

PALM AVENUE STATION AREA PLAN

HART TOD Pilot Project

OCTOBER 2022





The Palm Avenue Station Area Plan 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

As part of the HART TOD Pilot Project, a Station Area Plan was completed to shape the future of places within walking distance of the planned streetcar stop on Palm Avenue between Tampa Street and Florida Avenue. The planning effort brought diverse stakeholders together to define a vision for the community and craft strategies to promote conservation and context-sensitive development, increase housing diversity and affordability, ensure safe mobility, and encourage transit-supportive development.

The HART TOD Pilot Project

The HART TOD Pilot Project was undertaken to define tools and strategies 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 presented in this report and in the ***TOD for Tampa & Hillsborough County*** report, are designed to guide planning, development, and investment decisions along corridors planned for fixed guideway transit in the City of Tampa and Hillsborough County.

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.

Pilot Project Goals

Transit investment and TOD 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, the following goals were crafted to guide the process of identifying opportunities and developing strategies to promote TOD:

- 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; and
- improve access to local and regional employment, civic, educational, and cultural destinations.

Reports & Recommendations

The ***Palm Avenue Station Area Plan*** is one of a series of reports prepared to guide TOD planning and development in the City of Tampa and Hillsborough County. Please reference the following reports for more information on the station area and recommendations for TOD:

- ***TOD for Tampa & Hillsborough County***;
- ***HART TOD Pilot Project Context Assessment***;
- ***HART TOD Affordable Housing Briefing Book*** and ***Housing Affordability Toolkit***; and
- ***Retail Advisory Services Report***.





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 1. 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 use.

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 2. Highly Walkable, 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



Small Block Sizes &
Generous Sidewalks Create
Walkable Environments

Buildings with Active Street
Frontages Define Streets &
Public Spaces

Street Design Favors
Transit Service & Safe
Cycling & Walking

Figure 3. Qualities of Successful TODs



Land Use Intensity is Focused around Transit Stops & Station Sites

Parking is Placed to Minimize Impact on Streetscapes & Public Spaces

Accessory Dwelling Units & Missing Middle Types Expand Housing Options





PALM AVENUE STATION AREA PLANNING

To demonstrate the recommended approach to planning for individual station areas, the HART TOD Pilot Project team worked with project partners and community stakeholders to prepare a plan for communities within walking distance of the planned streetcar stop on Palm Avenue. The results of the planning effort, which was designed to follow the process outlined in the *TOD for Tampa & Hillsborough County* report, are summarized below.

The Planning Process

The four-step planning process described in the *TOD for Tampa & Hillsborough County* report, was followed to develop land use, regulatory, and mobility recommendations for the Palm Avenue Station Area.

This planning process was 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 the process, station area stakeholders had 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 defined the limits of area most likely to be influenced by the introduction of enhanced transit service. These limits were informed by an evaluation of walking distances, natural and man made barriers, and generally-recognized neighborhood boundaries.
- **Step 2: Context Assessment.** This step included an evaluation of existing and planned conditions in the station area. The project team completed a review of past and on-going planning efforts, an evaluation of current land use and development conditions, and an evaluation of planning and regulatory tools influencing the form and pattern of development. Engagement activities focused on building an understanding of community issues and ideas about land use, urban form, place character, and mobility.
- **Step 3: TOD Visioning & Planning.** During two in-person charrettes, project partners and community stakeholders participated in a series of hands-on mapping exercises to identify places with the potential for change and transformation. Participants identified places they most valued; highlighted conditions they found to be unsafe, unattractive, or out of character with the community; and for places with the potential for change, indicated their preferences for the form and character of development. Participants also identified opportunities to improve travel safety, mobility, and transit station accessibility.
- **Step 4: Tools & Strategies.** TOD tools and strategies were defined to advance community goals for the creation of more attractive, context-sensitive, safe, and transit-supportive places. Recommendations include refined planning policies and strategies, streamlined regulatory tools, and mobility improvements designed to improve walkability, safety, and transit station accessibility.

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 context, study past plans, evaluate planning and regulatory tools, explore opportunities for development, redevelopment, conservation, and mobility.



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.



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.

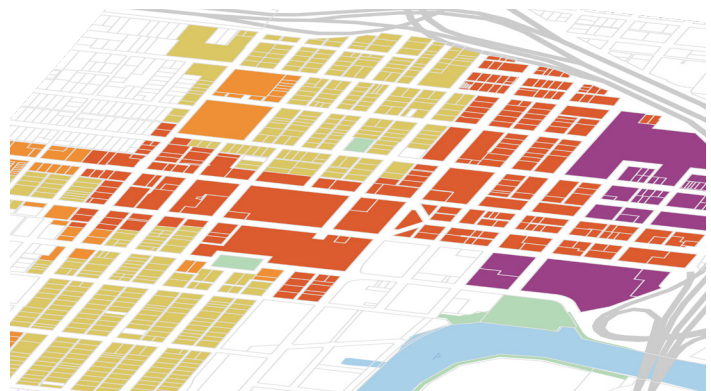


Figure 4. Steps in TOD Corridor & Station Area Planning



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 Bus Rapid Transit (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 it's own dedicated guideway.

The study is evaluating the potential to serve 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

The TBARTA's Regional Rapid Transit (RRT) project is also in the early stages of planning. 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.



Figure 5. InVision Tampa Streetcar Illustrations



Public Engagement

Planning for the station area was informed by an intensive program of public outreach and engagement designed to educate stakeholders about 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 early in the project to support the use of an online engagement platform with robust tools for soliciting and capturing public feedback. By the end of the process, in-person engagement was possible and allowed for two charrette-based planning events.

LISTENING SESSIONS, PROJECT BRIEFINGS & WORKING GROUP MEETINGS

Station area listening sessions, project briefings, and working group meetings 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. 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. The agenda included an overview of the project, a focused discussion on the Palm Avenue Station Area planning process and TOD plan and code strategies followed by an open discussion.



Figure 6. Station Area Engagement Activities

PUBLIC WORKSHOPS

Two in-person, charrette-based planning workshops were held to engage the community in planning for the station area. The first public workshop was held on January 15, 2022 and the second was held March 5, 2022. Both were held at the Tampa Heights Junior Civic Association space on Palm Avenue.

Workshop 1: Issues & Ideas

During the first workshop, the planning team shared information about the HART TOD Pilot Project, introduced strategies to guide land use and development in the station area, and shared initial ideas for the community's future.

Through hands-on mapping exercises, participants worked together to identify favorite places, best streets, issue areas, and redevelopment opportunities. Following the charrette, maps were created to summarize feedback received. The summary maps, shown in **Figure 16**, were presented to the community during the second workshop event.

During the workshop, community stakeholders expressed the need to preserve the historic look and feel of North Franklin Street and residential portions of the station area. Participants advocated for mixed uses along key corridors, specifically calling for active ground floor uses like fresh food markets, local retail, and gallery space. Participants expressed a desire for more safe and inviting public spaces, specifically calling for the preservation of tree canopy along neighborhood streets and the improvement of streetscape conditions throughout the station area.

Workshop participants emphasized the importance of preserving community character, history, and heritage, and supporting local arts and cultural events and venues. Specific suggestions included the placement of markers celebrating the neighborhood's African American history and creating a gateway and activity space at the I-275 viaduct at North Franklin Street.

Participants also called for the protection of existing affordable housing and encouraging the development of new affordable units as stand alone projects or as part of larger redevelopment projects.



Figure 7. Workshop One Pin Up



Workshop 2: Planning & Regulatory Framework

During the second public workshop, the planning team provided feedback from the first workshop and presented a series of preliminary recommendations to guide development and redevelopment in the station area.

In a series of table-top exercises, participants were asked to comment on three preliminary regulating plan maps:

- a proposed building form regulating plan showing how development could be guided through transect-based regulations;
- a proposed frontage quality regulating plan to provide guidance on building orientation and front setbacks, frontage condition, and parking location; and
- a proposed mobility regulating plan indicating priority locations for streetscape improvements, crosswalk improvements, and trail extensions.

Feedback received on these plan maps provided the basis for recommendations presented in subsequent sections of this report.

ONLINE INTERACTIVE MAPPING

An online, interactive mapping tool offered an additional platform for stakeholder engagement in the Palm Avenue Station Area planning effort. Those not able to attend the charrette events were encouraged to access the mapping tool through the project web site (www.goHARTTOD.org) and answer a series of questions about the future of the community. Participants could “pin” thoughts about their favorite places, issue areas, and redevelopment ideas; and share their ideas with the project team and fellow stakeholders.

WORKSHOP PROMOTION & COMMUNICATIONS

Several methods were used to promote the workshops and encourage stakeholders to participate in-person or through the online tool. Invitations were sent by email to local community groups, announcements were made by partner organizations, including the Tampa Heights Civic Association and Tampa Downtown Partnership, video clips were uploaded to YouTube and shared through social media, yard signs were posted throughout the study area, and flyers were distributed to local business.

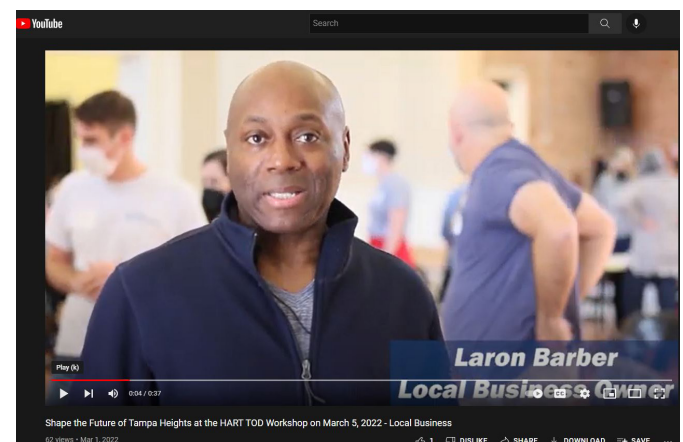


Figure 8. Online Tools to Promote Participation





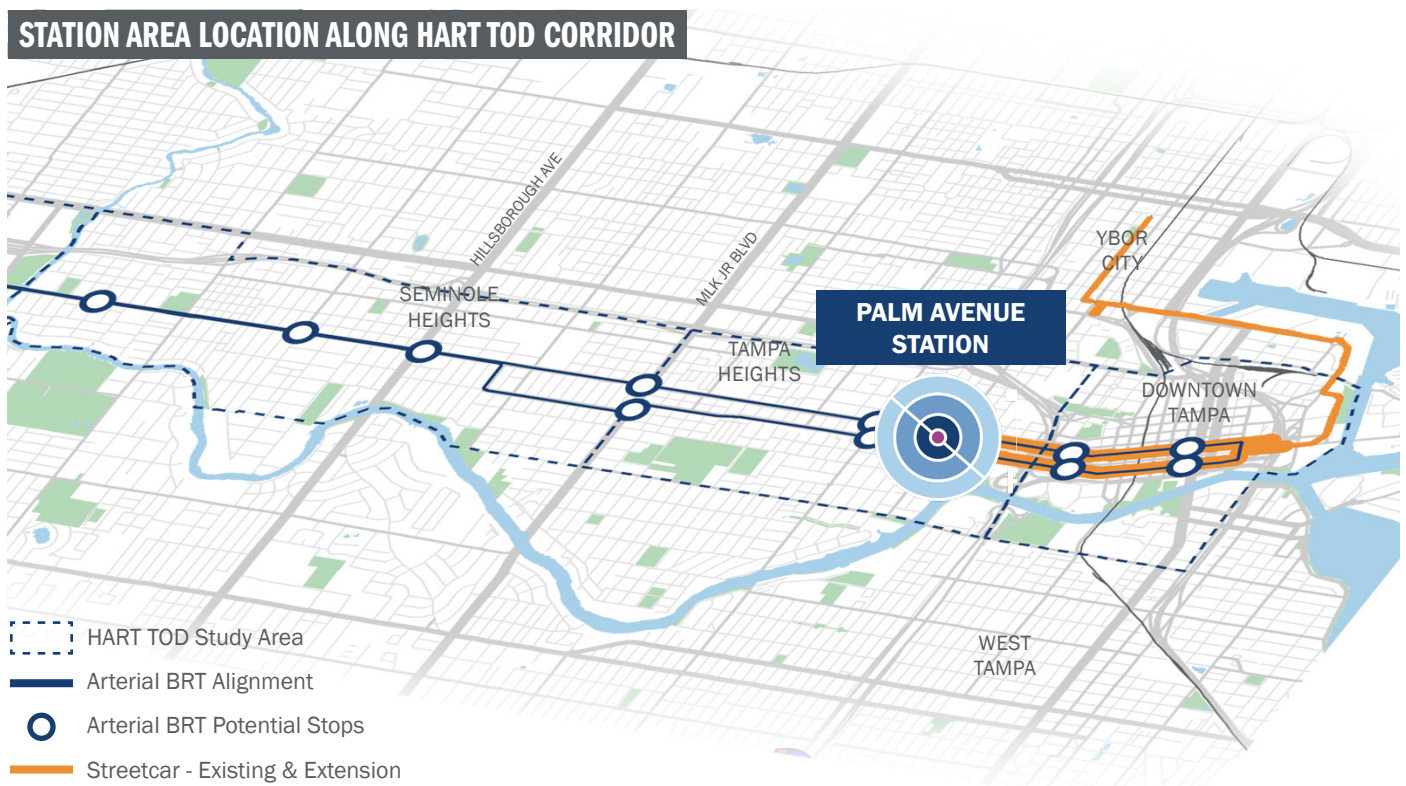
STATION AREA DEFINITION

As described in the *TOD for Tampa & Hillsborough County Report*, defining the extent of areas influenced by the introduction of enhanced transit service is a critical early step in the planning effort. For the Palm Avenue location, mapping was completed to determine the area within walking distance of the planning streetcar stop on Palm Avenue.

As shown in **Map 1**, the 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 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.

The Palm Avenue Station Area is located at the southern end of the HART TOD Pilot Project study area and is generally centered on the planned stop for Tampa Streetcar on Palm Avenue between Tampa Street and Florida Avenue.



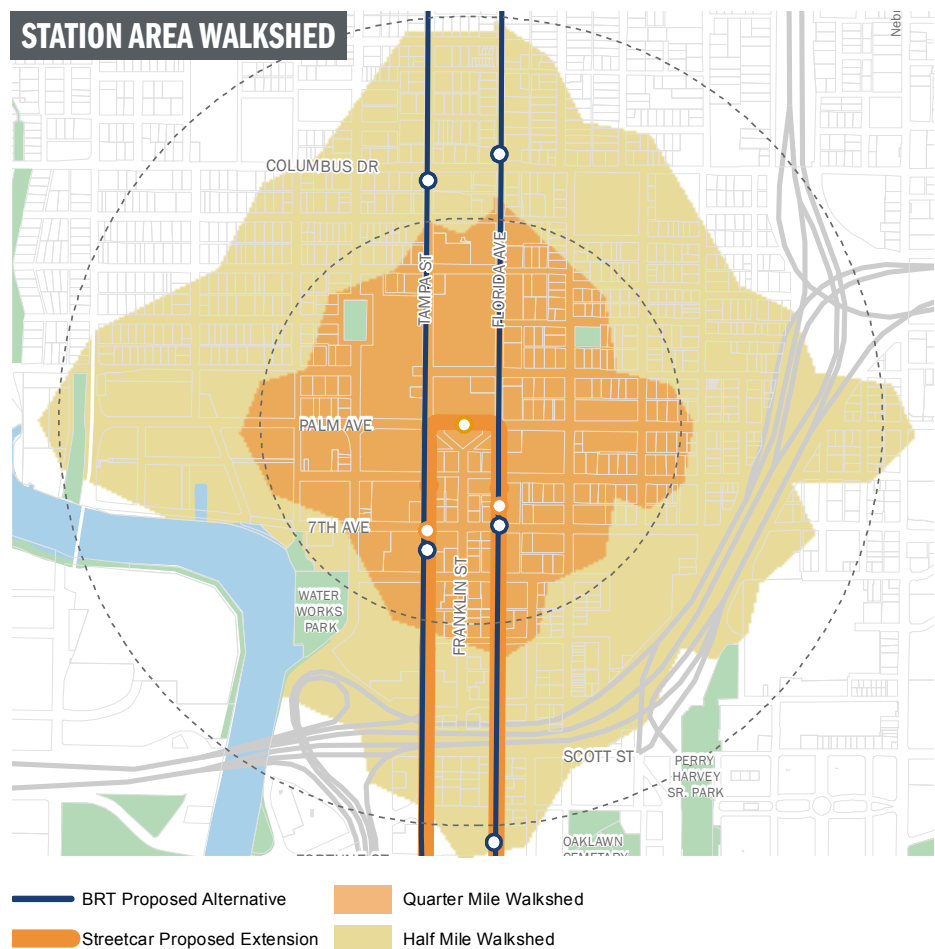
Map 1. Station Area Location along the HART TOD Corridor

Study area boundaries for the Palm Avenue Station Area were defined to highlight areas 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 distance from planned transit stops and an evaluation of actual walking distances.

