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## MEMORANDUM

**TO:** Melissa Zornitta, AICP, Hillsborough County City-County Planning Commission  
Tony Garcia, AICP, Hillsborough County City-County Planning Commission

**FROM:** Neale Stralow, ASLA, AICP  
Evan Johnson, AICP, LEED AP

**DATE:** December 29, 2009

**RE:** Final Edits- Comprehensive Plan Transit Oriented Development Policies

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### Introduction

The attached documents represent the latest/final draft submittal for the Transit Oriented Development policies. Each of the submittal documents are discussed in more detail below and include both updated graphics and strikethrough/underline edits to the draft policies. The changes made and included within this memorandum and the attached documents are consistent with those discussed during the conference call of December 9, 2009. A summary table including all comments received has also been attached.

### Summary of Edits to the Graphics and Draft Policies

Following discussions with Planning Commission, City of Tampa Staff, and other agencies, the following changes have been made to the draft policies:

- The identification of specific agency roles within the Station Area Planning process has been removed, and replaced with a policy requiring that an interlocal agreement is executed.
- The upper Floor Area Ratio (FAR) limit for each Station Typology has been increased by 0.5.
- The required Station Area Plan components have been moved from a policy list to a graphic Table (Table 3).
- To ensure consistency, changes made to the City of Tampa Plan policies were for the most part made to the Hillsborough County policies as well. The narratives for both City/County have been edited to more clearly document the process for implementing the Transit Oriented Development Future land Use Floating Designation.
- The Station Area Design Principles (Table 4) have been updated and clarified.
- A revised version of the Flow Chart (Figure 1) has been included. This is referenced in the policies.
- Introductory narratives have been edited to more clearly explain the implementation process.
- A TOD Floating Designation description has been created, and is attached.
- A recommended definition for fixed-guideway transit system and proposed language to be included in all City and County Land Use Designations are included below.

### Proposed Definition of Fixed-Guideway Transit

In the Comment Response Memorandum dated September 21, 2009, two potential definitions (From TBARTA and FTA). The definition below is adapted from the FTA version, and represents the more comprehensive of the two.

**Fixed-Guideway Transit** - Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes.

### **Future Land use References for City of Tampa and Hillsborough County Comprehensive Plans**

Draft language was developed for inclusion in both the City of Tampa and Hillsborough County Comprehensive Plans to clarify when the TOD FLU Floating Designation is in effect. This draft language is below.

#### **City of Tampa**

For properties that are located within 0.5 mile of a fixed-guideway transit station (light rail, bus rapid transit, etc.), the allowable densities/intensities and range of uses may be subject to the Goals, Objectives, and Policies related to Transit and Transit Station Area Planning (See Goal 17, Objectives 17.1-17.4 and related policies). The location and type of fixed-guideway transit stations can be found on the MPO Long Range Transportation 2035 Transit Needs Assessment Map.

#### **Hillsborough County**

For properties that are located within 0.5 mile of a fixed-guideway transit station (light rail, bus rapid transit, etc.), the allowable densities/intensities and range of uses may be subject to the Goals, Objectives, and Policies related to Fixed-Guideway Transit (See Objectives 54-57 and related policies). The location and type of fixed-guideway transit stations can be found on the MPO Long Range Transportation 2035 Transit Needs Assessment Map.

### **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.

~~These earlier-past efforts have been incorporated into the Hillsborough MPO 2035 Long Range Transportation Plan (LRTP), which serves as the primary transit and transportation plan for all of Hillsborough County. The adopted 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 fixed-guideway transit system for the City of Tampa and Hillsborough County. Once completed, the MPO Long Range Transportation 2035 Transit Needs Assessment map depicts the long range fixed guideway transit needs for Hillsborough County.~~

As the development of a rail fixed-guideway transit system proceeds, it will be important to address land use policies within potential rail corridors to ensure that the appropriate land use framework is in place to encourage Transit Oriented Development (TOD)-successful station area development. ~~so that development considered during the life of this comprehensive plan can support future railfixedguideway transit. This can be accomplished by transitioning certain areas to a more compact, higher intensity, mixed-use pattern of developmentwith a mix of uses.~~ When rail-investment plans are established and station sites are known, appropriate Future Land Use and zoning changes will need to take place to allow transit supportive infill development and redevelopment to occur. ~~The Comprehensive Plan mechanism that creates this opportunity is In order to allow these changes to occur, the a Station Area Overlay Future Land Use-Transit Oriented Development Future Land Use Floating Designation (TOD FLU Floating Designation).~~ will be is established,which will serve as the impetus for Station Area

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~~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. The Goals, Objectives, and Policies within this section accomplish the following:~~

- ~~1. Create the Transit Oriented Development Future Land Use Floating Designation, and describe the process for its application~~
- ~~2. Permit, by Transit Station Area Typologies (Table 2), the necessary densities/intensities and land use characteristics needed for successful Transit Oriented Development.~~
- ~~3. Require the development of Station Area Plans for each station, which will at a minimum, include specific Components of Station Area (Table 3) and adhere to Transit Station Area Design Principles (Table 4).~~

~~The Goals, Objectives, and Policies within this section serve as the planning framework to guide the processes that will occur once station locations have been determined. The general steps of this process are listed below, in chronological order (an illustrative flow chart of the overall process is included below as Figure 1):~~

- ~~1. Designation of the Transit Oriented Development Future Land Use Floating Designation (TOD Floating Designation) within a general specific Area of Influence (e.g. 0.5 mile radius from approved fixed-guideway station locations).~~
- ~~2. Determination and approval of specific Station Area Plan Boundaries for each station. This will be a modified version of the initially designated Area of Influence.~~
- ~~3. Adoption of Station Area Plans for each station. Implementation of these plans will include city-initiated area-wide rezonings.~~

~~The first step, Designation of the Transit Oriented Development Future Land Use Floating Designation, occurs within three months after a fixed-guideway station location has been determined. The initial designation includes all areas within a 0.5 mile radius of the station platform, which is called the Area of Influence. Within this Area of Influence, the Comprehensive Plan allows for the consideration of higher density/intensity and a broader range of uses, as designated by station typology.~~

~~There are ~~four~~ seven basic station types, High Intensity Urban Node, Mixed Use Regional Node, Community Center, Neighborhood, Park and Ride, Employment Center, and Special, characteristics of each 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:In order to be granted the additional development potential, the TOD FLU Floating Designation requires that a property be rezoned to a TOD zoning designation. This rezoning can occur either as a individual property, or as part of the implementation of an approved Station Area Plan.~~

The second step, Determination and approval of specific Station Area Plan Boundaries for each station, occurs prior to end of the Preliminary Engineering Phase (see Figure 1). This process will be led by by agencies and organizations as documented in an executed interlocal agreement, and take into account specific station contexts to determine appropriate Station Area Planning boundaries.

The third step, Adoption of Station Area Plans, will occur no later than the end of Final Design of the fixed-guideway transit system (see Figure 1). Once Station Area Plans are adopted, area-wide rezonings will occur to implement the plan recommendations.

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

The following Goals, Objectives, and Policies allow for the flexibility and creativity needed to lead to successful Transit Oriented Development in and around future fixed-guideway transit stations. They represent the initial framework for realizing the transformative potential of the development of transit system.

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

<u>Station Type</u>	<u>Suggested Project Target Net Density<sup>1</sup></u>	<u>Suggested Project Target Net FAR<sup>2</sup></u>	<u>Proposed Scale</u>	<u>Desired Land Use<sup>3</sup></u>	<u>Housing Mix</u>	<u>Transit System Function</u>
<b>High Intensity Urban Node</b>	<u>CBD: Guided by FAR</u>	<u>CBD: Any FAR is acceptable, if market feasible</u>	<u>FAA Height Limits</u>	<u>Office, Residential, Entertainment, Civic/Governmental</u>	<u>High-rise and mid-rise apartments and condos</u>	<u>Intermodal facility/transit/hub. Major regional inter-regional destination with high-quality local transit feeder connections</u>
<b>Mixed-Use Regional Node Stations</b>						
<u>—Urban</u>	<u>Guided by FAR</u>	<u>Range: 2.3-5-7.0</u>	<u>FAA Height Limits</u>	<u>Office, Retail, Residential, Entertainment/public/semi-public</u>	<u>High-rise and mid-rise apartments and condos</u>	<u>Regional Destination. Linked with high-quality local transit feeder connections.</u>
<u>—Suburban</u>	<u>40-60 du/ac</u>	<u>Range: 1.5-3.0</u>	<u>3-12 stories</u>	<u>Retail, Office, Entertainment, Educational, Institutional, Medical, Residential</u>	<u>Mid-rise apartments, condos, and apartment complexes</u>	<u>Regional Destination. Will be served by Park-n-Ride facilities and local high-quality transit feeder connections.</u>
<b>Community Center Stations</b>						
<u>—Urban</u>	<u>40-60 du/ac</u>	<u>Range: 1.5-2.5</u>	<u>2-8 stories</u>	<u>Office, Retail, Residential, Entertainment</u>	<u>Low to mid-rise townhomes</u>	<u>Walk-Up Station. Potential for localized parking and will utilize local transit connections.</u>
<u>—Suburban</u>	<u>15-40 du/ac</u>	<u>Range: 1.0-2.0</u>	<u>2-8 stories</u>	<u>Office, Retail, Residential, Entertainment</u>	<u>Low to mid-rise townhomes</u>	<u>Walk-Up Station with strong potential for park-n-ride and will require local transit connections.</u>
<b>Neighborhood Stations</b>						
<u>—Urban</u>	<u>20-30 du/ac</u>	<u>Range: 1.0-2.0</u>	<u>2-5 stories</u>	<u>Office, Retail, Residential</u>	<u>Low to mid-rise townhomes, attached dwellings</u>	<u>Local transit feeder system. Walk-up stops with limited or no parking.</u>
<u>—Suburban</u>	<u>10-20 du/ac</u>	<u>Range: 0.5-1.0</u>	<u>2-3 stories</u>	<u>Office, Retail, Residential</u>	<u>Low rise, townhomes, attached and small lot detached residential</u>	<u>Local transit feeder system. Walk-up stops with limited parking.</u>
<b>Park and Ride</b>	<u>N/A</u>	<u>Average: 0.5</u>	<u>N/A</u>	<u>Office/Retail</u>	<u>N/A</u>	<u>Capture station for in-bound commuters. Large Park-N-Ride with Local and Express bus connections.</u>
<b>Special<sup>4</sup></b>	<u>TBD</u>	<u>TBD</u>	<u>TBD</u>	<u>None</u>	<u>N/A</u>	<u>TBD</u>

<sup>1</sup>Net Density refers to the number of dwelling units per net developable acre.

<sup>2</sup>Net FAR refers to the Floor Area Ratio per net developable acre.

<sup>3</sup>Recommended station area land use mix guided by Station Area Plan Location-Based Station Area Market Analysis and Assessment for Near and Intermediate Development Projections to Identify Intensity and Land Use Mix within ¼ Mile of Stations market study and any subsequent provision developed during the Station Area planning process. <sup>4</sup>Residential uses will not be permitted in areas where underlying Future Land Use is Light Industrial, Heavy Industrial, or MA-P.

<sup>5</sup>TBD, based on location. Note: Representative Location Column was removed from the table.

~~**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, as transit supportive neighborhoods that allows a variety of employment, retail, and residential opportunities.~~

~~Actual The Station Area Transit Oriented Development Future Land Use Floating Designation 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. fixed guideway transit. This can be accomplished by transitioning certain areas to a more compact, higher intensity, mixed use pattern of development complete with a mix of uses. 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, enhances livability, and promotes reductions in greenhouse gases through the use of alternative transportation modes.

**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:** Prior to the commencement of Station Area Planning and no later than the beginning of Preliminary Engineering, an interlocal agreement will be executed defining specific roles and responsibilities for each of the responsible agencies and jurisdictions involved in the planning, design, and construction of the fixed-guideway transit system and its station areas. 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), Hillsborough County Aviation Authority (HCAA), the Florida Department of Transportation (FDOT) 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 17.1.12:** ~~The City of Tampa will continue to build upon the findings and recommendations of the Tampa Rail Project (HART, 2002), HART Alternatives Analysis, and the MPO Transit Study (MPO, 2002), and the TBARTA Master Plan, and the Hillsborough MPO 2035 LRTP in pursuing the development and implementation of a fixed-rail guideway transit system.~~

**Policy 17.1.3:** ~~The City shall coordinate with the Planning Commission Local Planning Agency (LPA) and the Metropolitan Planning Organization to recommend appropriate station types and locations, and development characteristics for designated future station stops and areas, desired to be supportive of major transit investments.~~

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~~**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 Future Land Use Floating Designation Overlay to be applied to fixed-guideway station areas.~~

~~**Policy 17.2.1:** The TOD Future Land Use Floating Designation can only be utilized within the Urban Service Area.~~

~~**Policy 17.2.2:** The specific density/intensity ranges and allowable uses for the TOD Future Land Use Floating Designation will be as listed in Table 2 Tampa and Hillsborough Fixed Guideway Transit Station Area Typologies, which is adopted as part of this section.~~

~~**Policy 17.2.13:** Within three months of the designation of the station type and physical location and type of a new fixed-guideway transit station by the transit or transportation agency, transit or transportation agency's Upon the designation of the station type and the physical location of a new fixed guideway transit station the Tampa City Council, on recommendation from the Local Planning Agency, will hold a public hearing to approve apply a TOD Future Land Use Station Area Overlay Floating Designation initially measuring 0.5-mile radius from the center of the station platform. will be created.~~

~~**Policy 17.2.4:** The City of Tampa shall adopt TOD Zoning Designations, which will be utilized on lands that are designated under the TOD FLU Floating Designation. If property owners within these designated areas wish to redevelop prior to the adoption of a Station Area Plan they can choose one of the following options:~~

- ~~- Develop consistent with the existing zoning designation on site, or~~
- ~~- Rezone the site utilizing one of the TOD zoning designations.~~

~~**Objective 17.3:** To efficiently plan for new development around transit stations by preparing Station Area Plans during the design phase of the fixed-guideway system. Station Area Plans will be prepared prior to system construction and during the design phase of the fixed guideway system to efficiently and effectively plan the land uses around proposed fixed guideway mass transit stations stops to support a proposed mass transit system, overlay plan districts meeting the following policies shall be created for use around the station stops. (Source: Objective 13-Hills. Co. Comp Plan)~~

~~**Policy 17.3.1:** Upon the Once the Station Area Transit Oriented Development Future Land Use Overlay Floating Designation is put in place around a designated station, and prior to the end of the fixed guideway transit design phase, the , the Planning Commission, the Local Planning Agency (LPA), 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. Following the adoption of a TOD Future Land Use Floating Designation, a Station Area Planning boundary for each station will be defined by the responsible entities as described in an executed interlocal agreement. The Station Area Planning boundary 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:** Once determined, the Station Area Plan boundaries will shall be approved by Tampa City Council.~~

~~**Policy 17.3.23:** Station typology definitions included in Table 2 and a location-specific market study should shall provide guidance for the Station Area Planning process.~~

~~**Policy 17.3.34:** Following the designation of a Station Area Plan boundary, and prior to the end of the fixed guideway transit system design phase, the City of Tampa shall begin preparation of Station Area Plans for each station. These plans will include, at a minimum, the components as identified in Table 3, which is adopted as part of this section. identify a Station Area Plan, a redevelopment plan, where increased densities and intensities are desired, will be created. These is plans will recognize the unsuitable inclusion of residential development in industrial and M-AP future land use designated areas and the community character of stable and historic neighborhoods where increased densities and intensities may be deemed inappropriate.~~

~~**Policy 17.3. 45:** Pursuant to the local interlocal agreement (Policy 17.1.1), Station Area Plans shall be completed. These plans can either be publicly or privately funded, but their completion must be overseen by a public agency. 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 the components as listed in Table 3. :~~

- ~~• Station Area Typology and Redevelopment Vision~~
- ~~• Surrounding Development Pattern and Community Character~~
- ~~• Location Based Station Area Market Analysis and Assessment for Near and Intermediate Development Projections to Identify Intensity and Land Use Mix within ½ Mile of Stations.~~
- ~~• Land Use~~
  - ~~○ Mixed Use Development (Vertical) and 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~~

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- ~~○ Transitions to/Compatibility With Surrounding Development Patterns~~
- ~~○ Alternative Development Standards (Vehicular/Bicycle Parking, Stormwater, etc.)~~
- ~~○ Public Parking~~
- ~~○ LEED or Other Sustainable Design Principles~~
- ~~○ Roadway Typical Sections~~
- ~~○ Bicycle and Pedestrian Facilities~~
  
- Policy
  - ~~○ Housing Mix~~
  - ~~○ Workforce and Affordable Housing Incremental Parking Reduction Policies~~
  - ~~○ Land Use Flexibility~~
  - ~~○ Station Development Evolution / Timed Requirements Triggers and Thresholds~~
  
- Implementation Strategies
  - ~~○ Regulatory~~
  - ~~○ Public Private Partnerships~~
  - ~~○ Joint/Shared Facilities~~
  - ~~○ Capital Improvement Funding/Public Investment~~
  - ~~○ Property Aggregation~~
  - ~~○ Anchor Tenant Identification~~

**Policy 17.3.6:** In addition to those required Components of Station Areas documented in Table 3, Station Area Plans must adhere to the Transit Station Area Design Principles in Table 4, which is adopted as part of this section.

