

## Chapter 3: Structuring Growth for Livability: Urban Design and Land Use

### Understanding the City Form

Cities worldwide have physically developed over the span of civilized human history based on the influence of cultural, social, and economic systems, thereby creating a City's identity. A city's form, how it has physically developed, will continue to be shaped by the historical development patterns that resulted from the creation of its specific 'identity'.

#### What is the city form?

It is:

- The physical shape of the city;
- How a city is designed and structured (identifiable, general physical development patterns);
- A result of contributions made by past generations; these contributions create a rich mixture of physical spaces, which often include an architecturally diverse and expressive public and private realm;
- What type of developments are or have been allowed;
- What areas are protected; and
- How all the areas are connected and support each other.

#### Why is it important?

- The general physical development patterns often represent substantial economic and social investment over time and are often deeply rooted in a city's identity;
- Once the patterns are identified, they can be built upon more readily;
- These patterns set the framework and foundation of the City's assets; and
- Further growth and evolution of a City's assets directly shape a City's future.

#### What is Tampa's specific 'City Form'?

Tampa's form is and will continue to be shaped by historical development patterns. The City has developed over the span of 150 years, and is influenced by the building patterns that occurred during three significant periods of time as described below.

In general, Tampa has developed and redeveloped as an urban city, with a defined urban core, regional and community centers, and established residential neighborhoods. As an urban city, Tampa has a defined city form that encompasses many components,

such as business centers, urban villages, mixed-use corridor villages, transit stations and neighborhoods.

The growth management strategy established in this Plan focuses on establishing sustainable and livable environments in areas with diverse needs. This will require sustained efforts to improve the mix of land uses. The sustainability and livability of Tampa's city form relating to future growth and further redevelopment relies heavily on the natural evolution of all of the city form components, coupled with survival and protection of the established residential neighborhoods.

### **Historical Development Patterns**

#### **Pre-World War II Pattern (before 1945)**

This period represents a time when many people walked, bicycled, or took the streetcar to work and other destinations. It features an interconnected, grid-style street network designed to maximize the efficiency of these transportation modes. Land uses were mixed, minimizing travel time between home, work, and shopping. Homes and other buildings were oriented near the sidewalks, with parking relegated to the back of the property. This pattern can be seen in the historic neighborhoods around downtown Tampa: Hyde Park, Ybor City, Tampa Heights, Seminole Heights, Palmetto Beach, East Tampa, Sulphur Springs and Palma Ceia.

#### **Post-World War II Pattern (1946 to 1980)**

This period represents a time when automobiles became accessible to the average person and development began to reshape itself for the driving public. Residential suburbs such as Beach Park, Forest Hills and Virginia Park were constructed with prominent garages and driveways in front and winding streets to discourage through traffic. Arterial roadways were constructed, and the businesses that grew up along them were set back from the roadway, with paved parking lots in front. Shopping malls, surrounded by large parking lots, were constructed on greenfield land at the outskirts of the City. During this period, pedestrian, bicycle, and transit access became less of a consideration, and sidewalks were no longer routinely provided. However, the existing roadway grid was retained and enlarged.

#### **Contemporary Pattern (1981 to Present)**

In this period, the automobile is the dominant form of transportation. Land uses are segregated, with housing, employers, and stores placed far enough apart that they can only be conveniently reached by car. Subdivisions are designed to remove through traffic from residential streets entirely, through the use of winding and disconnected roads, cul-de-sacs, and entry gates. Most traffic is routed onto arterial roadways, where walking,

bicycling, and transit use are difficult and often dangerous. This pattern is primarily seen in the New Tampa area of the City, the latest to be developed.

The urban landscape is not homogeneous. Development has occurred during different locations over time, creating a polycentric development pattern that can be characterized by centers, neighborhoods and corridors.

### Character

Tampa's distinctive neighborhoods are a great asset to the City. While some neighborhoods date back to the early days of Tampa's history and others are still building out, each has elements that set it apart from the others and establish its character.

The character of an area may at first glance seem to be about the people who live or work there. However, the design and placement of open spaces, buildings, above-ground infrastructure (e.g. roads, footpaths, traffic lights, overhead wiring), and the natural and man-made landscape (street trees, street furniture, signage, road layout) are what planners take into account when analyzing the character of an area.



Character is also about development patterns. Neighborhood character is defined in part by certain design elements that repeat throughout neighborhoods, such as landscaping and massing of buildings, colors, and materials. The character of a neighborhood or community is also defined by factors including topography and natural features, street layout and streetscape, and landmarks and civic land uses.

*What is the difference between heritage, character and historical significance?*

Our architecture, be it houses or churches or whole cities, store our history, they contribute to the City's architectural heritage and community character. Preserving neighborhood character does not mean that things must be kept exactly the same. Sometimes change is welcome, as private and public investment can contribute to the beauty, vitality, and functionality of a neighborhood. However, new development whether it is in the form of infill, redevelopment, or first-time development should contribute to a continuing positive evolution of neighborhood character and creation of a sense of place.

### The Livable City and Urban Design

Urban design encompasses multiple elements that can enhance the physical characteristics of both residential and commercial areas. The urban design component seeks to promote

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the overall goal of Livability by a reinforced sense of city identity. The future vision for urban design in Tampa is as follows:

### Economic Opportunity

- Support centers of activity;
- Design reflects the movement of people, goods and services;
- Create place for meetings, strolling, sitting, watching and living; and
- Promote distinctions in form to project the unique images of Tampa.

### A Sense of Place and Community

- The center is appropriately scaled, and is a symbolic focus of the neighborhood;
- Provide a place for gathering;
- Make the focal space pedestrian friendly;
- Ensure there are mobility options;
- Allows shared parking on a larger scale in order to meet parking requirements while maximizing space for other uses; and
- Work with the City of Tampa to develop guidelines and mechanisms for shared parking.