As shown in **Map 2**, station area mapping identified areas within one-quarter and one-half mile of the planned streetcar stop on Palm Avenue. The one-half mile distance is especially relevant as this is the distance 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.

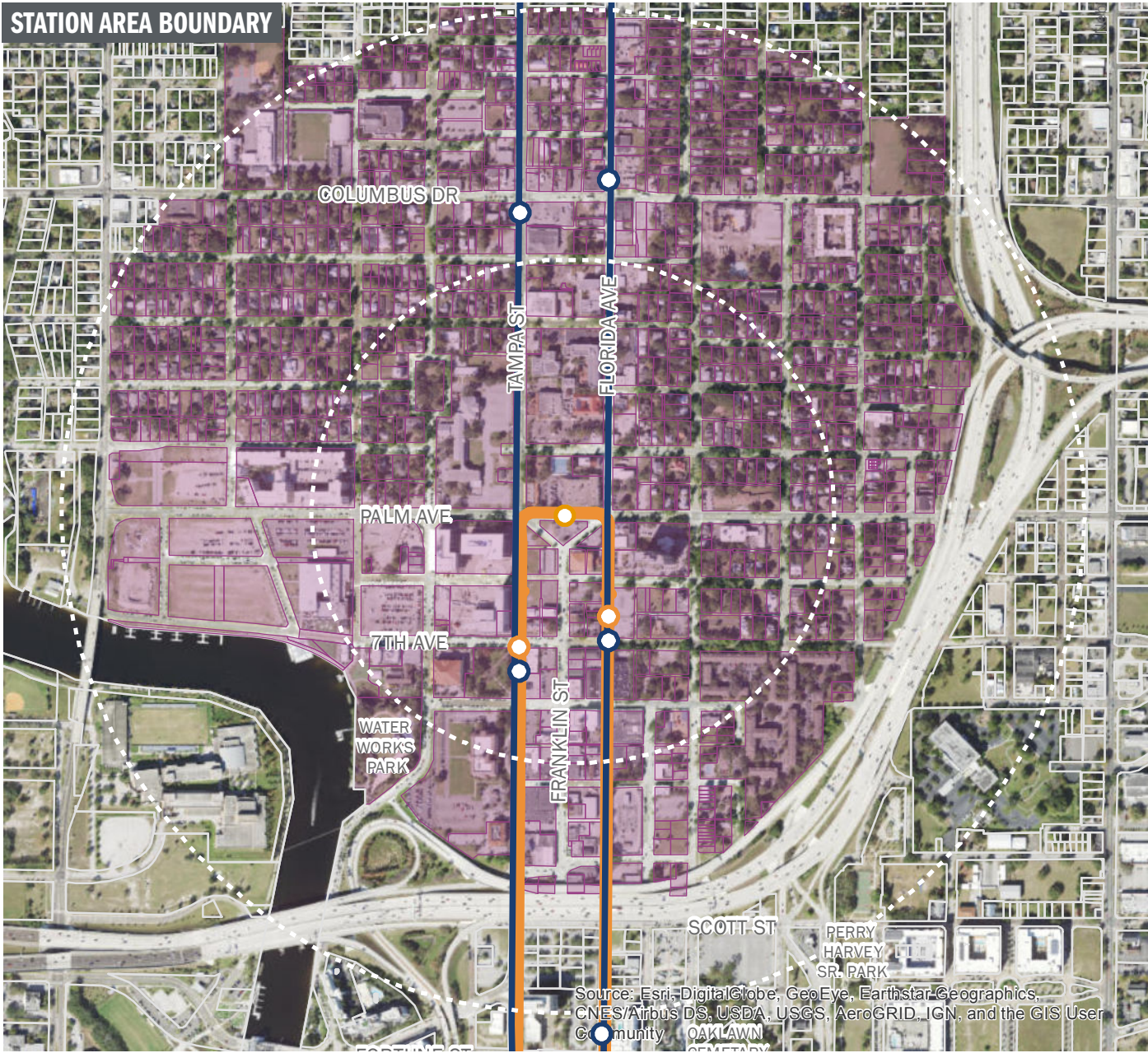
To further evaluate transit accessibility, a walkshed analysis was conducted to identify one quarter- and one half-mile walking distances, measured along street centerlines, from the proposed streetcar stop. This analysis shows how the extent of the walkshed extends furthest in cardinal directions due to the direct path offered provided to the stop.

To further refine the limits of the station area, natural and man made barriers were taken into consideration. In the case of the Palm Avenue Station Area, the barriers include the Hillsborough River to the west and I-275 to the south and east.



Map 2. One Quarter & One Half Mile Walksheds

The final station area limits shown in **Map 3**, indicate the station area as bounded by I-275 to the east and south, North Boulevard to the west, and parcels just north of Columbus Drive to the north. Some landmarks in the Station Area include The Heights development, Brewster Technical College, Metropolitan Ministries, Tampa YMCA, Stetson Tampa Law Center, the Salvation Army, Mobley Park Apartments, and local businesses along North Franklin Street, Tampa Street, and Florida Avenue.



- BRT Proposed Alternative
- Streetcar Proposed Extension
- Study Area Parcel

Map 3. Palm Avenue Station Area Boundary





CONTEXT ASSESSMENT

During the second step in the process, the study team reviewed past and current planning projects undertaken for the area, completed assessments of existing and planned conditions, and preliminarily identified opportunities for development, redevelopment, and conservation. Stakeholders were engaged in early discussions about the overall TOD Pilot Project, challenges facing their community, and opportunities for improvement.

Plans & Studies

Several planning efforts have shaped the potential for community improvement and TOD investment within the Palm Avenue Station Area. These efforts, briefly described below, offered a strong foundation for the HART TOD effort, providing information on community history, the goals and objectives of local stakeholders, and information about existing conditions and planned improvements aimed at influencing development opportunities, mobility, and the public realm.

TAMPA HEIGHTS PLAN: REBUILDING COMMUNITY, 2003

The Tampa Heights Neighborhood Plan is the result of a 3-year process that began when the Tampa Heights Civic Association and other community leaders came together to resist speculation and development pressures. The residents feared that large-scale projects and redevelopment plans would result in the erosion of the historic fabric of the neighborhood, destroy the grid pattern of the neighborhood, and continue the displacement of current residents.

The primary objective of the Tampa Heights plan was to create a plan tailored to neighborhood scale and conditions while reinforcing the values of the Tampa Heights Vision and building on existing social and human capital.

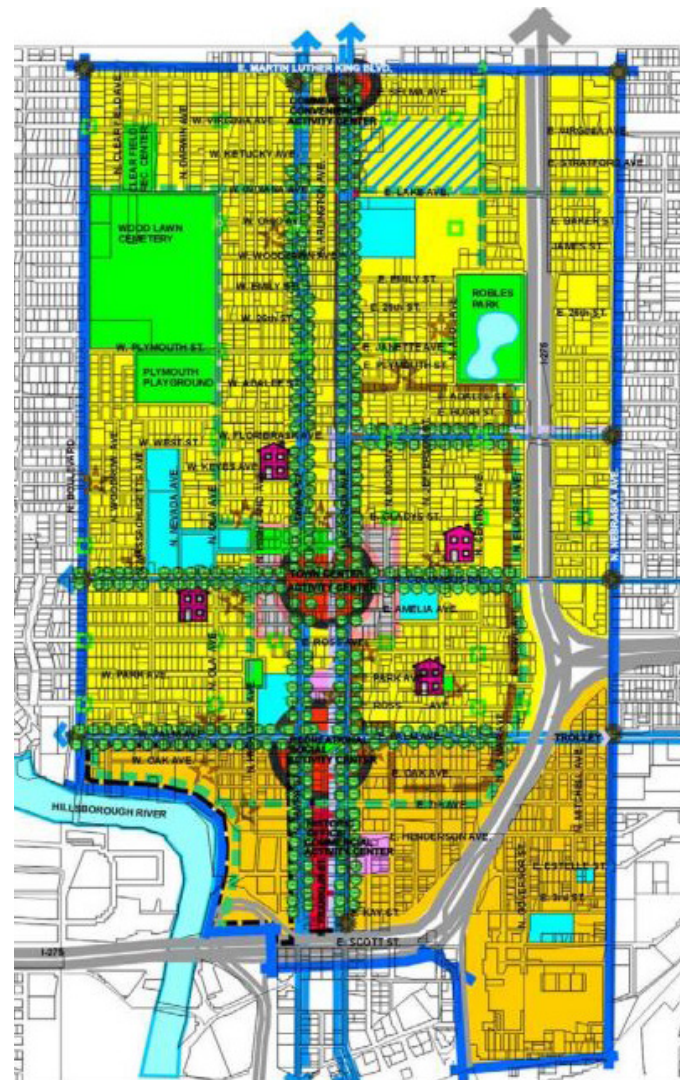


Figure 9. Tampa Heights Neighborhood Concept Plan

HEIGHTS MOBILITY STUDY, UNDERWAY

The Heights Mobility Study is an effort to improve safety and mobility in the Greater Seminole Heights/Tampa Heights area, especially, along the Florida Avenue and Tampa Street/Highland Avenue corridor between downtown Tampa and the Hillsborough River. Additionally, the Study Team will work with the community to develop a long-term vision for transportation improvements in the area. Several pedestrian crossings are planned to be located along Florida Avenue, Nebraska Avenue and Tampa Street. Specifically, Tampa Street and 7th Avenue (located within the Palm Avenue Station Area) will have a traffic signal.

In November 2021, \$18 million was secured from the Rebuilding American Infrastructure with Sustainability and Equity grant (also known as RAISE) for the Tampa Heights and Seminole Heights area. FDOT will receive the money to fund the creation of an exclusive transit lane, widen sidewalks, install new crosswalks, improve intersections, and improve the storm sewer system on two miles of the Heights Mobility Corridor along Florida Avenue and Tampa Street, from Tyler Street to Dr. Martin Luther King, Jr. Boulevard.

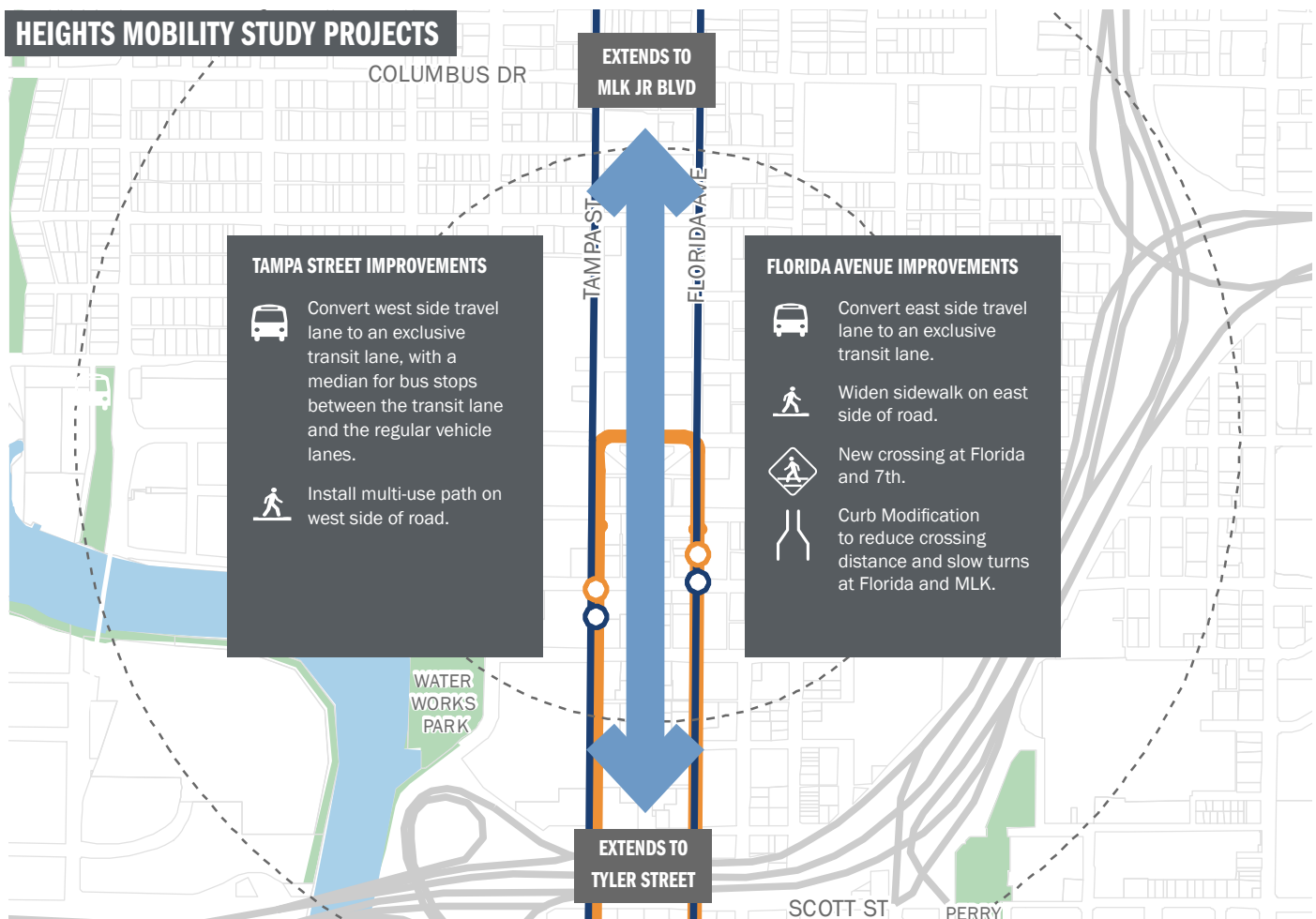


Figure 10. Heights Mobility Study Improvements



FRANKLIN STREET VISION PLAN, UNDERWAY

The Tampa Downtown Partnership is leading the Franklin Street Vision study aimed to foster the revitalization of the once bustling Downtown corridor, from Jackson Street to Palm Avenue. A project website is available for public feedback and includes an interactive mapping tool and survey. According to a July 2020 survey summary, respondents wanted more shops and restaurants; gathering areas, greenspace, shade and seating; and art, music, and events. Respondents valued continued redevelopment and rehabilitation; historic preservation; public gathering areas and greenspace; green infrastructure; pedestrian use (including limited or permanent selected street closures); and accessibility (streetcar).

Anticipated next steps include a detailed survey results analysis, stakeholder interviews, “walking charrettes” within the corridor, targeted survey based on the above for the Franklin Street corridor, draft recommendations and reviews, and final recommendations.