**Policy 17.3.7:** Station Area Plans shall be based on a consistent methodology which is approved by the Local Planning Agency and the City of Tampa.

~~**Policy 17.3.58:** Regardless of how the Station Area Plan is funded, 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 17.1.4 3.6:** Where appropriate, Mmixed use development incentives and density incentives shall be developed and encouraged to implement the intent of the station type.~~

~~**Policy 17.3.97:** Following the completion of a Station Area Plan and during construction of the fixed guideway system, a city-initiated area-wide rezoning for parcels within station areas to transit supportive zoning categories (to be defined in the Land Development Code), will be completed. Area-wide rezonings will be funded through the entity responsible for designating and constructing the fixed guideway transit corridors.~~

~~**Objective 17.4:** Utilize the Transit Oriented Development Station Area (T.O.D) Design Principles in Table 4 and subsequent policies listed below to guide the development of Station~~

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Area Plans. focused on neighborhood context, connectivity, public realm improvements, and site development standards where appropriate

**Policy 17.4.1:** Redevelopment within the station areas 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 Area 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 17.4.14:** Where applicable, Station Area Plans shall recognize into consideration neighborhood planning efforts adopted by the City of Tampa including, but not limited to, neighborhood plans, economic development plans, and community redevelopment area plans. These plans shall receive priority consideration in Station Area Plans. However, the existence of a current plan does not preclude change from occurring in station areas as opportunities for development and redevelopment will need to be reevaluated within station areas in order to encourage transit supportive densities and intensities. In areas where Station Area Plans are in conflict with existing adopted plans, the Station Area Plan shall supersede.

**Policy 17.4.25:** 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. Where form based codes are pre-exist the Station Area Planning process, amendments to the code may be required during the city-initiated rezoning phase to ensure that the specific target densities and intensities related to the station typologies will be accommodated.

**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 direct pedestrian routes within station areas. Sidewalk locations and widths should be based on the anticipated level of service needed within s on both sides of all public rights of way 0.5-mile walking distance from all station locations.

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- ~~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, and the Westshore Pedestrian 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 public art, 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.~~

~~**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 side 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. Driveways shall be designed to minimize adverse impacts to single family detached neighborhoods.~~

~~**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.~~

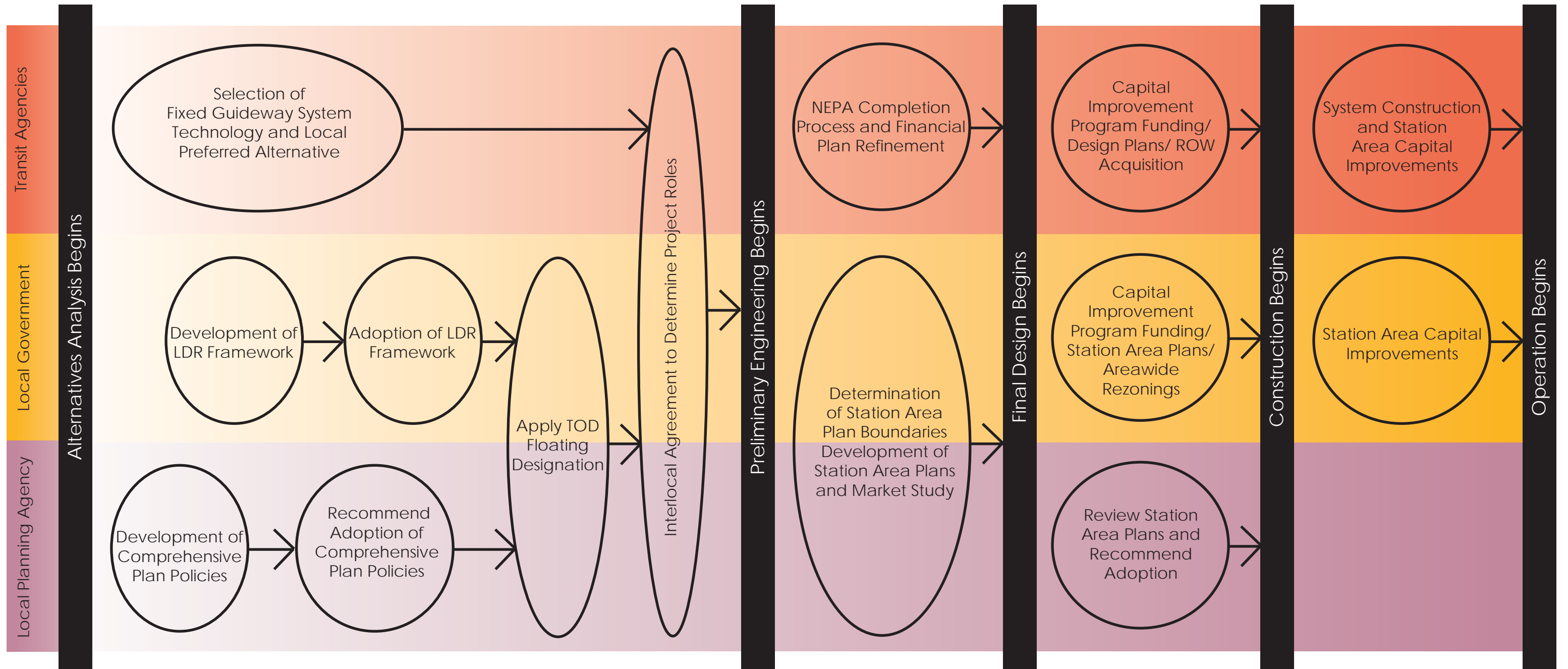
~~**Policy 17.4.15:** Where appropriate, All new developments within station areas shall be required to place utilities underground.~~

~~**Policy 17.4.16:** Where the Transit Oriented Development Floating Designation covers areas that are designated with industrial or MA-P future land use categories, the existing categories'~~

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prohibition to allowing residential development will remain in place with no modification. Increased intensity of non-residential uses may occur consistent with the Station Area Plan.

**Figure 1: Tampa and Hillsborough Fixed Guideway • Transit System/ TOD Planning**



## Table 2: Tampa and Hillsborough Fixed Guideway • Transit Station Area Typologies

Station Type	Project Target Net Density <sup>1</sup>	Project Target Net FAR <sup>2</sup>	Project Target Building Height	Desired Land Use <sup>3</sup>	Housing Mix	Transit System Function
High Intensity Urban Station	CBD: Guided by FAR	CBD: Any FAR is acceptable if market feasible	FAA Height Limits	Office, Residential, Entertainment, Public/ Semi-Public	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 Stations	40-60 du/ac	Range: 1.5-3.5	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	15-40 du/ac	Range: 1.0-2.5	2-8 stories	Office, Retail, Residential, Entertainment, Public/Semi-Public	Low to mid-rise apartments, condos, and townhomes	Walk Up Station with strong potential for Park-n-Ride and will require local transit connections.
Neighborhood Stations	10-20 du/ac	Range: 0.5-1.5	2-3 stories	Office, Retail, Residential, Public/Semi-Public	Low rise, townhomes, attached and small lot detached residential	Local transit feeder system. Walk-up stops with parking.
Employment Center Stations	N/A	Range: 0.6-3.0	3-12 Stories	Office (general, medical, R&D), flex space, support retail, restaurant, lodging, Public/ Semi-Public	N/A	Regional Destination. Linked with high quality local transit feeder connections.
Special Stations <sup>4</sup>	TBD	TBD	TBD	N/A	N/A	TBD
Park and Ride Stations	N/A	Average: 0.5	N/A	Office/ Retail	N/A	Capture station for in-bound commuters. Large Park-N-Ride with Local and Express bus connections.

<sup>1</sup>Net Density refers to the number of dwelling units per net developable acre. <sup>2</sup>Net FAR refers to the Floor Area Ratio per net developable acre. <sup>3</sup>Recommended station area land use mix guided by Station Area Plan Location-Based Station Area Market Analysis and Assessment for Near and Intermediate Development Projections to Identify Intensity and Land Use Mix within ½ Mile of Stations and any subsequent provision developed during the Station Area Planning Process. Residential uses will not be permitted in areas where the underlying Future Land Use is Light Industrial, Heavy Industrial or MA-P (City of Tampa). <sup>4</sup>TBD, based upon location. <sup>5</sup>Maximum Density/Intensity ranges can be exceeded through the use of bonus density or other incentive provisions. Photo Reference: (from top to bottom): Tampa, FL: CBD; Denver, CO; Tampa: University of South Florida; Portland, OR; Arlington, VA; Portland, OR; Hillsborough County: West Park Village; Tampa, FL: Met West Development; Tampa, FL: Tampa International Airport; Tampa, FL: USF

**Table 3: Tampa and Hillsborough Fixed Guideway • Components of Station Area**

Land Use	Design	Policy	Implementation Strategies
<ul style="list-style-type: none"> <li>• Station Area Typology and Redevelopment Vision</li> <li>• Surrounding Development Pattern and Community Character</li> <li>• Location Based Station Area Market Analysis and Assessment for Near and Intermediate Development Projections</li> <li>• Mixed Use Development (Vertical) and Mix of Uses</li> <li>• Density/Intensity Minimums (where appropriate) and maximums</li> <li>• Identified Growth and Redevelopment Areas</li> </ul>	<ul style="list-style-type: none"> <li>• Building Form, Massing, Setbacks, and Site Design</li> <li>• Alternative Development Standards (Vehicular/Bicycle Parking, Stormwater, etc.)</li> <li>• Public Realm, Streetscape, and Open Space</li> <li>• Transitions to/Compatibility with Surrounding Development Patterns</li> <li>• LEED or Other Sustainable Design Principles</li> <li>• Bicycle and Pedestrian Facilities</li> <li>• Building Heights</li> <li>• Roadway Typical Sections</li> <li>• Public Parking</li> </ul>	<ul style="list-style-type: none"> <li>• Station Development Evolution – Requirements, Triggers, and Thresholds</li> <li>• Incremental Parking Reduction Policies</li> <li>• Workforce and Affordable Housing</li> <li>• Land Use Flexibility</li> <li>• Housing Mix</li> </ul>	<ul style="list-style-type: none"> <li>• Capital Improvement Funding - Public Investment</li> <li>• Anchor Tenant Identification</li> <li>• Public/Private Partnerships</li> <li>• Joint/Shared Facilities</li> <li>• Property Aggregation</li> <li>• Regulatory Changes (e.g. Form Based Code, Overlays, etc.)</li> <li>• Development Incentives</li> <li>• Location-Specific Market Studies</li> </ul>

**Table 4: Tampa and Hillsborough Fixed Guideway • Transit Station Area Design Principles**

Land Use Principles		Connectivity Principles		Community Design Principles			
<p>Enhance transit ridership by concentrating supportive uses and increased density and intensity developments within 0.5-mile walking distance of stations</p>		<p>Enhance the existing transportation network by increasing walking, bicycle and transit connections within 0.5-mile walking distance of stations.</p>		<p>Use urban design to enhance the community identity within 0.5-mile walking distance of station areas and to make them attractive to residents and businesses.</p>			
<p><b>Supportive Land Use</b></p> <ul style="list-style-type: none"> <li>Encourage mixed-use projects by permitting FAR-based entitlement.</li> <li>Require market analysis for each Station Area Plan location to identify the potential mix, mass and mesh of proposed land uses.</li> <li>Encourage, through incentives, a variety of housing types and price points, including <b>attainable</b> and workforce housing.</li> <li>Preserve and protect existing stable and historic neighborhoods through land use transitions. These are especially important between 0.25-mile and 0.5-mile from stations.</li> </ul>	<p><b>Supportive Density &amp; Intensity</b></p> <ul style="list-style-type: none"> <li>Require higher density/intensity projects within a 0.25-mile walk from stations, with reduced densities/intensities adjacent to existing, stable and historic neighborhoods.</li> <li>Require minimum net densities for new residential projects within 0.5-mile walk from a station exceeding 20 units per acre for urban stations, and 10 units or greater for suburban stations, as identified by the appropriate Transit Station Area Typologies.</li> <li>Require minimum non-residential net intensities within 0.25 mile walk from a station. These minimums shall exceed 1.0 FAR for urban stations and 0.5 for suburban stations as identified by the appropriate Transit Station Area Typology.</li> </ul>	<p><b>Pedestrian and Bicycle System</b></p> <ul style="list-style-type: none"> <li>Establish direct and visible public connections for pedestrian and bicycle connections between stations and neighborhoods.</li> <li>Provide linked on-site pedestrian circulation systems that are lighted to a level where employees, residents, and customers can safely use the system at night.</li> <li>Require public bicycle parking within 0.25-miles of stations and encourage the development of bicycle lanes on arterial and collector roadways within station area.</li> <li>Ensure compatibility with the Greenways and Trails Master Plans, where applicable</li> </ul>	<p><b>Street Network</b></p> <ul style="list-style-type: none"> <li>Redesign public streets surrounding the station areas for increased multi-modal use, emphasizing pedestrian and bicycle circulation, and traffic calming.</li> <li>Redesign street intersections for enhanced pedestrian and bicycle crosswalk protection.</li> <li>Size the pedestrian network for the anticipated level of service needed.</li> </ul>	<p><b>Parking Accommodation</b></p> <ul style="list-style-type: none"> <li>Reduce the on-site minimum parking requirements in station areas where appropriate. Consider the use of parking maximums for private parking and other solutions including public parking and parking districts.</li> <li>Develop private area wide parking strategies to minimize large surface parking lots for private development, and encourage off-site and shared parking facilities.</li> <li>Develop and implement public parking strategies and funding mechanisms including creating on-street parking for short-term business district and structured parking for incentivized development attraction.</li> </ul>	<p><b>Building &amp; Site Design</b></p> <ul style="list-style-type: none"> <li>Seek architectural excellence in new buildings including design treatments that add to the urban character, advance the Station Area Plan tenets, encourage sustainability, and include public realm elements needed for the neighborhood's livability.</li> <li>Include policies to ensure consistency with the scale and architectural style of local historic districts, if applicable.</li> <li>Design active ground floor retail and office buildings fronting public streets to increase pedestrian activity along primary pedestrian connections to stations. Design parking structures to include ground floor active uses.</li> <li>Provide for pedestrian weather protection and visual interest in building design by providing awnings, arcades, and/or recessed entrances.</li> <li>Plan for the tallest and most intensely developed structures located within 0.25-mile walking distance from the station. Transition to lower building heights from 0.25 to 0.5-miles walking distance from the station for neighborhood context.</li> <li>Where feasible, locate surface parking lots behind new buildings. Entrances to surface parking lots or garages should be placed on side streets, minimizing conflicts on preferred pedestrian routes, especially those offering direct connections to station stops. Driveways shall be designed to minimize adverse impacts to single family detached neighborhoods.</li> </ul>	<p><b>Public Realm Design</b></p> <ul style="list-style-type: none"> <li>Design the public streets using Complete Streets principles to encourage pedestrian activity and provide protection from adjacent vehicular movements.</li> <li>Require streetscape elements such as street trees, pedestrian-scale lighting, wayfinding signage and seating.</li> <li>Where appropriate, place new development utilities underground.</li> </ul>	<p><b>Public Open Space</b></p> <ul style="list-style-type: none"> <li>Identify, fund, construct and maintain urban public open spaces around stations as centers of activity.</li> <li>Incentivize private development of additional public urban public open spaces on all lots greater than 20,000 square feet through development density credit.</li> <li>Orient surrounding buildings onto the public open spaces to increase visibility and safety.</li> <li>Include seating, plantings, public art, other amenities and/or programming of activities.</li> </ul>
							