### Attractive

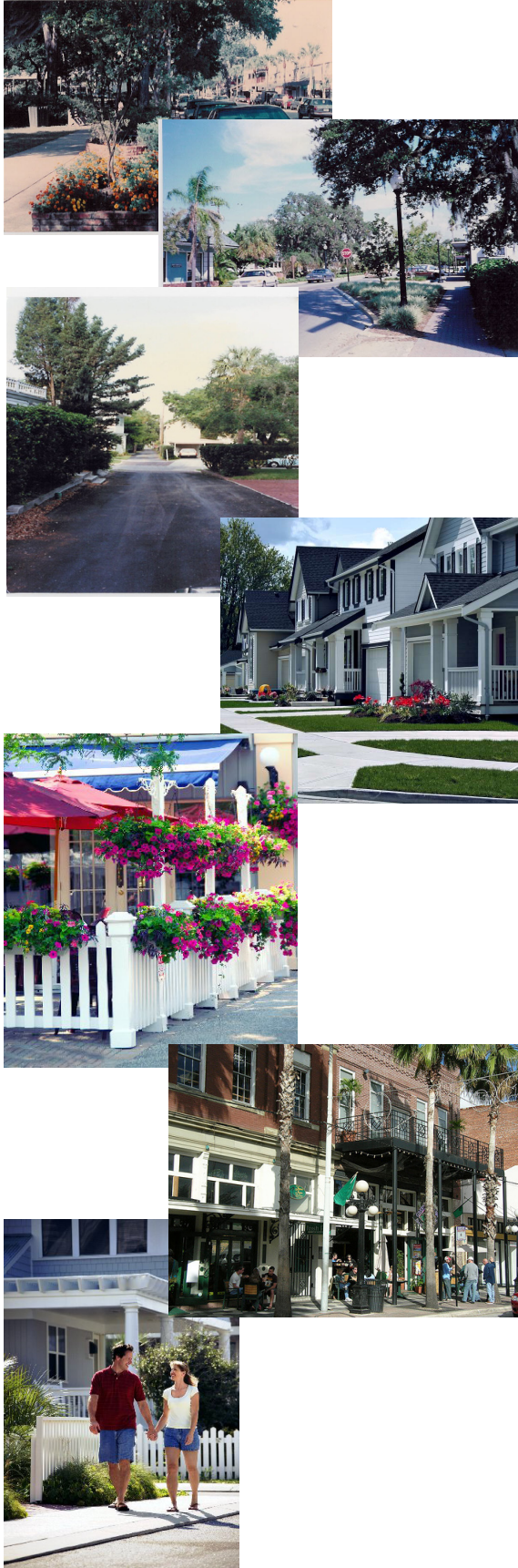
- Encourage design compatibility of components within the neighborhood;
- Use special layout and design treatment of streets and public spaces;
- Encourage gateways at major entrances; and
- Use natural features to enhance identity.



*Uniform street elements can enhance identity.*







### A Choice of Lifestyles

- Encourage housing variety;
- Allow housing types to be mixed in use projects;
- Allow granny flats and garage apartments; where desired and
- Allow home based employment.

### Mobility Options

- Discourage walled off enclaves;
- Where walls or buffers exist, allow for cross access;
- Use an interconnected grid of streets;
- Protect the grid system while protecting neighborhoods from undesirable traffic impacts;
- Design an open space network to interconnect with the surrounding uses;
- Maintain existing layout of streets encourage walking and bicycling;
- Provide continuous and interconnected sidewalks and bicycle lanes;
- Plant regularly spaced trees to shade sidewalks and streets;
- Use planted buffers as a safety zone between sidewalks and street;
- Completing the sidewalk grid in the neighborhood;
- The arrangement of uses support transit;
- Each part of the neighborhood is served by transit;
- Transit stops are user friendly;
- Promote narrow streets to discourage speeding;
- Provide for street parking; and
- Allow alleys for access and utility

placement.

- Encourage traffic calming measures, roundabouts and minimize one way traffic flow, where appropriate and feasible.

### Feels Safe

- Designs are friendly to the street;
- Maintain traditional setbacks of the neighborhood;
- Provide for different scales of space;
- Provide for outdoor active and passive uses;
- Encourage streets to become outdoor living space; and
- Visible front entries.



### A Mix of Uses

- Encourage development that preserves trees and natural features;
- Create opportunity to mix uses;
- Reduce impacts of paved areas;
- Create a sense of place; and
- Encourage design and orientation that reflects the city's built heritage.

### Retain Healthy Open Space

- Incorporate open space planning into the neighborhood;
- Encourage active uses facing parks and public spaces;
- Encourage compatible land use relationships;
- Consider the use of community gardens;
- Integrate the city of Tampa Greenway system throughout the city; and
- Promote natural access, surveillance and reinforcement throughout.

## **Urban Design Goals, Objectives and Policies**

**Goal 13:** To build a Livable City that enhances the unique attributes of Tampa's diversity through urban design.

**Objective 13.1:** Respect Tampa's human scale, unique history, aesthetics, natural environment, and sense of community identity as the City changes and evolves.

- Policy 13.1.1:** Relate architecture and landscape design to Tampa’s climate, topography, and history (see also green building policies).
- Policy 13.1.2:** Promote the use of designs and materials that reflect the region and Tampa’s natural setting.
- Policy 13.1.3:** Relate new buildings and development to the context of the neighborhood and community.
- Policy 13.1.4:** Focus design standards and review efforts on new and evolving districts that are undergoing the most dramatic change. Periodically evaluate their need and effectiveness, recognizing that locations of review focus may change over time.
- Policy 13.1.5:** Establish development standards to encourage positive change and diversity while protecting Tampa’s traditional character where applicable.
- Policy 13.1.6:** Encourage small and medium scale development, particularly of unique design to enhance Tampa’s urban character.
- Policy 13.1.7:** Provide for a greater variety of allowable development patterns, which encourage good community design and which reflect the character of the surroundings.
- Policy 13.1.8:** Promote a range of uses in close proximity to each other. These uses shall include, but are not limited to: mixed density housing with a variety of housing options, local-serving goods and services, civic uses, and employment generators.
- Policy 13.1.9:** Establish, promote and incentivize well-designed urban environments that create vibrant, livable places to live, work, and play.
- Policy 13.1.10:** Ensure that redevelopment design in neighborhoods enhances their distinctive natural, historic and cultural characteristics; strengthens neighborhood connections to urban centers; and reinforces Tampa’s unifying design features such as street trees in the tree lawns, pedestrian lighting, parkways and the grid system of streets.
- Policy 13.1.11:** Reinforce and enhance neighborhood and community edges with either natural open space or urban enhancements (streetscape improvements,

public art, landscape and architectural themes) to celebrate gateways and entrances.

**Objective 13.2:** Create a legacy of inspired urban design in the public realm.

**Policy 13.2.1:** Provide a model of excellence in urban design and architectural quality by incorporating design quality standards and design review in City projects. Consider incorporating these same expectations for private development receiving City funding.

**Policy 13.2.2:** Promote standards and incentives for design that enhance the quality and character of the City, including the preservation of significant historic structures and features.

**Policy 13.2.3:** Preserve Tampa's architectural and design legacies while allowing new ones to evolve.

**Policy 13.2.4:** Invest in public infrastructure and amenities strategically to promote community identity and attract development.

**Policy 13.2.5:** Promote physical environments of the highest quality, which emphasize the special identity of each of the City's neighborhoods.

### **New Development**

**Objective 13.3:** In new development, adapt Tampa's traditional urban design character to new needs, expectations and technologies.

**Policy 13.3.1:** Establish development standards to encourage positive change and diversity while protecting Tampa's traditional character.

