

Transit and Transit Stations Area Planning (Chapter 3 p. 69-74)

The development of a fixed guideway mass transit system for the Tampa Bay region has been under consideration for several years. In 2002, the Hillsborough Area Regional Transit (HART) Authority completed a multi-year effort to examine the feasibility of a light rail system in Hillsborough County using CSXT rail lines and new track in other areas. A previous major investment study, "The Mobility Study," identified a rail system that one day could connect Pinellas, Pasco, Hillsborough and Polk counties via CSXT lines. The HART Rail Study (Environmental Impact Study, Tampa Rail Project, 2002) refined the plans for the first phase of this system, examining lines in the most densely populated parts of Hillsborough. The first lines would link Downtown Tampa to the USF area and to the Westshore Business Area. The technical and planning information in the HART Rail Study has been integrated into current planning efforts.

In 2006, the Hillsborough County MPO commenced an MPO Transit Study to examine the county's transit needs and choices to the year 2050. The MPO Transit Study responded to community values centered on sustainable growth, neighborhood preservation and economic vitality. A preferred transit concept for 2050 emerged from the study's recommendations demonstrating how transit investments can influence countywide growth patterns, creating a more efficient use of land that in turn makes walking and transit more viable and desirable as real transportation options. The Study was approved by the MPO in December 2007. The preferred alignment for the MPO Transit Study is depicted on the Comprehensive Plan Vision Map.

The MPO Transit Study will support and facilitate decision-making relative to the update of the Long Range Transportation Plan (LRTP) and the development of a rail system for the City of Tampa and Hillsborough County.

As the development of a rail system proceeds, it will be important to address land use policies within potential rail corridors so that development considered during the life of this comprehensive plan can support future rail transit. This can be accomplished by transitioning certain areas to a more compact, higher intensity, mixed-use pattern of development. When rail investment plans are established and station sites are known, a Station Area Overlay will be established, which will serve as the impetus for Station Area planning to begin. During this planning process, which is outlined in Objective 17.3 and associated policies, it will be important to provide appropriate transit supportive and pedestrian oriented overlay policies to guide development within ½ mile around each site.

Transit Station Area Considerations

This section provides a tool for assessing the transit supportive density for new development. The floor area ratios (FAR), ~~job density measures~~ and residential densities in Table 2 below set a measurable standard for predominately office, mixed use or predominately residential

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development. In order to maximize the success of any fixed guideway transit system, New development within ½ mile of planned rail stations and in areas that are planned to be rail transit supportive (e.g. downtown Tampa) need to meet the density thresholds described below for one of the categories; employment, mixed use and residential and non-residential. The densities are expressed as net density.

There are ~~four~~ six basic station types, High Intensity Urban Node, Mixed Use Regional Node, Community Center, Neighborhood, Park and Ride, and Special, characteristics of each which are documented below in Table 2 (City of Tampa/Hillsborough County Fixed Guideway Transit Station Typologies). Three of these station types (Mixed Use Regional, Community Center, and Neighborhood) include urban and suburban characteristics which will be utilized depending on where the station is located within the City. Once a station type and location is chosen, a Station Area Plan will guide the specific development characteristics within the station area, though the information in Table 2 below will generally apply. ~~that should have different land use policies applied to the area of influence around a station. They include:~~

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Table 2: City of Tampa/Hillsborough County Fixed Guideway Transit Station Typologies