Figure 11. Franklin Street Vision Plan Materials

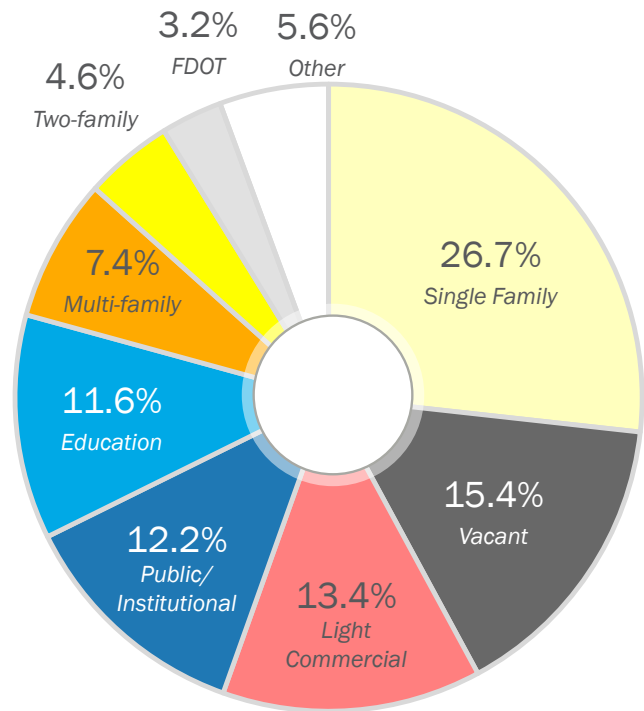
Existing Land Use

The majority of parcels within the Palm Avenue Station Area are in non-residential use. Commercial uses, including clusters of restaurants and entertainment uses, are located within The Heights development and along North Franklin Street. A mix of neighborhood-serving and auto-oriented uses are located along Columbus Avenue.

Residential uses include a mix of single-family homes north of Palm Avenue and multi-family homes to the south, including Mobley Park Apartments and The Pearl.

Public/Institutional properties include the YMCA, Metropolitan Ministries, and the Salvation Army, while educational properties include Brewster Technical College and Stetson Tampa Law Center.

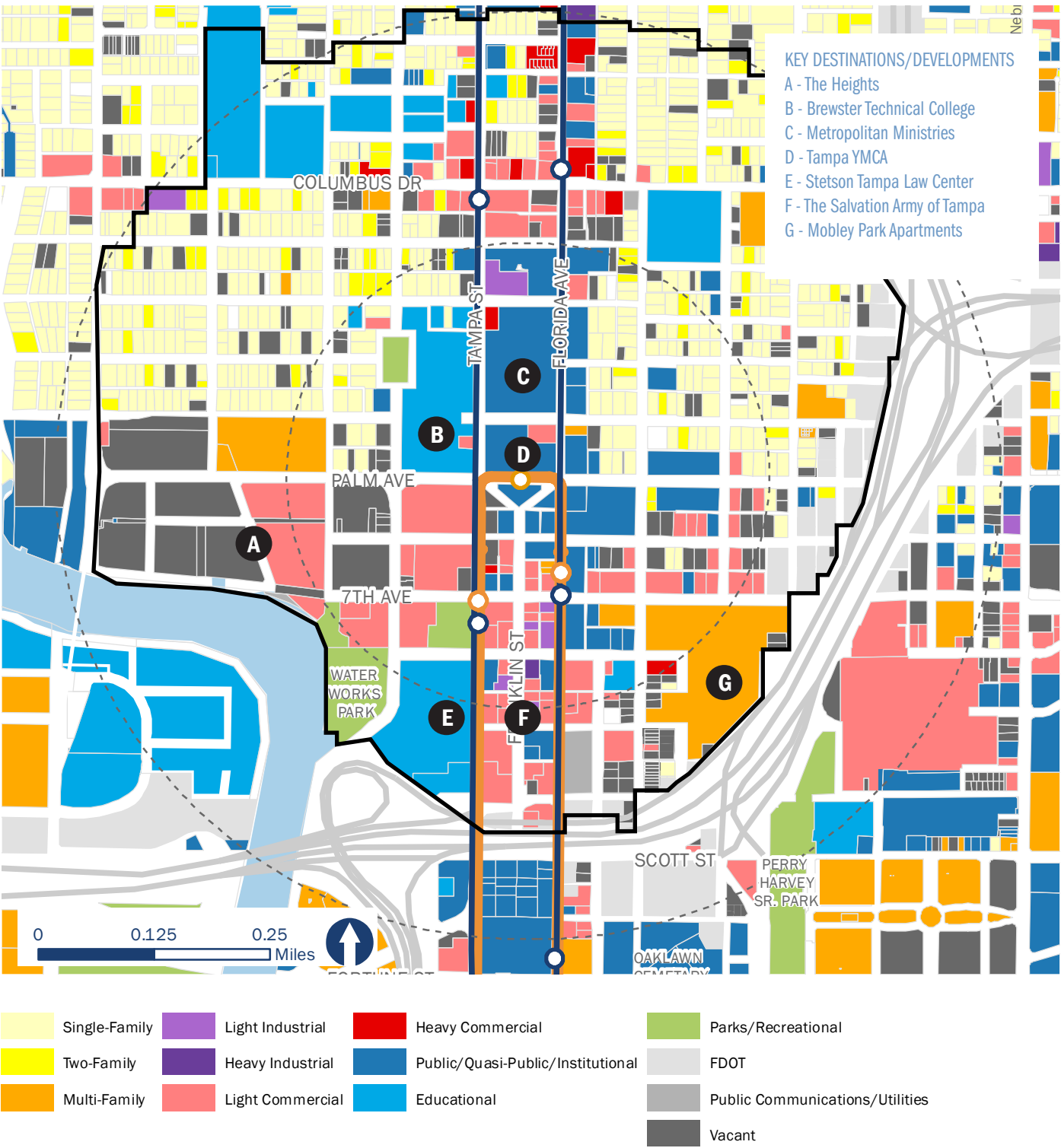
Large vacant parcels to the north and south of Palm Avenue at North Boulevard, part of The Heights development, are approved for future development.



LAND USE	PARCELS	ACRES	%
RESIDENTIAL			
Single Family	421	69.0	26.7%
Multi-Family	13	19.0	7.4%
Two-Family	75	11.8	4.6%
NON-RESIDENTIAL			
Vacant	182	39.6	15.4%
Light Commercial	93	34.5	13.4%
Public/Semi-Public Institutional	48	31.6	12.2%
Education	10	29.8	11.6%
FDOT	62	8.2	3.2%
Other	27	14.5	5.6%
TOTAL	931	257.9	100.0%

Source: Hillsborough County Property Appraiser, HDR. 2020

Figure 12. Land Use Summary



Map 4. Existing Land Use

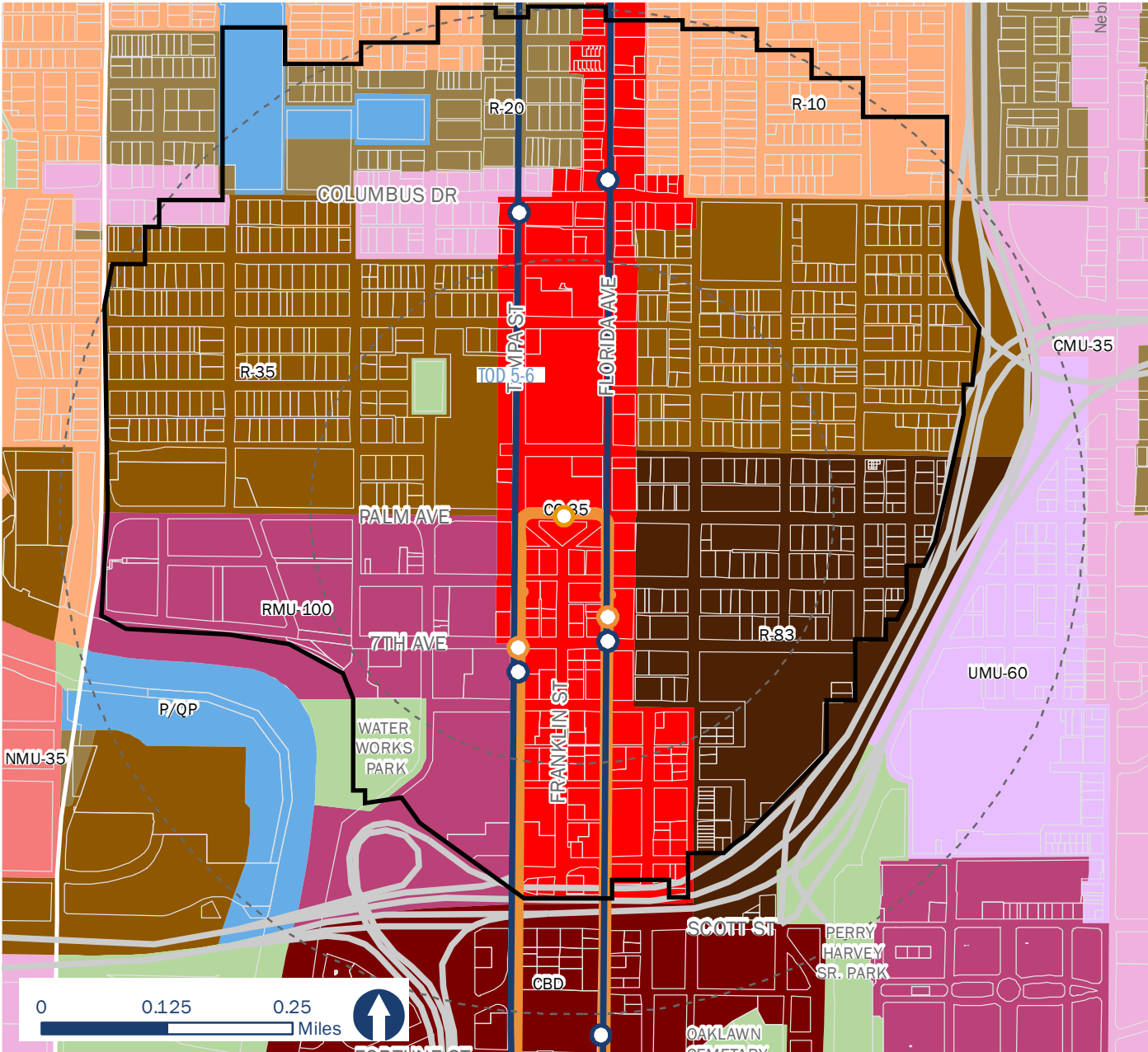
Future Land Use

Land use allowances defined in the City of Tampa Comprehensive Plan generally permit an appropriate mix and intensity of transit-supportive development. The most common categories in the study area, including Regional Mixed-Use-100 (RMU-100), Residential-83 (R-83), Community Commercial 35 (CC-35), and Community Mixed-Use-35 (CMU-35), all allow for FARs of 1.0 or greater and densities of 30 du/a or greater.

Two of the current categories used along neighborhood commercial corridors—Community Commercial-35 and Community Mixed Use-35—allow mixed use projects with significantly higher development intensities, but such intensities can only be achieved through a time-consuming and resource-intensive approval processes.

Table 1. Existing Future Land Use Categories

FLU	DESCRIPTION	MAX FAR	MAX DU/ACRE	TOD SUPPORTIVE
RMU-100*	Regional Mixed-Use-100: <i>High intensity/density high-rise residential, major office, and regional serving commercial developments that because of their need for space, significant vehicular access, or intensity of use require locations related to major transportation facilities.</i> <ul style="list-style-type: none"> Intensive and general commercial, service, office and residential uses 	<ul style="list-style-type: none"> Up to 3.5 (mixed-use preferred) 	<ul style="list-style-type: none"> Up to 100 du/acre 	YES
R-83	Residential-83: <i>High density uses</i> <ul style="list-style-type: none"> Multifamily dwellings 	<ul style="list-style-type: none"> Up to .65 	<ul style="list-style-type: none"> Up to 75 du/acre Up to 83 du/acre with bonus provisions met 	YES
CC-35*	Community Commercial-35: <i>Medium intensity/density horizontal and vertical mixed-use and single-use commercial and residential.</i> <ul style="list-style-type: none"> Intensive and general commercial, service, office, and residential uses 	Standard Development: <ul style="list-style-type: none"> Up to 1.0 >1.0 up to 2.0 with performance provisions met 	<ul style="list-style-type: none"> Up to 30 du/acre Up to 35.0 du/acre with bonus provisions met 	YES (With FAR Allowance)
CMU-35*	Community Mixed Use-35: <i>Medium intensity/density horizontal and vertical mixed-use and single-use commercial and residential</i> <ul style="list-style-type: none"> Retail, general commercial, service, office, and residential uses 	Vertical Mixed-Use Development: <ul style="list-style-type: none"> Up to 1.5 1.5 up to 2.0 with performance provisions met 		
R-35	Residential-35: <i>Medium density uses</i> <ul style="list-style-type: none"> Multifamily dwellings Small-lot single family units (duplexes, condos, townhomes) 	<ul style="list-style-type: none"> Up to 0.6 	<ul style="list-style-type: none"> Up to 30 du/acre Up to 35 du/acre with bonus provisions met 	YES (For Missing Middle Types)
*Project intensity may be determined by density or FAR.				



R-10	NMU-35	CC-35
R-20	UMU-60	R/OS
R-35	CMU-35	P/SP
R-83	RMU-100	CBD

Map 5. Future Land Use

Existing Zoning

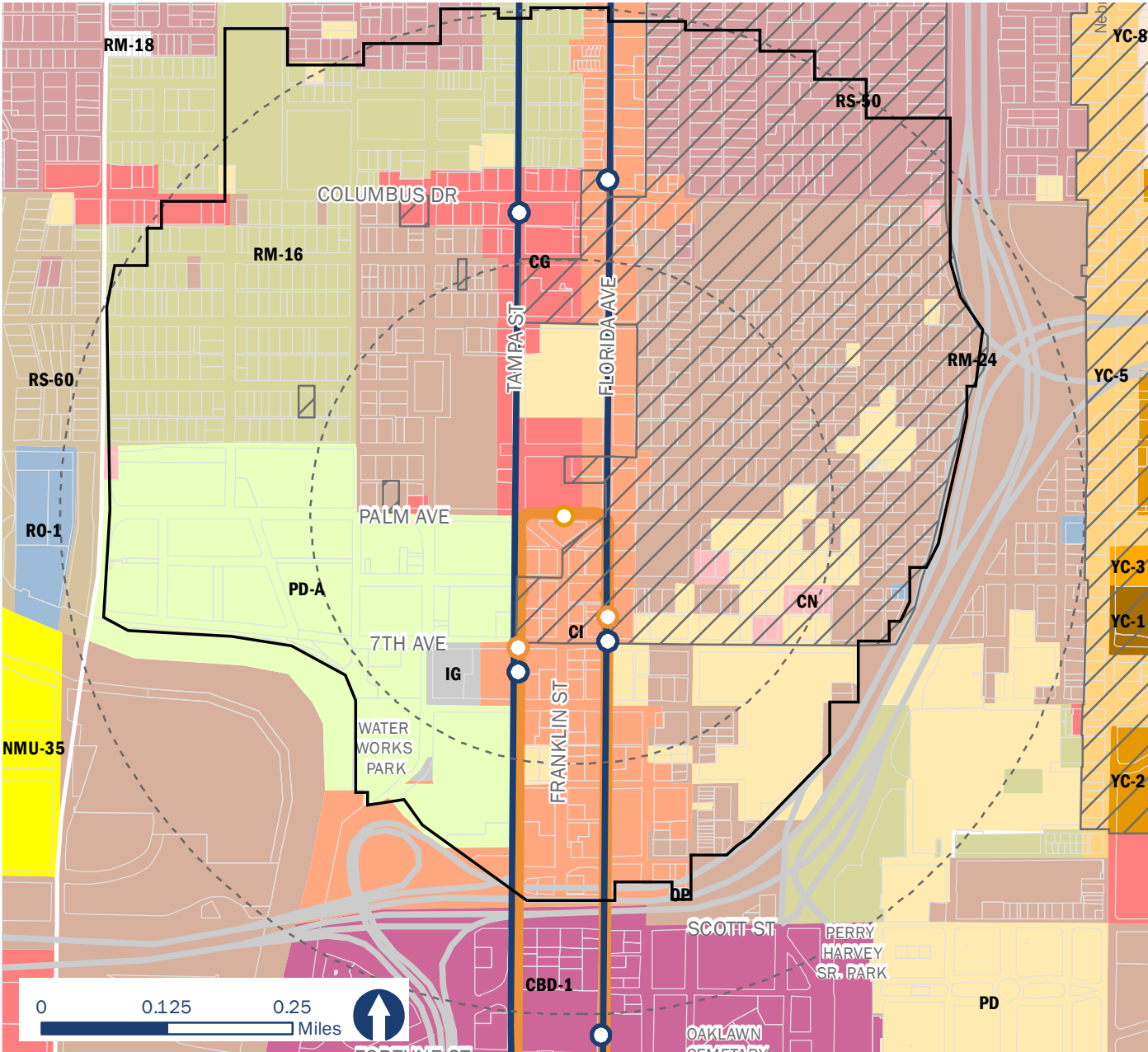
Most of the current zoning districts within the Palm Avenue Station Area are unable to deliver walkable or transit-supportive forms and intensities of development.