## **Future of Hillsborough**

# **Comprehensive Plan for Unincorporated Hillsborough County Florida**

## **FUTURE LAND USE**

Draft Transit Oriented Development Goals, Objectives, and  
Policies

[December 28, 2009](#)

## Fixed Guideway Transit

The development of a fixed guideway mass transit system for Hillsborough County is being studied by the Metropolitan Planning Organization. The planned interface of mass transit and land use at the station stops can have a reinforcing effect. The general influence for a mass transit station related to the types of systems being considered for Hillsborough County is between 900 feet and one quarter of a mile, depending on whether the system chosen is light rail or heavy rail in design. There are five basic station types that would have different land use policies applied to the area of influence around a station. They include:

The *High Intensity Urban Node Stations* refer to stations located in the CBD of Tampa. Land use should include government centers with adjacent high intensity commercial uses. Highest intensity uses should be located in close proximity to the stations, while still providing light and air at street level. The functional relationship of structures close to stations should have strong aesthetic considerations that will compliment station design. Automobiles in close proximity to stations are discouraged. Pedestrian networks, separated from vehicular traffic, and mixed use of land should be encouraged.

*Mixed Use Regional Node Stations* would be located in areas where Regional Shopping and Office Centers are existing or planned and should be adjacent to Medium to High Density Residential communities. Enlargement of such centers should be done in a Planned Unit Development zoning category. New Housing Districts adjacent to stations should be planned at Medium and High Densities. The location of offices within close proximity to the stations and protection of adjacent Low Density Residential uses should be stressed. The Regional Mixed Use-35 area of the I-75 Corridor and the Westshore area are examples of appropriate locations for regional node stations.

*Commuter Stations* should be located in areas with employment potential. These areas include Manufacturing, Light Industrial development, and Educational Centers. Policies should encourage the increased development of these areas whenever possible to allow for reverse commuter patterns to more fully utilize the transit of an appropriate location for a commuter station system. An example is the University of South Florida area with its related nearby employment centers.

*Community Center Stations* would function as centers of activity for several surrounding neighborhoods. A "feeling of community" should be pursued in these station locations. Development plans for the adjacent area of station influence should provide places to live, work, shop with a variety of public facilities and services. Residential preservation and redevelopment is encouraged with supportive office activities. Examples of approximate sites for Community Center Stations are locations along Dale Mabry in Carrollwood or Highway 60 in Brandon.

~~The Neighborhood Stations serve established and planned Low or Medium Density Residential neighborhoods in urban/ suburban areas. Protection of adjacent neighborhoods from Commercial or Industrial development is stressed except where compatible. Development or redevelopment of Low or Medium Density Residential uses are recommended. These stations are appropriate in the more outlying suburban locations and should include park and ride lots. This would enable a large area to be served from commuters feeding the system from automobiles. Neighborhood Stations would also be appropriate in more urbanized residential neighborhoods where concern for negative impacts might be an important consideration.~~

~~The purpose of the land use policies proposed for the station area is to give Hillsborough County a tool within the broad framework of the Comprehensive Plan to deal in the future with important land use issues related to stations. Overlay districts surrounding stations with appropriate development 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.~~

Regional transportation mobility initiatives including proposals for the creation of fixed guideway transit systems are being studied by several regional and local entities for portions of Hillsborough County. The adopted MPO Long Range Transportation 2035 Transit Needs Assessment map depicts the long range fixed guideway transit needs for Hillsborough County. In the preceding years leading up to any actual system construction, there is a heightened need for coordination between local land use and transportation planning efforts to establish supportive policies to assist in the ultimately selected system's implementation. Three major planning strategies, including establishment of a Transit Oriented Development Future Land Use Station Area Floating Overlay designations, Station Area Plan criteria, and Area-Wide rezonings should be undertaken to implement transit supportive policies and support increased ridership and redevelopment along proposed transit corridors and station areas.

As the development of a fixed-guideway transit system proceeds, it will be important to address land use policies within potential corridors to ensure that the appropriate land use framework is in place to encourage successful station area development. When investment plans are established and station sites are known, appropriate Future Land Use and zoning changes will need to take place to allow transit supportive infill development and redevelopment to occur. The Comprehensive Plan mechanism that creates this opportunity is Transit Oriented Development Future Land Use Floating Designation (TOD FLU Floating Designation).

The Goals, Objectives, and Policies within this section accomplish the following:

1. Create the Transit Oriented Development Future Land Use Floating Designation, and describe the process for its application
2. Permit, by Transit Station Area Typologies (Table 2), the necessary densities/intensities and land use characteristics needed for successful Transit Oriented Development.
3. Require the development of Station Area Plans for each station, which will at a minimum, include specific Components of Station Area (Table 3) and adhere to Transit Station Area Design Principles (Table 4).

The Goals, Objectives, and Policies within this section serve as the planning framework to guide the processes that will occur once station locations have been determined. The general steps of this process are listed below, in chronological order (an illustrative flow chart of the overall process is included below as Figure 1):

1. Designation of the Transit Oriented Development Future Land Use Floating Designation (TOD FLU Floating Designation) within a general specific Area of Influence (e.g. ½ mile radius from approved fixed-guideway station locations).
2. Determination and approval of specific Station Area Plan Boundaries for each station. This will be a modified version of the initially designated Area of Influence.
3. Adoption of Station Area Plans for each station. Implementation of these plans will include county-initiated area-wide rezonings.

The first step, Designation of the Transit Oriented Development Future Land Use Floating Designation, occurs within three months after a fixed-guideway station location has been determined. The initial designation includes all areas within a 0.5 mile radius of the station platform, which is called the Area of Influence. Within this Area of Influence, the Comprehensive Plan allows for the consideration of higher density/intensity and a broader range of uses, as designated by station typology.

There are seven basic station types, High Intensity Urban Node, Mixed Use Regional Node, Community Center, Neighborhood, Park and Ride, Employment Center, and Special, characteristics of each 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 County. In order to be granted the additional development potential, the TOD FLU Floating Designation requires that a property be rezoned to a TOD zoning designation. This rezoning can occur either as a individual property, or as part of the implementation of an approved Station Area Plan.

The second step, Determination and approval of specific Station Area Plan Boundaries for each station, occurs prior to end of the Preliminary Engineering Phase (see Figure 1). This process will be led by by agencies and organizations as documented in an executed interlocal agreement, and take into account specific station contexts to determine appropriate Station Area Planning boundaries.

The third step, Adoption of Station Area Plans, will occur no later than the end of Final Design of the fixed-guideway transit system (see Figure 1). Once Station Area Plans are adopted, area-wide rezonings will occur to implement the plan recommendations.

Fixed guideway transit technologies are typically defined as influencing walk-up ridership and redevelopment activity within a 0.5 mile walking distance from the station area, or a half mile radius around the station. Table XX (Fixed Guideway Transit Station Area Typologies) includes the six seven general station typologies that are anticipated to occur in Hillsborough County. Three of the typologies are further screened into sub-categories with urban and suburban parameters. Station typologies provide generalized ranges for development intensity, density, and land use within station areas.

As a result of Hillsborough County's land use diversity, fixed guideway transit stations are anticipated to be located in a variety of locations ranging from Tampa's Central Business District and urban core neighborhoods, to long established city and county neighborhoods and newer suburban neighborhoods. Due to the diversity of locations a flexible planning strategy is needed to ultimately implement Plan and LDC changes. Station Area Plans will be developed for each Station Area to document the existing community context, identify regulatory amendments, provide T.O.D. development and public realm design guidance, and to implement locally identified Transit Oriented Development (T.O.D.) standards within 0.5 mile of each station area. In addition, implementation strategies including the timing and/or staging of policy compliance will be identified. Development intensities, densities, and land use mix should be based on Table XX(Fixed Guideway Transit Station Area Typologies), and calibrated with specific market analysis data for each station area, at the time the station area plan is developed. The implementation strategies should allow station areas to evolve over time in response to evolving market conditions, through redevelopment, infill, and new development in identified areas of growth.

**Table XX: Hillsborough Fixed Guideway Transit Station Area Typologies**

<u>Station Type</u>	<u>Suggested Project Target Net Density<sup>1</sup></u>	<u>Suggested Project Target Net FAR<sup>2</sup></u>	<u>Proposed Scale</u>	<u>Desired Land Use<sup>3</sup></u>	<u>Housing Mix</u>	<u>Transit System Function</u>
<u>High Intensity Urban Node</u>	<u>CBD: Guided by FAR</u>	<u>CBD: Any FAR is acceptable, if market feasible</u>	<u>FAA Height Limits</u>	<u>Office, Residential, Entertainment, Civic/Governmental</u>	<u>High rise and mid rise apartments and condos</u>	<u>Intermodal facility/transit/hub. Major regional inter-regional destination with high quality local transit feeder connections</u>
<u>Mixed Use Regional Node Stations</u>						
<u>—Urban</u>	<u>Guided by FAR</u>	<u>Range: 2.5-7.0</u>	<u>FAA Height Limits</u>	<u>Office, Retail, Residential, Entertainment Public/Semi-Public</u>	<u>High rise and mid rise apartments and condos</u>	<u>Regional Destination. Linked with high quality local transit feeder connections.</u>
<u>—Suburban</u>	<u>40-60 du/ac</u>	<u>Range: 1.5-3.0</u>	<u>3-12 stories</u>	<u>Retail, Office, Entertainment, Educational, Institutional, Medical, Residential</u>	<u>Mid rise apartments, condos, and apartment complexes</u>	<u>Regional Destination. Will be served by Park-n-Ride facilities and local high quality transit feeder connections.</u>
<u>Community Center Stations</u>						
<u>—Urban</u>	<u>40-60 du/ac</u>	<u>Range: 1.5-2.5</u>	<u>2-8 stories</u>	<u>Office, Retail, Residential, Entertainment</u>	<u>Low to mid rise, townhomes</u>	<u>Walk Up Station. Potential for localized parking and will utilize local transit connections.</u>
<u>—Suburban</u>	<u>15-40 du/ac</u>	<u>Range: 1.0-2.0</u>	<u>2-8 stories</u>	<u>Office, Retail, Residential, Entertainment</u>	<u>Low to mid rise, townhomes</u>	<u>Walk Up Station with strong potential for park-n-ride and will require local transit connections.</u>
<u>Neighborhood Stations</u>						
<u>—Urban</u>	<u>20-30 du/ac</u>	<u>Range: 1.0-2.0</u>	<u>2-5 stories</u>	<u>Office, Retail, Residential</u>	<u>Low to mid rise, townhomes, attached dwellings</u>	<u>Local transit feeder system. Walk up stops with limited or no parking.</u>
<u>—Suburban</u>	<u>10-20 du/ac</u>	<u>Range: 0.5-1.0</u>	<u>2-3 stories</u>	<u>Office, Retail, Residential</u>	<u>Low rise, townhomes, attached and small lot detached residential</u>	<u>Local transit feeder system. Walk up stops with parking.</u>
<u>Park and Ride Station</u>	<u>N/A</u>	<u>Average: 0.5</u>	<u>N/A</u>	<u>Office/Retail</u>	<u>N/A</u>	<u>Capture station for in-bound commuters. Large Park-N-Ride with Local and Express bus connections.</u>
<u>Special<sup>4</sup></u>	<u>TBD</u>	<u>TBD</u>	<u>TBD</u>	<u>N/A</u>	<u>N/A</u>	<u>TBD</u>

<sup>1</sup>Net Density refers to the number of dwelling units per net developable acre.

<sup>2</sup>Net FAR refers to the Floor Area Ratio per net developable acre. <sup>3</sup>Recommended station area land use mix guided by Station Area Plan market study Location Based Station Area Market Analysis and Assessment for Near and Intermediate Development Projections to Identify Intensity and Land Use Mix within 1/4 Mile of Stations and any subsequent provision developed during the Station Area planning process. <sup>4</sup>TBD, based on location. Note: Representative Location Column was removed from the table.

**Objective 43540:** To plan for a fixed guideway transit system that connects activity centers within Hillsborough County and the Tampa Bay region.

**Policy 43540.1:**

The County shall encourage the use of mass transit in order to decrease the dependency upon the automobile for work and non-work trips.

**Policy 43540.2:**

Prior to the commencement of Station Area Planning and no later than the beginning of Preliminary Engineering, an interlocal agreement will be executed defining specific roles and responsibilities for each of the responsible agencies and jurisdictions involved in the planning, design, and construction of the fixed-guideway transit system and its station areas. The County shall coordinate with the Tampa Bay Regional Transportation Authority (TBARTA), Hillsborough Area Regional Transit (HART), Hillsborough Metropolitan Planning Organization (MPO), Hillsborough County Aviation Authority (HCAA), Florida Department of Transportation, and other regional transit agencies regarding the provision of fixed guideway transit corridors and station locations.

**Policy 43.4:**

~~The location of the station and the function of the proposed station shall dictate the development policy in the area of influence. Density and intensity ranges for land development shall reflect the intent of the station type, expected population growth and market conditions.~~

**Policy 43.343354.43:**

Station types and development characteristics shall be coordinated with each of the jurisdictions that any mass transit system serves.

