shop and dine where convenient, typically near their home or work. For this reason, the increase of residents or





employees near a transit stop does increase retail demand, because there are more customers. The introduction of transit rarely has substantial impacts on direct retail demand, as few customers will use the system solely as a means of traveling to shopping and dining opportunities.

- **Traffic Leveraging.** Traffic can be a benefit to retail environments, as long as it is “behaving”—moving slowly, balanced with other modes, and reflective of pedestrian and bicycle activity. “Fixing” a traffic problem by allowing traffic to move too quickly through a retail environment can make vibrancy difficult. Retailers want to know their store is on a busy street, but not a congested thoroughfare.
- **Parking Availability.** Tenants need opportunities to attract customers arriving by every available transportation mode—car, bus, on foot, bicycle—and having enough parking nearby is vital. On-street parking immediately in front of shops, centralized parking that allows for a “park once” experience, and excellent way-finding for midblock parking are all techniques that can accommodate customers’ needs, although there is not a “one size fits all” solution. Unfortunately, only Downtown and Tampa Heights offer a significant supply of on-street and public parking in a “park-once” context, so existing parking constraints may limit the potential for transit-oriented retail along the project certain segments of the corridor.
- **Streetscapes Condition.** Retail environments can suffer if that streetscape is overpopulated with fixtures and furnishings. A sidewalk’s furniture, plantings, or patterns can create difficulties in travel and direct access to shops. Benches should face towards shops to encourage patronage. Trees should not obscure or block signage. Outdoor seating should be placed curbside, ensuring pedestrian traffic is alongside the storefront. Flexible: Tenant space

Figure 28. Cafe Spaces Activate Streetscapes



that is designed to be flexible will have the best chance of long-term sustainability and will be able to meet the needs of diverse users. Ideally, a space can be used by national, regional, independent, or local tenants for restaurant, retail, service, or retail-equivalent uses.

- **Tenant Space.** A storefront width module of 25 to 30 feet at a depth of 60 to 70 feet with clear height of ceilings at a minimum of 14' appeals to a wide number of tenants and retail types. This is important as turnover in the retail market occurs—if design properly, a space built for one tenant can easily be reconfigured to accommodate a different tenant later.

RECOMMENDED RETAIL PRIORITY AREAS

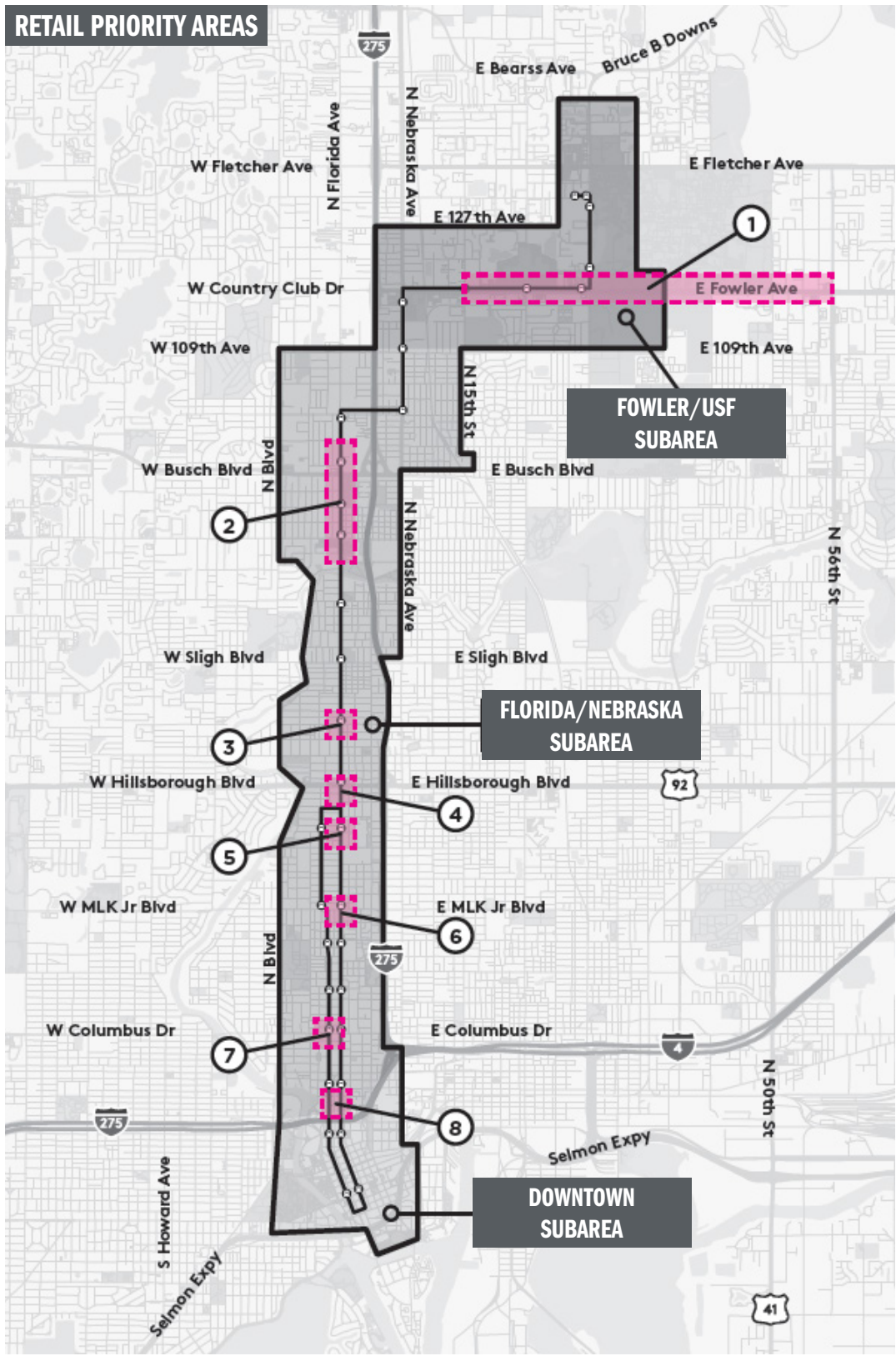
Designating Retail Priority Areas establishes a targeted economic development strategy for the construction of new (preferably incorporated into mixed-use), ground-level retail space as well as investments in improvements to existing storefronts. Along corridors such as Florida and Fowler Avenues, retail clustering, rather than scattering, ensures that each dollar spent will be more impactful and will provide a greater probability of catalyzing adjacent improvements by the private sector.

Market-appropriate retail micro-districts will be better able to meet the needs of the community without creating excess competition among retailers for a smaller share of overall customer spending. As the HART TOD corridor exists, new tenants to the market do not have a clear sense of anchored retail districts. As a result, businesses disperse, need to “make it on their own,” and lack any of the benefits of contributing to a small clustering of establishments that could share the same customer base. In isolation, the retail business failure rate rises dramatically.

Several locations along the HART TOD corridor have been identified as possible locations for Retail Priority Areas. These blocks reflect the inclusion of a market strategy in a planning diagram. At its core, this delineation indicates where market and site conditions combine to support long-term retail stability within a particular geography.

Inherent in this is the understanding that locations outside of the designated areas are not as well-suited for retail development and investment.

1. East Fowler Avenue from North 15th Street to North 56th Street
2. North Florida Avenue from East Bird Street to West Florian Avenue
3. Four corners at intersection of North Florida Avenue and West Hanna Avenue
4. Blocks south of the intersection of North Florida and East Hillsborough Avenues, specific designation for large format retail development
5. Industrial and Warehouse blocks north of intersection of North Florida Avenue and Violet Street
6. North Florida Avenue from East Virginia Avenue to East North Bay Street
7. Four corners at intersection of North Tampa Street and East Columbus Drive
8. North Franklin Street from East Kay Street to East 7th Avenue



Map 7. Recommended Retail Priority Areas



STRATEGY 7: Comprehensive Plan Updates

To promote transit supportive development along corridors planned for fixed guideway transit service, a simplified suite of comprehensive planning tools has been prepared and is recommended for adoption by the city and county. With the goal of making easier to deliver transit-supportive projects, this new, streamlined approach is designed to deliver higher levels of predictability and consistency in development outcomes while allowing for timelier and more cost efficient, by-right project approvals.

The recommended comprehensive plan provisions include a process for the mapping of TOD planning areas, guidance for TOD corridor and station area planning, and a process to follow in applying TOD future land use map (FLUM) overlay districts or amending underlying Future Land Use categories to achieve transit-supportive forms and intensities of development.

Recommended comprehensive plan goals, objectives, and policies are presented on the following pages. The recommended policy is subject to change. Any proposed policy recommendation that is ultimately incorporated through a plan amendment shall follow the direction and style of the updated City of Tampa and Hillsborough County Comprehensive Plans.