Station Type	Suggested Project Target Net Density ¹	Suggested Project Target Net FAR ²	Representative Location	Proposed Scale	Desired Land Use ³	Housing Mix	Transit System Function
High Intensity Urban Node	CBD: Guided by FAR	CBD: Any FAR is acceptable, if market feasible	CBD	FAA Height Limits	Office, Residential, Entertainment, Civic/Governmental	High-rise and mid-rise apartments and condos	Intermodal facility/transit/hub. Major regional inter-regional destination with high quality local transit feeder connections
Mixed Use Regional Node Stations							
<u>Urban</u>	Guided by FAR	Range: 3.5-7.0	CBD Periphery Channel District Westshore	FAA Height Limits	Office, Retail, Residential, Entertainment	High-rise and mid-rise apartments and condos	Regional Destination. Linked with high quality local transit feeder connections.
<u>Suburban</u>	40-60 du/ac	Range: 1.5-3.0	USF	3-12 stories	Retail, Office, Entertainment, Educational, Institutional, Medical, Residential	Mid-rise apartments, condos, and apartment complexes	Regional Destination. Will be served by Park-n-Ride facilities and local high quality transit feeder connections.
Community Center Stations							
<u>Urban</u>	40-60 du/ac	Range: 1.5-2.5	Hyde Park Village, Ybor City	2-8 stories	Office, Retail, Residential, Entertainment	Low to mid-rise, townhomes	Walk Up Station. Potential for localized parking and will utilize local transit connections.
<u>Suburban</u>	15-40 du/ac	Range: 1.0-2.0	West Park Village	2-8 stories	Office, Retail, Residential, Entertainment	Low to mid-rise, townhomes	Walk Up Station with strong potential for park-n-ride and will require local transit connections.
Neighborhood Stations							
<u>Urban</u>	20-30 du/ac	Range: 1.0-2.0	Seminole Heights	2-5 stories	Office, Retail, Residential	Low to mid-rise, townhomes, attached dwellings	Local transit feeder system. Walk-up stops with limited or no parking.
<u>Suburban</u>	10-20 du/ac	Range: 0.5-1.0	New Tampa	2-3 stories	Office, Retail, Residential	Low rise, townhomes, attached and small lot detached residential	Local transit feeder system. Walk-up stops with limited parking.
Park and Ride	N/A	Average: 0.5	N/A	N/A	Office/Retail	N/A	Capture station for in-bound commuters. Large Park-N-Ride with Local and Express bus connections.
Special⁴	TBD	TBD	TIA, North of TIA, Port of Tampa	TBD	None	N/A	TBD

¹Net Density refers to the number of dwelling units per net developable acre.

²Net FAR refers to the Floor Area Ratio per net developable acre.

³Recommended station area land use mix guided by Station Area Plan market study and any subsequent provision developed during the Station Area planning process.

⁴TBD, based on location.

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~~**High Intensity Urban Stations** refers to stations located in the Central Business District (CBD) of Tampa. Land use should include government centers with adjacent high intensity commercial and office uses. Highest intensity uses should be located in close proximity to the stations, while still providing good light and air quality at street level. The functional relationship of structures close to stations should have strong aesthetic considerations that will complement station design. Pedestrian networks, separated from vehicular traffic, and mixed use of land should be encouraged.~~

~~*Appropriate Transit Supportive Density*~~

~~Greater than 3.0 floor area ratio~~

~~Employment: More than 150 jobs/acre~~

~~Mixed Use: More than 20 dwelling units/acre and more than 50 jobs/acre~~

~~Residential: More than 50 dwelling units/acre~~

~~**Mixed Use Regional Stations** would be located in regional shopping, office centers and medium to high density residential communities. Residential development adjacent to stations should be planned at appropriate densities. The location of offices within close proximity to the stations and protection of adjacent lower density residential uses should be stressed. The Westshore Business District area is an example of an appropriate location for a mixed use regional station.~~

~~*Appropriate Transit Supportive Density*~~

~~Greater than 2.0 floor area ratio~~

~~Employment: More than 100 jobs/acre~~

~~Mixed Use: More than 12 dwelling units/acre and more than 40 jobs/acre or~~

~~More than 20 dwelling units/acre and more than 30 jobs/acre~~

~~Residential: More than 35 dwelling units/acre~~

~~**Community Center Stations** would function as a center of activities for surrounding neighborhoods. A “sense of community” should be pursued in these station locations including encouraging gathering places, such as restaurants, parks, other public and private recreational facilities and residential support uses. Development plans for the areas adjacent to stations should provide places to live, work, and shop with a variety of public facilities and services, and supportive office activities.~~