**Policy 43.5:**

~~Based on the station type and compatibility (as defined in Policy 1.4) with the surrounding development pattern, stations and the area within ½ mile from the station may be designated as a Community Activity Center and be eligible for all of the benefits and incentives of the Activity Center designations. (moved to 45.9).~~

**Policy 43.6:**

~~Land uses adjacent to the station stop but outside the defined area of influence of the station stop shall be considered for complementary and accessory uses to the station stop if such uses are non-disruptive to the prevailing and stable character of the area.~~

**Policy 43.7:**

~~Station stops shall maintain the character, and be complementary to adjacent, stable residential areas. (moved to Policy 46.1)~~

**Policy 43.8:**

~~Mixed use development incentives shall be developed to implement the intent of the station type for those stations that are not designated Community Activity Centers.~~

**Policy 43.9:**

~~The effects of mass transit upon the levels of service on roads in and around station stops shall be studied, and recommendations shall be made that will consider transportation levels of service credit.~~

**Policy 43.10:**

~~Land use proposals within the area of influence of station stops must meet the adopted levels of service for public facilities as established in the Future of Hillsborough Comprehensive Plan.~~

**Objective 445155: To establish a Future Land Use Transit Oriented Development Floating Overlay Designation to be applied to fixed guideway station areas.**

**Policy 55.1: The TOD Future Land Use Floating Designation can only be utilized within the Urban Service Area**

**Policy 55.2: The specific density/intensity ranges and allowable uses for the TOD Future Land Use Floating Designation will be as listed in Table 2 Tampa and Hillsborough Fixed Guideway Transit Station Area Typologies, which is adopted as part of this section.**

**Policy 445155.31:**

~~Within three months of the transit or transportation agency's Upon the designation of the station type and the physical location of a new fixed guideway transit station, the Hillsborough County Commission, on recommendation from the Local Planning Agency will apply a Station Area Transit Oriented Development Future Land Use Floating Overlay Designation initially measuring 0.5-mile radius from the center of the station platform will be created.~~

**Policy 55.4:**

The County shall adopt TOD Zoning Designations, which will be utilized on lands that are designated under the TOD Future Land Use Floating Designation. If property owners within

these designated areas wish to redevelop prior to the adoption of a Station Area Plan they can choose one of the following options:

- Develop consistent with the existing zoning designation on site
- Rezone the site utilizing one of the TOD zoning designations

**Objective 434543562:** To efficiently plan for new development around transit stations by preparing Station Area Plans during the design phase of the fixed-guideway system. ~~Station Area Plans will be prepared prior to system construction and during design phase of the fixed guideway system~~ ~~To efficiently and effectively plan the land uses around proposed fixed guideway mass transit stations, stops to support a proposed mass transit system, overlay plan districts meeting the following policies shall be created for use around the station stops.~~

**Policy 45562.1:**

Following the adoption of a TOD Future Land Use Floating Designation, a Station Area Planning Boundary for each station will be defined, 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. ~~Upon Following the Station Area Transit Oriented Development Future Land Use D Overlay designation, and prior to the end of the fixed guideway transit design phase the Planning Commission Local Planning Agency (LPA), in coordination with Hillsborough County, the City of Tampa, HART, Hillsborough MPO, and other related agencies, will conduct a detailed study to 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 56.2:** Station Area Plan boundaries shall be approved by the Board of County Commissioners.

**Policy 45562.3:**

Station typology definitions included in Table ~~XX2~~ and a location-specific market analysis study should provide guidance for the Station Area Planning process.

**Policy 45562.3:**

Following the designation of a Station Area Plan boundary and prior to the end of the fixed guideway transit system design phase, a ~~redevelopment~~ Station Area 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. Maximum allowable building heights within the Special Public Interest-Airport zoning categories are protected and cannot be increased.

**Policy 45562.4:**

Pursuant to the local interlocal agreement (Policy 54.3), Station Area Plans shall be completed. These plans can either be publicly or privately funded, but their completion must be overseen by a public agency. 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 CityCounty, and the appropriate transit agencies. At a minimum these plans should address the components as listed in Table 3.:

- Station Area Typology and Redevelopment Vision
- Surrounding Development Pattern and Community Character
- Location-Based Station Area Market Analysis and Assessment for Near and Intermediate Development Projections to Identify Intensity and Land Use Mix within ½ Mile of Stations
- Land Use
  - Mixed Use Development (Vertical) and 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.)
  - Public Parking
  - LEED or Other Sustainable Design Principles
  - Roadway Typical Sections
  - Bicycle and Pedestrian Facilities
- Policy
  - Housing Mix
  - Workforce and Affordable Housing
  - Incremental Parking Reduction Policies
  - Land Use Flexibility
  - Station Development Evolution / Timed Requirement Triggers and Thresholds

- Implementation Strategies
  - Regulatory
  - Public Private Partnerships
  - Joint/Shared Facilities
  - Capital Improvement Funding/Public Investment
  - Property Aggregation
  - Anchor Tenant Identification

**Policy 56.5**

In addition to those required Components of Station Areas documented in Table 3, Station Area Plans must adhere to the Transit Station Area Design Principles in Table 4, which is adopted as part of this section.

**Policy 56.6:** Station Area Plans shall be based on a consistent methodology which is approved by the Local Planning Agency and Hillsborough County.

**Policy 45562.6:**

Regardless of how the Station Area Plan is funded, 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 4552.7**

Where appropriate, mixed use development incentives and density incentives shall be developed and encouraged to implement the intent of the station type. (Source: Policy 17.1.4 City of Tampa Comprehensive Plan).

**Policy 45562.78**

Following the completion of a Station Area Plan and during construction of the fixed guideway system, a County-initiated area-wide rezoning for parcels within station areas that are part of the fixed guideway transit alignment to transit supportive zoning categories (to be defined in the Land Development Code), will be completed. ~~Area wide rezonings will be funded through the entity responsible for designating and constructing the fixed guideway transit corridors.~~

**Policy 45562.89:**

Based on the station type and compatibility (as defined in Policy 1.4) with the surrounding development pattern, transit stations and the area within ~~½ mile~~ 0.5-mile from the station may be designated as a Community Activity Center and be eligible for all of the benefits and incentives of the Activity Center designations. (former Policy 43.5)

Objective 46573: Utilize Transit Station Area Oriented Development (T.O.D.) Design Principles in Table 4, and the subsequent policies listed below to guide the development of Station Area Plans focused on neighborhood context, connectivity, public realm improvements, and site development standards.

**Policy 4657.1**

Redevelopment within the Station areas shall maintain protect the character, and be complementary to adjacent, stable residential areas. (former Policy 43.7)

**Policy 4657.2:**

Station Area Plans 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 often occur within the 0.25 mile to 0.5-mile radius from the station platform, but the actual distance will be determined depending on station area context.

**Policy 46573.3:**

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

**Policy 46573.41:**

Where applicable, Station Area Plans shall take into consider recognition adopted community plans and community plan policies should receive priority consideration in Station Area Plans. Community plans do not preclude change from occurring in station areas - opportunities for development and redevelopment need to be evaluated within station areas. In areas where Station Area Plans overlap community planning areas, the community plan should be updated after the Station Area Plan preparation for consistency.

**Policy 46573.5:**

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

**Policy 46573.6:**

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

- Requiring direct pedestrian routes within station areas. Sidewalk locations and widths should shall be sbased on the anticipated level of service needed on both sides of all within public rights of way 0.5 mile walking distance from all station locations.

- ~~Require 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.~~

**Policy 4657.7:**

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

**Policy 4657.8:**

~~The City County shall strongly encourage, either through public investment, policy requirements or development incentives, publicly, 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 4653.9:**

~~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 46.10:**

~~Developers and the county shall consider designating publicly accessible spaces that could be utilized as urban gardens in the proximity of station locations.~~

**Policy 4653.1110-:**

~~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.~~

**Policy 4653.1211**

~~Where feasible, locate surface parking lots behind new buildings. Entrances to surface parking lots or garages should be placed on secondary side 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 parking garages. Driveways shall be designed to minimize adverse impact to single family detached neighborhoods.~~

**Policy 4657.139:**

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 4657.1410:**

Where feasible All new developments within station areas shall be required to place utilities underground.

**Policy 573.21114**

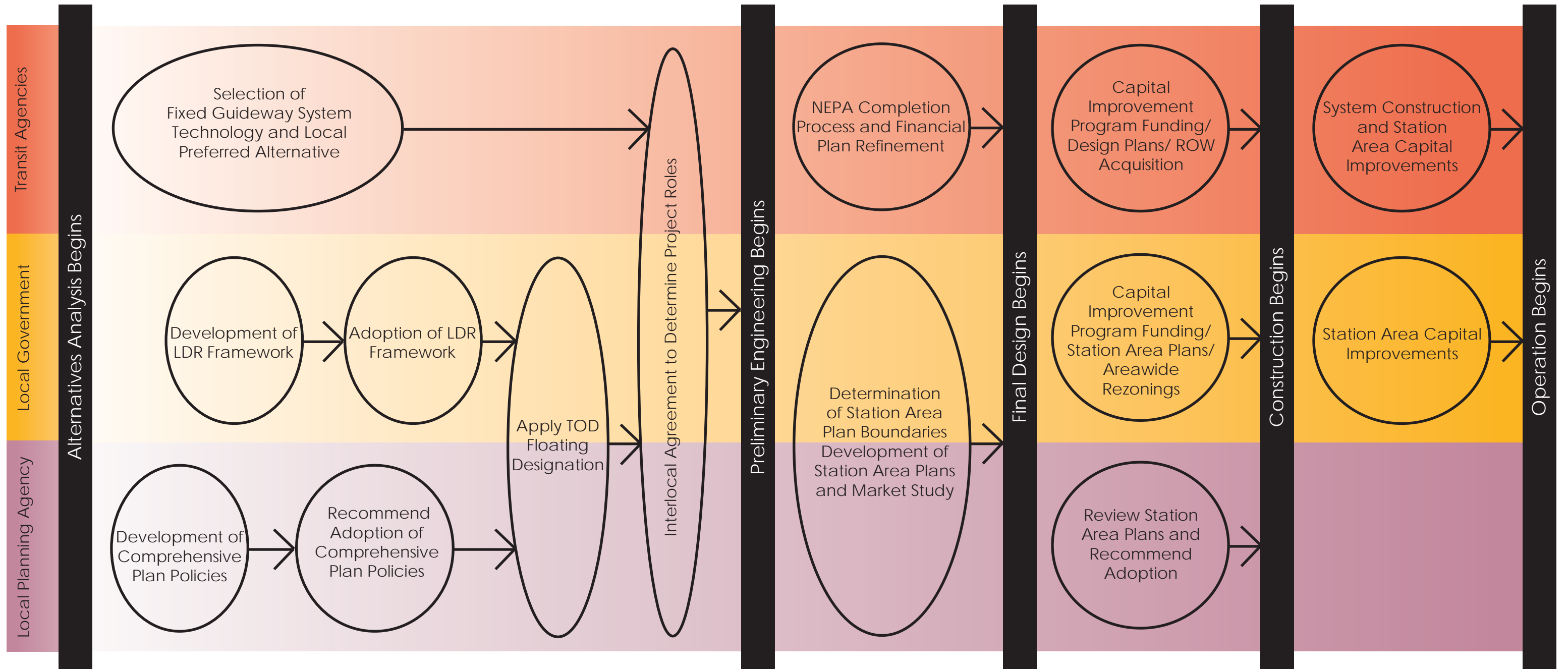
Where the Transit Oriented Development Floating Designation covers areas that are designated with industrial or future land use categories, the existing categories' prohibition to allowing residential development will remain in place with no modification. Increased intensity of non-residential uses may occur consistent with the Station Area Plan. Allowable land uses defined in the underlying future land use categories cannot be changed through the station area planning process. Industrial future land use categories are protected and do not allow residential land uses.

FUTURE OF HILLSBOROUGH  
LAND USE CLASSIFICATION

# Transit Oriented Development Future Land Use Floating Designation

RESIDENTIAL GROSS DENSITY	TYPICAL USES	MAXIMUM FLOOR AREA RATIO OR SQUARE FEET	SPECIFIC INTENT OF CATEGORY
<p>Residential uses may be allowed in station areas surrounding the following station types:</p> <ul style="list-style-type: none"><li>- High Intensity Urban Station</li><li>- Mixed Use Regional Stations</li><li>- Community Center Stations</li><li>- Neighborhood Stations</li></ul> <p>Allowable residential density ranges are defined by Station Typology as shown in Table 2. Generally these densities range from 10 to 60+ units per acre.</p>	<p><b>Primary Uses:</b> Primary uses are determined by Station Type as described in Table 2.</p>	<p>The maximum floor area ratio (FAR) allowed is defined by the station type as described in Table 2. Generally, the allowable development intensities range from 0.5-7.0 FAR.</p>	<p>To provide opportunity for the development of successful Transit Oriented Developments in and around fixed-guideway station locations.</p> <p>Development in this category is intended to occur as an overlay on the Future Land Use Map and to be subject to Transit Oriented Development design principles.</p> <p>The TOD Floating Designation will be permitted to be developed throughout the County wherever fixed-guideway transit stations are located. .</p>

**Figure 1: Tampa and Hillsborough Fixed Guideway • Transit System/ TOD Planning**



## Table 2: Tampa and Hillsborough Fixed Guideway • Transit Station Area Typologies

Station Type	Project Target Net Density <sup>1</sup>	Project Target Net FAR <sup>2</sup>	Project Target Building Height	Desired Land Use <sup>3</sup>	Housing Mix	Transit System Function
High Intensity Urban Station	CBD: Guided by FAR	CBD: Any FAR is acceptable if market feasible	FAA Height Limits	Office, Residential, Entertainment, Public/ Semi-Public	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 Stations	40-60 du/ac	Range: 1.5-3.5	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	15-40 du/ac	Range: 1.0-2.5	2-8 stories	Office, Retail, Residential, Entertainment, Public/Semi-Public	Low to mid-rise apartments, condos, and townhomes	Walk Up Station with strong potential for Park-n-Ride and will require local transit connections.
Neighborhood Stations	10-20 du/ac	Range: 0.5-1.5	2-3 stories	Office, Retail, Residential, Public/Semi-Public	Low rise, townhomes, attached and small lot detached residential	Local transit feeder system. Walk-up stops with parking.
Employment Center Stations	TBD	TBD	TBD	N/A	N/A	TBD
Special Stations <sup>4</sup>	N/A	Average: 0.5	N/A	Office/ Retail	N/A	Capture station for in-bound commuters. Large Park-N-Ride with Local and Express bus connections.