TOD GOALS, OBJECTIVES & POLICIES

The following TOD-specific goals, objectives, and policies are intended to replace existing TOD provisions in the City of Tampa and Hillsborough County Comprehensive Plans. These changes represent a planning-based, streamlined approach to achieving transit-supportive projects along corridors planned for fixed guideway transit services in the city and county.

GOAL 1. PROMOTE TRANSIT SUPPORTIVE DEVELOPMENT DENSITIES, INTENSITIES, AND FORMS OF DEVELOPMENT ALONG CORRIDORS PLANNED FOR FIXED GUIDEWAY TRANSIT SERVICE.

Objective 1.1. TOD Planning Area Definition. Establish a consensus-based process among agency partners to initiate and complete planning for transit-oriented places along corridors planned for fixed guideway transit service.

Policy 1.1.1. Prior to the commencement of transit-oriented development planning for a specific corridor or station area(s), execute an interlocal agreement defining roles and responsibilities for responsible agencies (including but not limited to the City of Tampa, Hillsborough County, HART, TBARTA, FDOT, Transportation Planning Organization, and Local Planning Agency) involved in 1) the planning, design, and construction of the fixed guideway transit service; 2) the delivery of capital improvements along the corridor and in individual station areas; and 3) the regulation of development along the planned transit corridor.

Policy 1.1.2. In collaboration with agency partners, determine appropriate timing for the initiation of TOD planning. Generally, TOD planning should be initiated during the early stages of transit project development and preliminary engineering following the positive outcome of a transit feasibility study. It's generally best to initiate TOD planning early in the transit project development process to allow for implementation of planning and regulatory strategies prior to initiation of enhanced transit service.

Policy 1.1.3. In collaboration with agency partners, prepare a non-adopted map indicating the planned alignment of fixed guideway transit service and the general limits of areas potentially subject to TOD planning. The area subject to TOD planning, defined as the TOD planning area, should delineate the initial limits of areas subject to the application of TOD comprehensive plan allowances and regulatory tools.

Policy 1.1.4. TOD planning areas shall include areas generally within one half mile walking distance of a planned fixed guideway alignment taking into consideration physical, environmental, and community features, property boundaries, and potential for TOD development. Areas subject to TOD planning should be located within the Urban Service Area. Areas within Coastal High Hazard Areas may be included, but would not be eligible for increases in development densities and intensities. TOD planning areas may include the entire corridor, individual transit station areas, or groups of station areas.

Objective 1.2. TOD Planning Process.
Conduct TOD planning and adopt TOD-specific planning and regulatory strategies for TOD implementation.

Policy 1.2.1. TOD planning efforts should follow the general approach defined above and further elaborated on in the TOD Corridor & Station Area Planning section of this report. The recommended five-phase process, similar to the Community Plan efforts undertaken in Unincorporated Hillsborough County, calls for the careful evaluation of existing conditions, the establishment of a vision for conservation and TOD development, and the application of TOD-specific planning tools and regulations.

Policy 1.2.2. TOD planning efforts may result in adjustments to the TOD planning area based on an evaluation of existing conditions, transit stop accessibility, and other factors addressed during the context assessment phase of TOD corridor and station area planning efforts. Areas not mapped for the application of TOD provisions may include areas with limited potential for change and larger-scale properties and districts with development regulated by other means. (Along the HART TOD Pilot Project corridor, these areas may include Seminole Heights where development is controlled by the Seminole Heights form-based code and The Heights and Rithm at Uptown sites each of which are regulated by the city and county through developed conditions associated with planned development zoning approvals.)

Policy 1.2.3. Utilize the building form and place-making guidance under the objectives below to guide the preparation of TOD plans and land development regulations



designed to implement such plans. Where applicable, the TOD planning shall recognize neighborhood planning efforts adopted by the city and county, including, but not limited to, community vision plans, neighborhood plans, economic development plans, and community redevelopment area plans. These plans shall receive priority consideration in assessing the potential for future land use and regulatory changes. However, the existence of a current plan does not preclude change from occurring in TOD planning areas as opportunities for development and redevelopment will need to be reevaluated to encourage transit supportive forms and densities and intensities of development.

Policy 1.2.4. TOD planning efforts shall offer multiple opportunities for stakeholder and public engagement. Suggestions regarding types of engagement activities are included in the Community Voices section of this report.

Objective 1.3. Land Use & Development.
Promoting transit-supportive uses and intensities of development along fixed guideway transit corridors through the implementation of TOD-specific planning strategies, future land use allowances, and regulatory tools.

Policy 1.3.1. In TOD corridor and station area planning processes, the TOD place types described in **Table 2** shall serve as the primary planning tool to illustrate the preferred form, scale, and character of development within TOD planning areas.

Policy 1.3.2. Based on the mapping of TOD place types, allowable densities, intensities, and ranges of allowable uses within TOD planning areas shall be defined through the delineation of TOD Future Land Use Overlays and TOD Zoning Overlays. These TOD planning and regulatory tools are described in the TOD Planning & Regulatory Tools section of this report.

Policy 1.3.3. Should TOD planning result in recommendations for changes in underlying future land use categories or zoning districts, the appropriate jurisdiction shall consider implementation of publicly-initiated future land use text or map amendment, zoning text amendments, or rezonings.

Policy 1.3.4. As permitted under the TOD Future Land Use Overlays, maximum development densities/intensities shall be permitted by-right in locations subject to provisions of a TOD Zoning Overlay. Allowances for maximum densities and intensities shall not be limited to vertical mixed-use projects, as is currently the case in the City of Tampa, except where TOD Planning results in the identification of areas where ground level retail or other forms of active use shall be required.

Policy 1.3.5. The TOD Future Land Use Overlays shall primarily address the form and intensity of development, but may also establish permitted uses to include primary transit-trip generators plus supportive uses to serve the daily needs of residents along the corridor and reduce car dependency for non-commute trips. Primary trip generators may be high-density residential uses, including affordable housing, with complementary

retail and service uses, employment intensive uses, or public uses (i.e., education, social and community services, and workforce development) with supporting retail and service uses.

Policy 1.3.6. The TOD Future Land Use Overlays may include limits to incompatible uses allowed in underlying future land use categories such as 1) primarily auto-oriented uses, 2) uses generating little to no pedestrian activity or transit trips (e.g., warehousing or storage) or 3) high car trip generating uses not generally compatible with the creation of walkable places.

Policy 1.3.7. Incentivize affordable housing in TOD planning areas consistent with the Affordable Housing Density Bonus Study for unincorporated Hillsborough County and the soon to be initiated Housing Study for the City of Tampa.

Objective 1.4. Walkable Building Form & Frontage. Establish TOD standards in the city and county land development regulations that require building entries and frontages oriented to public sidewalks and façade designs that promote safe, walkable conditions within transit-oriented communities.

Policy 1.4.1. Form-based land development regulations shall focus on ensuring pedestrian-friendly ground level conditions along public streets. Such regulations shall require the following:

- » Ground floor facades of new buildings be placed along and oriented to public streets and public spaces.

- » Primary building entries, including individual entries to ground level residential units, shall be oriented to public streets and spaces.
- » In areas identified as appropriate for ground level retail use, high levels of ground floor façade transparency shall be required and ground floor ceiling heights shall be sufficiently high to allow for commercial use irrespective of initial use
- » Building facades along streets and public spaces shall be designed with attractive ground floor facades, well-defined building entries, and quality building materials.
- » Long building facades shall be composed of façade bays and intermittent recesses, with blank sections of façades along public streets and spaces limited in width to maintain an interesting streetscape. For buildings with ground floor residential use along public streets, the privacy of units shall be enhanced by slightly elevating the finished floor elevation of ground floor residential space.

Policy 1.4.2. Buildings of similar scale and mass shall generally front both sides of a street, with transitions in scale occurring in midblock locations across alleys or rear property lines.

Policy 1.4.3. To provide appropriate transitions to surrounding residential neighborhoods, buildings shall transition in height from lower heights adjacent to neighborhoods and taller heights along the transit alignment close to stations.



Objective 1.5. Development Form & Phasing. Establish TOD standards in city and county land development regulations to require the establishment and preservation of walkable patterns of development with small block sizes, interconnected street and drive networks, alley systems to provide access to rear-loaded parking, and safe walking and biking routes connecting destinations to transit stops.

Policy 1.5.1. For the redevelopment of sites greater than 10 acres, require the creation of development blocks scaled to accommodate a mix of appropriate building types, public spaces, and sufficient area for off-street parking, service areas, and infrastructure. Avoid overly large block sizes to maintain a walkable scale.