~~*Appropriate Transit Supportive Density*~~

~~Greater than 1.0 floor area ratio~~

~~Employment: More than 20 jobs/acre~~

~~Mixed Use: More than 8 dwelling units/acre and 10 jobs/acre~~

~~Residential: More than 12 dwelling units/acre~~

~~**Neighborhood Center Stations** should serve low to medium density residential neighborhoods in both urban and suburban areas. Protection of adjacent neighborhoods from commercial or industrial development is stressed. Neighborhood Center Stations are appropriate in more~~

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~~urbanized residential neighborhoods where concern for negative impacts might be an important consideration.~~

~~*Appropriate Transit Supportive Density*~~

~~Greater than 0.75 floor area ratio~~

~~Employment: More than 10 jobs/acre~~

~~Mixed Use: More than 6 dwelling units/acre and more than 5 jobs/acre~~

~~Residential: More than 8 dwelling units/acre~~

~~The purpose of the land use policies in this section proposed for the station areas is to give the City a tool within the broad framework of the Comprehensive Plan to deal in the future with important land use issues related to stations. Objective 17.2, Objective 17.3, and Objective 17.4, with associated policies, serve as the planning framework to guide the processes that will occur once a station area has been determined. These policies help to ensure that the areas surrounding the new stations develop as a mixed use, transit supportive neighborhood that allows employment, retail, and residential opportunities.~~

~~Actual The Station Area O overlay districts, as documented in Objective 17.2 is the land use mechanism that ensures that those areas around newly located and designated stations begins undergo a Station Area Planning process that will allow for an increase in density and intensity for future Transit Oriented Development (T.O.D), while ensuring that viable existing neighborhood context is protected and enhanced as a result of future transit connections. surrounding stations with appropriate regulations to implement the broad policies should be developed in conjunction with the plans for the mass transit system. The policies that have been cited should provide the framework to accomplish this future task. There is no timetable for implementing these plan provisions. Their implementation is contingent upon local government approval to build a fixed guideway, mass transit rail system.~~

- ~~— Light Rail will provide flexible service that will navigate along existing rail corridors, transition to share surface streets with cars, and accommodate tighter turns and changes in elevation. Transit station spacing averaging one to two miles apart would serve a wide range of transit trip types, including work, shop, recreation and special events, while connecting key activity centers with predictable destination-to-destination travel times. Additional express service could provide reduced travel times during peak periods.~~
- ~~— Light Rail will include park-and-ride, kiss-and-ride, bus feeder and circulator services with supportive station area development. Key bus-to-rail and rail-to-rail transfer stations provides convenient, reliable end-to-end service.~~

~~Collectively, these policies, will allow for Sstation area development will help to maximize the transit investment with good pedestrian access to the transit facilities, provide a compact, vibrant user experience and, in turn, allow transit to support both employment and housing development. In addition to specific station areas, these policies also begin to address the It is important to address land use policies within potential rail corridors so that development considered during the life of this comprehensive plan can support future rail transit. This can be~~

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accomplished by transitioning certain areas to a more compact, higher intensity, mixed-use pattern of development. ~~When rail investment plans are established and station sites are known, it will be important to provide appropriate transit supportive and pedestrian oriented overlay policies to guide development within the ½ mile around each site.~~

Transit Stations Goals, Objectives and Policies

Goal 17: A transit system that supports our continued economic success.

Objective 17.1: ~~To efficiently and effectively plan the land uses around anticipated and proposed transit stations to support the vitality of a rail transit system.~~ for a fixed guideway transit system that creates connections throughout the City of Tampa and to locations throughout the Tampa Bay Region.

Policy 17.1.1: The City of Tampa shall coordinate with the Tampa Bay Regional Transportation Authority (TBARTA), Hillsborough Area Regional Transportation (HART), the Hillsborough Metropolitan Planning Organization (MPO) and other regional transit agencies regarding the provision of fixed guideway transit corridors and station locations.