The Commercial General (CG) and Commercial Intensive (CI) districts both have favorable metrics for creating multi-story, mixed-use buildings but the 45-feet height limit is too little to deliver four story buildings with adequate floor-to-ceiling heights. These districts also lack

guidance regarding frontage conditions, building orientation, and parking location, and thus allow for more auto-oriented forms of development. The Residential Multi-Family-24 (RM-24) district allows sufficient densities to deliver missing middle housing, but allows deep front setbacks and lacks guidance for parking location and ground floor building entries

Table 2. Existing Zoning Standards

ZONE	DESCRIPTION	MAX HEIGHT	MAX DU/ACRE	MAX FAR	FRONT SETBACK	REAR SETBACK	SIDE SETBACK	MIN. LOT AREA
CG	Commercial - General	45'	30	0.35	10'	10'	10'	10,000 sq ft
CI	Commercial - Intensive	45'	30	1.5	10'/28'	0'	0'	10,000 sq ft
PD	Planned Development	-	-	-	-	-	-	-
PD-A	Planned Development - Alt.	-	-	-	-	-	-	-
RM-16	Residential Multi-Family	35'	16	-	25'	15'	7'	5,000 sq ft
RM-24	Residential Multi-family	60'	24	-	25'	20'	7'	5,000 sq ft



CBD-1	NMU-35	RM-24	YC-1	Local Historic District
CG	OP	RO	YC-2	
CI	PD	R0-1	YC-3	
CN	PD-A	RS-50	YC-5	
IG	RM-16	RS-60	YC-8	

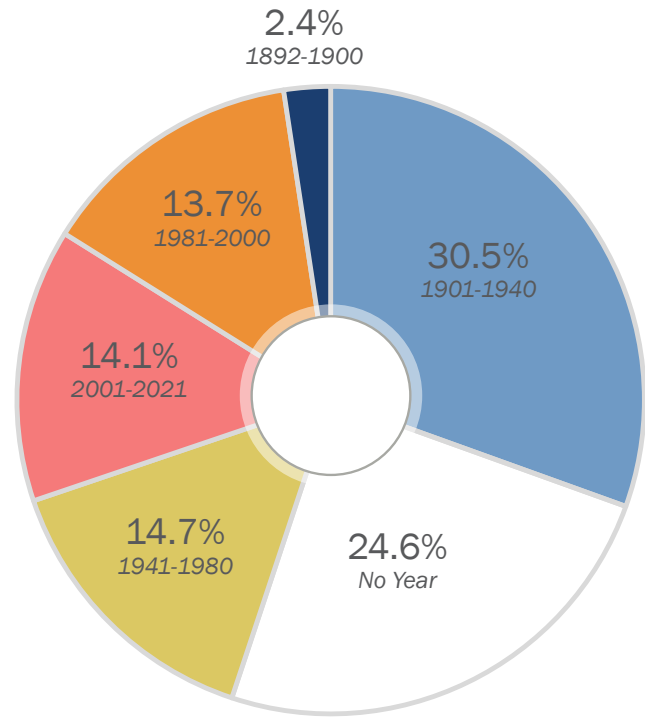
Map 6. Existing Zoning

Building Age

The age of buildings in the Palm Avenue Station Area varies greatly, with the earliest buildings constructed in the 1890s.

The oldest buildings in the Station Area are single family homes in the neighborhoods, the rehabilitated Armature Works building at The Heights, and the former water works building which is now home to the Ulele restaurant. Newer buildings include Stetson Tampa Law Center, the Pearl, and newly constructed attached single family housing in the neighborhoods.

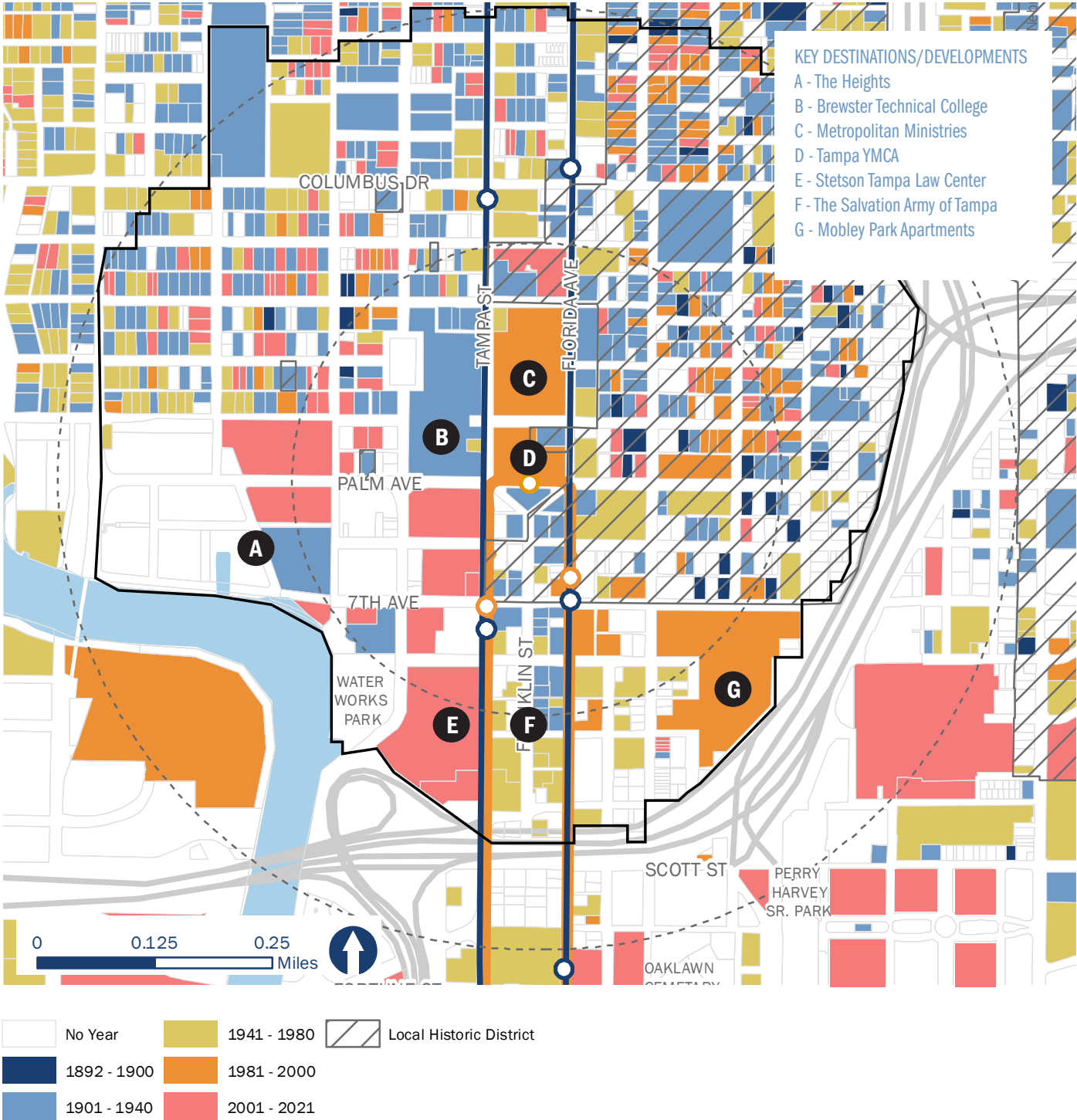
A large portion of the Station Area is within the Tampa Heights Local Historic District and several additional properties are designated as Local Historic Landmarks. Development activity in the historic district and on individually-designated properties are subject to preservation requirements administered by the City of Tampa Architectural Review and Historic Preservation Division.



YEAR	PARCELS	ACREAGE	%
1892-1900	38	6.38	2.4%
1901-1940	299	81.08	30.5%
1941-1980	123	39.04	14.7%
1981-2000	98	36.45	13.7%
2001-2021	115	37.42	14.1%
No Year	306	65.21	24.6%
TOTAL	979	265.59	100.0%

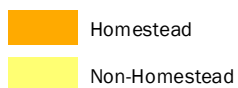
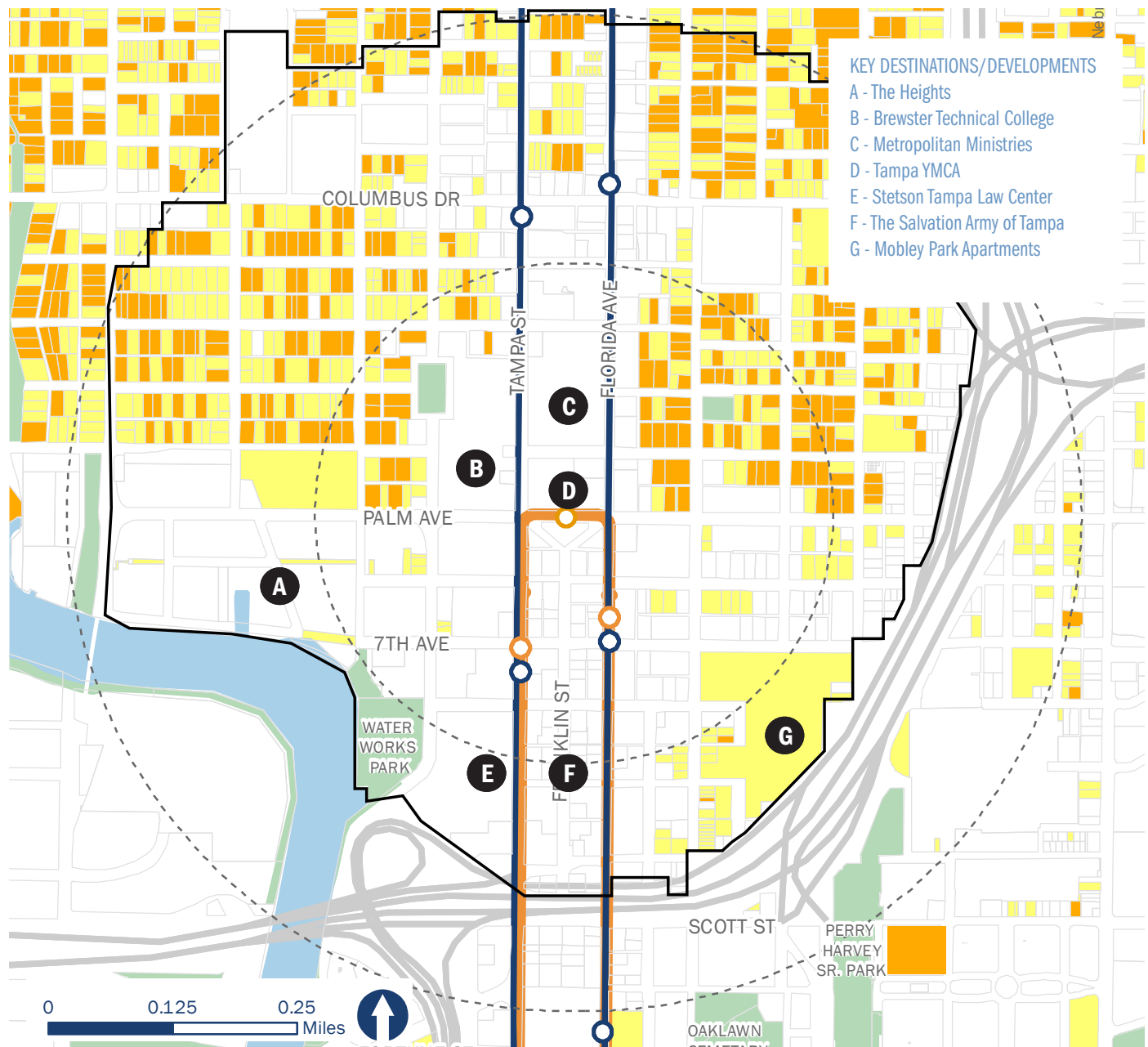
Source: Hillsborough County Property Appraiser, HDR. 2021

Figure 13. Building Age Summary



Map 7. Building Age

Homestead Properties

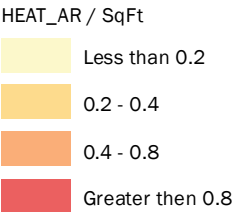
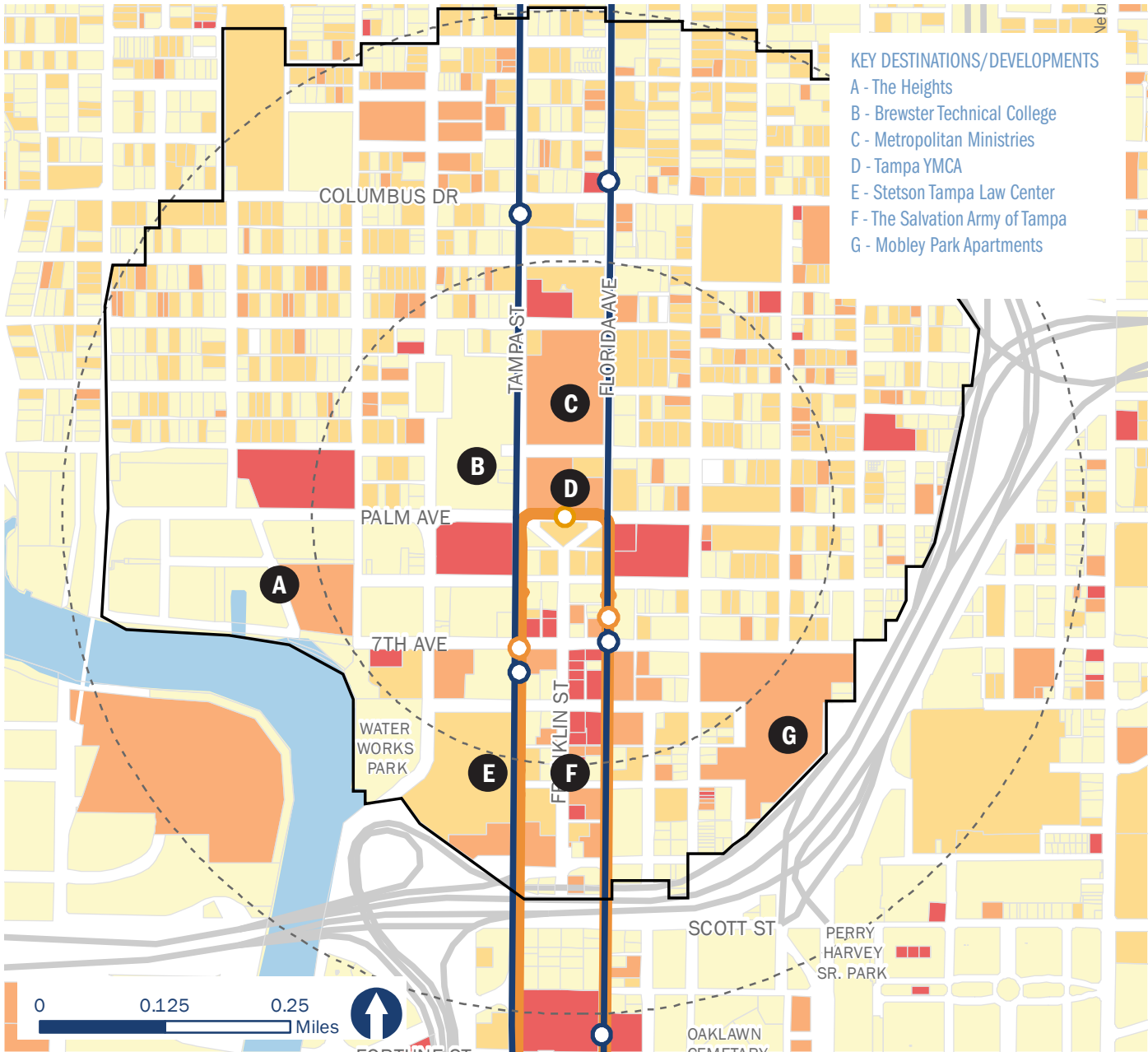


Residential property within the Palm Avenue Station Area mainly lies north of Palm Avenue and includes a mix of owner and renter occupied units. A slight majority of total residential properties in the Station Area are renter occupied (or non-homestead properties).