<sup>1</sup>Net Density refers to the number of dwelling units per net developable acre. <sup>2</sup>Net FAR refers to the Floor Area Ratio per net developable acre. <sup>3</sup>Recommended station area land use mix guided by Station Area Plan Location-Based Station Area Market Analysis and Assessment for Near and Intermediate Development Projections to Identify Intensity and Land Use Mix within ½ Mile of Stations and any subsequent provision developed during the Station Area Planning Process. Residential uses will not be permitted in areas where the underlying Future Land Use is Light Industrial, Heavy Industrial or MA-P (City of Tampa). <sup>4</sup>TBD, based upon location. <sup>5</sup>Maximum Density/Intensity ranges can be exceeded through the use of bonus density or other incentive provisions. Photo Reference: (from top to bottom): Tampa, FL: CBD; Denver, CO; Tampa: University of South Florida; Portland, OR; Arlington, VA; Portland, OR; Hillsborough County: West Park Village; Tampa, FL: Met West Development; Tampa, FL: Tampa International Airport; Tampa, FL: USF

**Table 3: Tampa and Hillsborough Fixed Guideway • Components of Station Area**

Land Use	Design	Policy	Implementation Strategies
<ul style="list-style-type: none"> <li>• Station Area Typology and Redevelopment Vision</li> <li>• Surrounding Development Pattern and Community Character</li> <li>• Location Based Station Area Market Analysis and Assessment for Near and Intermediate Development Projections</li> <li>• Mixed Use Development (Vertical) and Mix of Uses</li> <li>• Density/Intensity Minimums (where appropriate) and maximums</li> <li>• Identified Growth and Redevelopment Areas</li> </ul>	<ul style="list-style-type: none"> <li>• Building Form, Massing, Setbacks, and Site Design</li> <li>• Alternative Development Standards (Vehicular/Bicycle Parking, Stormwater, etc.)</li> <li>• Public Realm, Streetscape, and Open Space</li> <li>• Transitions to/Compatibility with Surrounding Development Patterns</li> <li>• LEED or Other Sustainable Design Principles</li> <li>• Bicycle and Pedestrian Facilities</li> <li>• Building Heights</li> <li>• Roadway Typical Sections</li> <li>• Public Parking</li> </ul>	<ul style="list-style-type: none"> <li>• Station Development Evolution – Requirements, Triggers, and Thresholds</li> <li>• Incremental Parking Reduction Policies</li> <li>• Workforce and Affordable Housing</li> <li>• Land Use Flexibility</li> <li>• Housing Mix</li> </ul>	<ul style="list-style-type: none"> <li>• Capital Improvement Funding - Public Investment</li> <li>• Anchor Tenant Identification</li> <li>• Public/Private Partnerships</li> <li>• Joint/Shared Facilities</li> <li>• Property Aggregation</li> <li>• Regulatory Changes (e.g. Form Based Code, Overlays, etc.)</li> <li>• Development Incentives</li> <li>• Location-Specific Market Studies</li> </ul>

**Table 4: Tampa and Hillsborough Fixed Guideway • Transit Station Area Design Principles**

Land Use Principles		Connectivity Principles		Community Design Principles			
<p>Enhance transit ridership by concentrating supportive uses and increased density and intensity developments within 0.5-mile walking distance of stations</p>		<p>Enhance the existing transportation network by increasing walking, bicycle and transit connections within 0.5-mile walking distance of stations.</p>		<p>Use urban design to enhance the community identity within 0.5-mile walking distance of station areas and to make them attractive to residents and businesses.</p>			
<p><b>Supportive Land Use</b></p> <ul style="list-style-type: none"> <li>Encourage mixed-use projects by permitting FAR-based entitlement.</li> <li>Require market analysis for each Station Area Plan location to identify the potential mix, mass and mesh of proposed land uses.</li> <li>Encourage, through incentives, a variety of housing types and price points, including <b>attainable</b> and workforce housing.</li> <li>Preserve and protect existing stable and historic neighborhoods through land use transitions. These are especially important between 0.25-mile and 0.5-mile from stations.</li> </ul>	<p><b>Supportive Density &amp; Intensity</b></p> <ul style="list-style-type: none"> <li>Require higher density/intensity projects within a 0.25-mile walk from stations, with reduced densities/intensities adjacent to existing, stable and historic neighborhoods.</li> <li>Require minimum net densities for new residential projects within 0.5-mile walk from a station exceeding 20 units per acre for urban stations, and 10 units or greater for suburban stations, as identified by the appropriate Transit Station Area Typologies.</li> <li>Require minimum non-residential net intensities within 0.25 mile walk from a station. These minimums shall exceed 1.0 FAR for urban stations and 0.5 for suburban stations as identified by the appropriate Transit Station Area Typology.</li> </ul>	<p><b>Pedestrian and Bicycle System</b></p> <ul style="list-style-type: none"> <li>Establish direct and visible public connections for pedestrian and bicycle connections between stations and neighborhoods.</li> <li>Provide linked on-site pedestrian circulation systems that are lighted to a level where employees, residents, and customers can safely use the system at night.</li> <li>Require public bicycle parking within 0.25-miles of stations and encourage the development of bicycle lanes on arterial and collector roadways within station area.</li> <li>Ensure compatibility with the Greenways and Trails Master Plans, where applicable</li> </ul>	<p><b>Street Network</b></p> <ul style="list-style-type: none"> <li>Redesign public streets surrounding the station areas for increased multi-modal use, emphasizing pedestrian and bicycle circulation, and traffic calming.</li> <li>Redesign street intersections for enhanced pedestrian and bicycle crosswalk protection.</li> <li>Size the pedestrian network for the anticipated level of service needed.</li> </ul>	<p><b>Parking Accommodation</b></p> <ul style="list-style-type: none"> <li>Reduce the on-site minimum parking requirements in station areas where appropriate. Consider the use of parking maximums for private parking and other solutions including public parking and parking districts.</li> <li>Develop private area wide parking strategies to minimize large surface parking lots for private development, and encourage off-site and shared parking facilities.</li> <li>Develop and implement public parking strategies and funding mechanisms including creating on-street parking for short-term business district and structured parking for incentivized development attraction.</li> </ul>	<p><b>Building &amp; Site Design</b></p> <ul style="list-style-type: none"> <li>Seek architectural excellence in new buildings including design treatments that add to the urban character, advance the Station Area Plan tenets, encourage sustainability, and include public realm elements needed for the neighborhood's livability.</li> <li>Include policies to ensure consistency with the scale and architectural style of local historic districts, if applicable.</li> <li>Design active ground floor retail and office buildings fronting public streets to increase pedestrian activity along primary pedestrian connections to stations. Design parking structures to include ground floor active uses.</li> <li>Provide for pedestrian weather protection and visual interest in building design by providing awnings, arcades, and/or recessed entrances.</li> <li>Plan for the tallest and most intensely developed structures located within 0.25-mile walking distance from the station. Transition to lower building heights from 0.25 to 0.5-miles walking distance from the station for neighborhood context.</li> <li>Where feasible, locate surface parking lots behind new buildings. Entrances to surface parking lots or garages should be placed on side streets, minimizing conflicts on preferred pedestrian routes, especially those offering direct connections to station stops. Driveways shall be designed to minimize adverse impacts to single family detached neighborhoods.</li> </ul>	<p><b>Public Realm Design</b></p> <ul style="list-style-type: none"> <li>Design the public streets using Complete Streets principles to encourage pedestrian activity and provide protection from adjacent vehicular movements.</li> <li>Require streetscape elements such as street trees, pedestrian-scale lighting, wayfinding signage and seating.</li> <li>Where appropriate, place new development utilities underground.</li> </ul>	<p><b>Public Open Space</b></p> <ul style="list-style-type: none"> <li>Identify, fund, construct and maintain urban public open spaces around stations as centers of activity.</li> <li>Incentivize private development of additional public urban public open spaces on all lots greater than 20,000 square feet through development density credit.</li> <li>Orient surrounding buildings onto the public open spaces to increase visibility and safety.</li> <li>Include seating, plantings, public art, other amenities and/or programming of activities.</li> </ul>
							

Agency	City Policy #	County Policy #	Comments / Recommended Revisions	Response
Planning Commission		Table 2	Add Employment Center Station Type (see I-4 TOD Employment Center for Standards)	Employment Center Station Type has been added.
Planning Commission		Table 2	Add a footnote to the Station Typology table that allows for density bonuses and other incentives to be applied to allow a project to exceed the density/intensity ranges	Footnote has been added.
City of Tampa	17.0.0		<b>Comment:</b> Goal is okay, but only seems to focus on economic success. Seems like the goal should also include something about improving mobility, reducing greenhouse gas, improving our livability, etc.	Goal has been edited to read: "A transit system that supports continued economic success, enhances livability, and promotes reductions in greenhouse gases through use of alternative transportation modes."
City of Tampa	17.1.0		<b>Comment:</b> The objective establishes the intergovernmental coordination framework for the development and implementation of a fixed-guide way system. Framework is needed and is supported by the policies. No changes recommended.	Comment Noted
City of Tampa	17.1.1		<b>Comment:</b> This is a general coordination policy to ensure all of the key stakeholders are involved in the development of the fixed-guideway plan, including the identification of the station locations. No recommended changes.	Comment Noted
City of Tampa	17.1.2		<b>Comment:</b> While these studies served their purpose to get the rail effort to this point, it seems that moving forward HART's Alternatives Study would be more relevant. Also, if not mistaken, the Long-Range Transportation Plan, once adopted in December, should supersede these plans. <b>REFERENCE UPDATED PLANS</b>	Policy has been updated to include references to updated plans including the HART Alternatives Analysis and the Hillsborough MPO 2035 LRTP.
City of Tampa	17.1.3		<b>Comment:</b> The City will approve station locations, types and development characters. It is unclear as to how the recommendation will come to the City, considering the various entities involved in the process at this point. Additional clarification is needed.	The City and/or County will not choose station locations, that will likely be determined by the Transit Agency (HART). City/County policies have been modified to reflect that development characteristics, not station locations, will be determined by the local jurisdiction.
Joint Land Use Working Group	17.2.0/ 17.3.0	51.1 / 52.1	City 17.2 and 17.3/County 51.1 and 52.1 Clarify who makes decisions in policies.	City/County Policies have been edited. A new policy has been created requiring the execution of an interlocal agreement to determine the specific agency/jurisdictional roles and responsibilities in the Station Area Planning Process.
City of Tampa	17.2.0		<b>Comment:</b> Define the purpose of the TOD Overlay. Is it a regulatory mechanism or a planning boundary? The boundary is really part of the overall process to develop station area plans, which will then be used to guide development and improvements around each station. Consider deleting the objective and incorporating Policy 17.2.1 as part of Objective 17.3.	The Opening narrative of the City/County GOPs has been edited to include a purpose statement that better defines what the designation is and how it operates. Objective 17.2 was left in the draft GOPS.
PPC	17.2.0 / 17.2.1	51 / 51.1	Objective 51 & Policy 51.1 (Hillsborough), Objective 17.2 & Policy 17.2.1 (Tampa): I concur that some type of floating future land use designation is appropriate for transit station area planning. I do have a question, however, about whether this concept has been adequately vetted with DCA. Are they supportive of a floating designation as proposed by Hillsborough County and Tampa? Are they likely to place significant conditions on its use, and if so, will communities with fewer planning resources be able to meet those conditions?	The Planning Commission have met with the DCA to discuss the proposal has largely been positive. The Planning Commission will continue to work with DCA to ensure that policies are appropriate.
Joint Land Use Working Group	17.2.0/ 17.3.0	51.1 / 52.1	City 17.2 and 17.3/County 51.1 and 52.1 – tweak to identify the right vehicle for defining boundary and completing the SAP.	City /County policies have been edited to more clearly reflect roles in determining station area boundaries
City of Tampa	17.2.1		<b>Comment:</b> Appears to be inconsistent with Policy 17.1.3. Policy 17.2.1 indicates that a transit/transportation agency will be responsible for designating the station type and location. Policy 17.1.3 indicates that the LPA & MPO will recommend station locations, types and development character. Policies should be consistent. If actual roles and responsibilities are not yet defined, then perhaps the entities should be removed from the policy and placed in the plan implementation section or added later. The policy is also a little "wordy", when the intent is to have City Council approve a ½ mile planning area around the stations. Note the purpose of the TOD Floating Designation still needs to be articulated.	City/County Policies have been modified to reflect that the City/County and the MPO will determine station area development characteristics, not the station locations themselves.
City of Tampa	17.2.1		<b>Comment:</b> Page 7 – Policy 17.2.1 – Not clear what Council action is needed or implied. Will Council have the ability to change the boundary or station type or location? It seems that what this PA is doing is that once the Transit Authority approved the station locations, the ½ mile study is triggered. Council has no discretion at this point.	City/County policies have been modified to reflect that City Council will hold a public hearing to approve the station area boundary. It is expected that the station location and type will be solely determined by the transit agency.
City of Tampa	17.2.1		<b>Suggested Revision:</b> <u>The Tampa City Council shall hold a public hearing to approve TOD. Future Land Use Floating Designation initially measuring 0.5-mile radius from the center of the station platform.</u>	City/County policies have been edited to reflect recommended language.
City of Tampa	17.2.1		<b>Where does City Planning/Admin fit into this policy/process/decision?</b>	The Local Planning Agency will make a recommendation to City Council for approval. It is expected that City Staff will review and make recommendations to City Council.
City of Tampa	17.2.1		<b>Once the line and station type is "fixed," is it really "floating" at that point?</b>	The designation remains "floating" because it can be applied to future fixed-guideway transit lines as they become approved.
HART	17.2.1		Policy 17.2.1 – establishing a TOD floating zone for ½ mile of the station is appropriate. As a general note ½ mile works well for residential. It should not apply to retail or office where it should extend no more than ¼ mile. See recommendations for some additional ideas on distance.	Comment Noted.
City of Tampa	17.3.0		<b>Objective is written like a policy - Suggested Revision:</b> <u>To efficiently and effectively plan for new development around proposed transit stations by preparing Station Area Plans during the design phase of the fixed-guideway system.</u>	The objective has been edited to reflect the recommended edits.
HART	17.3.0		Objective 17.3 – preparing station area plans before construction is appropriate. Given the FTA New Start process plans ought to be underway well before construction. We recommend this planning be underway by the time you request to enter PE	Flow Chart Graphic (Figure 1) has been edited to depict Station Area Planning occurring during Preliminary Engineering.
PPC	17.3.0	52	Objective 52 & policies (Hillsborough), Objective 17.3. & policies (Tampa): Does FTA require or encourage an extensive station area plan for every station? If not, what advantages does Hillsborough see in requiring them? This requirement may also prove burdensome for jurisdictions with fewer planning resources.	Discussions with City and Planning Commission Staff have identified a desire to complete Station Area Plans for each station. This will be done based on priority as determined by the involved entities
City of Tampa	17.3.1		<b>Comment:</b> The intent of this policy is a little unclear, but it seems to call for a refinement of the ½-mile radius planning area to an area that is more specifically defined by ½-mile pedestrian walking distance. The analysis should be rather straight-forward. Suggest adding a new policy calling for a City Council approval of the boundary just to separate the actions.	Policy has been modified to reflect that Council will have the ability to make changes to the Station Area. Further, Policy 17.3.1 has been split into two policies for clarity.
City of Tampa	17.3.1		<b>Comment:</b> Policy 17.3.1 – The way this is written, it does not appear that Council will be able to make changes to the LPA determination.	Policy has been modified to reflect that Council will have the ability to make changes to the Station Area. Further, Policy 17.3.1 has been split into two policies for clarity.