**Policy 13.3.2:** Ensure that the Zoning Code reinforces quality urban design.

**Policy 13.3.3:** Promote harmony in the visual relationships and transitions between new and older buildings. New buildings do not need to imitate older development, but should be sympathetic to its scale, form, proportion, and materials. This can often be accomplished by repeating existing building lines, fenestration and surface treatment. Where new buildings are larger than their surroundings, they should be articulated and textured to reduce their apparent size and to reflect the pattern of older buildings.



- Policy 13.3.4:** Maintain minimal front setbacks, building heights and recesses within a comparable range, and street trees to provide a sense of vertical enclosure on streets.
- Policy 13.3.5:** Design new structures to create transitions in form between adjacent or nearby buildings or an open space.
- Policy 13.3.6:** In appropriate urban areas, buildings should be located close or adjacent to the sidewalk.
- Policy 13.3.7:** Development Regulations. The City shall promote design excellence by ensuring city development regulations clearly express intended rather than prohibited outcomes and reinforce rather than inhibit quality design.
- Policy 13.3.8:** Design Review. In the Central Business District, Channel District, Zoning Districts, Historic Districts, Overlay and form based districts, the City shall require design review that focuses on achieving appropriate form and function for all new and redevelopment projects to ensure creativity, innovation, and design quality.
- Policy 13.3.9:** Transitions in Scale. The City shall require that the scale and massing of new development in higher-densities centers and corridors provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods that have lower development intensities and building heights.
- Policy 13.3.10:** Public Safety and Community Design. The City shall promote design of neighborhoods, centers, streets, and public spaces that enhance public safety and discourage crime by providing street-fronting uses (“eyes on the street”), adequate lighting and sight lines, and features that cultivate a sense of community ‘ownership.’
- Policy 13.3.11:** Walkable Blocks. The City shall require new development and redevelopment projects going through subdivision plat to create walkable, pedestrian-scaled blocks that incorporate publicly accessible mid-block pedestrian routes.
- Policy 13.3.12:** **Buildings that Engage the Street.** The City shall implement development standards that require buildings to be oriented to and actively engage and complete the public realm. These standards will address

features such as: building orientation to the street, build-to and setback lines, facade articulation, ground-floor transparency, and location of parking, etc.

**Policy 13.3.13: Screening of Off-street Parking.** Parking garages should be architecturally compatible with its surroundings.

**Policy 13.3.14: Planned Development Districts.** The City shall limit the use of Planned Development District rezoning petitions to development, consistent with the FLU designation, but otherwise not permitted in the current zoning district.

### **Elements of City Form: Development Components**

The physically built environment called the ‘City Form’ has nine (9) major components which are described below. The ‘City Form’ includes the following:

- Business Centers
- Urban Villages
- Mixed-use Corridor Villages
- Transit Stations
- Urban Neighborhoods
- Traditional Neighborhoods
- Suburban and Contemporary Neighborhoods
- The Waterfront
- Rural Areas

### **The Growth Management Solution**

In keeping with the vision for a more Livable City, future growth will be steered to areas and locations that are well served by transit or the existing road network and which have a number of properties with redevelopment potential. Generally growth areas are locations where good transit access can be provided along bus and future rail transit routes, and at future transit stations. The four growth areas envisioned in this plan are:

- Business Centers
- Mixed use corridor villages
- Transit stations

- Urban Villages- limited growth

The role of these areas should ensure that spaces for economic activities are not displaced by residential development and that residential neighborhoods are not destabilized by inappropriate commercial encroachment. *It means that planning and urban design are essential to achieve a sustainable mix of land uses.*

## Livable City Growth Management Goals, Objectives and Policies

**Goal 14:** A city of compact, higher-density development within business districts, mixed use corridor villages and transit stations to conserve land resources, protect single family detached neighborhoods, natural habitat, support transit, reduce vehicle trips, improve air quality, conserve energy and water, and diversify Tampa’s housing stock.

**Objective 14.1:** The City shall regulate the levels of building intensity according to the standards and land use designations, in order to accommodate the projected population increase of 92,800 persons and 132,300 employees by 2025.

**Policy 14.1.1:** The City shall encourage compact, higher-density development that is compatible with its surrounding character.

**Policy 14.1.2:** The City shall review and adjust remaining capacities of the comprehensive plan, population, and employment every two years, subject to the evaluation of their impacts.

**Policy 14.1.3:** Create regulations and incentives that encourage high-quality, mixed-use development at densities that will support Tampa’s diverse housing needs and public transportation alternatives.

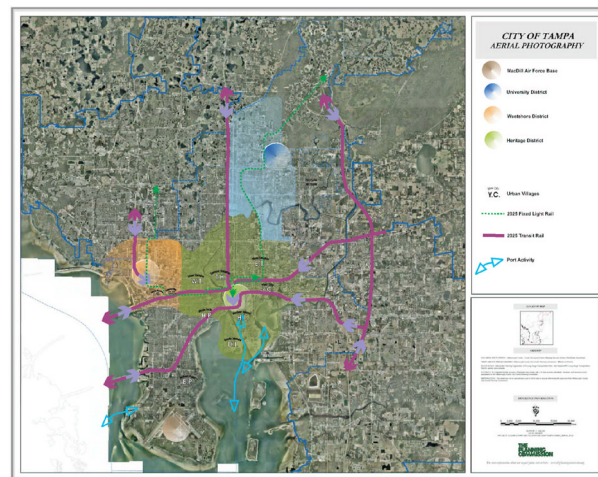
**Policy 14.1.4:** Use limited land resources more efficiently and pursue a development pattern that is more economically sound, by encouraging infill development on vacant and underutilized sites.

**Policy 14.1.5:** Incorporate urban design principles into new development patterns to achieve a higher concentration and more diverse mix of housing, employment and transportation options in identified areas of the City.

### Business Centers

In the **Livable City**, **Business Centers** are vital centers for economic activity and continued city success. They are economic engines and assets. By identifying these centers, Tampa can ensure that a continued stable environment for investment exists, that the city's tax base is maintained and grows and that the city continues to offer suitable locations for a variety of employment. Three business centers are designated. Each one is the anchor

**Figure 1. The Vision of this Plan is to connect our business centers.**



for one of the planning districts. They are the Central Business District (defined as the Downtown DRI and Channelside), the Westshore Business District (defined to include the Westshore Areawide DRI, Tampa International Airport, Rocky Point and Drew Park) and the University of South Florida (geographically identified as the main campus). These areas of intense activity are regional attractors that are essential to the City's fiscal and economic health.

The **Central Business District**, downtown Tampa, is where our city began, with the establishment of Fort Brooke in 1824. It is the high rise office, judicial and governmental, cultural and transportation center of the region. It is also a high density residential neighborhood.