Policy 1.5.2. For projects within 660' or one-eighth mile of planned transit stops, encourage the provision of small-scale public spaces fronting the transit alignment. These spaces should be publicly accessible and designed as small transit plazas or courtyard spaces with design elements such as seating, shade trees, shade structures, lighting, and other amenities to support their intended active and/or passive uses.

Policy 1.5.3. For sites greater than 10 acres where only a portion of the site is subject to development, require the submittal of a master plan addressing how initial and future phases of development are designed to meet TOD plan objectives. Master plans should show initial improvements creating a more walking and transit-supportive environment, while also indicating how future phases will result in the

development of a complete, transit-supportive place. For example, master plans may show initial phases served by surface parking to the rear and side of buildings and site and utility designs that allow for future intensification with minimal disruption to improvements delivered in early phases of the project.

Objective 1.6. Safe, Accessible & Walkable Streets. Promote transit use and active transportation as attractive alternatives to driving by design for multimodal mobility along fixed guideway transit corridors and within TOD planning areas.

Policy 1.6.1. Establish and maintain TOD corridor-specific multimodal and transit quality or level of service standards to support bicycle, pedestrian, and transit mobility.

Policy 1.6.2. Create new street or internal drive networks within larger development sites that serve as an extension of the existing or planned network in the surrounding area. Reserve rights-of-way or easements for street, sidewalk, or pathway connections to accommodate cross-parcel connections.

Policy 1.6.3. Design streets in TOD planning areas in Hillsborough County in accordance with the Context-Based Classification Plan for county roads and complete street guidelines.

Policy 1.6.4. Improve existing streets to encourage low speed vehicular traffic and the safe movement of pedestrians and bicyclists.

Policy 1.6.5. Provide primary walking and cycling routes to improve access to transit stations and stops. Such facilities may include protected bike lanes, cycle tracks, multi-use paths, and off-street walkways and trails.

Policy 1.6.6. Provide sidewalks that accommodate higher pedestrian volumes and provide ample space for expanded frontage zones, a pedestrian clear zone, and a curb zone consistent with the following general guidance.

- » a frontage zone between the front building façade and pedestrian clear zone designed to accommodate building entries, sidewalk café space, and other building frontage amenities.
- » a pedestrian clear zone without vertical obstruction between 5-7 feet width in residential settings and 8-12 feet width in commercial settings.
- » a curb zone between the pedestrian clear zone and the street for street furniture, bus shelters, lighting, utility poles, landscaping, street trees, rain gardens, or micromobility parking.
- » a parking and curb extension zone as an option to allow additional space for on-street parking, curb extensions, transit shelters, stormwater management features, bike racks, micromobility parking, or bicycle facilities. Curb extensions should be considered near intersections and midblock crossing locations to provide additional protected pedestrian space and pedestrian-scaled amenities.

Policy 1.6.7. Design and construct streets with wide sidewalks, crosswalks, wheelchair ramps, and improved access to transit stops in support of city and county Americans with Disability Act policies and plans.

Policy 1.6.8. Prioritize enhancements to pedestrian crosswalks at intersections with transit stops and promote the placement of protected mid-block pedestrian crossings at locations between intersections to create more direct and safe access to transit stops.

Policy 1.6.9. Create bicycle network connections to provide uninterrupted access to transit stops. These may range from shared roadways on low traffic neighborhood streets to physically separated and protected bike lanes or cycle tracks on major thoroughfares.

Policy 1.6.10. Provide sufficient space for the design and construction of transit station and stops that serve both transit riders and the general population.

Policy 1.6.11. Provide bicycle parking near transit stops with easy access to and from bicycle routes. Provide bicycle parking with adequate amenities for secure storage of bicycles and may include open shelters, individual lockers, or fully enclosed and locked shelters.

Policy 1.6.12. Accommodate micromobility stations and hubs, including bike share and e-scooters, near transit stops. Design facilities to minimize conflicts with pedestrian routes and provide for the orderly parking of bikes and scooters.

Policy 1.6.13. Prioritize funding of sidewalks, crosswalks, bicycle and pedestrian safety improvements, parallel corridor improvements, and other multimodal accommodations within TOD planning areas.



Objective 1.7. On-Street Parking & Curb Uses. Implement the use of street design strategies to encourage ride-share, off-street parking reductions, and access to transit stops.

Policy 1.7.1. Encourage the use of on-street parking to provide a buffer between pedestrians and moving traffic, deliver high-turnover spots to support storefront retail uses, reduce the potential for spillover traffic in surrounding areas, and reduce the need for off-street parking.

Policy 1.7.2. Provide pick-up/drop-off areas for ride share services and kiss and ride in a manner that avoids conflicts with transit vehicles, pedestrians, or bicyclists. Locate pick-up/drop-off zones to reduce out of direction travel for vehicles and discourage risky maneuvers. Locate pick-up/drop-off areas at some distance from transit stops or stations to give priority to non-motorized modes.

Policy 1.7.3. Provide paratransit access near transit stop locations to adequately serve transit riders with limited mobility.

Objective 1.8. Amount & Location of Off-Street Parking. Prepare parking-related development standards to encourage transit ridership, reduce auto-dependency, limit parking demands, lower transportation costs, promote walkability, and allow for greater efficiency of use of available land.

Policy 1.8.1. Establish off-street parking and site development standards to provide an appropriate supply of parking to encourage the use of transit, walking, and bicycling. Consider a reduction of required parking and adoption of shared parking.

Policy 1.8.2. Establish site development standards that require off-street parking to be placed behind occupied building space and generally out of sight from public spaces.

Policy 1.8.3. Establish parking management programs and regulations to control parking in neighborhoods near transit stations and stops. Programs may provide signage to inform motorists on parking location and availability, residential permit programs on neighborhood streets, shared parking programs or spillover parking options, and a monitoring program to identify program areas.

STRATEGY 8: TOD Planning & Regulatory Tools

This section describes new planning and regulating tools recommended to deliver transit-oriented projects through by-right approval while ensuring more context-sensitive building and site designs, and a higher level of predictability in development outcomes. As described below, implementation of the recommended tools will allow for transit-oriented projects through the application of the following:

- a **TOD Future Land Use Overlay** which allows modifications to underlying future land use categories; and
- **TOD Zoning Overlays** which are designed to deliver more detailed form-based controls than provided through underlying zoning categories.

Future planning for TOD corridors and station areas will be undertaken to apply a new TOD Future Land Use Overlay and TOD Zoning Overlays to implement the vision for transit oriented places illustrated through the mapping of TOD place types as previously described.

TOD FUTURE LAND USE OVERLAY

Adoption of a new TOD Future Land Use Map Overlay will trigger adjustments to underlying future land use map categories. As shown in **Table 3**, these adjustments will allow projects to achieve TOD densities and intensities without requiring a future land use map amendment or rezoning.

Adoption of the TOD Future Land Use Map Overlay does not preclude owners from seeking future land use map amendments or rezonings. However, all projects within a TOD planning area should be evaluated for consistency with the TOD goals, objectives, and policies in the City of Tampa Comprehensive Plan.

The adjustments allowed through the application of TOD Future Land Use Overlay are only achievable following 1) amendment to the city or county comprehensive plan to apply the overlay and 2) adoption of the TOD zoning overlay to guide development. For projects seeking approval as Planned Developments in TOD planning areas, a finding of consistency with TOD goals, objectives and policies shall be made as a condition of approval. The overlay does not preclude owners from seeking future land use category changes or rezonings.