Map 9. Homestead Property



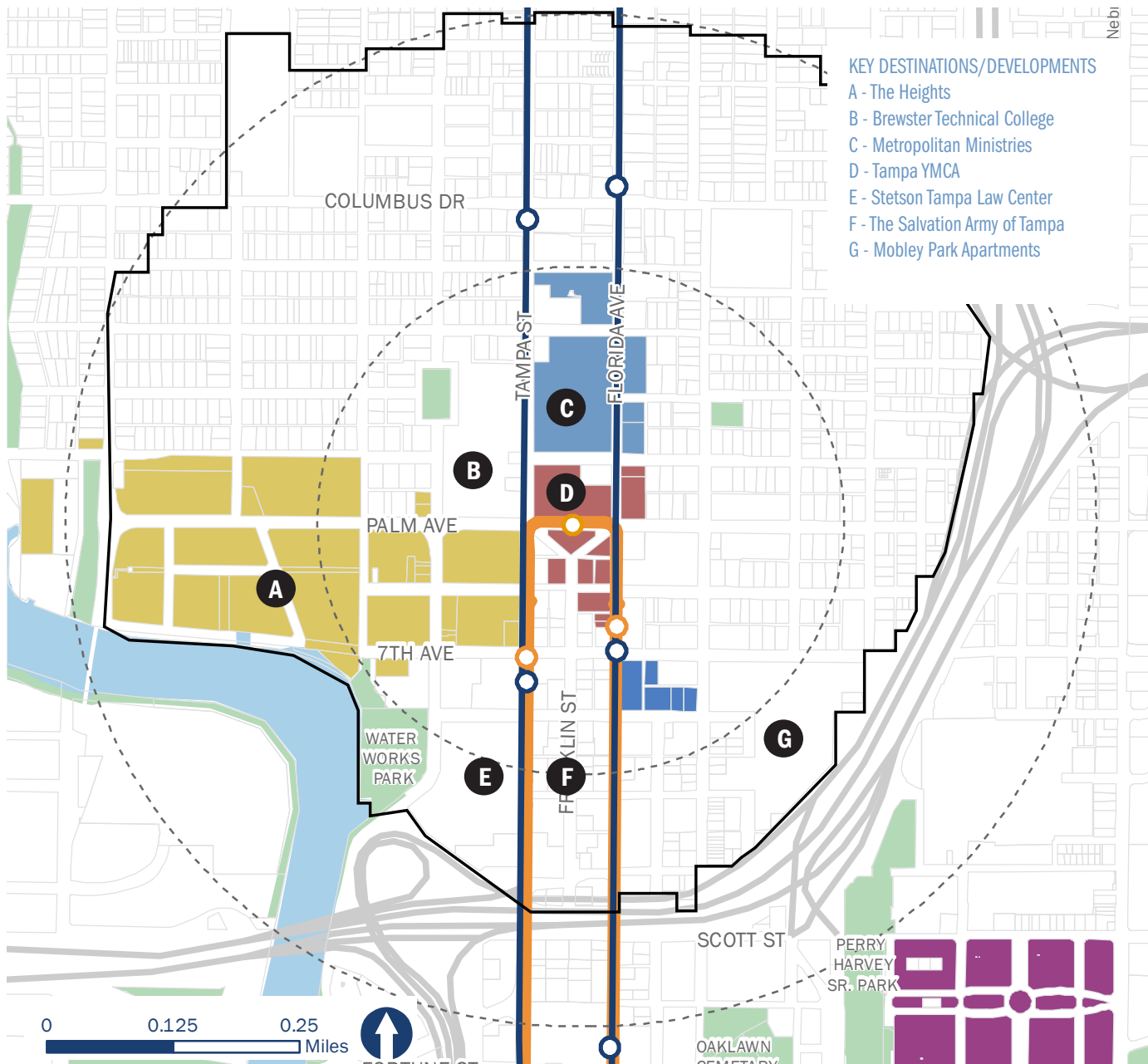
Development Intensity



Floor Area Ratio (FAR) represents development intensity by calculating a building’s floor area in relation to the size of the building’s parcel. The highest intensities can be seen at the Pearl apartments and the Union office building at The Heights, the Palm Ave Baptist Tower, and a number of smaller footprint parcels just south of 7th Avenue, including the Rialto Theater, Salvation Army, and Hidden Springs Ale Works.

Map 10. Development Intensity

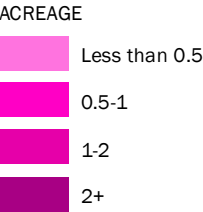
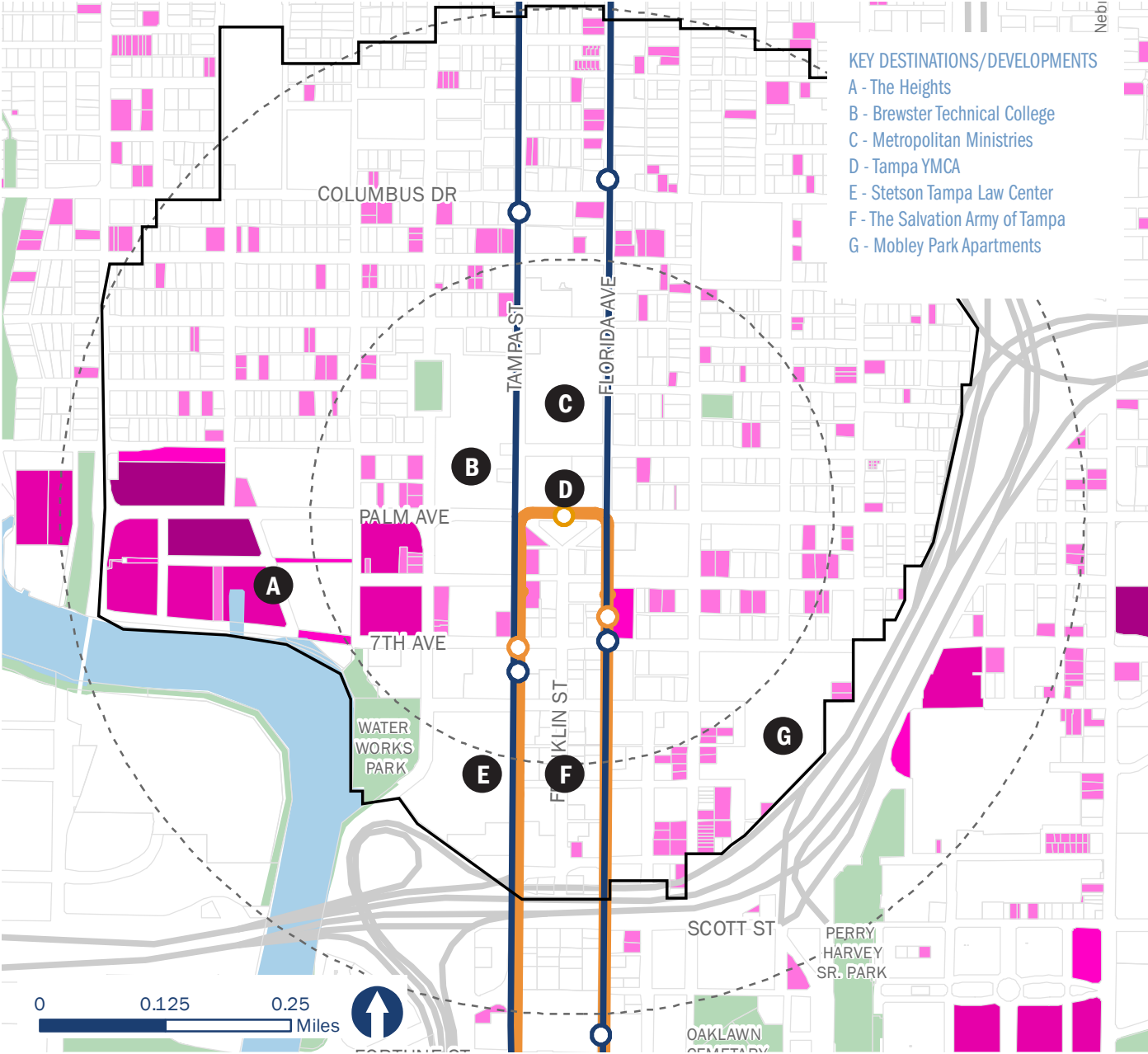
Parcel Ownership



Many parcels immediately surrounding the Palm Avenue Station Area are clustered in single ownership developments. Prominent land owners in this area include The Heights development, which encompasses Armature Works, The Pearl Apartments, and The Union office buildings. Other larger-scale blocks of ownership include those controlled by Metropolitan Ministries, the YMCA, and the Salvation Army.

Map 11. Parcel Ownership

Opportunities Sites



Few large blocks of vacant property exist within the Palm Avenue Station Area. With the exception of vacant sites within The Heights project, most vacant sites are smaller than one-half acre in size and are scattered throughout the neighborhoods to the northeast, northwest, and southeast of the Station Area. The vast majority of vacant parcels in this area are less than half an acre in size.

Map 12. Development Opportunities





TOD VISIONING & PLANNING

Planning activities during this step in the process were designed to build understanding of community issues and opportunities, test ideas for conservation and transformation, and build a foundation for planning and regulatory recommendations for the future of the Palm Avenue Station Area.

Collaborative Visioning

As described in earlier sections of the report, recommendations were tested and refined during two in-person planning workshops at the Tampa Heights Junior Civic Association meeting space. Participants identified places they most valued; highlighted conditions they found to be unsafe, unattractive, or out of character with the community; and for places with the potential for change, participants indicated their preferences for the form and character of development. Participants also identified opportunities to improve travel safety, mobility, and transit station accessibility.

The workshops, supplemented with feedback from the online mapping exercise, resulted in drafting of the following:

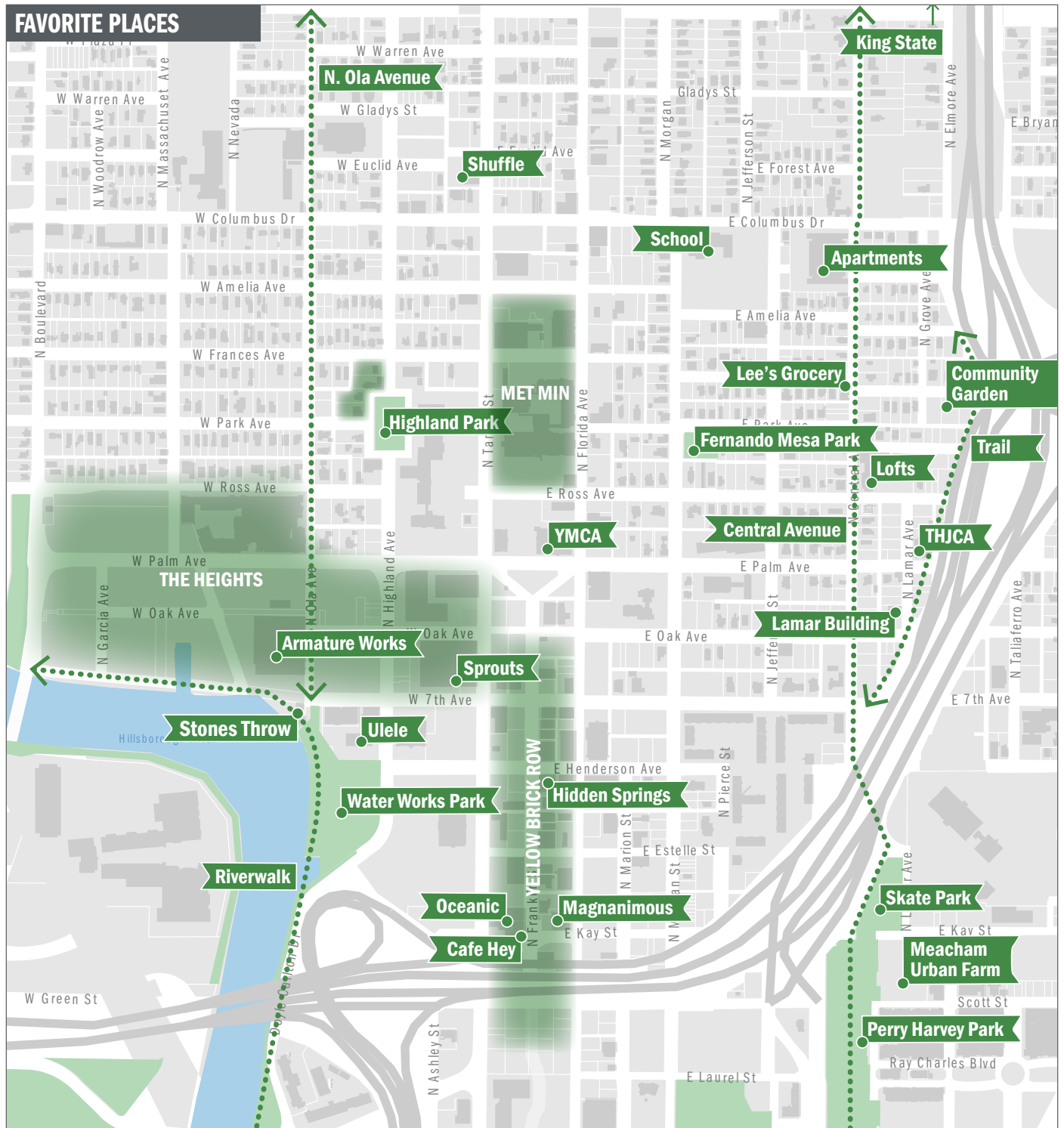
- a series of issues and ideas maps documenting community concerns and ideas for change (shown in **Figure 16**);
- a preliminary TOD place type map showing the preferred form and character of development (shown in **Map 13**); and
- a series of regulating plans showing building form, frontage quality, and mobility improvements (shown in following sections of the report, **Maps 15-17**).