The **Westshore Business Center** is the principal business district of Tampa, with more than 11 million square feet of commercial office space, 4,000 businesses with nearly 100,000 employees, 32 hotels containing approximately 7,000 rooms, 4.79 million square feet of retail space including 2 major shopping malls (International Plaza and Westshore Plaza) and more than 200 restaurants. Westshore is approximately 6 square miles



The **University of South Florida** is the most visible element of the University District, occupying approximately 1,493 acres. The University of South Florida is one of the nation's top 63 public research universities and one of 39 community engaged public universities as designated by the Carnegie Foundation for the Advancement of Teaching. The University has a \$1.6 billion annual budget, an annual economic impact of \$3.2 billion, and serves more than 45,000 students on campuses in Tampa.

Distinct business centers are efficiently served by transit and serve as centers of civic, cultural, and economic life for Tampa's neighborhoods and the region.

### **Business Centers**

**Objective 14.2:** Ensure the continued prosperity and competitiveness of the city's premier business centers.

**Policy 14.2.1: Partnership** - The City shall maintain regular and ongoing coordination efforts with the Tampa Downtown Partnership, the Westshore Alliance and the University of South Florida to ensure that key city building decisions support these economic centers.

**Policy 14.2.2: Coordination** - The City may choose to use its lobbying influence with other levels of government and the private sector to jointly pursue identified areas of mutual benefits with these business center leadership groups.

**Policy 14.2.3: Mobility** - Transit use will be promoted in the business centers through investing in improved levels of service, by encouraging new economic development to take place in a form and density that supports transit and by encouraging travel demand management measures.

**Policy 14.2.4: Safety** - Encourage walking and bicycling by creating safe and attractive conditions in and around the business centers.

**Policy 14.2.5: Mix of uses** - The City shall promote through the redevelopment process, the introduction of mixed-use development into the city's existing business centers as a means of enhancing retail viability, establishing truly pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips.

**Policy 14.2.6: Workforce Housing** - Encourage the development of more workforce housing in the Westshore business center, by exempting residential uses

in the floor area ratio calculation of mixed use residential and commercial projects.

**Policy 14.2.7: Sense of Place** - The City shall encourage redevelopment of existing business centers into dynamic mixed-use centers by replacing surface parking with structured parking, replacing parking area drive aisles with pedestrian friendly shopping streets, infilling parking areas with multi-story mixed-use buildings, and creating attractive, well-appointed streetscapes and plazas.

**Policy 14.2.8: Economic Opportunity** - The City shall encourage greater pedestrian and bicycle connections between redeveloped mixed-use centers and surrounding neighborhoods to establish the centers as important neighborhoods, regional destinations, and activity centers.

**Policy 14.2.9: Assets** - Build upon the assets of the Westshore District which include Hillsborough Community College and Raymond James Stadium to promote transit connections.

### Urban Villages

A distinguishing characteristic of Tampa is the presence of successful and diverse mixed neighborhoods in close proximity to each other. This variety of urban environments provides people with a choice of lifestyles, and retaining and enhancing these distinctive community characteristics will ensure that they remain vital and successful communities.

Urban villages function as villages within the larger city. Designated urban villages have had some type of adopted secondary planning process that is being used to guide or inform the future of that area. Some of those secondary planning processes include: neighborhood plans (Davis Islands, Ballast Point, Tampa Heights); economic development plans (West Tampa); community redevelopment area plans (Channel District, Central Park Village, Drew Park) and historic district plans (Hyde Park). Future growth in urban villages is directed by the future land use plan categories that each village presently has, and future change in urban villages is informed by the secondary plan for that village. Some urban villages may see substantial growth and change (e.g. Channel District) because that is what is called for in their secondary plans. Other urban villages will see only modest change because their secondary plans don't call for a lot of growth and change (e.g., Davis Islands). Examples of urban villages abound in the Central Tampa District. The villages are diverse and provide goods, services, housing, and employment to Tampa's residents and are the

key to Tampa's livability. Urban villages contribute to a livable City by supporting:

- Diverse housing and employment growth;
- Pedestrian and transit-oriented communities;
- Provision of services and infrastructure targeted to support sustainable redevelopment; and
- Enhancements to the City's cultural diversity.

An urban village designation recognizes the contributions a particular area makes to the City and provides guidance regarding the intended function, character, intensity, type and degree of growth anticipated for an area.

Future urban village designations will require a neighborhood plan to support it.

Some urban villages (Tampa Heights, Ybor City, East Tampa and West Tampa) are also contained within the Enterprise Zone. The area designated within Tampa is approximately 19.81 square miles, and it covers neighborhoods including Sulphur Springs and Palmetto Beach.

Economic development to increase employment growth and decrease poverty levels is the main focus for these areas, with a secondary focus on human/social programs. The Enterprise Zone is also delineated on the Future Land Use Map for identification purposes.

## Urban Village Goals, Objectives and Policies

**Goal 15:** Create a city of distinctive and memorable places.

**Objective 15.1:** **Support the Urban Village** designations that produce a distinctive, high-quality built environment whose forms and character respect Tampa's unique historic, environmental, and architectural context, and create memorable places that enrich community life.

**Policy 15.1.1:** **Values Areas of Heritage** - Respect those plans by integrating them into the Comprehensive Plan. Make future decisions consistent with those plans.

**Policy 15.1.2:** **Mix of uses** - Urban villages contain most of the following uses which typically make up what is considered a traditional and livable community: single and multi-family residential, neighborhood serving com-

mercial, schools, parks, a central gathering place, mass transit and safe, walkable pathways that connect people to all areas of the village. Work towards creating a mix and placement of these uses that works for the character of the village and creates a vibrant community setting.

- Policy 15.1.3: Economic Opportunity** - Recognize that urban villages are a very livable and sustainable form of development. Continue to emphasize the compact and mixed use nature of these villages. Look for ways to make it easier to create this type of development pattern.
- Policy 15.1.4: Mobility Choices** - The City shall ensure that redevelopment projects in urban villages are designed for pedestrian traffic and connect and support a citywide transit system.
- Policy 15.1.5: A Sense of Place** - Development projects in urban villages must be oriented, integrated and in scale with the surrounding community.
- Policy 15.1.6: Support Economic Opportunity** - Permit office development to infill on vacant parcels or redevelop existing parcels in areas adjacent to the Central Business District from the south right-of-way line of Ross Avenue to the south property boundary of those lots fronting the north right-of-way line of Interstate-75 between Florida Avenue and Interstate-275.
- Policy 15.1.7: Integrate a complete mix of uses** - Lands divided by more than one plan category may proportionately weigh the floor area ratio over the entire site, and permitted uses within each of the land use plan categories may be considered anywhere on site through an approved Planned Development zoning. All negative, off-site impacts must be mitigated.
- Policy 15.1.8: Adaptive Reuse** - The City shall use encourage sustainable development and preservation of historic structures through adaptive reuse. For structures in, or eligible to be included in the Tampa Historical Register, the existing floor area ratio of the vacant structure may be considered conforming with the underlying land use plan category even if it exceeds the maximum permitted. Reuse projects are exempt from the locational criteria for neighborhood serving and residential office uses.
- Policy 15.1.9: Choice of Lifestyle** - Mixed use projects that integrate different classifications of uses (e.g. commercial and residential) are preferred over single use projects, and will be incentivized.