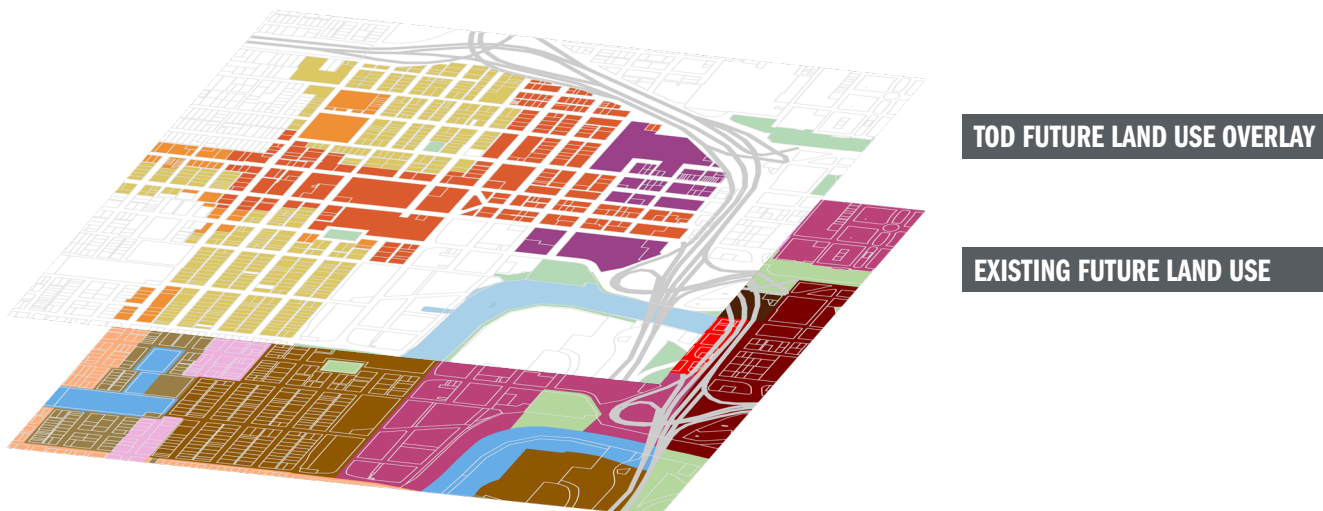


Figure 29. Future Land Use Overlay Example

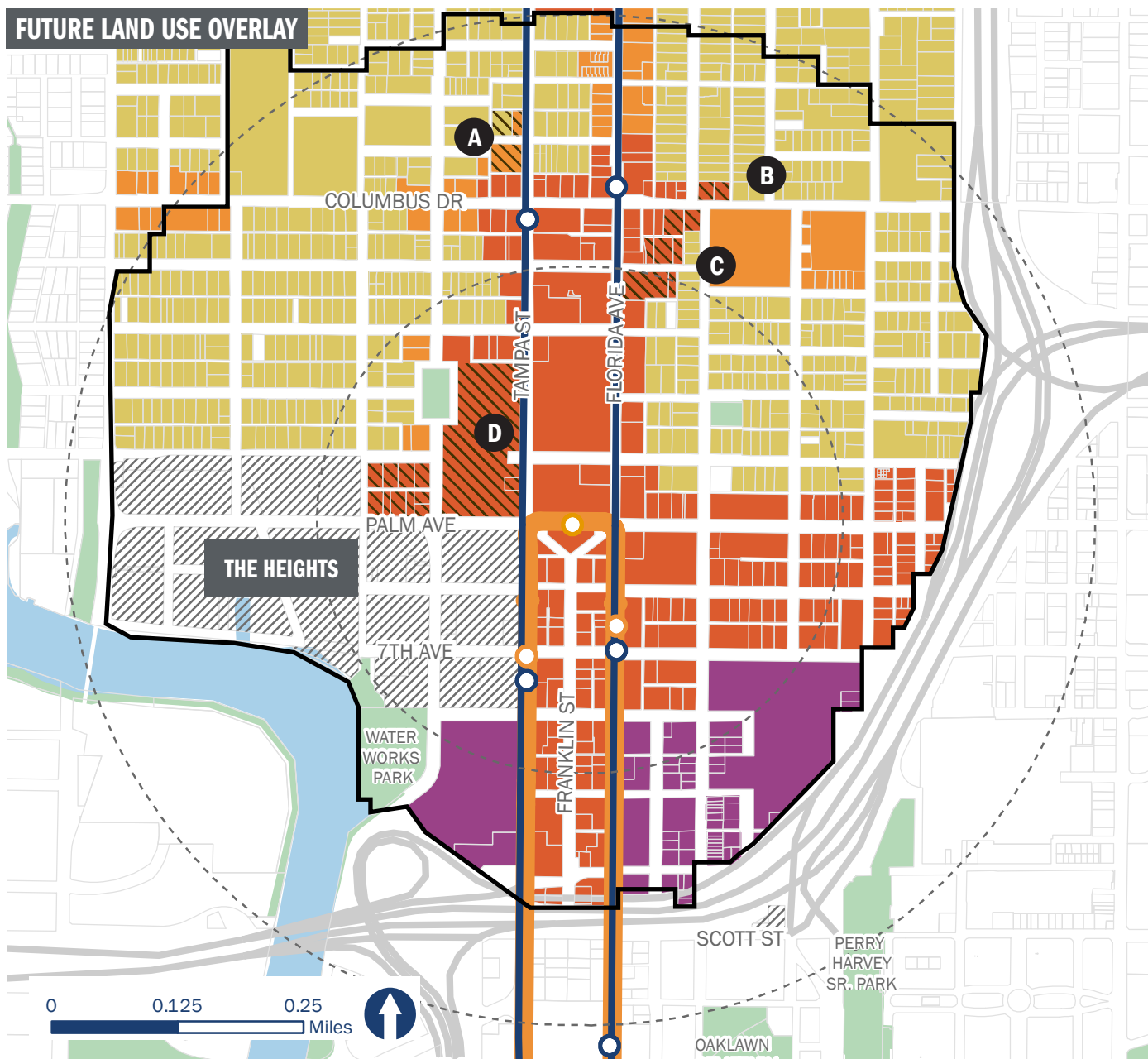


Table 3. TOD Place Types & Future Land Use Overlay

TOD PLACE TYPES <i>Illustrate the preferred form of development for projects in the TOD Planning Area</i>		TOD FUTURE LAND USE OVERLAY <i>TOD place type maps adopted as FLUM Overlays</i>			
		CITY OF TAMPA		HILLSBOROUGH COUNTY	
		Underlying Future Land Use Categories	TOD Adjustment Form controlled through TOD Zoning Overlays	Underlying Future Land Use Categories	TOD Adjustment Form controlled through TOD Zoning Overlays
URBAN CENTER	<ul style="list-style-type: none"> Mixed Building Types Above 6 Stories Structured Parking 	RMU-100	Allow Ex. Max 3.5 FAR	Create New TOD FLU Category with 3.0 FAR Max	Allow Max FAR of New FLU Category
		UMU-60	Allow Ex. Max 3.25 FAR		
		R-83	Allow 120 DU/A		
TOD CENTER	<ul style="list-style-type: none"> Mixed Building Types Up to 6 Stories Mostly Structured Parking 	R-83	NA	RMU-35/ICMU-35	Allow Ex. Max 2.0 FAR
		R-50	Allow 80 DU/A		
		CMU-35/CC-35	Allow Ex. Max 2.0 FAR		
TOD GENERAL	<ul style="list-style-type: none"> Mixed Building Types Single Family & Missing Middle in Residential Zones Up to 4 Stories Surface and Tuck Under Parking 	NMU-35	Allow Ex. Max 1.5 FAR	RES-35	Allow Ex. Max 1.5 FAR
		R-35	Allow 1.5 FAR	OC-20/UMU-20/RES-20	Increase to 1.0 FAR
		NMU-24	Allow 35 DU/A	CMU-12	Allow 24 DU/A
TOD NHD	<ul style="list-style-type: none"> Single Family & Missing Middle Housing Types Up to 4 Stories Surface and Tuck Under Parking 	R-35	NA	RES-12	Allow 18 DU/A
		R-20	Allow 30 DU/A		
		NMU-16	Allow 24 DU/A		

1) Max allowances may be achieved regardless of project use mix unless TOD zoning overlay requires ground level retail use.

2) Additional calibration of FLUM allowances will be required as TOD planning occurs along corridors planned for fixed guideway transit.



TOD Place Types

 Urban Center	 TOD General	 Park	 Recommended Change to FLU
 TOD Center	 TOD Neighborhood	 Excluded	

Note: Hatching indicates areas with existing master plans and locations-specific development controls.

- A - Change from R-20 to CMU-35
- B - Change from R-10 to CC-35
- C - Change from CC-35 and R-35 to CMU-35
- D - Changed from R-35 to CMU-35

Map 8. Recommended Future Land Use Overlay for the Palm Avenue Station Area



TOD ZONING OVERLAYS

The adoption of new form-based regulatory tools are recommended to ensure context-sensitive building designs and higher levels of predictability in development outcomes. These new TOD-specific tools will accomplish the following:

- implement the vision for TOD in TOD planning areas;
- guide the design and configuration of new development and redevelopment;
- promote the creation of safe, attractive pedestrian-friendly streetscapes; and
- control the placement, amount, and treatment of parking.

Recommendations call for the adoption of new standards to override select standards in underlying zoning districts. Application of the overlays will not change entitlements under existing zoning but will override standards addressing building placement, building orientation, building height, frontage condition, and parking.

The new standards will be applied through two TOD Zoning Overlays—one addressing building form and the other addressing frontage quality. A description of each follows.