Figure 14. Promotion for Planning Workshops



Figure 15. Hands-On Planning During Workshops



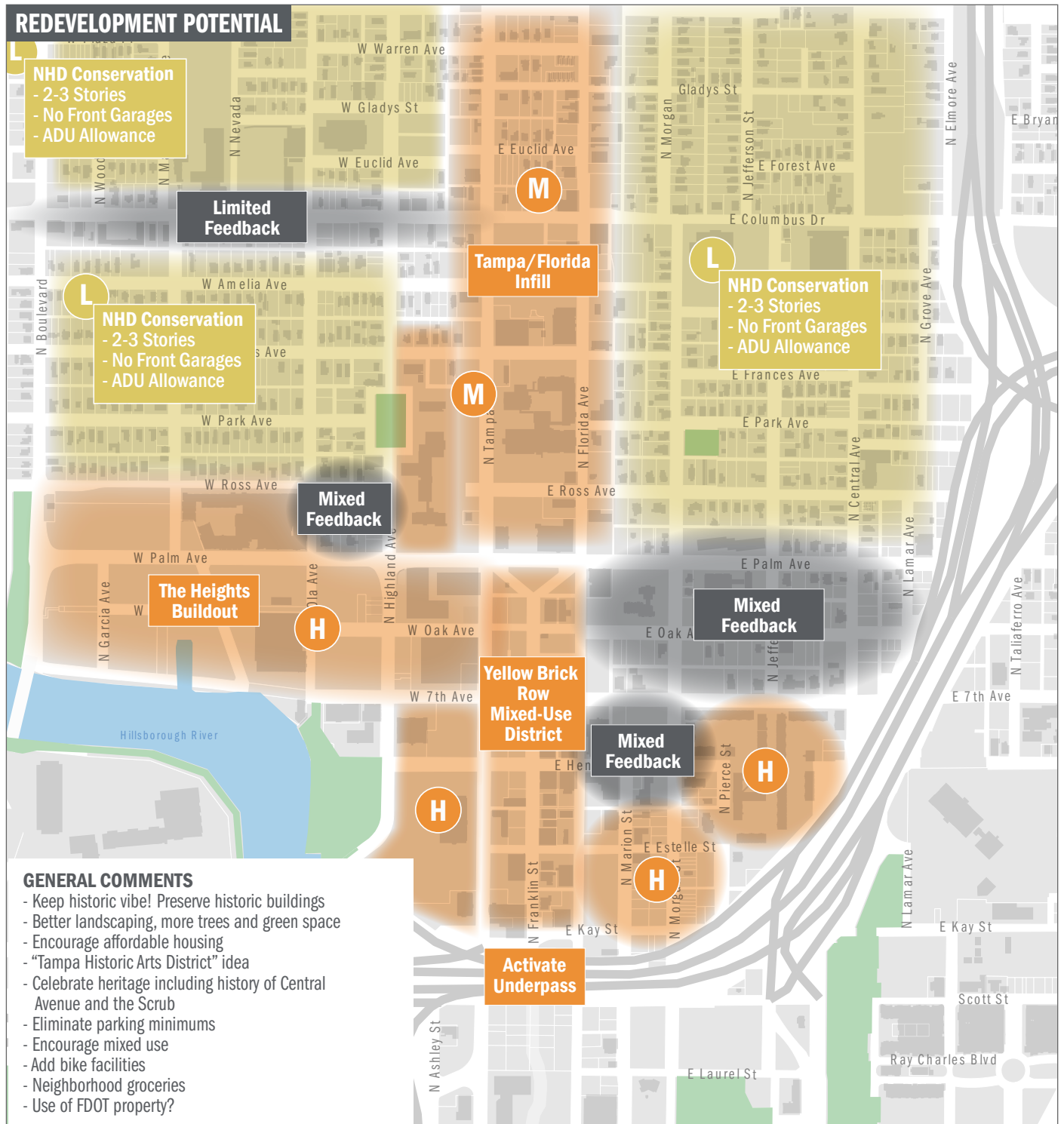


Figure 19. Workshop Mapping - Redevelopment Potential

Place Type Mapping

Based on feedback from the workshops and online mapping tool, a TOD Place Types Map was prepared for the station area.

Following guidance in the *TOD for Tampa and Hillsborough County* report, the map applies the TOD place types described in **Table 3** to illustrate the vision for TOD within the Palm Avenue Station Area.

Building on community ideas for change and transformation, the TOD Place Type Map for the station area shows the following designations.

URBAN CENTER

The southern most blocks of the station area are identified as appropriate for high intensity, mixed used development consistent with the Urban Center place type. As described in the *TOD for Tampa and Hillsborough County* report, areas mapped for Urban Center 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.

TOD CENTER

The TOD Center place type is recommended for application along the Tampa Street and Florida Avenue Corridors between Columbus Drive and I-275 and between Palm Avenue and Seventh Avenue from Florida Avenue to the east end of the station area.

The TOD Center place type is appropriate for locations with the potential to support moderate intensity, urban forms of mixed-use development. 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.

Table 3. TOD Place Type Overview

TOD PLACE TYPE	LOCATION ALONG THE HART TOD CORRIDOR	BUILDING TYPE, FORM & SCALE	PARKING CONFIGURATION	LOCAL PRECEDENT
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



URBAN CENTER



TOD CENTER



TOD GENERAL



TOD NEIGHBORHOOD



Figure 21. TOD Place Type Precedent Images

The 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 facade 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.

TOD GENERAL

The TOD General place type is applied in a few locations with potential to support lower intensity mixed-use development. These include frontage along Columbus Drive west of Tampa Street and along Florida Avenue north of Columbus Drive.

Areas mapped TOD General 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 facade 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.

TOD NEIGHBORHOOD

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

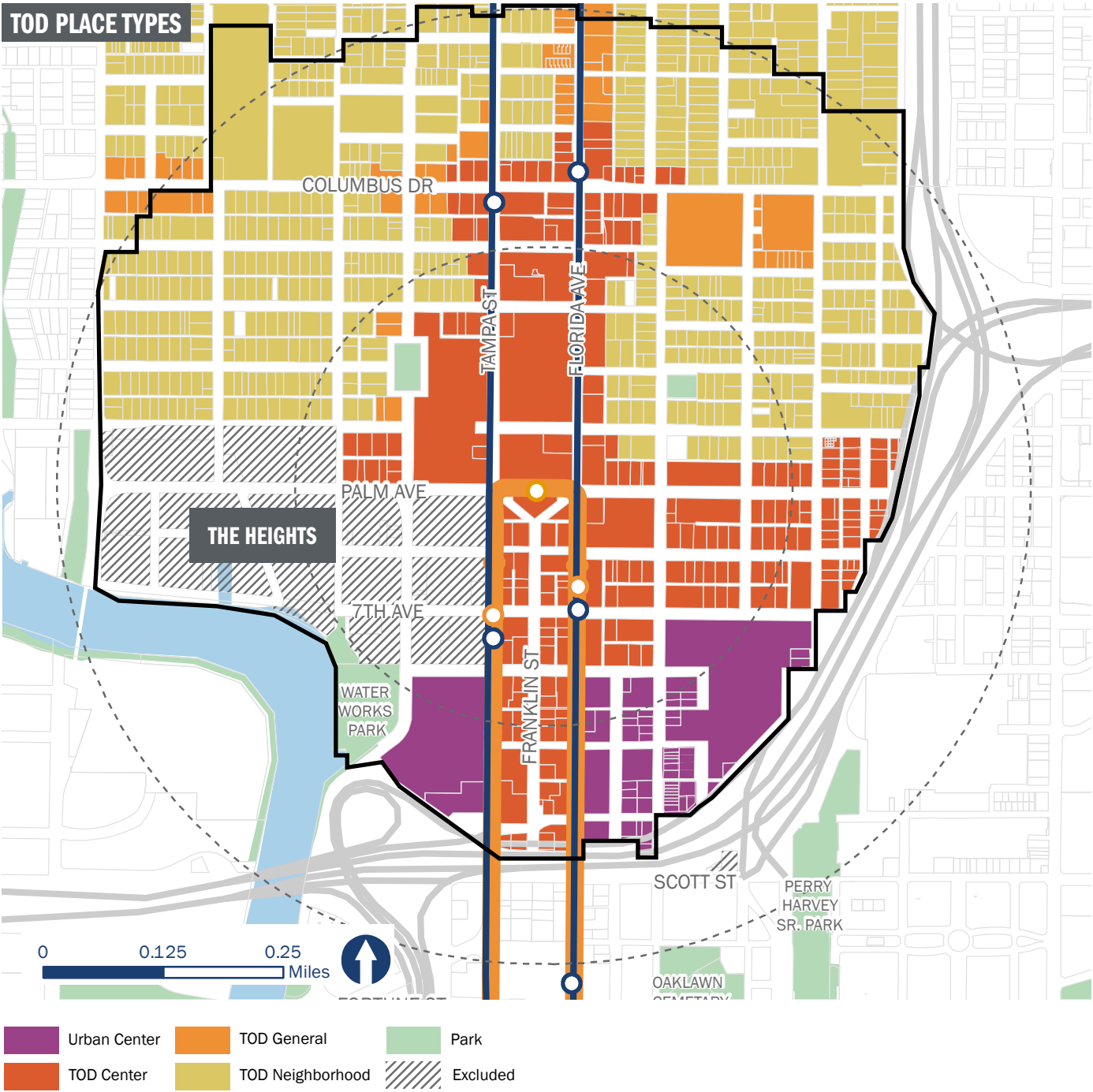
Areas mapped for TOD Neighborhood development are appropriate for buildings up to four stories in height with front facades and site configurations designed to complement surrounding neighborhood fabric.

Parking in TOD Neighborhoods should be accommodated on-street, in backyards, and in side yards 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.

EXCLUDED AREAS

Given existing approvals and stakeholder concerns about re-planning of projects currently under development, The Heights project was excluded from the TOD place type mapping exercise. This area has partway through a multi-year development program with plans calling for transit-supportive development.



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

Map 13. Palm Avenue Station Area Place Types Map





TOD TOOLS & STRATEGIES

The Palm Avenue Station Area Plan calls for the application of new tools, strategies, and investments to advance community goals for the creation of more attractive, context-sensitive, connected, and safe places within the study area.

Recommendations presented in this section of the plan are designed to create more transit-oriented places and projects in the Palm Avenue Station Area. These recommendations call for the following.

- application of streamlined planning and regulatory tools to allow transit-oriented projects through by-right approval.
- adoption of form-based regulatory tools to ensure context-sensitive building designs and higher levels of predictability in development outcomes; and
- completion of walkability and mobility improvement projects to improve travel comfort, safety, and transit station accessibility.

Application of a new TOD Future Land Use Map Overlay and TOD Zoning Overlays are intended to implement the vision for transit-oriented places illustrated in the Palm Avenue Station Area Place Types map introduced in the previous section of the plan.

*Note: Recommendations in the Palm Avenue Station Area Plan are based on the assumption that Comprehensive Plan changes called for in the **TOD for Tampa & Hillsborough County** report have been adopted.*

Future Land Use Changes

New planning tools are designed to promote more transit-supportive forms and intensities of development. In concert with form-based zoning standards, these tools will streamline project approval processes while ensuring quality, context-sensitive development.

The plan calls for adoption of a new TOD Future Land Use Map Overlay which will trigger adjustments to underlying future land use map categories. As shown in **Table 4**, 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 in the Palm Avenue Station Area seeking future land use map amendment or rezoning should be evaluated for consistency with the Palm Avenue Station Area Plan and the TOD goals, objectives, and policies in the City of Tampa Comprehensive Plan.

As shown in **Map 14**, recommendations also call for changes in base future land use categories as follows:

- West Side of Tampa Street North of Columbus Drive - Change from R-20 to CMU-35.
- West Side of Tampa Street North of Palm Avenue - Change from R-35 to CMU-35.
- West Side Florida Avenue South of Columbus Drive - Change from CC-35/R-35 to CMU-35.
- North side of Columbus Avenue at Morgan Street - Change from R-35 to CMU-35.

Table 4. TOD Place Types & TOD Future Land Use Map Overlay

TOD PLACE TYPES <i>Illustrate the preferred form of development for projects in the Palm Avenue Station Area</i>		TOD FUTURE LAND USE MAP OVERLAY <i>TOD Place Type Maps adopted as FLUM Overlay</i>	
		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
		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
		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
		R-35	Allow 1.5 FAR
		NMU-24	Allow 35 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
		R-20	Allow 30 DU/A
		NMU-16	Allow 24 DU/A

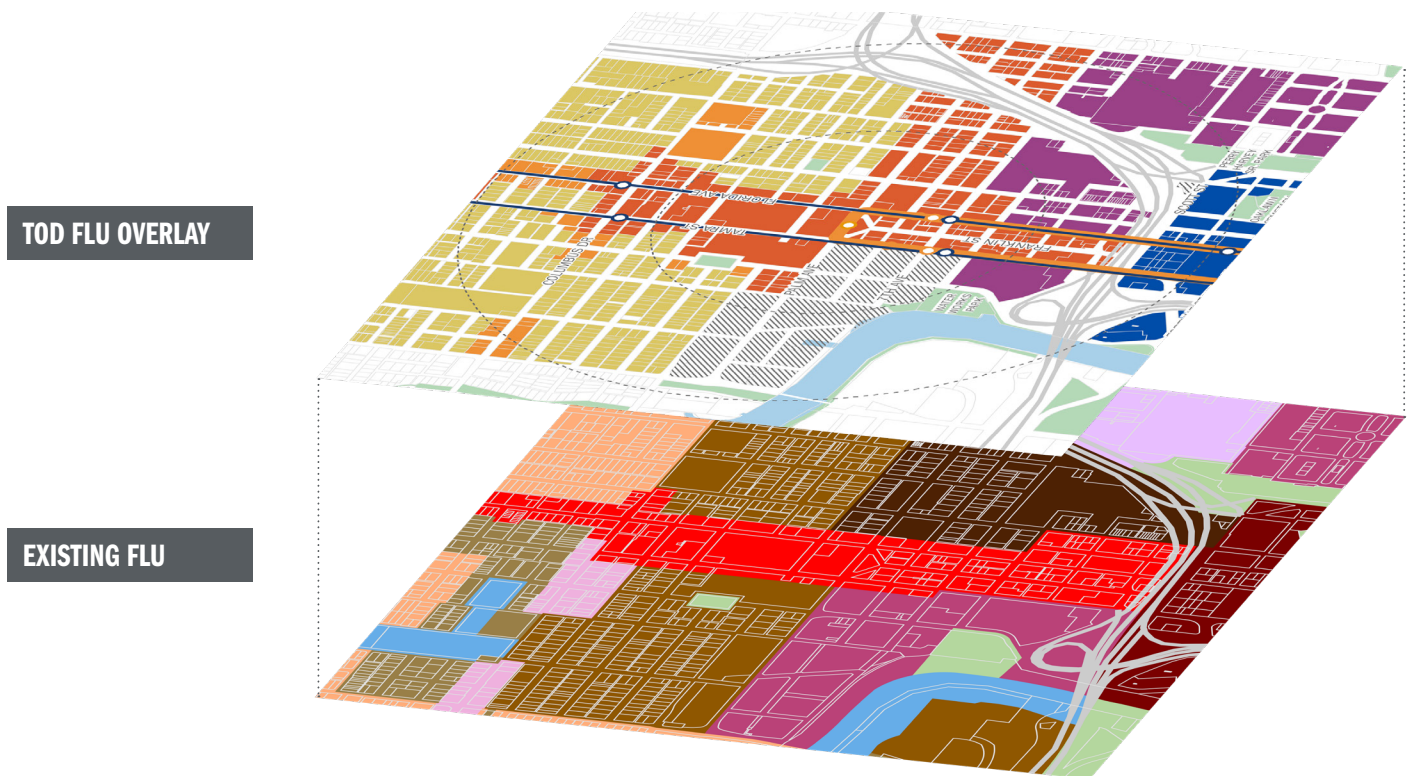
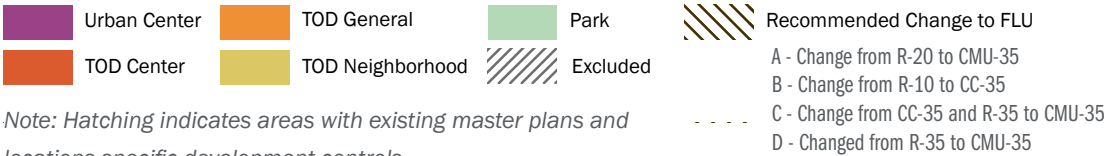
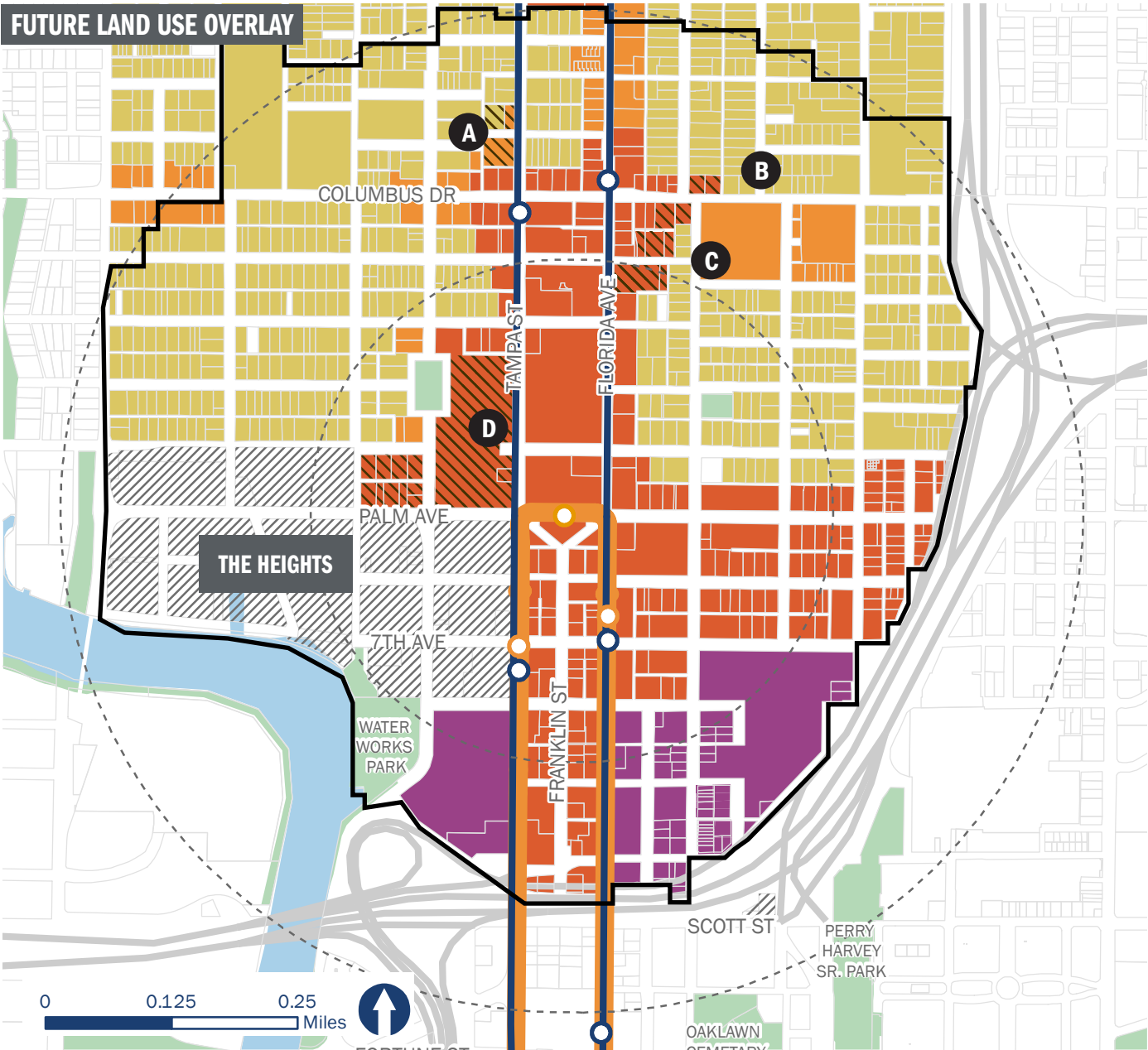