Agency	City Policy #	County Policy #	Comments / Recommended Revisions	Response
City of Tampa	17.3.1		<del>Suggested revision: Policy 17.3.1: Upon the Once the station area transit oriented development future land use overlay floating designation is put in place around a designated station, and prior to the end of the fixed guideway transit design phase, the Planning Commission, the Local Planning Agency (LPA), 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. Following the adoption of a TOD Future Land Use Floating Designation, a Station Area Planning Boundary for each station will be defined, 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. Once determined, the Station Area Plan boundaries will be approved by Tampa City Council.</del>	Policy has been modified to reflect that Council will have the ability to make changes to the Station Area. Policy 17.3.1 has been split into two policies for clarity.
City of Tampa	17.3.1		Policy 17.3.2: <u>Station Area Planning boundaries shall be approved by the Tampa City Council.</u>	Policy has been modified to reflect that Council will have the ability to make changes to the Station Area. Policy 17.3.1 has been split into two policies for clarity.
City of Tampa	17.3.1		Change "once determined" to "once prepared"	Policy has been modified to reflect that Council will have the ability to make changes to the Station Area. Policy 17.3.1 has been split into two policies for clarity.
City of Tampa	17.3.1		Also careful with the "will" – it almost reads as though Council is obligated to approve – Council should have some discretion...	Policy has been modified to reflect that Council will have the ability to make changes to the Station Area. Policy 17.3.1 has been split into two policies for clarity.
Planning Commission	17.3.1		You might want to split 17.3.1 into two policies	Policy has been modified to reflect that Council will have the ability to make changes to the Station Area. Policy 17.3.1 has been split into two policies for clarity.
City of Tampa	17.3.2		You might want to split 17.3.1 into two policies	Policy has been modified to reflect that Council will have the ability to make changes to the Station Area. Policy 17.3.1 has been split into two policies for clarity.
HART	17.3.2.		Policy 17.3.2 - the requirement for market analysis in a station area to seems premature and out of place. 17.3.4 covers this.	Comment Noted - Reference to Market Study has been moved to Table 4 - Station Area Plan Components
City of Tampa	17.3.3		Comment: The intent of this policy is to require a Station Area Plan. Everything else in the plan is either not needed or redundant with other policies. The revision below is shorter.	Policy has been modified to improve clarity.
City of Tampa	17.3.3		Suggested Revision: Policy 17.3.3: Following the designation of a Station Area Plan boundary, <u>the City of Tampa shall direct the preparation of a Station Area Plan for each station.</u>	Policy has been modified to improve clarity.
City of Tampa	17.3.4		Comment: This policy is difficult to follow. It also raises critical questions regarding funding and responsibility for the preparation of Station Area Plans. Can those decisions be made now and agreed upon by all of the entities? Should the local governments retain the responsibility? How will consistency and quality control of the various station plans be handled – both within the jurisdiction and across jurisdictional lines? Is the intent to complete individual station plans, or is it to complete a corridor plan comprised of related station area plans? Could make a	Policy has been modified. The roles will be defined in the Interlocal Agreement discussed under Policy 17.1.1, and the specific components of the Station Area Plans have been put in Table 3 and referenced.
City of Tampa	17.3.4		Potential Alternatives for Discussion:	
City of Tampa	17.3.4		<u>Policy 17.3.: Station Area Plans may be completed by the City of Tampa, or upon approval by the City of Tampa, transit agencies, the Local Planning Agency, private development interests or other public/governmental entities.</u>	Policy has been modified and Table 3 has been added.
City of Tampa	17.3.4		<u>Policy 17.3.: Station Area Plans shall be funded by the entity responsible for constructing the fixed-guideway system, or by the private development interest requesting the study and development of the Station Area.</u>	Policy has been modified and Table 3 has been added.
City of Tampa	17.3.4		<u>Policy 17.3.: Station Area Plans shall be based on a consistent methodology, which is approved by the Local Planning Agency and the City of Tampa.</u>	Policy has been added to reflect this.
City of Tampa	17.3.4		<u>Policy 17.3.: The process of developing a Station Area Plan shall commence following the designation of a Station Area Plan boundary being completed and prior to the end of the fixed guideway transit system design phase.</u>	Policy 17.3.4 has been modified and Table 3 has been added.
City of Tampa	17.3.4		Comment: Care should be taken not to make the requirements of a station area plan too onerous without knowing the potential cost and time requirements. In the Comprehensive Plan, suggest a more generalized list, which can be then expanded or refined later when more information is available.	Left Station Area Plan Components in the GOP's per discussions with Planning Commission.
City of Tampa	17.3.4		Potential Alternative for Discussion:	
City of Tampa	17.3.4		<u>Policy 17.3.7: At a minimum, Station Area Plans shall be based on the Station Area Typology (Table 2) for each station, the Transit Station Area Design Principles (Objective 17.4) and shall specify the appropriate development densities, intensities, land uses, development character, transportation and streetscape design, capital improvements and implementation strategies necessary to support transit oriented development in the Station Area Planning Boundary.</u>	Policy 17.3.4 has been modified and Table 3 has been added.
Joint Land Use Working Group	17.3.4	52.4	City 17.3.4/County 52.4 – change affordable housing to attainable housing.	Edits have been made on Table 4
Joint Land Use Working Group	17.3.4	52.4	City 17.3.4/County 52.4 – may not want to specifically mention LEED. There are other programs.	Comment Noted. Table 4 references LEED or other Sustainable Design Principles, which would allow other programs as well.
Joint Land Use Working Group	17.3.4	52.4	City 17.3.4./County 52.4 – clarify parking terms. public parking = park and ride, parking maximum refers to private parking.	Table 4 has been edited to note that maximums refer to private parking.
Planning Commission	17.3.4 / 17.3.6 / 17.4.4		The narrative should also state somewhere that the station area plans will follow form based code principles. Several policies like 17.3.4, 17.3.6, 17.4.4 could mention form-based to some degree.	Reference to Form Based Code has been added to Table 4 TOD Design Principles
HART	17.3.4.		Policy 17.3.4 - this policy places the financial requirement for public TOD planning on HART. In practice the most successful plans are ones where the local planning agency is also contributing funding. In private lead TOD planning there should also be a requirement to involve the transit agency in the planning. The list of activities for station area planning is on point. The consideration of parks and open space, affordable or work force housing appears to be an omission. The narrative has a tone of hesitancy on TOD which is surprising for a TOD policy. Intensity minimums (where appropriate), incremental parking reduction policies, station development evolution / timed requirements. Certainly those	Language referring to funding has been removed . Funding responsibilities will be determined through the interlocal agreement.
City of Tampa	17.3.5		Comment: The first part of the policy referring to funding is not needed, but it doesn't detract from the main intent of the policy. No changes recommended.	Portion of policy referencing funding has been removed.

Agency	City Policy #	County Policy #	Comments / Recommended Revisions	Response
City of Tampa	17.3.6		<b>Comment:</b> If this policy is desired, it should be made part of the station area plans. - <b>Suggested Revision:</b> Policy 17.3.6: <u>Station Area Plans shall include recommendations for Where appropriate, Mixed use development incentives and density incentives shall be developed and encouraged to implement the intent of the station type.</u>	Policy has been removed. Incentives are noted in Table 3 as a possible implementation strategy.
HART	17.3.6		Policy 17.3.6 - it may be premature to determine whether you need development and density incentives. The market work in 17.3.4 certainly needs to address that.	Policy has been removed. Incentives are noted in Table 3 as a possible implementation strategy.
City of Tampa	17.3.7		<b>Comment:</b> Do Station Area Plans have to be found consistent with the Comprehensive Plan and approved by the Tampa City Council? If so, a policy to that effect should be considered. The key question that needs to be further discussed is how the City achieves and ensures consistency between the zoning code and the comprehensive plan, particularly where a Station Area Plan recommends a land use that is not allowed in a Future Land Use Plan Category. Additional discussion is needed on this point. Some sort of consistency matrix or cross-reference table may be needed. Policy should also state a requirement to develop transit-supportive LDR's (focus on Urban Design and tie back to Comp Plan), not just zoning categories.	Station Area Plans will be consistent as they will be created following the guidelines adopted into the Comprehensive Plans.
City of Tampa	17.4.0		6. Objective 17.4 refers to Transit Oriented Design Principles. The Planning Commission staff also submitted an attachment named Transit Station Area Design Principles. There is significant overlap between the two sources. One recommendation would be to delete the policies under 17.4 and add a policy establishing the Attachment as the Transit Station Area Design Principles. This would eliminate confusion, and in case of future amendment, eliminate creation of possible conflicts.	Where appropriate, policies listed under Objective 17.4 have been moved to the Transit Station Area Design Principles Table, which is now referenced in Objective 17.4.
City of Tampa	17.4.0		<b>Comment:</b> The principles articulated by the policies under objective 17.4 are not consistent with the Transit Station Area Design Principles provided in an accompanying handout. They should be consistent.	Where appropriate, policies listed under Objective 17.4 have been moved to the Transit Station Area Design Principles Table, which is now referenced in Objective 17.4.
City of Tampa	17.4.0		<b>Potential Alternatives for Discussion:</b>	
City of Tampa	17.4.0		1) Replace the policies under 17.4 with the same language shown in the Transit Station Area Design Principles.	Objective 17.4 has been modified to reference the Transit Station Area Design Principles. Any overlap between the Design Principles and those under 17.4 has been removed.
City of Tampa	17.4.0		2) Delete the policies under 17.4 and adopt one policy that establishes the table containing the Transit Station Area Design Principles as the guiding principles for station area planning.	Where appropriate, policies listed under Objective 17.4 have been moved to the Transit Station Area Design Principles Table, which is now referenced in Objective 17.4.
City of Tampa	17.4.0		3) Some of the policies under 17.4 are not principles, but are really requirements of a Station Area Plan. They should be deleted or moved.	Policy has been deleted and moved to the Transit Station Area Design Principles. Reference to Complete Streets has been added.
City of Tampa	17.4.1		<b>Comment:</b> Delete and refer to the Transit Station Area Design Principles.	Policy has been deleted and moved to Table 4 - Transit Station Area Design Principles
City of Tampa	17.4.10		<b>Comment:</b> This requirement is advocated in the City's comprehensive plan, through other policies. Not necessary here.	Policy has been deleted and moved to Table 4 - Transit Station Area Design Principles
City of Tampa	17.4.12		<b>Comment:</b> Delete and refer to the Transit Station Area Design Principles.	Policy has been deleted and moved to Table 4 - Transit Station Area Design Principles
HART	17.4.12		17.4.12 – "encouraging placement" of new buildings to create an active environment says nice things, but is unlikely to result in good outcomes. Building placement is a critical issue in TOD; this is an important area to increase the impact of the policies.	Policy has been deleted and moved to Table 4 - Transit Station Area Design Principles
City of Tampa	17.4.13		<b>Comment:</b> Delete and refer to the Transit Station Area Design Principles.	Policy has been deleted and moved to Table 4 - Transit Station Area Design Principles
HART	17.4.13		17.4.13 – locating parking to the side or behind buildings is a key design principle for TOD. Guidance to so "where feasible" seems overly weak.	Policy has been deleted and moved to Table 4 - Transit Station Area Design Principles
City of Tampa	17.4.14		<b>Comment:</b> Delete and refer to the Transit Station Area Design Principles.	Policy has been deleted and moved to Table 4 - Transit Station Area Design Principles
City of Tampa	17.4.15		<b>Comment:</b> Delete and refer to the Transit Station Area Design Principles.	Policy has been deleted and moved to Table 4 - Transit Station Area Design Principles
PPC	17.4.15	53.14	Typologies Tables (both communities), Policy 53.14 (Hillsborough), Policy 17.4.15 (Tampa): I notice that the City of Tampa version of the typologies table has the footnote, "Residential uses will not be permitted in areas where underlying Future Land Use is Light Industrial, Heavy Industrial, or MA-P," but the Hillsborough County version does not. In addition, Policy 17.4.15 (Tampa) states that industrial future land use categories will remain in place with no modification, but Policy 53.14 (Hillsborough) more ambiguously states that "Industrial future land use categories are protected and do allow residential land uses" [emphasis mine]. Given that most of the typologies, objectives, and policies are identical between the two jurisdictions, these differences are striking. Are they intentional? If so, are there underlying reasons for the different approaches to industrial land retention, or is it simply community preference? Either way, since preservation of industrial land is an issue that we have struggled with in Pinellas County, I would be interested to hear more about the decision-making that went into the policy. It would be helpful to have the same conversation on a region-wide basis, since the potential benefits of preserving industrial land may not be understood by every community.	Table 2 has been edited for both City and County to note that residential uses will not be allowed within industrially designated Station Areas.

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PPC	17.4.15	53.14	Policy 53.14 (Hillsborough): The first sentence of this policy states, "Allowable land uses defined in the underlying future land use categories cannot be changed through the station area planning process." Is it sufficient simply to change the densities and intensities of the designated uses, without altering the mix of uses? While this may be the case in Hillsborough based on their existing designations, it is doubtful that it would work for all jurisdictions, and in fact, there is no such provision in the equivalent Tampa Policy 17.4.15. Therefore, I recommend that this policy not be used as a regional model.	Policy has been edited to be consistent with City of Tampa Policy 17.4.3 . The intent of the policy is not to prohibit existing allowable uses from being developed., The designation increases the available uses for all underlying land use categories, with the exception of industrial land use categories which are protected from conversion.
City of Tampa	17.4.16		It may not be prudent to establish this policy before Station Area Plans are even initiated. In some instances, it may be in the best interest to recommend a land use change. Such changes could be problematic with this policy.	This policy was added at the request of the Aviation Authority and the City of Tampa to ensure that industrial lands are protected.
City of Tampa	17.4.16		This policy indicates some confusion as to the regulatory impact of the TOD Floating Zone. Again, consistency with the comprehensive plan needs to be further discussed.	Comment Noted
City of Tampa	17.4.16		<b>Comment/Suggested Revision:</b> <u>Where the Transit Oriented Development Floating Designation covers areas that are designated with industrial or MA-P future land use categories, the existing categories prohibition to allowing residential development will remain in place with no modification. Increased intensity of non-residential uses may occur consistent with the Station Area Plan.</u>	Policy has been edited to reflect recommended revisions
Joint Land Use Working Group	17.4.16	53.14	Fix County text to indicate that industrial areas do not allow for residential uses. Review City policy against County policy. City staff is submitting recommended changes. Mention residential uses in City policy.	County policy has been edited to reflect that residential uses are not permitted in industrial future land use areas.
Temple Terrace	17.4.16	53.13	The County's policy 53.13 and Tampa's policy 17.4.16 should probably require placing utilities underground at least within .25 mile of stations. There are many locations where cables/wires and other utility related structures conflict with pedestrian pathways. This may be due to sidewalk construction long after utilities are in place in some instances. Finally, I am glad to see the language refers to fixed guideway transit systems which I assume could also mean modal systems other than rail. Although the City is not expected to have a rail station we do want to make sure we have access to surrounding stations. HART's BRT plans along Fletcher and Nebraska and N 56th Street to the Airport via Netpark will certainly help in that effort. I recently heard that according to HART the system is considered 'BRT light' since there won't be a dedicated right-of-way in most sections. While I understand the policies are geared toward transit systems that include some dedicated right-of-way I still hope some of them, especially when put into our comprehensive plan, can eventually accommodate the BRT system whether it is 'light' or not.	Comment Noted. Table 4 now includes the provision recommending the undergrounding of utilities.
City of Tampa	17.4.2		<b>Comment:</b> Delete and refer to the Transit Station Area Design Principles.	Policy has been deleted and moved to Table 4 - Transit Station Area Design Principles
HART	17.4.2		Policy 17.4.2 – protecting stable residential neighborhoods is always a good idea. Distance based requirements such as this one ("This transition will typically occur in the 0.25-mile to 0.5-mile radius from the station platform.") can create unintended consequences such as prohibiting TOD where you would otherwise want to encourage it. Design and density should be considered as an alternative to distance.	Policy has been moved to Table 4 and edited to allow for more flexibility.
PPC	17.4.2	53.2	Policy 53.2 (Hillsborough), Policy 17.4.2 (Tampa): I'm pleased to see that there is a policy requiring transition between TODs and surrounding lower-density areas. But I do wonder if placing the transition between 0.25 and 0.5 miles from the station is appropriate. If we want true TOD to extend throughout the 0.5-mile radius, shouldn't the transition zone typically occur between 0.5 and 0.75 miles?	Policy has been moved to Table 4 and edited to allow for more flexibility in transition depending on context. However the 0.25-0.5 guidance remains in the policy.
City of Tampa	17.4.3		<b>Comment:</b> Delete and refer to the Transit Station Area Design Principles.	.
City of Tampa	17.4.4		<b>Comment:</b> Delete and refer to the Transit Station Area Design Principles. Consider moving the policy into the preceding section related to station area plans.	Policy has been moved to Table 4 Transit Station Area Design Principles. Reference to Complete Streets has been added.
City of Tampa	17.4.4		sound planning practices typically include a review or consideration of all past planning efforts, including those that are adopted and those that are not. The review identifies constraints, requirements, limitations and potential opportunities that should be considered in the development of the current plan. - <b>Comment/Suggested Revision:</b> <u>Where applicable, Station Area Plans shall take recognize into consideration neighborhood planning efforts adopted by the City of Tampa including, but not limited to, neighborhood plans, economic development plans, and community redevelopment area plans. These plans shall receive priority consideration in Station Area Plans. However, the existence of a current plan does not preclude change from occurring in station areas as opportunities for development and redevelopment will need to be reevaluated within station areas in order to encourage transit supportive densities and intensities. In areas where Station Area Plans are in conflict with existing adopted plans, the Station Area Plan shall supersede.</u>	Policy edited to reflect recommended changes.
Joint Land Use Working Group	17.4.4	15.3.4	existing community plans and codes should supersede the Station Area Plan. Conflict resolution process should be included to address conflicts between existing plans and proposed Station Area Plans. In addition, do not want to downzone areas-need to protect existing entitlement.	Policy has remain intact per discussion with City of Tampa and Planning Commission.
City of Tampa	17.4.5		<b>Comment:</b> This Policy raises some questions relating back to Policy 17.3.7 regarding plan consistency. An existing Form-Based code implements the Comprehensive Plan. If a Station Area Plan is in conflict with a form-base code regulation, then chances are, the station area plan is not consistent with the comprehensive plan.	The proposed policies are amending the Comprehensive Plan, and allowing for a greater degree of density/intensity under certain circumstances. If the Plan is amended, code provisions may need to be amended in order to allow for the full potential density / intensity in the Comprehensive Plan
City of Tampa	17.4.6		<b>Comment:</b> Delete and refer to the Transit Station Area Design Principles. If strongly desired, consider amending the principles in the table.	Policy has been deleted and moved to Table 4 - Transit Station Area Design Principles. Reference to Complete Streets has been added.
HART	17.4.6		17.4.6 – changes to roadway design to calm traffic and create a pedestrian friendly environment is at the core of principles. The policy that design elements like complete streets should be "considered" seems overly soft. Stronger guidance should be sought for key street sections.	Policy has been edited and moved to Table 4
Joint Land Use Working Group	17.4.6	53.5	City 17.4.6/County 53.5 – were solar panel/electric car facilities and lanes considered? Golf carts are an important consideration in Sun City.	Comment Noted.
PPC	17.4.6	53.5	Policy 53.5 (Hillsborough), Policy 17.4.6 (Tampa): I'm not entirely clear on what this policy means. What are "typical roadway sections?" What types of improvements are being contemplated? Perhaps a better way to put this (if I've correctly understood the intent) would be to say something like, "Special Area Plans should require roadways to be improved according to high-amenity design standards, such as those recommended by the National Complete Streets Coalition."	Comment Noted. Policy has been edited and moved to Table 4.