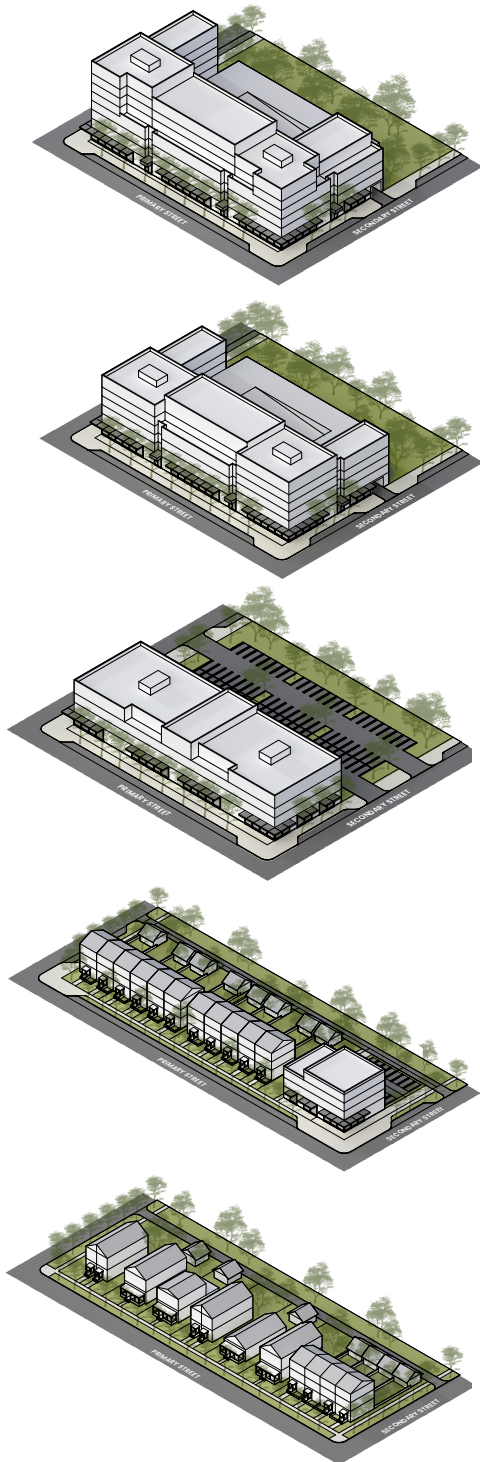
- **Building Form Overlay.** The Building Form Overlay references form-based development standards affecting building height, building placement, height stepbacks and transitions, and maximum lot coverage by TOD district, with districts ranging from TOD 4-R-3 in existing neighborhoods to TOD 6-8 in areas with high levels of redevelopment potential.
- **Frontage Quality Overlay.** The Frontage Quality Overlay references form-based development standards by street type. Standards address location of parking, loading, and curb cuts; habitable ground floor frontage; facade transparency; frontage build out; and ground floor facade design.

In addition, specific parking related provisions reduce overall requirements and provide additional relief for projects with affordable housing, small lot projects in mixed-use areas, and older and historic buildings without on-site parking.

Table 4. TOD Place Types & TOD Zoning Overlays

TOD PLACE TYPES <i>Place Types illustrate the preferred form of development for projects in the Palm Avenue Station Area</i>		TOD ZONING OVERLAYS <i>TOD Zoning Overlays override form-based standards in underlying zoning districts</i>	
		TOD Overlay Building Form	TOD Overlay Frontage Quality
URBAN CENTER	<ul style="list-style-type: none"> • Mixed Building Types • Above 6 Stories • Structured Parking 	TOD 6-24 TOD 6-8	Defines frontage condition by street type. Identifies required retail frontage. Identifies corridors for street grid reestablishment.
TOD CENTER	<ul style="list-style-type: none"> • Mixed Building Types • Up to 6 Stories • Mostly Structured Parking 	TOD 5-6 TOD 5-4	
TOD GENERAL	<ul style="list-style-type: none"> • Mixed Building Types • Single Family & Missing Middle in Residential Zones • Up to 4 Stories • Surface and Tuck Under Parking 	TOD 4-0-4 (Allows Mixed Use Building Types)	
TOD NHD	<ul style="list-style-type: none"> • Single Family & Missing Middle Housing Types • Up to 4 Stories • Surface and Tuck Under Parking 	TOD 4-R-3 (Residential Building Types Only)	

OVERVIEW OF BUILDING FORM DISTRICTS



TOD 6-8

- Mixed Building Types
- Up to 8 Stories
- Structured Parking

TOD 5-6

- Mixed Building Types
- Up to 6 Stories
- Mostly Structured Parking

TOD 5-4

- Mixed Building Types
- Up to 4 Stories
- Mostly Surface Parking

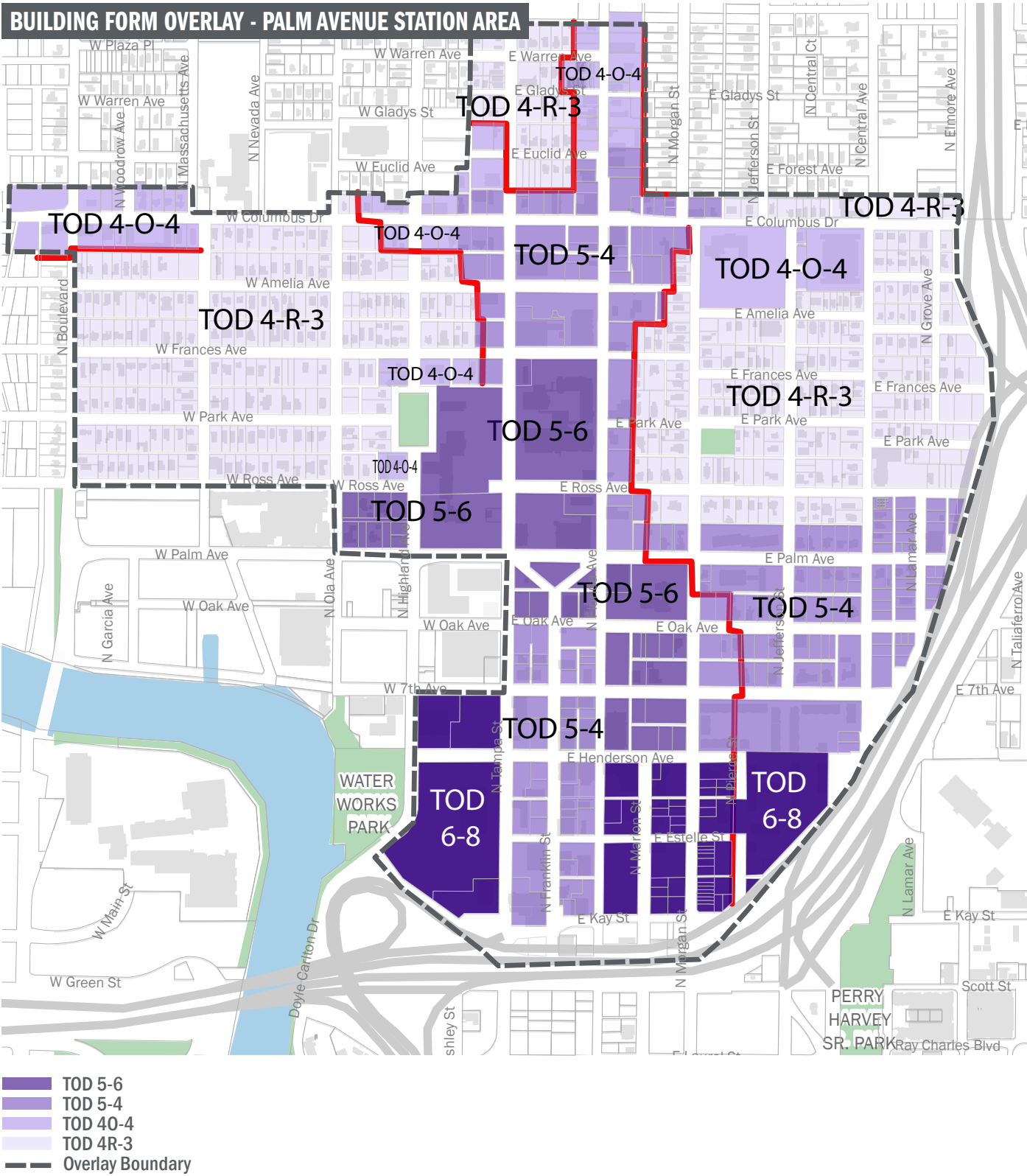
TOD 4-0-4

- Mixed Building Types
- Single Family & Missing Middle in Residential Zones
- Up to 4 Stories
- Surface and Tuck Under Parking