Figure 22. Future Land Use Map Overlay & Existing FLU Categories



Map 14. Future Land Use Recommendations

TOD Zoning Overlays

The plan recommends adoption of new form-based regulatory tools 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 the Palm Avenue Station Area as illustrated on the TOD Place Types Map;
- 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 other considerations for ground floor facade design treatment.

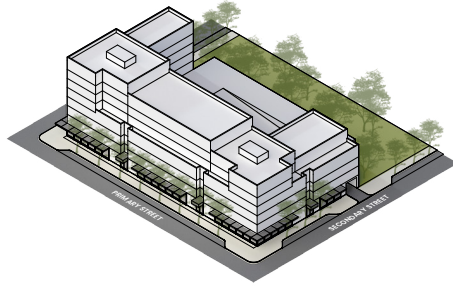
Draft standards for the new overlays are included as **Appendix A**.

Table 5. 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 6-8	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-O-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)	

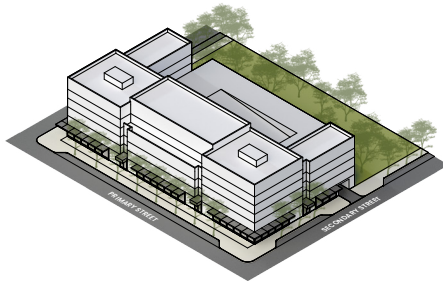


OVERVIEW OF BUILDING FORM DISTRICTS



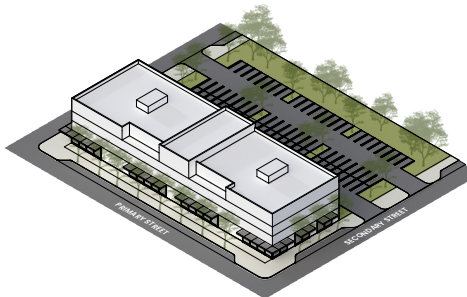
TOD 6-8

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



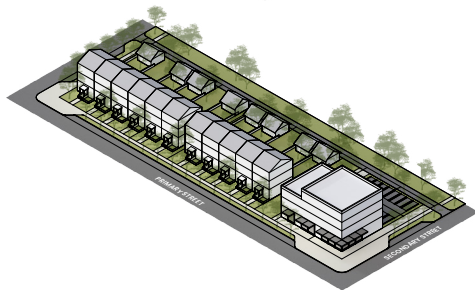
TOD 5-6

- 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

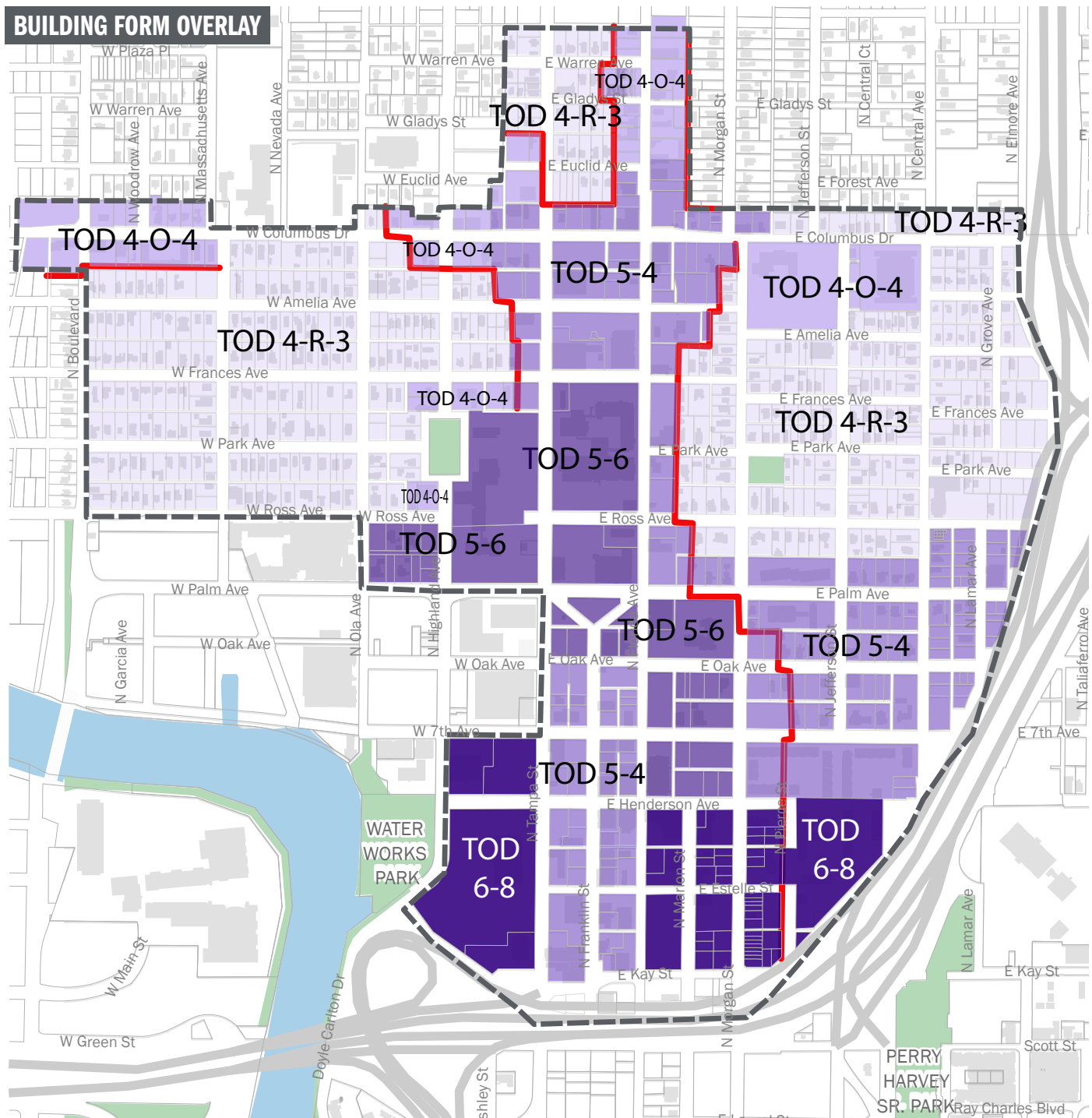
- Mixed Building Types
- Single Family & Missing Middle in Residential Zones
- Up to 4 Stories
- Surface & Tuck Under Parking



TOD 4-R-3

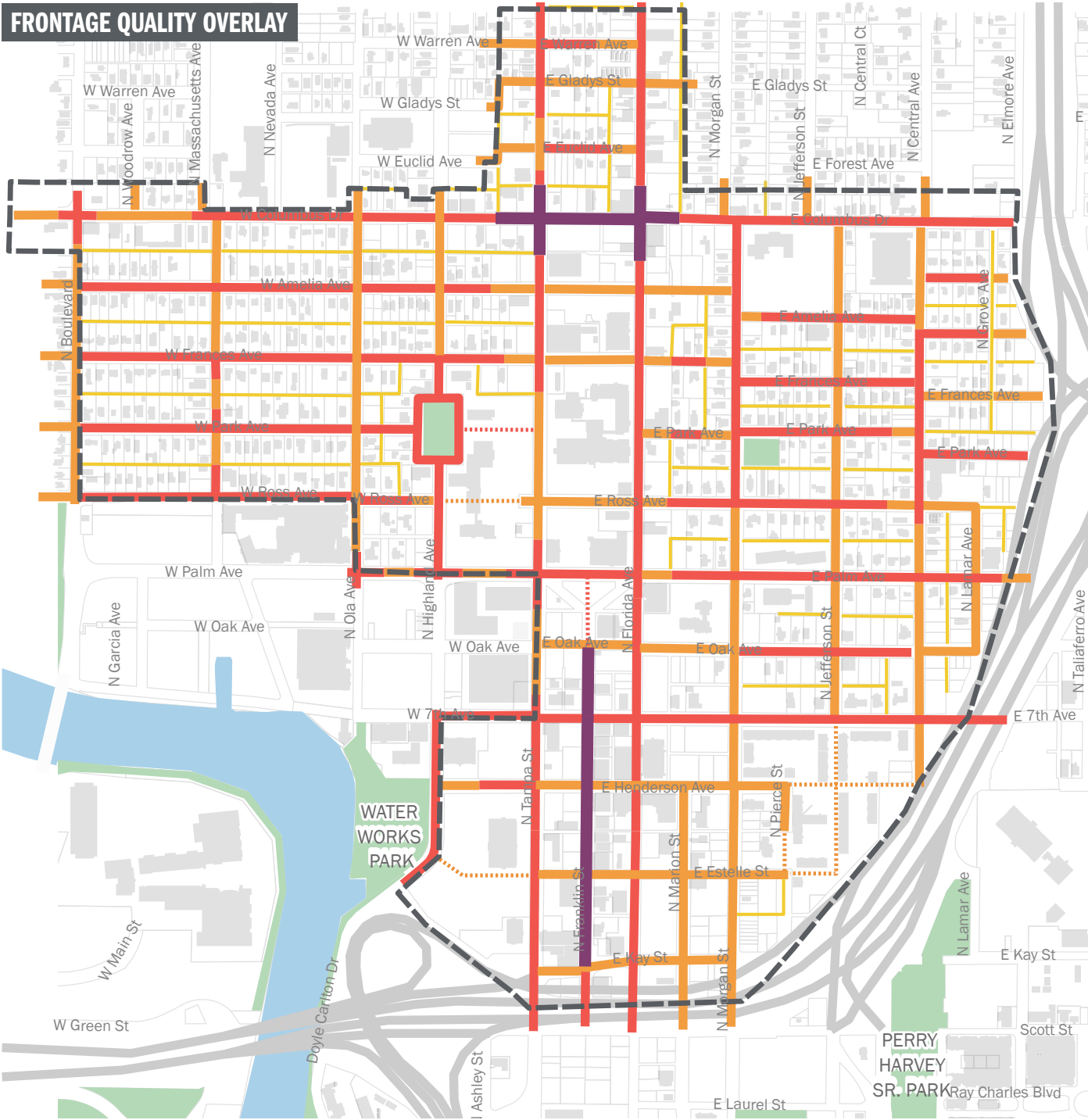
- Single Family & Missing Middle Housing Types
- Up to 4 Stories
- Surface and Tuck Under Parking

Figure 24. Overview of Building Form Districts



- TOD 5-6
- TOD 5-4
- TOD 4O-4
- TOD 4R-3
- Overlay Boundary

Map 15. TOD Zoning - Building Form Overlay



Map 16. TOD Zoning - Frontage Quality Overlay

Mobility Improvements

Recommendations for mobility improvements within the Palm Avenue Station Area focus on creating safe, attractive street and streetscape conditions, improving trail connections, and increasing safety at key intersection and crosswalk locations. A summary of recommendations illustrated on Map XX follows.

Transit Corridor

- **Retail Streetscape Improvements.** As shown on Map XX, two areas have identified as priorities for retail streetscape improvements—Franklin Street from Kay Street to just south of Oak Avenue and Columbus Avenue from just west of Tampa Street to just east of Florida Avenue. These locations were identified as priority retail locations in the *TOD for Tampa & Hillsborough County Report* and area designated as A+ Streets on the Frontage Quality Overlay regulating plan.

Detailed streetscape improvements plans should be prepared for these locations to address sidewalk quality and ADA compliance, lighting, on-street parking and loading, shading, opportunities for cafe space, and pedestrian crossings.

- **Bike/Pedestrian Corridors & Priority Pedestrian Crossings.** As shown on Map XX, several corridors and crossing locations have been identified as priority locations for bicycle and pedestrian improvements. Priority corridors, including Ola Avenue, Morgan Street, and Central Avenue running north-south and 7th Avenue, Palm Avenue, and Columbus Avenue running east-west, serve as active transportation routes connecting transit stops with destinations throughout the station area. Ola Avenue presents a unique opportunity for the creation of a bicycle and pedestrian priority corridor paralleling Tampa Street. If midblock crossings were installed at MILK Jr Boulevard and Columbus Avenue, Ola Avenue could

provide direct travel from the Riverwalk to Violet Street in Seminole Heights. Morgan has the potential to serve a similar function on the east side of Florida Avenue. With the installation of midblock crossings or four-way stop control at key locations, Morgan Street could provide direct bicycle and pedestrian connections between neighborhoods north of Floribaska Avenue and the Riverwalk at Amalie Arena.

Future roadway projects planned for these corridors should focus on improving pedestrian and cyclist safety, managing vehicular travel speeds, and preserving or creating landscape and parking buffers where right-of-way permits.