**Policy 15.1.10: Retain healthy open space** - The City will facilitate consideration for the creative reuse of non-standard otherwise, undevelopable lots as a means to foster community interaction. Examples include: community gardens, neighborhood art displays and outdoor performance areas.

**Policy 15.1.11: Future Plans** - There may be appropriate areas of the City that should be designated as urban villages in the future. One prerequisite for designation is that a community plan must be completed first.

### Mixed Use Corridor Villages

The Mixed Use Corridor villages are identified as areas with the greatest opportunity to support the gradual transformation of road corridors where intensification is possible and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

They support the Livable City's goal of becoming transit ready and supporting existing and future transit. Each corridor is different in terms of lot sizes and configurations, street widths, existing uses, neighborhood uses, neighboring uses, transit services and streetscape potential. There is no uniform program for transforming the corridor villages. A framework of change will be tailored to the individual corridors through studies and or "community planning through form-based code" processes that involve local residents, businesses and other stakeholders. Each framework will show:

- How the public realm - streetscape and pedestrian environment can be improved;
- Where public open space can be created and existing parks improved;
- Where trees could be planted; and
- How transit service can be enhanced and the roadway optimized;
- Opportunity to create new housing and jobs.

These changes to benefit new and existing residents may be gradually implemented as funding and opportunities present themselves and development proceeds.

The following road corridors have a series of mixed use corridor villages along them: Dale Mabry Highway, Gandy Boulevard, Armenia Avenue, Howard Avenue, Florida Avenue, Nebraska Avenue, Martin Luther King, Jr. Boulevard, Columbus Drive, 40th Street, 50th

Street, Adamo Drive (from Channelside to 26<sup>th</sup> Street), Busch Boulevard, Hillsborough Avenue, Fowler Avenue, Fletcher Avenue, Bruce B. Downs Boulevard, Kennedy Boulevard and Westshore Boulevard north of Kennedy Boulevard. These roadways are transit emphasis corridors and are suitable for redevelopment and intensification.

Redevelopment of these corridors should be supported by quality transit services, including buses and streetcars, combined with urban design and traffic engineering standards to promote safe, comfortable and attractive streets.

### **Mixed Use Corridor Villages Goals, Objectives and Policies**

**Goal 16:** **Mixed Use Corridor Villages** - Major corridors transformed into vibrant pedestrian-friendly environments that serve as gathering places for adjacent neighborhoods.

**Objective 16.1:** The **transformation of major corridors** to include a broader mix of uses, both horizontal and vertical, that provides opportunities for medium and higher density housing, while also addressing local and citywide demand for retail and services.

**Policy 16.1.1:** **Redeveloping Automobile-oriented Corridors** - The City shall promote redevelopment of existing automobile-oriented corridors and the upgrading of existing commercial development to create vibrant, mixed-use boulevards that balance efficient movement of motor vehicles with the creation of attractive pedestrian-friendly districts that serve the adjoining neighborhoods as well as passing motorists.

**Policy 16.1.2:** **Redeveloping Automobile-oriented Corridors** - The City shall encourage through the redevelopment process, residential, mixed-use, retail, service commercial, and other pedestrian-oriented uses along mixed-use corridors to be oriented to the street by placing them toward the front of properties with entries and stoops fronting the street.

**Policy 16.1.3:** **Higher Intensity Nodes** - The City shall support proposals to convert non-residential properties along mixed-use corridors, between major intersections, to residential or mixed-use residential uses and ensure the development is compatible with surrounding land uses and has adequate access to transit services and community services.

**Policy 16.1.4:** **Sidewalks and Pedestrian Amenities** - The City shall require that sidewalks along mixed-use corridors are wide enough to accommodate sig-

nificant pedestrian traffic and the integration of public amenities and landscaping.

**Policy 16.1.5: Corridor Transit** - The City shall encourage design and development along mixed use corridors that promotes the use of public transit, pedestrian and bicycle travel that maximizes personal safety through development features such as:

- Buildings oriented to the street and transit services;
- Safe and convenient access for pedestrians between buildings and transit stops;
- Support the Greenways and Trail Master Plan when applicable;
- Parking areas, and other buildings and facilities; and
- Roads designed for automobile use, efficient transit service as well as pedestrian and bicycle travel.

**Policy 16.1.6: Visual and Physical Character** - The City shall ensure that the introduction of higher-density mixed-use development along major arterial corridors is compatible with adjacent land uses, particularly residential uses, by requiring such features as:

- Buildings setback from rear or side yard property lines adjoining single-family residential uses;
- Building heights stepped back from sensitive adjoining uses (including historic districts) to maintain appropriate transitions in scale, massing and height and to protect privacy and solar access;
- Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas, to the degree feasible; and
- Lighting shielded and directed downward to minimize impacts on adjacent residential uses.

**Policy 16.1.7: Differentiation of the Corridors** - The long-term development direction is to create linear mixed use villages in these corridors. Three types of mixed use corridor villages are defined and they are based on the scale of the development pattern to be expected – suburban mixed use scale corridor village (refer to the SMU-6 plan category for more detail); community mixed use scale corridor village (refer to the CMU-35 and CC-35 plan categories for more detail); and the urban mixed use scale corridor village (refer to the UMU-60 plan category for more detail).

**Policy 16.1.8: Future Plans** - Each corridor needs a “community plan” developed in conjunction with adjacent neighborhoods. The type of corridor village will be determined at that point (i.e. suburban, community serving or

urban scale). Corridors may be divided into several mixed use corridor villages - the size, configuration and type will be determined during the planning process for the corridor.

**Policy 16.1.9: Redevelopment** - The City shall promote redevelopment patterns and streetscape improvements that transform the visual and physical character of these corridors by the following methods:

- Put buildings close to the sidewalk. This will create a consistent 'street wall', will allow through traffic to see shops and will make it interesting for people to walk through the corridor;
- Introduce taller buildings consistent with the underlying plan category;
- Consider placing parking in the rear of the building;
- Create an attractive front and rear facade and entry for pedestrians;
- Create pedestrian pathways between the uses in the corridor and the neighborhoods behind;
- Reduce visual clutter of signs through a consistent sign program;
- Remove utility poles and put utilities underground;
- Plant street trees and provide street furniture; and
- Always try to diversify the types of uses.