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City of Tampa	17.4.7		<b>Comment:</b> Not a principle - This policy is calls for a requirement in a station area plan. If the requirement is strongly desired, it should be moved to the list of items to be addressed in Station Area Plans.	Policy has been deleted and is now included in Table 3.
HART	17.4.7		17.4.7 – requiring sidewalks on both sides of the street within ½ mile of a station is laudable.	Comment Noted
City of Tampa	17.4.8		<b>Comment:</b> Not a principle - This policy is calls for a requirement in a station area plan. If the requirement is strongly desired, it should be moved to the list of items to be addressed in Station Area Plans. <b>Also, we no longer develop “guidelines,” rather we create “standards” or “requirements” for design.</b>	Policy Deleted and moved to Table 3 - Station Area Plan Components
HART	17.4.8		17.4.8 – “guidelines” ... “to encourage” pedestrian activity and protection are another example of a weak policy for an area important to developing TOD.	Comment Noted
City of Tampa	17.4.9		<b>Comment:</b> Delete and refer to the Transit Station Area Design Principles.	Policy has been deleted and moved to Table 4 - Transit Station Area Design Principles
Charlotte Planning Director	General	50.1	The benefits of transit i.e. policy 50.1: in your document seems too narrow. We suggest you look at transit more broadly as a way to advance and support regional land use and economic development goals.	Comment Noted
Charlotte Planning Director	General		This is a very thorough and detailed report which may “box you in” as you learn more about how transit works and integrates with land use in your market	Comment Noted
Charlotte Planning Director	General		How difficult will this be to make changes i.e. have you allowed yourselves enough flexibility to respond to unique circumstances especially in today's evolving economy.	Comment Noted
Charlotte Planning Director	General		It would be good to explain how the different plans and policies relate to each other i.e. what trumps what, your broad policies or individual station area plans.	Comment Noted
Charlotte Planning Director	General		The level of detail you have in your policies should probably be in your station area plans	Comment Noted
Charlotte Planning Director	General		How will you determine an urban versus suburban station type or have these geographies been defined in some other comp or area plan?	Suburban vs. Urban Station Areas were developed during the 2006 MPO Transit Study , and were utilized for this study.
Charlotte Planning Director	General		You may want to consider separating design recommendations from implementation tools	Comment Noted
Charlotte Planning Director	General		Consider a separate document just on Implementation i.e. Implementation Tool Box or as we did in our Joint Development Polices	Comment Noted
City of Tampa	General		The purpose of the TOD Floating Overlay Designation needs to be clarified, i.e., is it a planning boundary, regulatory mechanism, etc. ?	Narrative has been updated, additional language related to the purpose of the TOD Floating Designation has been added.
City of Tampa	General		Ensuring consistency between the Zoning Code, Station Area Plans, and the Future Land Use Map needs to be further discussed.	Comment Noted
City of Tampa	General		Roles and responsibilities need to be mutually agreed upon by all parties and better clarified. Some policies refer to an unnamed entity. If the roles/responsibilities cannot be determined or agreed upon, the reference to the various agencies should be removed. An interlocal agreement or a follow-up plan implementation Memorandum-of-Understanding may provide options.	Comment Noted. Policy 17.1.1 was added to require that interested/responsible parties execute an interlocal agreement to establish roles prior to the Station Area Planning process.
City of Tampa	General		5. Some policies are ambiguous, wordy and redundant. Additional editing is required. Some suggestions are provided, but even these suggestions could use further refinement.	Comment Noted - Several policies have been edited for clarity.
City of Tampa	General		Additional discussion is needed on the overall planning concept. Are the various jurisdictions responsible for their own station area plans? Or is there an overall program that traverses jurisdictional lines? Are the stations plans viewed as individual plans, or is the strategy to look at a corridor and plan the various stations concurrently (as a unified element)? The answers to these questions will help in the roles / responsibilities area.	Additional Narrative has been added.
City of Tampa	General		Page 1 – Why the change from rail to fixed guideway transit? Is there a definition of fixed guideway? Does this broader term potentially allow for rail to be dropped from the proposal?	The broader term allows for other fixed-guideway systems (e.g. BRT) to be considered, though rail is still an option.
City of Tampa	General		8. Page 5 – On pg 1 Station Area FLU TOD Floating Designation is used as a term. On pg 5, 7 and 11 you use TODFLU Floating Designation. In other location it is a Floating Overlay. The term needs to be consistent throughout the plan, and need to be defined.	Terms are now consistent throughout the plans.
HART	General		Many of the issues on the TOD policies go back to the question of how far is Tampa willing to go along the continuum of: 1. allowing TOD to happen 2. encouraging TOD to happen 3. incentivizing TOD to happen 4. requiring TOD to happen	Comment Noted.
HART	General		The proposed framework tends to use the weakest language (consider, encourage, where feasible) when addressing development forms which are transit supportive. For example: “encourage pedestrian activity,” “encourage placement of new buildings along the street,” or “where feasible locate surface parking lots behind buildings.” The strongest language (shall and will) directs that a plan be done and in seeking to limit the impact of TOD. For example: “station area plans will be prepared” and the plans “shall protect” and “will recognize community character.” While a toe in the water is progress, it will be important to take targeted steps to strengthen the policy. As currently drafted the policies are unlikely to score well in an FTA rating or to move Tampa very far down the path toward seeing TOD on the ground.	Comment Noted
Hillsborough County Planning and Growth Management	General		This is a publicly initiated text amendment to modify and add policies related to Transit Oriented Development to the Future Land Use Element of the Comprehensive Plan. Existing policies related to development around fixed guideway transit are proposed to be revised to provide greater specificity and guidance for new development and redevelopment around future transit stations. Transit Oriented Development (TOO) is a mixed use area designed in a manner that maximizes access to various types of transit. It is an opportunity to focus growth around the planned transit investments. Station areas become focal points for the community with a mix of uses providing opportunities for people to live, work and play in one location.	Comment Noted
Hillsborough County School District	General	General	The impact of the proposed amendment on school enrollment cannot be determined until station areas have been identified and plans for the station areas have been proposed.	Comment Noted
Joint Land Use Working Group	General		Make terms consistent - Future Land Use TOD designation vs. TODFLU designation	Terms have been made consistent throughout both City and County Policies.
Joint Land Use Working Group	General		Clarify the purpose of the Future Land Use designation and how it is defined.	Purpose of the designation has been included in the opening narrative. A specific definition for the TOD Floating Designation has been added.
Joint Land Use Working Group	General		Clarify timing of issues in SAP, mention community plans as a consideration.	Comment Noted
Joint Land Use Working Group	General		Clarify roles and responsibilities between different agencies involved.	Comment Noted - Policy 17.1.1 addresses the need to create an interlocal agreement to establish roles moving forward.
Joint Land Use Working Group	General		Need Interlocal Agreement between different planning agencies to determine responsibilities.	Comment Noted

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Joint Land Use Working Group	General		Clarify/Define the City of Tampa's role throughout process.	Comment Noted
Joint Land Use Working Group	General		The City is implementing form based codes – these are transit supportive and should be considered during the SAP.	Comment Noted - Form Based code has been added as a regulatory tool in the Station Area Planning Components.
Joint Land Use Working Group	General		Comprehensive Plan language can be changed over time, as needed.	Comment Noted
Joint Land Use Working Group	General		May want to address job density and housing density.	Comment Noted
Joint Land Use Working Group	General		Need to reinforce transit support.	Comment Noted
Joint Land Use Working Group	General		Will need to advise FTA of Florida's comprehensive planning framework in application.	Comment Noted
Joint Land Use Working Group	General		TBARTA is reviewing draft documents from the context of the 2004 FTA guidelines – need to make sure we are using language that supports meeting those guidelines.	Comment Noted
Joint Land Use Working Group	General		The region needs a complete transit system.	Comment Noted
Joint Land Use Working Group	General		City is reviewing how to link the existing Future Land Use designations with the proposed floating designation. The City's Future Land Use category establishes Floor Area Ratios. The designation may need to be referenced in the existing comprehensive plan categories.	Draft language was submitted to note that all Future Land Use categories may be subject to the TOD FLU Floating Designation GOPS.
Joint Land Use Working Group	General		Minimum density is controversial in the City – it may not be the right time.	Per discussions with the Planning Commission and City of Tampa Staff, minimum densities are required in the Station Area Plans.
Joint Land Use Working Group	General		Minimum densities and other more restrictive regulations should be considered closer to the station (1/4 miles, 1,000', 500', etc.).	Per discussions with the Planning Commission and City of Tampa Staff, minimum densities are required in the Station Area Plans.
Joint Land Use Working Group	General		Minimum densities should be discussed in a political forum.	Comment Noted
Joint Land Use Working Group	General		Capital is attracted to certainty.	Comment Noted
Mark Wanich	General	General	Parking is going to be needed in order to make the project work.	Comment Noted
Metropolitan Planning Organization	General		The transit Oriented Development text change supports many of the goals and principles of the Long Range Transportation Plan including: Goal II: Promote Accessibility & Mobility Options Available to People or Freight, and Enhance the Integration and Connectivity of the Transportation System Principle 2.1 Maximize Access to the Transportation System and Improve the Mobility of the Transportation Disadvantaged • Provide facilities and amenities that support transit users, bicyclists, pedestrians, and the transportation disadvantaged. • Improve or expand the transportation disadvantaged system to encourage ridership. • Promote paratransit or alternative services where development patterns do not support fixed route transit. Principle 2.2 Decrease Reliance on Single Occupancy Vehicles • Plan for and develop a "transit friendly" highway system. • Promote transit services that are competitive with automobile travel. • Increase the percentage of persons using alternative modes, especially during peak hours.	Comment Noted
Michael Chen (COT)	General	General	Provide public parking as incentive (VA Beach Town Center) - Identify Location and Incentivize Redevelopment - Shared Parking	Comment Noted
Michael Chen (COT)	General	General	Bonus Density / Radiating Density (Forcing it around stations)	Comment Noted
Michael Chen (COT)	General	General	Consider multiplier for underlying density - criteria based on radius	Comment Noted
MPO Transportation Section	General		Staff has reviewed the proposal to modify and add policies related to Transit Oriented Development to the Future Land Use Element. The proposed amendment, in and of itself, will not change transportation impacts. However, additional transportation improvements might require amendments to the Long Range Transportation Plan and the Comprehensive Plan Capital Improvements Element. Inclusion of these improvements in the Long Range Transportation Plan Cost Affordable Plan will depend on priorities relative to other transportation needs and available revenues. Transit Oriented Development policies were used to support policies included in the update of the Long Range Transportation Plan.	Comment Noted
Patrick Kelly	General	General	Public Private Partnerships - make sure that developers don't have to go back for additional approvals	Comment Noted
Patrick Kelly	General	General	Land Assemblage is an issue - In Spain if private sector acquires half, public sector steps in to assist.	Comment Noted
Philip Smith (Crosland)	General	General	Allow Parking flexibility - Allow for regulatory flexibility- Don't "over dictate"	Comment Noted
Philip Smith (Crosland)	General	General	Consider case by case Density Bonuses	Comment Noted
Planning Commission	General		There needs to be a policy created that clearly defines the rationale of the arbitrary ½ mile radius referred to within these policies .It also needs to be tied in with the supporting narrative (see below)	Narrative has been edited to clarify.
Planning Commission	General		The narrative needs to express that these geographic locations (areas of influence) begin ½ mile out for planning purposes, but that the actual station plan could be much smaller, predicated on a number of factors, down to maybe just the station itself and a park and ride. If you clearly establish the rationale, it will make the policies fit - Consider a policy stating that all of the City stations will be located within the Urban Service Area.	Narrative has been edited to clarify.
Planning Commission	General		It needs to be articulated in this (the introduction) paragraph that these policies were also created to further define responsibilities, foster cooperation in the county and regionally and ensure that a clear process has been developed allowing land use and transit to work in harmony.	Narrative has been edited.
Planning Commission	General		At the beginning of this paragraph (last paragraph of introduction), there needs to be some clearer and more extensive comments about the increased potential for jobs and economic development for those locations in proximity to the transit stations.	Narrative edits clarified process for adoption of TOD FLU Floating Designation and Station Area Plans. Much of descriptive narrative has been removed.