TOD 4-R-3

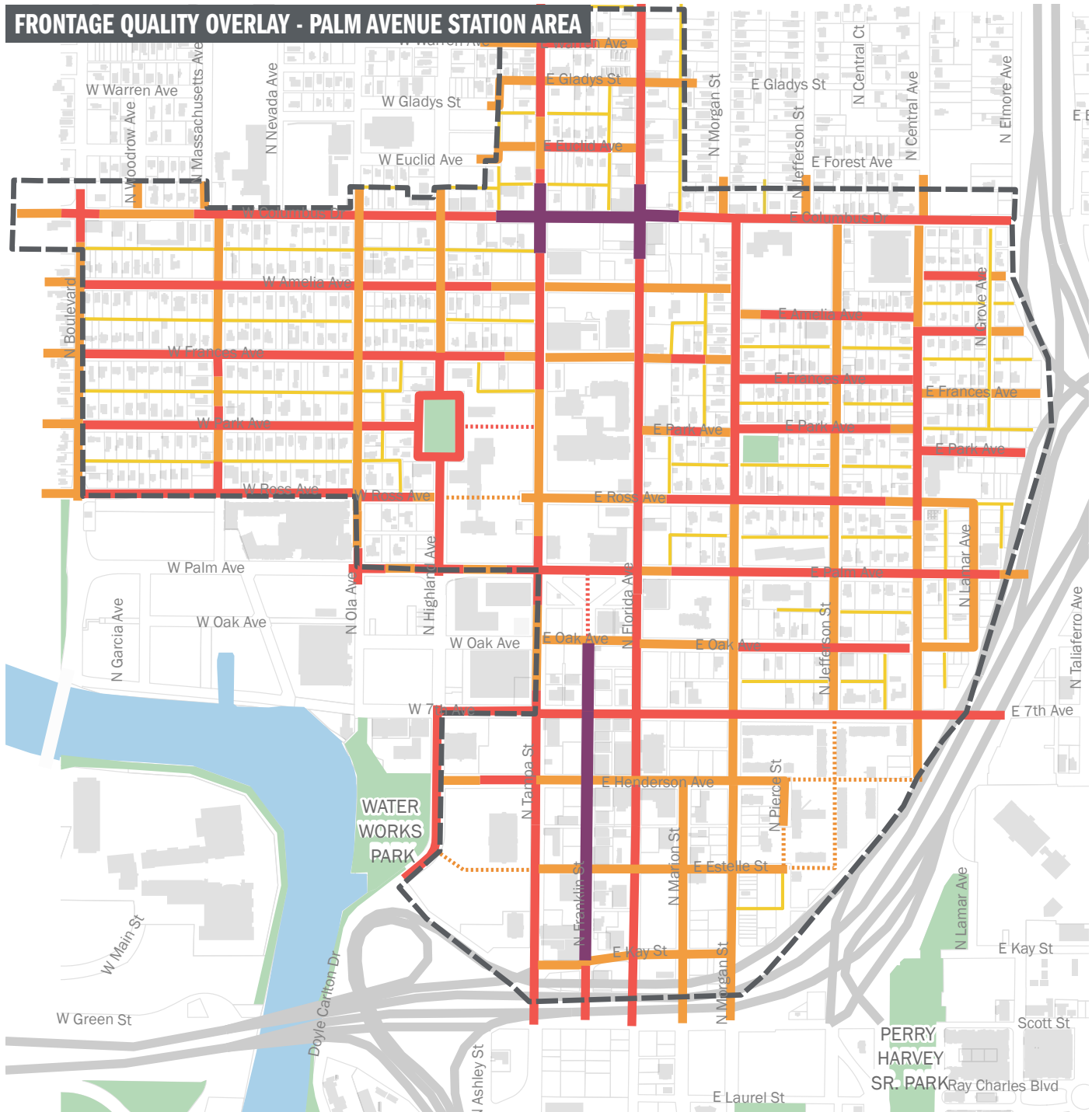
- Single Family & Missing Middle Housing Types
- Up to 4 Stories
- Surface and Tuck Under Parking

Figure 30. Overview of Building Form Districts



Map 9. TOD Zoning - Building Form Overlay

FRONTAGE QUALITY OVERLAY - PALM AVENUE STATION AREA



-  A+ Street
 A Street
 B Street
 C Street
 Grid Restoration

Map 10. TOD Zoning - Frontage Quality Overlay

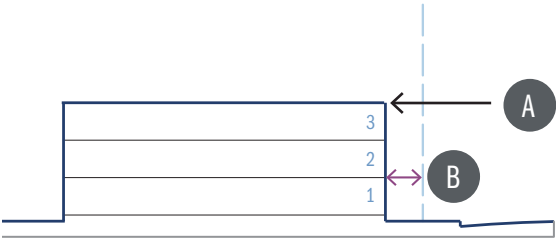
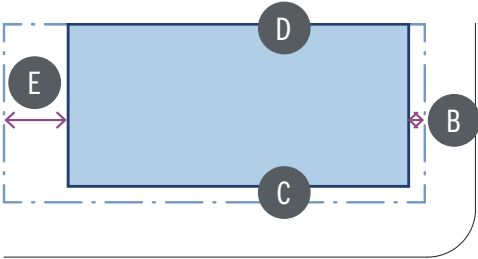


APPENDIX A: TOD ZONING OVERLAY DEVELOPMENT STANDARDS

BUILDING FORM OVERLAY STANDARDS - TOD 4-R-3

A	Maximum Height	3 stories
B	Front Setback	Min: 15' Max: 20'
C	Side, Facing a Street Setback	Min: 10'
D	Side Setback*	Min detached house and multi-family: 5' Minimum for rowhouse: 0', end unit of rowhouse: 5' On the side abutting single-family detached house: 5'
E	Rear Setback	If alley is present: Min 5' from the alley ROW or 15' from the centerline of the alley, whichever is greater. If no alley is present, then 15'
	Stepback and Articulation Requirement For Front and Side Facing a Street	None
	Height Transition Requirement for Rear and Side	None
	Maximum Lot Coverage	50%

**Note: A sideyard is required adjacent to a grouping of townhouses, limited to a maximum of 4 in a row.*





BUILDING FORM OVERLAY STANDARDS - TOD 4-0-4

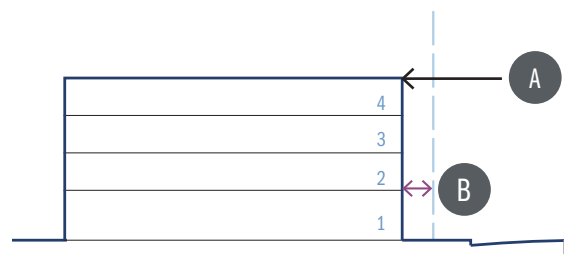
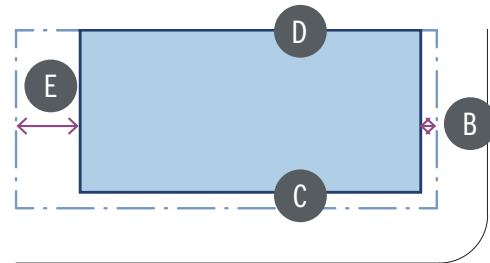
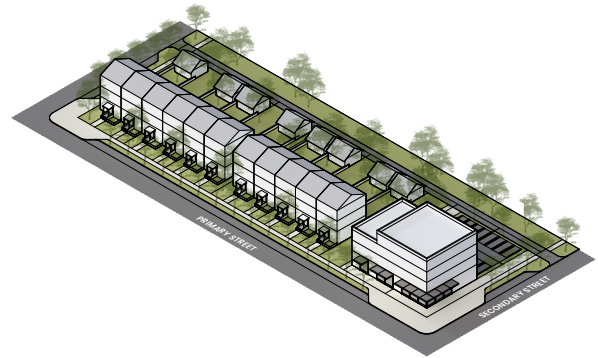
A	Maximum Height	4 stories
B	Front Setback**	Min: 10' Max: 15'
C	Side, Facing a Street Setback	Min: 10'
D	Side Setback*	Min detached house and multi-family: 5' Minimum for rowhouse: 0' end unit of rowhouse: 5'
E	Rear Setback	If alley is present: Min 5' from the alley ROW or 15' from the centerline of the alley, whichever is greater. If no alley is present, then 15'
	Stepback and Articulation Requirement For Front and Side Facing a Street	None
	Height Transition Requirement for Rear and Side	None
	Maximum Lot Coverage	50%

*Note: A sideyard is required adjacent to a grouping of townhouses, limited to a maximum of 6 in a row.

**Note: When facing the transit corridor or when a storefront is permitted, the area in the front setback shall be paved matching the sidewalk in order to create a minimum of 8 ft sidewalk clear width. In all other locations the front setback is to be used to create a dooryard. Where there are no storefronts, foundation plantings may be used in front of the building.

Where possible and not in conflict with the station or utilities, regularly spaced street trees should be planted between the sidewalk and the travel/parking lane.

Where the zoning administrator deems to be satisfactory, then the minimum front setback may be waived or reduced.