**Policy 16.1.10:** Promote densities, mixes of uses, and transportation improvements that support walking and use of public transportation.

**Policy 16.1.11:** Accommodate planned levels of household and employment growth. Depending on the characteristics of each area, establish concentrations of employment and housing at varying densities and with varying mixes of uses.

**Policy 16.1.12:** Collaborate with the community in planning for the future.

**Policy 16.1.13:** Mixed Use Corridors Defined - Generally the boundaries of a mixed use corridor village are defined by the existing, adopted future land use boundaries of the mixed use plan categories on the future land use map. That includes: Suburban Mixed Use-3, Suburban Mixed Use -6, Community Mixed Use-35, Community Commercial-35, Urban Mixed Use-60 and Regional Mixed Use-100. Changes to these boundaries may be considered during the neighborhood planning process (through form based codes) to develop a secondary plan for each particular village. Neighborhood planning processes to develop these secondary plans must include citizen participation from the residential neighborhoods



adjoining the mixed use corridor village.

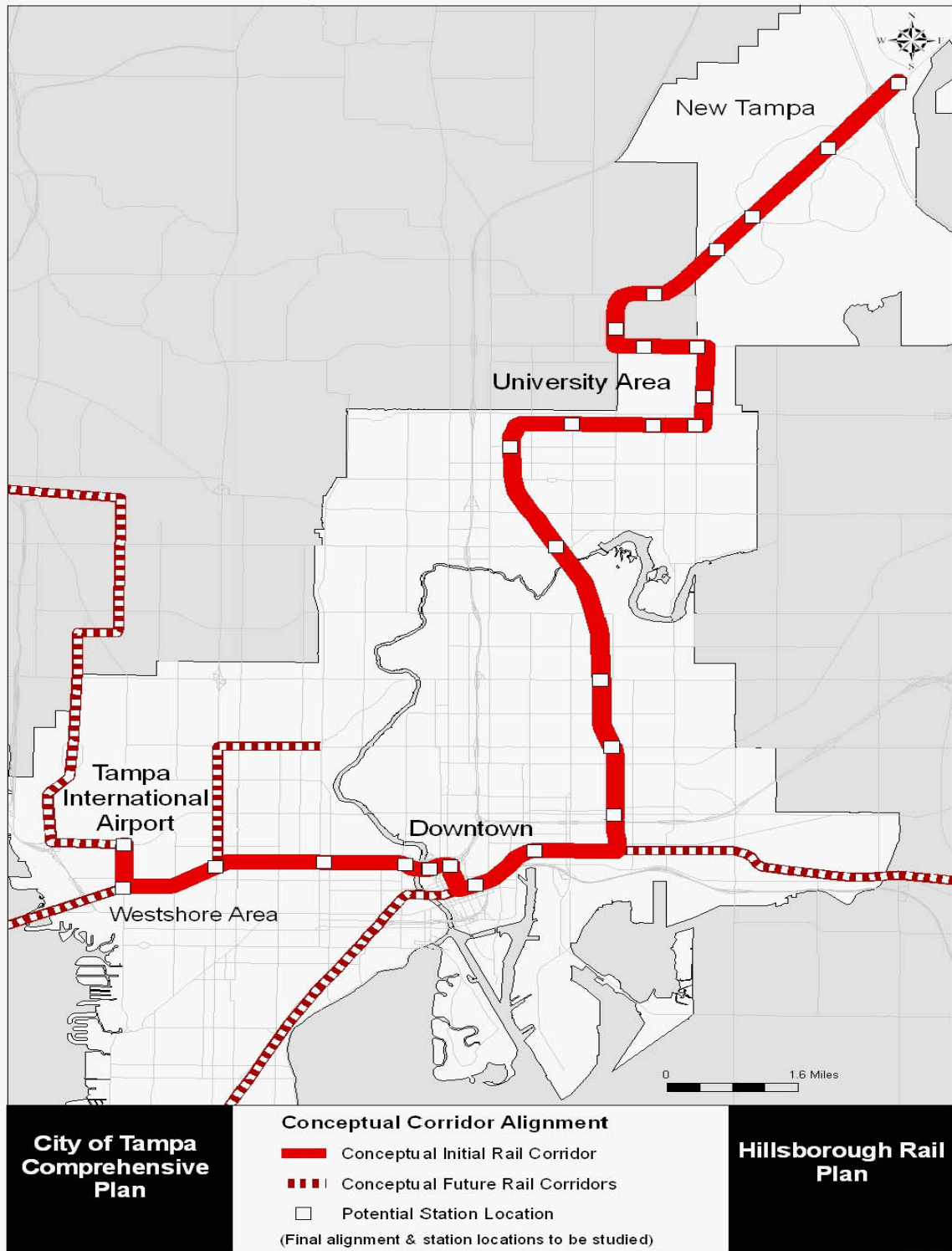
## **Future Transit Envelope and Transit Stations Area Planning**

The development of a fixed-guideway mass transit system for the Tampa Bay region has been under consideration for several years. A Future Transit Envelope is visually depicted on the Vision Map (Map 1, Chapter 2), and generally encompasses the area within which the following studies and planning projects have occurred. 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 (Chapter 2).

These 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 MPO Long Range Transportation 2035 Transit Needs Assessment map depicts the long range fixed guideway transit needs for Hillsborough County. Additionally, a ‘Big Picture’ Vision Map has been included in the Comprehensive Plan (refer to Chapters 1 and Chapter 2) that visually represents the “Growth Management Solution” (refer to Chapter 3), by depicting the five Planning Districts, City Form Components (nine components including the Future Transit Envelope), and the associated goals, objectives, and policies that described how the City was to grow and evolve over a 20-year horizon. As the development of a fixed-guideway transit system proceeds, it will be important to address land use policies within potential corridors to

Figure 3. Conceptual Rail Corridor Alignment



ensure that the appropriate land use framework is in place for successful station area development.

The Future Transit Envelope establishes the general boundary in which a fixed-guideway transit system may be considered, as well as creating a mechanism that sets forth a framework for the establishment of a Transit Oriented Development Overlay (TOD Overlay). The TOD Overlay will be in effect once the station area locations are determined in accordance with Goal 17 and associated objectives and policies

below. When investment/funding plans are established and station location areas are known, appropriate area zoning changes to classifications that are transit-supportive will need to take place to allow transit supportive infill development and redevelopment to occur and to be consistent with and implement the TOD Overlay.