Policy 17.1.2: ~~Transit overlay standards shall be developed to address density and intensity ranges for land development and shall reflect the intent of the transit technology, station type, expected population growth and market conditions. Overlay standards should cover density, height, appropriate uses, setbacks, building orientation and design, parking requirements, streetscape elements and signs.~~

Policy 17.1.4: The City of Tampa will continue to build upon the findings and recommendations of the Tampa Rail Project (HART, 2002), and the MPO Transit Study (MPO, 2002), and the TBARTA Master Plan in pursuing the development and implementation of a fixed-rail system.

Policy 17.1.3: The City shall coordinate with the Planning Commission and the Metropolitan Planning Organization to recommend appropriate station types for future station stops and areas desired to be supportive of major transit investments.

Policy 17.1.5: ~~Land use decisions shall remain flexible to encourage complementary projects to foster station development. The location of the station and the function of the proposed station shall dictate the development policy in the area of influence. Requirements for station development should be flexible enough to support optimal residential, office/commercial and mixed use projects.~~

Objective 17.2: To establish a Transit Oriented Development Floating Overlay to be applied to fixed guideway station areas.

Policy 17.2.1: Upon the designation of the station type and the physical location of a new fixed guideway transit station, a Station Area Overlay measuring 0.5-mile radius from the center of the station platform will be created.

Objective 17.3: Station Area Plans will be prepared prior to system construction to efficiently and effectively plan the land uses around proposed fixed guideway mass transit stations steps to support a proposed mass transit system, overlay plan districts meeting the following policies shall be created for use around the station steps.—(Source: Objective 43 - Hills. Co. Comp Plan)

Policy 17.3.1: Upon the Station Area Overlay designation, the Planning Commission, in coordination with the City of Tampa, HART, Hillsborough MPO, and other related agencies, will conduct a detailed study and determine specific Station Area Plan boundaries, which will, at a minimum, include all areas within a 0.5-mile walking distance from the transit station. In determining the specific Station Area Plan boundaries, physical, environmental, and community features, boundaries, and borders shall be considered.

Policy 17.3.2: Station typology definitions included in Table 2 and a location-specific market study should provide guidance for the Station Area Plan process.

Policy 17.3.3: Following the designation of a Station Area Plan boundary, a redevelopment plan, where increased densities and intensities are desired will be created. This plan will recognize the community character of stable and historic neighborhoods where increased densities and intensities may be deemed inappropriate.

Policy 17.3.4: Station Area Plans shall be completed by public/governmental agencies, and funded through the entity responsible for designating and constructing the fixed guideway transit corridors or through entities with development interests. As an option, private development interests can fund the Station Area Plan and work in close coordination with the Local Planning Agency (LPA). Where the Station Area Plan process is sponsored by government agencies, The LPA will lead the process, in close coordination with the City, and the appropriate transit agencies. At a minimum these plans should addresses:

- Station Area Typology and Redevelopment Vision
- Surrounding Development Pattern and Community Character
- Market Analysis
- Land Use
 - Mix of Uses
 - Density/Intensity Minimums (where appropriate) and Maximums
 - Growth and Redevelopment Areas
- Design
 - Building Form, Setbacks, and Site Design
 - Building Heights
 - Public Realm, Streetscape, and Open Space
 - Transitions to/Compatibility With Surrounding Development Patterns
 - Alternative Development Standards (Vehicular/Bicycle Parking, Stormwater, etc.)
 - LEED or Other Sustainable Design Principles
 - Roadway Typical Sections
 - Bicycle and Pedestrian Facilities

- Policy
 - Housing Mix
 - Incremental Parking Reduction Policies
 - Land Use Flexibility
 - Station Development Evolution / Timed Requirements

- Implementation Strategies
 - Regulatory
 - Public Private Partnerships
 - Joint/Shared Facilities
 - Capital Improvement Funding/Public Investment

Policy 17.3.5: A public involvement program, that includes community stakeholders, public agencies, and private developers, shall be part of the Station Area Planning Process. This process shall include community design and public workshops.