Agency	City Policy #	County Policy #	Comments / Recommended Revisions	Response
PPC	General		<p>Typologies</p> <p>It is in the interest of the region to have coordinated TOD policies and standards, and a common vocabulary to describe them, both for purposes of intergovernmental coordination, and to maximize our competitiveness for FTA funds. Assuming that Hillsborough's typologies will likely be adopted in their current form or something close to it, I concur that it would be best if the remaining communities in the TBARTA system were to use the same typologies, or some that are very similar.</p> <p>The ranges of allowable dwelling units per acre, FAR, and height limits appear to me to be broad enough to accommodate the needs of a variety of communities. However, I know that in actual practice, there will almost certainly be requests for customization at the local level. Perhaps it would be appropriate to create a set of "regional typologies" that correspond to the Hillsborough set, but have broader ranges of densities, intensities, height limits, and allowable uses that communities can fit within. This would allow some customization for local character, but still provide a regional policy framework for FTA purposes. If deemed necessary, an additional category or two could even be added to accommodate station areas in more rural communities.</p>	Comment Noted
PPC	General		<p>Setting broader ranges will require input from local jurisdictions, to find out what sort of densities and intensities they would consider appropriate and acceptable for their communities. However, it should be noted that, given the generally lower-density character of the established communities of the Tampa Bay region, and the preference of many citizens to maintain that character, there will likely be pressure to significantly decrease the lower ends of the ranges. It should be made clear to local government officials and staff that the ranges cannot be lowered dramatically, or they will no longer effectively support transit. Conveying this message will likely require some educational outreach at the local government level.</p> <p>Although this issue is probably less critical, another concern is that some communities may be unhappy with the typology names, particularly smaller jurisdictions who may want a "Downtown" or "Town Center" category. (When describing the heart of one's community, "Mixed Use Regional Node" doesn't have quite the same cachet.) I think it will be important, if not to integrate "Downtown" or "Town Center" directly into the names of corresponding typologies, at least to use the terms prominently in the descriptions.</p>	Comment Noted
PPC	General		<p>These typologies, objectives, and policies were developed by Hillsborough County and Tampa for use in their own jurisdictions. It is natural that other communities will have different priorities, which should be addressed in any set of model policies developed for the region as a whole. For example, the issues of intergovernmental coordination and economic development are critically important to Pinellas County and the larger Tampa Bay region. I would suggest the addition of the following policies in the regional policy framework:</p> <p>Ensure that TOD planning is closely coordinated among local jurisdictions, including those in different counties.</p> <p><del>When a TOD is designated, ensure that the potential for accommodating high-wage</del></p>	Comment Noted
Scott Jones (Newland)	General	General	Land assemblage is a big factor in some areas (example was East Tampa)	Comment Noted
Scott Jones (Newland)	General	General	Accelerate development process if zoning is in place	Comment Noted
Scott Jones (Newland)	General	General	focus on design and density - it can be dense but well executed - Increased distance to parking could work with other amenities in place (go car, rental cars, valet, short term lading spaces)	Comment Noted
Scott Jones (Newland)	General	General	Public Private partnerships - design standards should be based in reality - need to be realistic with requirements for mixed use	Comment Noted
TBARTA LUWG	General		What do you like about the Tampa & Hillsborough Station Area Typologies & Design Principles? (Design Principles are) Informative and well put together. Under Community Design Principles, it would be beneficial to mention concepts such as CPTED.	Comment Noted
TBARTA LUWG	General		How could these be used in the TBARTA TOD Resource Guide (the "toolbox" of model policies and ordinances)? By providing a framework for zoning ordinances and regulations supportive of, and designed for TOD projects.	Comment Noted

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TBARTA LUWG	General		I liked the pictures shown during presentation, and the pedestrians on the tracks. I don't think we should inhibit trains on tracks as this will reduce the speed of system, which will not take people out of cars. Placing tracks in a road takes away a travel lane.  The decisions have not been made to see if the tracks would be in the street or on exclusive right-of-way. In some areas it will probably have to be in street. Hillsborough Area Regional Transit is studying the issue right now with their Alternatives Analysis. We've interviewed people around the country to see what worked and how system was set up. Trains do slow down in downtowns, but people know that a train is coming. For them it is a different experience, but not a problem.	Comment Noted
TBARTA LUWG	General		On the topic of market analysis of station area, the analysis should be the first piece of the puzzle. Can the station be economically viable? We need to look at the area corridor, not only station area.	Comment Noted
TBARTA LUWG	General		What do you think about the Tampa & Hillsborough Station Area Typologies & Design Principles? They establish interesting targets for densities and intensities for a relatively low density/intensity region.  o No industrial center land use/station type. o No recognition of intensified commercial strips and center that rely on auto access. o On the Hillsborough County Future Land Use Element – Don't like page 3, second paragraph from bottom. "Influencing within half mile around the station" Oh no – Influence can extend 5 to 10 miles depending on feeder bus or automobile. How could these be used in the TBARTA TOD Resource Guide (the "toolbox" of model policies and ordinances)?	Comment Noted
TBARTA LUWG	General		What other comments do you have about the Tampa & Hillsborough TOD planning activities? o How well do these "round pegs" fit into the "square holes" of the real local urban environment? The hierarchy of station types and area design principles almost appear to be scheduled for a "new town" (Consider redevelopment areas, established residential areas, industrial areas, aged, undersigned infrastructure areas, etc.)	Comment Noted
Temple Terrace	General		Several policies use the term 'encourage' before mass transit, mixed-use development, pedestrian and bike facilities, and other features vital to TOD. Transit oriented development may not occur if it is encouraged rather than mandated. Although these policies are meant to be flexible they should include some parameters. Removing light terms such as 'encourage' from several policies may provide better control over development types.	Comment Noted
Westshore Alliance	General		<b>Chapter 3, p. 69-74, para. 4, last sentence: suggest inserting the words "whenever feasible" at the end of the last sentence. As you know, the Aviation Authority has two on-airport stations planned and the potential for other transit stations off-airport that would be applicable to the half mile radius transit planning areas around future stations. These new land use development policies/standards geared to transit station areas could conflict with airport district zoning M-AP (City) and SPI-AP (county) in areas of height, density, compatible land uses and noise.</b>	<b>The uses under MA-P will not be modified as a result of the TOD FLU Floating Designation</b>
Planning Commission	Policy 17.4.4		<b>This policy is a little wordy. You should consider revising.</b>	Policy has been removed and placed in Design Principles Table (Table 4)
Aviation Authority	Station Typologies		on the Co. and City tables describing the station typologies, the stations labeled as special have a footnote #4 cited but there isn't an explanatory footnote at the bottom of the table	Footnote 4 refers to Special Stations. The characteristics of these stations have yet to be determined.
City of Tampa	Table 2		Generally, it would seem a clearer and better defined bridge needs to be formed between these policies, Table 2, and the actual future land use categories. This could be accomplished with text inserted in the FLU table for each category that clearly states the possibility of TOD and the allowed thresholds, if designated. (ex.: "R-10" with asterisk "*" and footnote stating only R-10 in designated TOD area allowed up to CN uses with .75 FAR, 15 units per acre)	DRAFT language has been submitted to note that any Future Land Use designations may be subject to the TOD FLU Floating Designation.
City of Tampa	Table 2		<b>Table 2 Comments:</b> In header row - strike the word "suggested" in the first 2 columns - change "Proposed Scale" to "Project Target Building Height" as "scale" is actually a proportion of mass and height	Table 2 has been edited in response to this comment
City of Tampa	Table 2		Under Desired Land Use column - Clarify the difference between "civic/governmental" and "public/semi-public"; definition may be needed for "civic/governmental"	References were changed in Table 2 to Public/Semi-Public
Joint Land Use Working Group	Table 2		Remove the word "suggested" from Table 2.	"Suggested" has been removed from Table 2
HART	TOD Principles		These comments capture some points not addressed in the Transit Station Area Policies. In many instances the principles are stronger and more directive than the policies - was that intended?  Land Use Principles • The narrative on densities seems a little inconsistent on what it expects between ¼ and ½ mile. Residential can extend to ½ mile; non-residential should be no more than ¼ mile or even tighter. • Encouraging a variety of housing types and price points makes sense, whether incentives are necessary needs to be better understood. In many communities affordable and work force housing are part of this conversation. Is that intended here? • A minimum of .5 FAR for ½ mile from the station seems high. • Encouraging FAR based entitlements for mixed-use needs to be linked to stronger design principles than the draft includes – buildings to the	Where appropriate, Transit Station Area Design Principles have been modified to reflect this comment.

Agency	City Policy #	County Policy #	Comments / Recommended Revisions	Response
HART	TOD Principles		Connectivity Principles <ul style="list-style-type: none"> <li>Reduced parking through maximums is an effective strategy, waiting until there are "certain development thresholds" is a weak and uncertain way to get there. You could consider parking districts, and disconnecting parking from individual building along with maximums as a better way to address phasing.</li> </ul> Community Design Principles <ul style="list-style-type: none"> <li>Think some clarification is needed on "permit TOD rezoning" ... once FTA has issued a ROD. By the time you ask for a ROD you want rezoning recommended and well underway.</li> <li>Many communities do not have urban public open space requirements, for a TOD you will need to make sure the requirements reflect the</li> </ul>	Where appropriate, Transit Station Area Design Principles have been modified to reflect this comment.
HART	TOD Principles		The middle ground I'd recommend in modifying the policy is to: <ul style="list-style-type: none"> <li>focus on a smaller area where the impact of transit will be higher and where land use changes matter the most,</li> <li>include a shorter list of topics carefully chosen to include the things that matter the most in getting TOD outcomes, and</li> <li>set a higher standard of requirements for the small list of important things you are seeking.</li> </ul>	Where appropriate, Transit Station Area Design Principles have been modified to reflect this comment.
HART	TOD Principles		The current draft targets ½ mile around stations (503 acres). Instead tighten your focus to a ¼ mile (125 acres) or even tighter to 800 feet (46 acres). For the remainder of the station area continue to encourage TOD, but don't require it.	Where appropriate, Transit Station Area Design Principles have been modified to reflect this comment.
HART	TOD Principles		These are the places Tampa should closely consider a stronger more directive framework to incentivize and require TOD through: <ol style="list-style-type: none"> <li>Density higher than the community average</li> <li>A mix of land uses to create an active place</li> <li>Reducing and managing parking</li> <li>Street, building and site orientation to favor pedestrians</li> </ol>	Where appropriate, Transit Station Area Design Principles have been modified to reflect this comment.
City of Tampa			Recommend not using "encouraging" and "promoting" in all of these policies. Example: Policy 17.4.7 If the purpose of this policy is to list the general amenities necessary to support the ½ mile radius of the Station Area through pedestrian connections and bike lanes, then direct the development of LDR's and direct the inclusion of these items in the plans. These policies, as with all policies of the Comp Plan, need to be measurable (per State Statute 163.3181) and give clear guidance to those who must implement them through development of plans, codes, and individual site developments	"Encourage" and "Promote" were removed where applicable.
Planning Commission		50.3	Policy 43.250.3: The County shall request that the Local Planning Agency (LPA) work with the Transit Agency and Hillsborough County (MPO) Metropolitan Planning Organization to determine station locations, station types, and development characteristics, for each of the proposed station stops.	Policy has been edited to reflect that the Transit Agency or Transportation agency will determine station type and location, and the County will determine development characteristics.
Planning Commission		51.1	Add something about how to deal with properties that want to rezone before the station area plan is complete.	
Planning Commission		51.1	Policy 51.1: Change to address interlocal agreement on station area planning responsibilities	Policy added requiring interlocal agreement.
Planning Commission		52.1	Policy 52.1: Change to address interlocal agreement on station area planning responsibilities. Collapse this policy with general station area planning policy – boundary will be part of station area planning process – not a separate step.	Policy has been changed to reflect the creation of an interlocal Agreement.
Planning Commission		52.4	Change to Interlocal Agreement to assign responsibilities for planning for station area as well as funding. Plans will be completed by a public planning/transit(?) agency. Allow for private entities to advance the funding for planning for an area.	Policies have been modified to reflect recommendations.
Planning Commission		52.4	Make the list of attributes for Station Area Plans a separate policy	Comment Noted - Policy 56.4 refers to Table 3 which includes all of the components of a Station Area Plan
Planning Commission		52.6	Policy 52.6: Regardless of how the Station Area Plan is funded, a public involvement program <u>led by a public agency</u> , 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 56.5 notes the requirement that the Station Area Planning process is led by a public agency. Policy was kept consistent with that in the City of Tampa Comprehensive Plan.
Planning Commission		52.7	Add policy on how station area plan is adopted.	Policies have been added noting that Station Area Plans are adopted by local governments at the recommendation of the Local Planning Agency.
Planning Commission		53	Consider throughout the following policies how we can require more and use promote/encourage less – perhaps look at requiring within a smaller distance and encourage in the broader .5 mile area.	Table 2 has been modified with some additional provisions that are required.
Planning Commission		53.11	Policy 53.11 Surface parking lots shall be located behind new buildings. Entrances to surface parking lots or garages should be placed on side 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 parking garages. Driveways shall be designed to minimize adverse impact to single family detached neighborhoods	Policy moved to Transit Station Area Design Principles.
Planning Commission		53.14	Policy 53.14: Allowable land uses defined in the underlying future land use categories cannot be changed through the station area planning process. Industrial future land use categories are protected and do not allow residential land uses.	Policy has been modified per this comment
Planning Commission		53.5	Policy 53.5: Improvements proposed to typical roadway sections within Station Area Plans design elements, such as those as advocated for by the National Complete Streets Coalition, shall be considered	Policy has been modified per this comment.
Planning Commission		53.6	Policy 53.6: Station Area Plans shall improve bicycle and pedestrian connectivity through the following: <ul style="list-style-type: none"> <li>Requiring direct pedestrian routes within station areas. Sidewalk locations and widths shall be based on the anticipated level of service needed within public rights of way 0.5-mile walking distance from all station locations.</li> </ul>	Policy has been modified per this comment.
Planning Commission		53.7	Policy 53.7: Within Station Area Plans, specific guidelines shall be created that address streetscape design to encourage pedestrian activity and protection. These elements may include design elements such as public art, street trees, pedestrian-scale lighting, arcades, awnings, wayfinding signage, and benches. <u>Active edges are required in all buildings within _____ feet of the station.</u>	Policy moved to Transit Station Area Design Principles.
Planning Commission		General	Additional discussion is needed on the overall planning concept. Are the various jurisdictions responsible for their own station area plans? Or is there an overall program that traverses jurisdictional lines? Are the stations plans viewed as individual	Comment Noted. Narrative has been edited to reflect this recommendation.
Planning Commission		General	Need to change the County Policy Numbers throughout. Start with Objective 54 (1-4 Policies will be 50-53)	Comment Noted - County Policy numbering has been changed.
Planning Commission		General	Need definition for fixed guideway transit	Definition has been provided from FTA.

Agency	City Policy #	County Policy #	Comments / Recommended Revisions	Response
Planning Commission		General	Add policy that stations will be located within the Urban Service Area.	Policy has been added to the City and County Policies
Planning Commission		General	Reframe as area of influence that goes into place for purpose of Station Area Plan study – occurs automatically once locally preferred alternative (?) is chosen. No need for BOCC or City Council action at this point since it is just outlining the area to be studied really.	City has requested Council Action. Have left BOCC action within the policies.
Planning Commission		Table 2	<b>(In Station Typology Table under Mixed Use Regional Suburban.) Why is medical called out specifically? It would be covered under the office category.</b>	Medical was requested specifically in comments.
Planning Commission		Table 2	Under Community Center Stations and Neighborhood Stations - Add Public/Semi-Public under the Desired Land Use	Public / Semi Public has been added
Planning Commission			Address how design chart fits in - we want to include that as an adopted piece of the policies.	Objective 57 references the Design Principles Table
Planning Commission			Look at TOD Employment Center for I-4 corridor for how to address the employment type stations.	Employment Center Station Designation has been added to the Station Typology Table
TBARTA		Policy 53.14 (p. 12)	"Allowable land uses defined in the underlying future land use categories cannot be changed through the station area planning process..." What does this mean? It seems to conflict with footnote 3 on the Station Area Typologies matrix: "Recommended station area land use mix guided by Station Area Plan Location-Based Station Area.... to identify intensity and land use mix within ½ mile... during the Station Area planning process. (That is a really long sentence with a lot of capital letters.)"	Comment Noted. Policy has been edited for clarity. The intent was to expand upon existing allowable uses through the TOD FLU Floating Designation. The Station Area Planning process will modify the uses and densities/intensities.