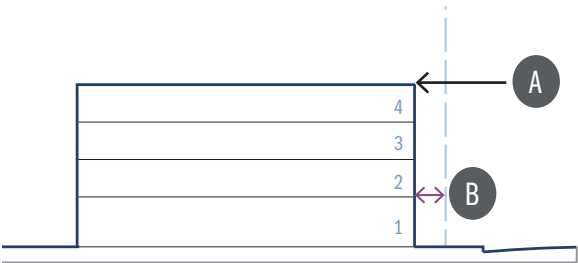
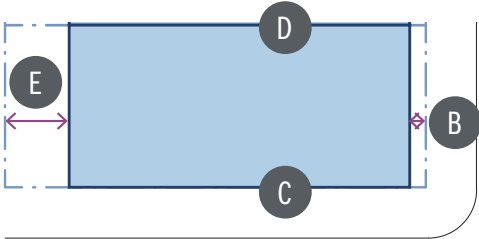
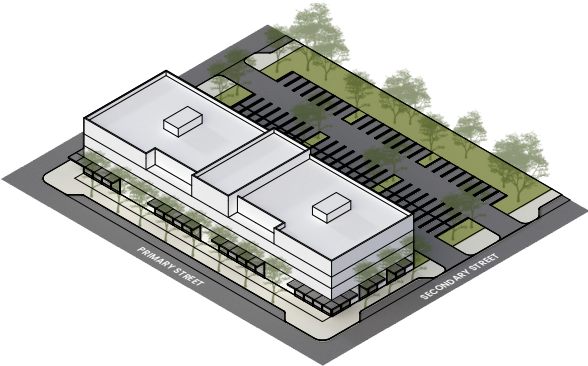


BUILDING FORM OVERLAY STANDARDS - TOD 5-4

A	Maximum Height	4 stories
B	Front Setback*	Min: 10' Max: 15'
C	Side, Facing a Street Setback	Min: 0'
D	Side Setback	Min: 0'
E	Rear Setback	If alley is present: Min 5' from the alley ROW or 15' from the centerline of the alley, whichever is greater. If alley is not present, then 5' (Zoning administrator may reduce this setback)
	Stepback and Articulation Requirement For Front and Side Facing a Street	None
	Height Transition Requirement for Rear and Side	If a site abuts a house with three (3) or fewer stories, then a band sixty feet (60') wide, along the parcel boundary that faces the house is limited to thirty five (35') maximum height.
	Maximum Lot Coverage	100%

**Note: Area in the front setback is to be paved matching the sidewalk, in order to create a minimum of 8 ft sidewalk clear width. The areas in the front setback along the building may be used to create dooryards or foundation planting where there are no storefronts. Where possible and not in conflict with the station or utilities, regularly spaced street trees should be planted between the sidewalk and the travel/parking lane.*

Where the zoning administrator deems the streetscape to be satisfactory, then the minimum front setback may be waived or reduced.



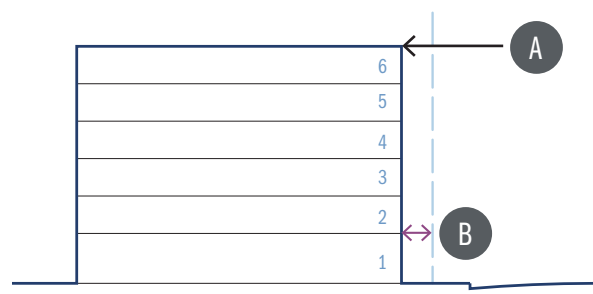
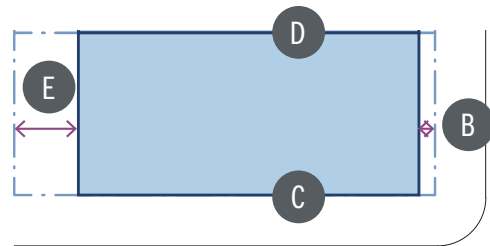
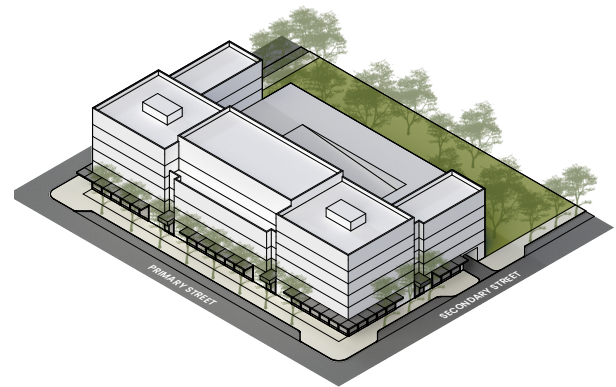


BUILDING FORM OVERLAY STANDARDS - TOD 5-6

A	Maximum Height	6 stories
B	Front Setback*	Min: 10' Max: 15'
C	Side, Facing a Street Setback	Min: 0'
D	Side Setback	Min: 0'
E	Rear Setback	If alley is present: Min 5' from the alley ROW or 15' from the centerline of the alley, whichever is greater. (Zoning administrator may reduce this setback)
	Stepback and Articulation Requirement For Front and Side Facing a Street	None
	Height Transition Requirement for Rear and Side	If a site abuts a residential structure less than 35' in height, a twenty-five foot (25') wide band along the side parcel boundary is limited to 35' maximum height, and a sixty foot (60') wide band along the rear parcel boundary is limited to 35' maximum height.
	Maximum Lot Coverage	100%

*Note: Area in the front setback is to be paved matching the sidewalk, in order to create a minimum of 8 ft sidewalk clear width. The areas in the front setback along the building may be used to create dooryards or foundation planting where there are no storefronts. Where possible and not in conflict with the station or utilities, regularly spaced street trees should be planted between the sidewalk and the travel/parking lane.

Where the zoning administrator deems the streetscape to be satisfactory, then the minimum front setback may be waived or reduced.

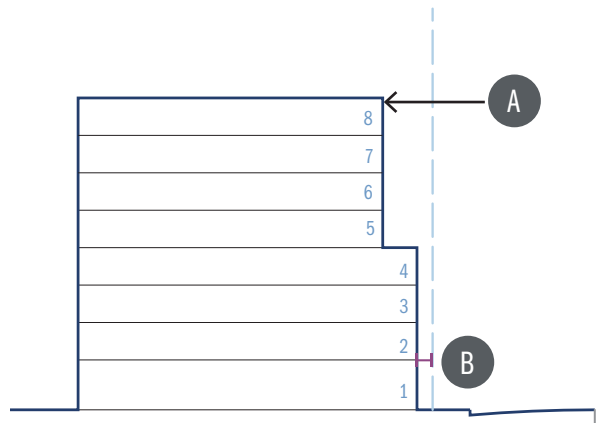
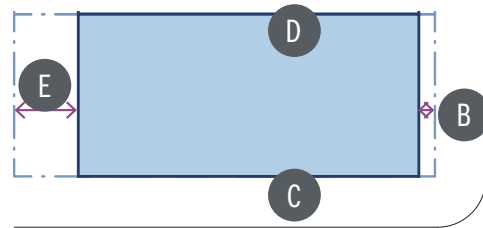
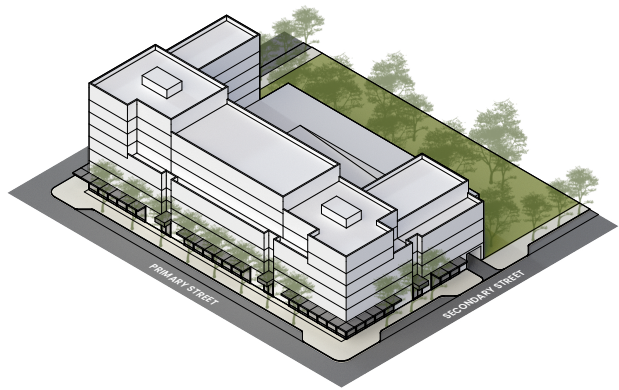


BUILDING FORM OVERLAY STANDARDS - TOD 6-8

A	Maximum Height	8 stories
B	Front Setback*	Min: 5' Max: 8'
C	Side, Facing a Street Setback	Min: 0'
D	Side Setback	Min: 0'
E	Rear Setback	If alley is present: Min 0' from the alley ROW or 15' from the centerline of the alley, whichever is greater. If alley is not present, then 5'.
	Stepback and Articulation Requirement For Front and Side Facing a Street	Stepback at the fourth, fifth, or sixth floor of minimum fifteen feet (15)'. Forty percent (40%) of a frontage, if touching a corner, is exempt from the stepback.
	Height Transition Requirement for Rear and Side	If a site abuts a residential structure less than 35' in height, a twenty-five foot (25') wide band along the side parcel boundary is limited to 35' maximum height, and a sixty foot (60') wide band along the rear parcel boundary is limited to 35' maximum height.
	Maximum Lot Coverage	100%

*Note: Area in the front setback is to be paved matching the sidewalk, in order to create a minimum of 8 ft sidewalk clear width. The areas in the front setback along the building may be used to create foundation planting and/or a widened sidewalk where there are no storefronts. Where possible and not in conflict with the station or utilities, regularly spaced street trees should be planted between the sidewalk and the travel/parking lane.