Policy 17.4.4 3.6: Mixed use development incentives and density incentives shall be developed and encouraged to implement the intent of the station type.

Policy 17.3.7: Following the completion of a Station Area Plan, a city-initiated area-wide rezoning to transit supportive zoning categories (to be defined in the Land Development Code), will be completed.

Objective 17.4: Utilize Transit Oriented Development (T.O.D) design principles focused on neighborhood context, connectivity, public realm improvements, and site development standards.

Policy 17.4.1: Redevelopment within the Station areas ~~stops~~ shall ~~maintain~~ protect the character, and be complementary to adjacent, stable residential areas. *(Source: Objective 43.7 Hillsborough County Comprehensive Plan)*

Policy 17.4.2: Station Areas shall ensure that there is a transition in scale between the redevelopment/infill development proximate to the new stations and surrounding lower-density residential areas. This transition will typically occur within the 0.25-mile to 0.5-mile radius from the station platform.

Policy 17.4.3: Station Area Plans shall include policies to ensure consistency with the scale and architectural style of local historic districts, if applicable.

Policy 17.4.4: Where applicable, Station Area Plans shall take into consideration neighborhood planning efforts including, but not limited to, neighborhood plans, economic development plans, and community redevelopment area plans.

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Policy 17.4.5: Where Station Areas are located within or adjacent to Mixed-Use Corridor Villages (Objective 16 and associated policies), closely coordinate planning efforts to ensure consistency in approach and implementation strategies. Where feasible, combine Station Area Plan efforts with those for the surrounding or adjacent Mixed Use Corridor Village in order to streamline the process in order to encourage participation by stakeholders.

Policy 17.4.6: Improvements proposed to typical roadway sections within Station Area Plans design elements, such as those as advocated for by the National Complete Streets Coalition should be considered.

Policy 17.4.7: Station Area Plans shall improve bicycle and pedestrian connectivity through the following:

- Requiring sidewalks on both sides of all public rights of way 0.5-mile walking distance from all station locations.
- Encourage the construction of sidewalks in excess of minimum width requirements, pedestrian plazas, and other amenities that will enhance the pedestrian environment in and around transit stations.
- Encourage the development of bike lanes on arterial and collector roadways transversing the Station Area.
- Ensure consistency with the City of Tampa Greenways and Trails Master Plan.

Policy 17.4.8: Within Station Area Plans, specific guidelines shall be created that address streetscape design to encourage pedestrian activity and protection. These elements may include elements such as street trees, pedestrian-scale lighting, arcades, awnings, wayfinding signage, and benches.

Policy 17.4.9: The City shall encourage, either through public investment, policy requirements or development incentives, publicly accessible open spaces around transit stations. Public open spaces shall be designed to be centers of activity within the Station Area Plans with programming of diverse activities encouraged.

Policy 17.4.10: Landscaping materials for areas included in Station Area Plans, both within and outside of public rights of way, shall be chosen to support local native ecosystems and minimize water usage.

Policy 17.4.11: Developers and the city shall consider designating publicly accessible spaces that could be utilized as urban gardens in the proximity of station locations.

Policy 17.4.12: In order to create an inviting pedestrian environment and an attractive street, encourage placement of new buildings along public streets or publicly accessible open spaces, with windows and doors at ground level.

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Policy 17.4.13: Where feasible, locate surface parking lots behind new buildings. Entrances to surface parking lots or garages should be placed on secondary streets, minimizing conflicts on preferred pedestrian routes, especially those offering direct connections to station stops. In addition, active ground floor uses in liner buildings should be considered for stand alone garages.

Policy 17.4.14: Building heights for new construction shall be regulated within approved Station Area Plans, and will be generally consistent with Station Typology characteristics as shown in Table 2. Generally building heights will be higher proximate to stations.

Policy 17.4.15: All new developments within station areas shall be required to place utilities underground.