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

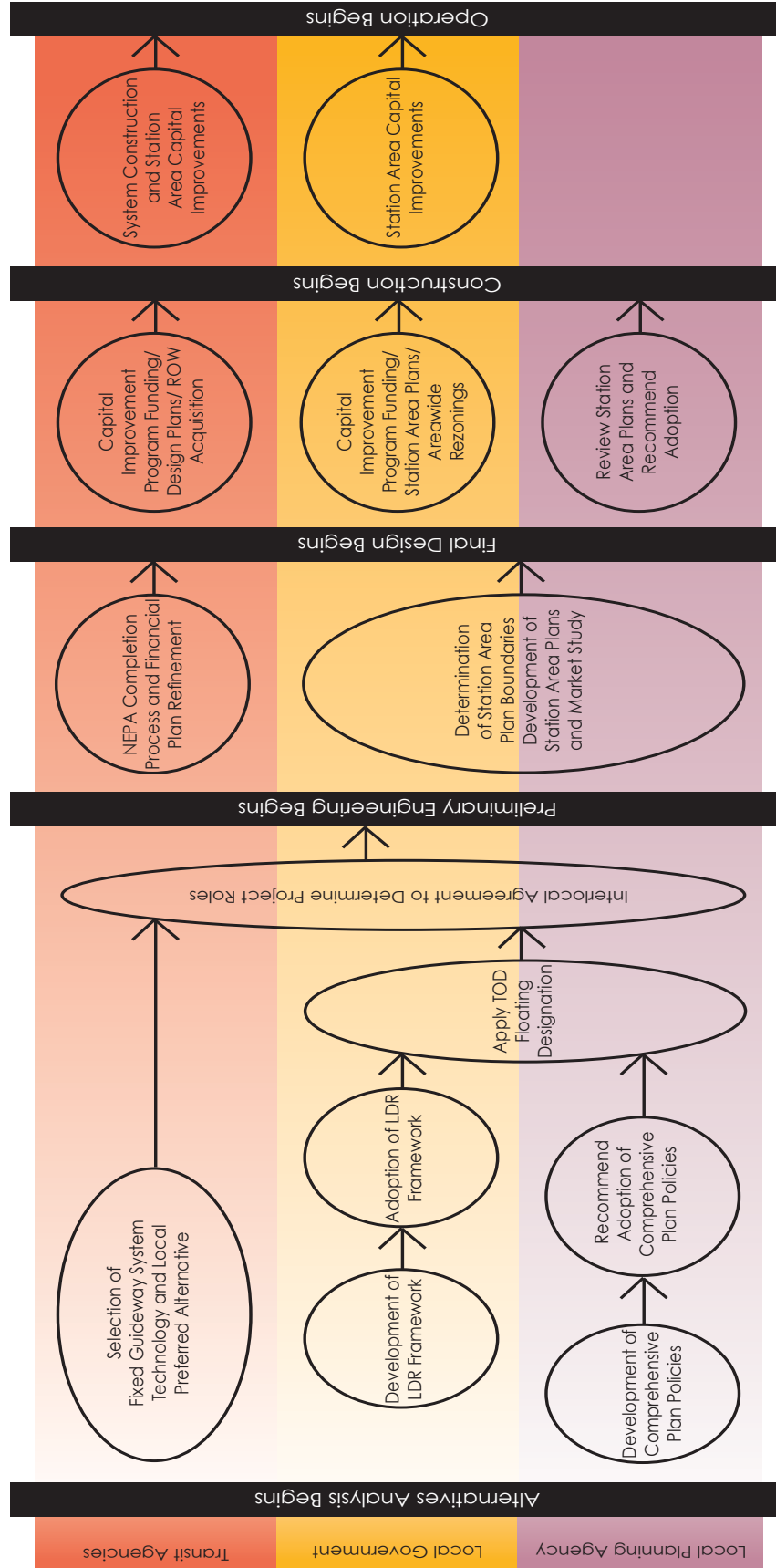
1. Create the Transit Oriented Development Overlay, linked to the Future Transit Envelope.
2. Establish the process for the application of the Transit Oriented Development Overlay, which is intended to increase opportunities for development within the TOD Overlay area.
3. Establish a consistent methodology, utilizing form-based and transit-based development initiatives to assist in the development of priority Station Area Plans, for the purpose of developing transit-oriented development regulations.

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

1. Designation of the Area of Influence for the Transit Oriented Development Overlay (TOD Overlay) at the time a station location is determined by the transit agency (0.5 mile radius from approved fixed guideway station locations).
2. Set thresholds and allow by Transit Station Area Typologies (Table TOD-2), as an overlay to the Future Land Use Summary Table (Table 2, Chapter 3), the densities, intensities, range of uses, and land use characteristics that may be

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

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



achieved and are necessary for successful Transit Oriented Development.

3. Determination, approval, and adoption of specific Station Area Plan Boundaries and typologies for each station. This may be a modified version of the initially designated Area of Influence and will become the fixed boundaries of the TOD Overlay. Implementation of these plans will include City-initiated area rezonings.

As a general overview, 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 are documented in Table TOD-2. 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.

The first step, designation of the Area of Influence for the Transit Oriented Development Overlay, occurs when the fixed guideway transit station location is determined by the applicable transit agency. The initial designation includes all areas within a 0.5 mile radius of the station platform, which is called the Area of Influence. This area is to be studied and enables interim zoning options for those properties within the area of influence in accordance with the process described in the second step.

The second step, linking the density, intensity, and range of use thresholds necessary for successful Transit Oriented Development (set forth in Table TOD-2), occurs with the adoption of the Transit Oriented Development Overlay, in accordance with Goal 17 and associated objectives and policies. Those densities, intensities, and range of uses described in Table TOD-2 will be applicable within the Area of Influence. In order to achieve additional development potential (“TOD bonus”), parcels within the TOD Overlay must provide transit-oriented amenities in accordance with Table TOD-4 and the methodology set forth in the City’s Land Development Code. This TOD bonus provision will ensure that new development provides transit-oriented amenities that enhance the quality of life in order to achieve the desired density and intensity needed for successful Transit Oriented Development. Transit-oriented amenities can include, but are not limited to improvements to pedestrian/bicycle facilities and connections, improvements or design amenities that would decrease automobile use and parking demands, provision of a mixture of uses within a unified development, and increased





Table TOD-2: Tampa and Hillsborough Fixed Guideway - Transit Station Area Typologies