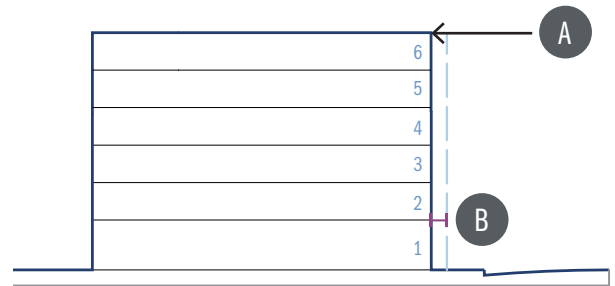
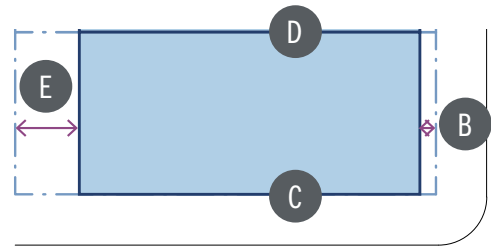
Where the zoning administrator deems the streetscape to be satisfactory, then the minimum front setback may be waived or reduced.





BUILDING FORM OVERLAY STANDARDS - CIVIC

A	Maximum Height	6 stories
B	Front Setback	Min: 0' Max: N/A
C	Side, Facing a Street Setback	Min: 0'
D	Side Setback	Min: 0'
E	Rear Setback	Min: 0'
	Stepback and Articulation Requirement For Front and Side Facing a Street	None
	Height Transition Requirement for Rear and Side	None
	Maximum Lot Coverage	80%



BUILDING FORM OVERLAY STANDARDS - BUILDING HEIGHT

STANDARDS	TOD 4-R-3	TOD 4-0-4	TOD 5-4	TOD 5-6
Ground Floor's Floor-to-Ceiling Height*, Non-Residential	Min: 10' Max: 14'	Min: 10' Max: 14'	Min: 15' Max: 25'	Min: 15' Max: 25'
Ground Floor's Floor-to-Ceiling Height*, Residential	Min: 10' Max: 14'	Min: 10' Max: 14'	Min: 12' Max: 20'	Min: 12' Max: 25'
Upper Stories Floor-to-Ceiling Height*	Min: 9' Max: 14'	Min: 9' Max: 14'	Min: 9' Max: 14'	Min: 9' Max: 14'
Ground Floor Finished Floor Elevation - Residential	Minimum finished floor elevation is 2' above sidewalk grade.	Minimum finished floor elevation is 2' above sidewalk grade.	Minimum finished floor elevation is 2' above sidewalk grade.	Minimum finished floor elevation is 2' above sidewalk grade.

*Clear distance from floor to the bottom of the slab. The following are exempt: soffits, ceilings that conceal HVAC, ducts and utilities and exposed ducts and conduits.

STANDARDS	TOD 6-8	TOD 6-24	Civic Building	Open Space
Ground Floor's Floor-to-Ceiling Height*, Non-Residential	Min: 15' Max: 25'	Min: 15' Max: 25'	Min: 12' Max: 25'	N/A
Ground Floor's Floor-to-Ceiling Height*, Residential	Min: 12' Max: 25'	Min: 12' Max: 25'	Min: N/A Max: N/A	N/A
Upper Stories Floor-to-Ceiling Height*	Min: 9' Max: 14'	Min: 9' Max: 14'	Min: 9' Max: 20'	N/A
Ground Floor Finished Floor Elevation - Residential	Minimum finished floor elevation is 2' above sidewalk grade.	Minimum finished floor elevation is 2' above sidewalk grade.	N/A	N/A

*Clear distance from floor to the bottom of the slab. The following are exempt: soffits, ceilings that conceal HVAC, ducts and utilities and exposed ducts and conduits.



FRONTAGE QUALITY OVERLAY STANDARDS - FRONTAGE TYPE DESCRIPTIONS

FRONTAGE TYPE	DESCRIPTION
A+	<ul style="list-style-type: none"> • A block face with intact fabric, (abundant fenestration or glazing) • Potential to eliminate gaps in fabric with sensitive infill. • A block face with historic fabric. • Well suited for retail frontages.
A	<ul style="list-style-type: none"> • Facing a body of water or park. • A block face with intact fabric, (abundant fenestration or glazing). • Potential to eliminate gaps in fabric with sensitive infill. • Many lots serviced by an alley can achieve 'A' status because there is a clear front and back and service side to the site. Generally if the plat is oriented so that the front of the building is facing a particular street it is more likely to be an A street. • Most block faces having a transit stop should be designated as 'A Streets.' • A block face with historic fabric.
B	<ul style="list-style-type: none"> • Streets of mediocre quality, exhibiting more gaps than A streets. • Sides of buildings rather than fronts tend to shape the street. • Lower friction streets (i.e. those with conventional bike lanes)
C	<ul style="list-style-type: none"> • Functioning as alleys or are actually alleys; traversing the block; dead-end streets, especially those that terminate in the highway embankments. • Enable the other streets to be more pedestrian-friendly. • Are preferred locations for Dumpsters and Trash Collection.

FRONTAGE QUALITY OVERLAY STANDARDS - DESIGN CRITERIA BY FRONTAGE TYPE

	A+	A	B	C
Location of Parking, Loading, and Curb-Cuts	Curb cuts must be located on a lower ranking frontage if there is more than one frontage. Parking and loading must be accessed by alley or lower ranked frontage where there is more than one frontage.	Curb cuts must be located on a lower ranking frontage or alley if there is more than one frontage. Parking and loading must be accessed by alley if an alley is present. For attached or detached houses with only one frontage, set back garage door more than 20' from main entrance.	Curb cuts must be located on a lower ranking frontage or alley if there is more than one frontage. Parking and loading must be accessed by alley if an alley is present. Residential building types: Garage doors may not protrude; they may be flush with the main facade or setback from it. Mixed-Use building types: Parking/loading located toward the rear, if possible. Double width driveways are prohibited.	Allowed
Habitable Space Requirement	Min 50' depth at the ground floor. Min 20' depth along the upper floors. If the parcel is less than 130' in depth, 100% of the ground floor must be lined with habitable space, and a minimum of 50% of the upper floors must be lined with habitable space. Any exposed parking must be masked with fenestration or screening.	Min 20' depth along all floors. If the parcel is less than 130' in depth, 100% of the ground floor must be lined with habitable space, and a minimum of 50% of the upper floors must be lined with habitable space. Any exposed parking must be masked with fenestration or screening.	Min 20' depth along the ground floor.	N/A
Minimum Transparency Ground Floor	60% for non-residential	50% for non-residential 15% for residential N/A Single Family detached	25% for non-residential 15% for residential N/A Single Family detached	N/A
Minimum Transparency Upper floors	15%, or Maximum spacing of fenestration facing a street is 10'	15%, or Maximum spacing of fenestration facing a street is 10'	10%	N/A
Minimum Frontage Buildout	80%	80% Mixed-use, Multi-family, Office, or Industrial N/A Single Family attached N/A Single Family detached	50% Mixed-use, Multi-family, Office, or Industrial: N/A Single Family detached	N/A
Ground Floor Design Considerations	Required retail frontage. Lobbies and main entrances must open directly onto the sidewalk.	Ground-floor residential units must have direct street access by entry or stoop. Lobbies and main entrances must open directly onto the sidewalk.	Ground-floor residential units should have direct street access by entry or stoop. Lobbies and main entrances should open directly onto the sidewalk.	N/A



GENERAL REQUIREMENTS - PARKING

PARKING RATIOS

Parking Ratios (number of off-street spaces required per unit):

- Non-residential: 1 space per 500 square feet
- Residential:
 - » studio: 0.75 spaces
 - » 1 bed: 1 space
 - » 2 bed: 1.5 spaces
 - » 3 bed: 2 spaces
- Hotel/Motel: 0.5 spaces per room

PARKING REDUCTIONS

If on-street parking is available, or is created by the development proposal, each development may reduce the total number of off-street parking spaces by the number of on-street spaces found on each frontage of the development site.

In the area bound by Palm Avenue, Tampa Street, Florida Avenue, and Interstate 275, any site less than 20,000 square feet is exempt from minimum off-street parking, or,

The required parking for any building constructed prior to 1945 may be reduced by 50%.

BICYCLE PARKING REQUIREMENTS

The bicycle parking requirements are as follows:

- 1 for every 5 hotel/motel units
- 1 per dwelling unit
- 1 per 3,000 sf of commercial