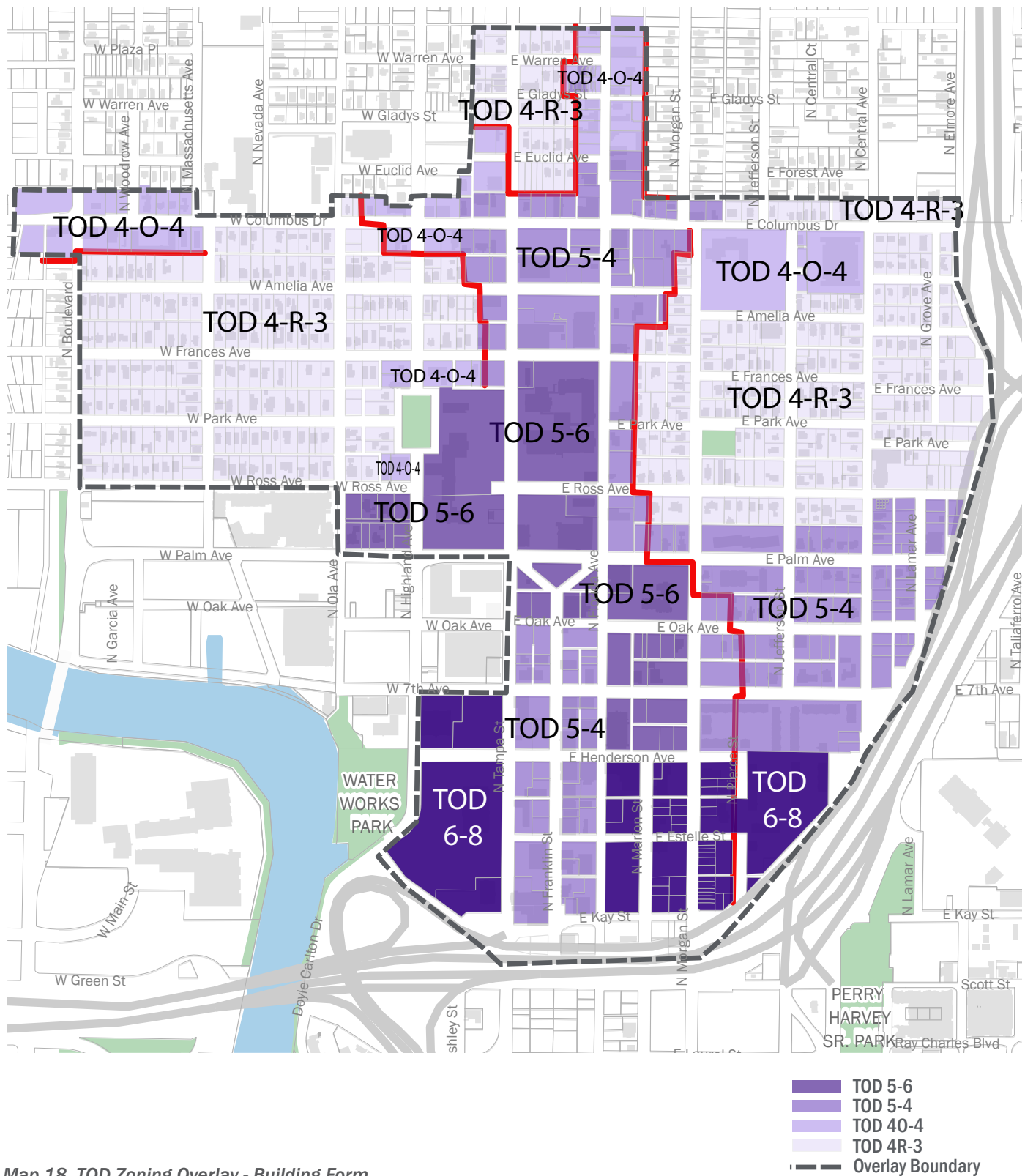
- **Trail Connections & Extensions.** The plan identifies several opportunities for trail improvements and connections, including along I-275 and along Kay Street and Doyle Carleton Drive. Trail improvements and extensions along the I-275 corridor present unique opportunities to highlight neighborhood history, especially stories about the role Central Avenue played in the life of the Tampa's African American community in the 20th Century. Trail or wide walk improvements along Kay Street and Doyle Carlton Drive have the potential to provide a new connection between planned enhancements at the Downtown Viaduct—preliminary plans by the FDOT call public space and activation improvements in the viaduct area—and Waterworks Park and the Riverwalk
- **Grid Restoration.** The plan also identified opportunities to restore segments of the street network removed or blocked through previous redevelopment projects. Street grid restoration opportunities existing in several locations, including at Mobley Park Apartments, Brewster Technical College, and the Stetson Tampa Law Center. Approvals for redevelopment of these properties should be conditioned on the re-establishment of local street connections.





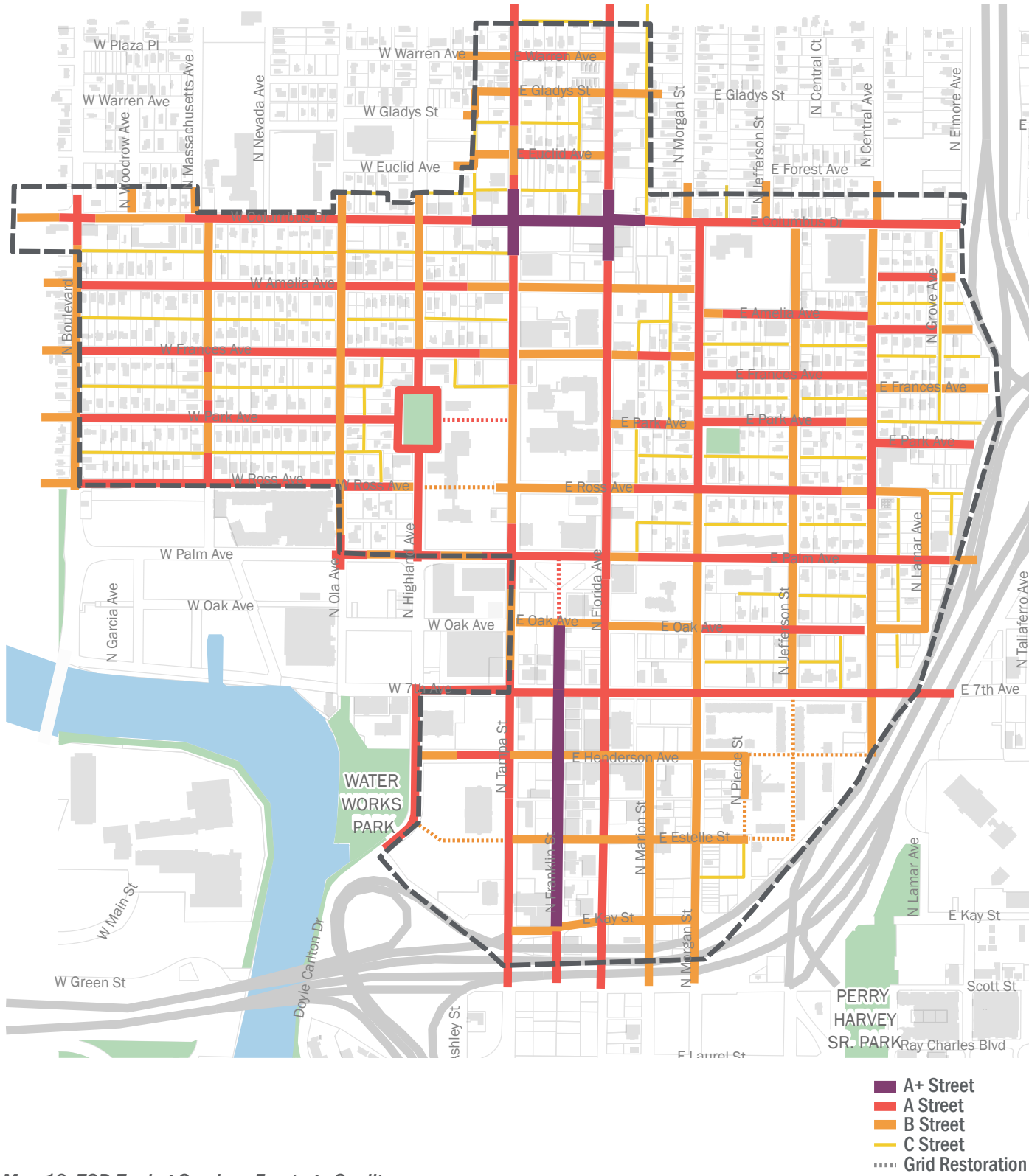
APPENDIX A: TOD ZONING OVERLAY REGULATING PLANS & DEVELOPMENT STANDARDS

TOD ZONING OVERLAY - BUILDING FORM



Map 18. TOD Zoning Overlay - Building Form

TOD ZONING OVERLAY - FRONTAGE QUALITY

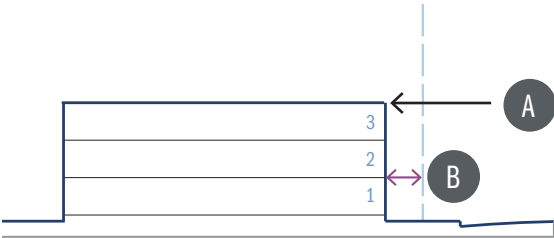
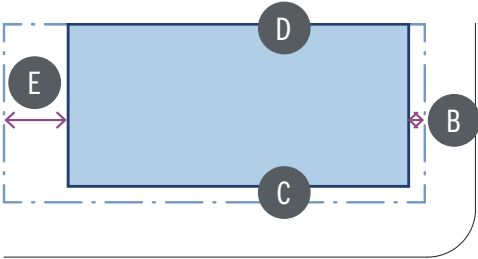


Map 19. TOD Zoning Overlay - Frontage Quality

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

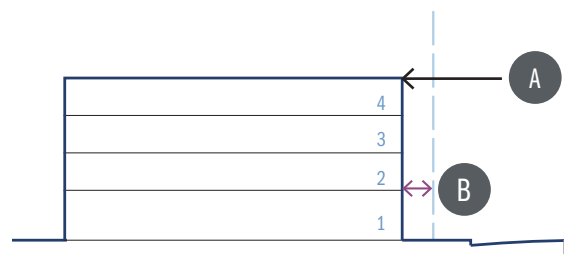
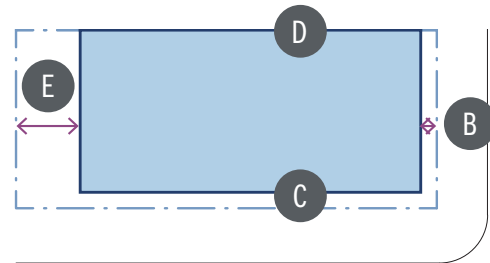
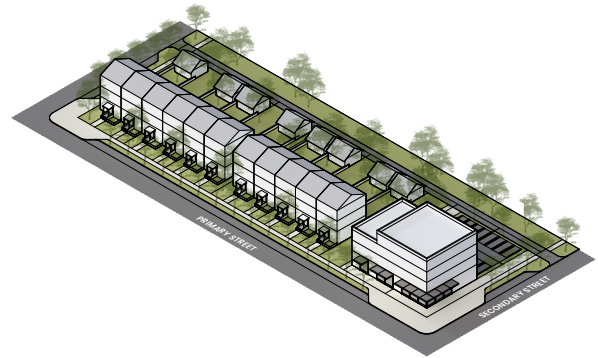
A	Maximum Height	4 stories
B	Front Setback**	Min: 10' Max: 15'
C	Side, Facing a Street Setback	Min: 10'
D	Side Setback*	Min detached house and multi-family: 5' Minimum for rowhouse: 0' End unit of rowhouse: 5'
E	Rear Setback	If alley is present: Min 5' from the alley ROW or 15' from the centerline of 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.

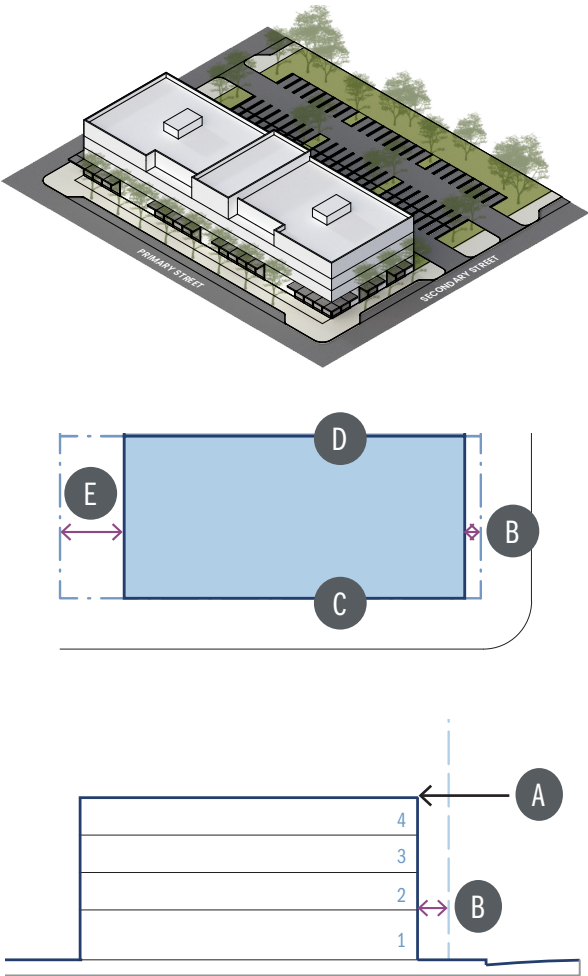


BUILDING FORM OVERLAY STANDARDS - TOD 5-4

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.



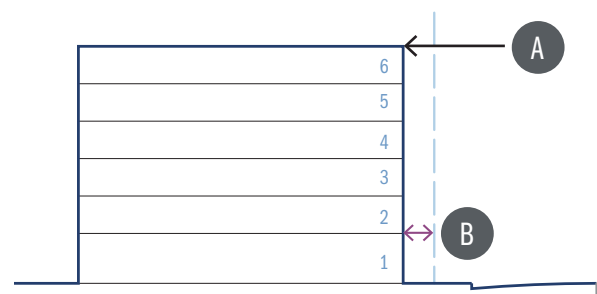
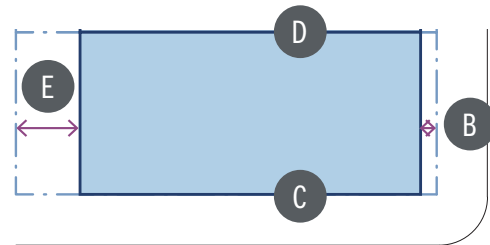
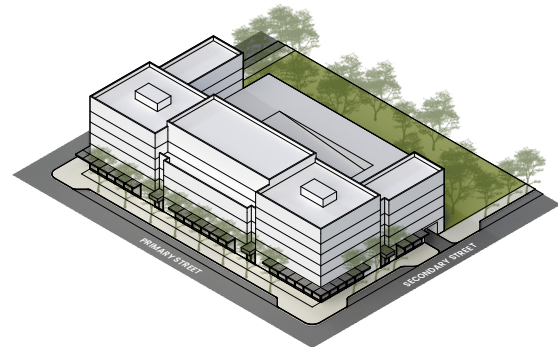


BUILDING FORM OVERLAY STANDARDS - TOD 5-6

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.

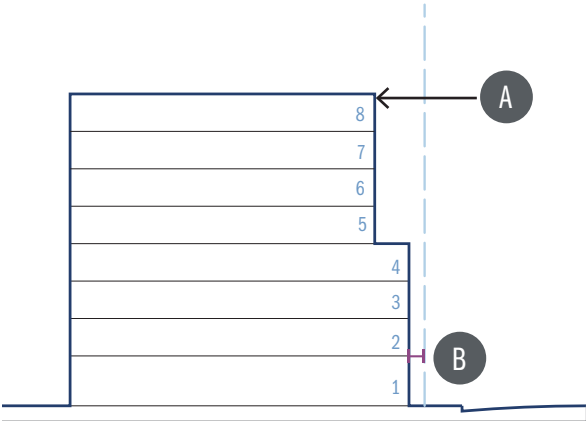
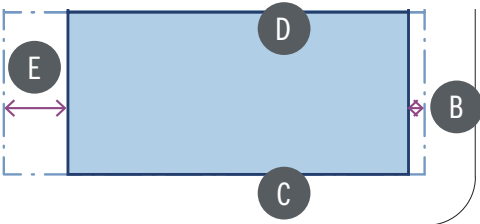
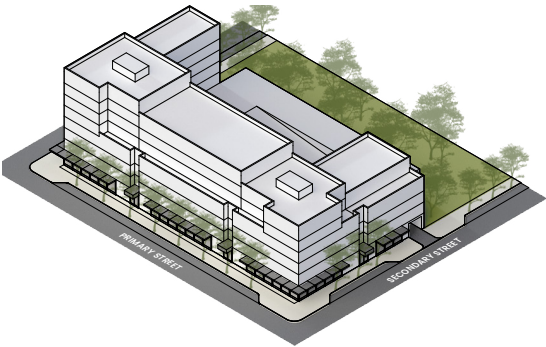


BUILDING FORM OVERLAY STANDARDS - TOD 6-8

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 - 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 STANDARDS BY FRONTAGE TYPE

STANDARDS	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 or setback from the main facade. 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