Station Type <sup>1</sup>		Maximum Density Range <sup>2</sup>	Maximum FAR Range <sup>3</sup>	Applicable City Planning Dist. & Form/ Location <sup>5</sup>	Range of Building Height	Range of Desired Land Uses <sup>4</sup>	Range of Allowable Housing Forms	Transit System Function
High Intensity Urban Station		CBD: Guided by FAR	CBD: ANY FAR is acceptable if market feasible	Business Center (CBD) <sup>4</sup>	FAA Height Limits	Office (general/medical/R&D), 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
		Urban Stations	75-200 du/oc	Westshore Planning District <sup>4</sup>	FAA Height Limits	Office (general/medical/R&D), Retail, Residential, Entertainment, Public/Semi-Public	High-rise and mid-rise apartments and condos	Regional Destination. Linked with high quality local transit feeder connections.
Mixed Use Regional Stations		Suburban	1.5-3.5	Business Center (USF) / Brandon (1.75 area) <sup>5</sup>	3-12 stories	Office (general/medical/R&D), Retail, 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.
		Urban Stations	40-60 du/oc	Urban Village, Mixed-Use Corridor Village <sup>4</sup>	2-8 stories	Office (general/medical), Retail, Residential, Entertainment, Public/Semi-Public	Low to mid-rise- apartments, condos, and townhomes	Walk Up Station with potential for localized parking and will utilize local transit connections.
Community Center Stations		Suburban	1.0-2.5	Westchase area <sup>5</sup>	2-8 stories	Office (general/medical), 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.
		Urban Stations	20-30 du/oc	Mixed Use Corridor Village, Traditional Neighborhood <sup>4</sup>	2-5 stories	Office (general/medical), Retail, Residential, Public/Semi-Public	Low to mid-rise- apartments, condos, townhomes, and attached dwellings	Local transit feeder system with walk-up stops with limited or no parking.
Neighborhood Stations		Suburban	10-20 du/oc	Brandon (area neighborhoods) <sup>4</sup>	2-3 stories	Office (general/medical), 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	University Planning District (Business Center - USF) <sup>4</sup>	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>7</sup>		N/A	1.0-2.5	Tampa International Airport, Business Center - Westshore <sup>4</sup>	FAA Height Limits	Airport, airport related uses and support services	N/A	Regional Destination. Linked with high quality local transit feeder connections.
Park and Ride Stations		N/A	Average: 0.5	Mixed Use Corridor Village <sup>4</sup> / Community Plan Areas <sup>5</sup>	N/A	Office (general/medical/R&D)/ Retail	N/A	Capture station for in-bound commuters. Large Park-N-Ride with Local and Express bus connections.

<sup>1</sup>Station Types are listed in general hierarchy of intensity with associated, typical station characteristics. Maximum Density refers to the number of dwelling units per developable acre. Maximum FAR refers to the Floor Area Ratio per developable acre. City Form components are defined in Chapter 3 as part of the "Growth Management Solution" for Tampa, and are defined in a general hierarchy of intensity with associated, typical form characteristics. Station Types are permitted within the corresponding City Form component (S) listed as well as within any higher (more intense) City Form component. Refer to Map 1, Station Map in Chapter 2 for representation of Overlay and City Form locations. Station Types are listed by corresponding location within the respective jurisdiction of Hillsborough County. Range of allowable uses shall be guided by Table 2, Future Land Use Summary Table in Chapter 3. Residential uses will not be permitted in areas where the underlying Future Land Use is Light Industrial, Heavy Industrial, or M-AP (City of Tampa). Increased development potential shall be prohibited in the Residential-6 category, "Airport-Related location, 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.

accessibility to transit for persons with disabilities.

The third step, determination and approval by Tampa City Council of specific Station Area Plan Boundaries for each priority station, occurs prior to end of the Preliminary Engineering Phase (see Figure TOD-1). This process will be led by agencies and organizations as documented in an executed interlocal agreement, and take into account specific station contexts to determine appropriate Station Area Plan Boundaries. The Station Area Plan Boundaries will become the fixed boundaries of the TOD Overlay, and will fall within the Future Transit Envelope. The City of Tampa shall establish a consistent methodology, utilizing form-based and transit-based development initiatives to assist in the development of priority Station Area Plans, for the purpose of developing transit-oriented development regulations.



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.

### **Transit Station Goals, Objectives, and Policies**

**Goal 17:** Develop 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:** Establish a process of inter-governmental/agency communication and coordination to plan for a fixed-guideway transit system that creates connections throughout the City of Tampa, Hillsborough County, and to locations throughout the Tampa Bay Region.

**Policy 17.1.1:** Prior to the commencement of Station Area analysis for transit oriented development, an inter-local agreement will be executed defining specific roles and responsibilities for each of the responsible agencies (including but not limited to the City of Tampa, HART, TBARTA, FDOT, Metropolitan Planning Organization, Local Planning Agency) and jurisdictions involved in the planning, design, and construction of the fixed-guideway transit system and its station areas.

## CHAPTER 3

**Policy 17.1.2:** The City of Tampa will continue to support the findings and recommendations of the approved HART Alternatives Analyses, and the TBARTA Master Plan, and the Hillsborough MPO 2035 LRTP in pursuing the development and implementation of a fixed guideway transit system.

**Policy 17.1.3:** The City shall coordinate with the Local Planning Agency (LPA), the Applicable transit agency, and the Metropolitan Planning Organization



to designate the appropriate station type, pursuant to Table TOD-2, for specific station locations, considering the unique context of each station area within the entire transit corridor and the regional system.

**Objective 17.2:** Establish a Future Transit Envelope and Transit Oriented Development Overlay to provide redevelopment of a fixed guideway transit system and station areas.

**Policy 17.2.1:** The TOD Overlay applies only to lands that meet the following criteria:

- Within the Urban Service Area;
- Within the Future Transit Envelope; and,
- located within 1/2 mile of a fixed-guideway transit station, known as the Area of Influence

**Policy 17.2.2:** The allowable densities, intensities, and ranges of allowable uses for the TOD Overlay are identified in Table TOD-2 Tampa and Hillsborough Fixed-Guideway Transit Station Area Typologies, which is adopted as part of this section.

**Policy 17.2.3:** The City of Tampa shall adopt TOD Zoning Designations consistent with Table TOD-2.

**Policy 17.2.4:** A property owner within an Area of





Influence may choose from one of the following options:

- Develop consistent with the existing zoning designation on site, or
- Rezone the site utilizing an appropriate and applicable TOD zoning designation.



**Policy 17.2.5:** Transit Station Area Typologies (Table TOD-2) shall be used as an overlay to the Future Land Use Summary Table (Table 2, Chapter 3), by defining the densities, intensities, and allowable range of uses that may be achieved, thereby creating the desired land use characteristics needed for successful Transit Oriented Development.

**Policy 17.2.6:** In order to achieve additional development potential (“TOD bonus”), parcels within the TOD Overlay must provide transit-oriented amenities in accordance with Table TOD-4 and the methodology set forth in the City’s Land Development Code. This TOD bonus provision will ensure that new development provides transit-oriented amenities that enhance the quality of life in order to achieve the desired density and intensity needed for successful Transit Oriented Development. Transit-oriented amenities can include, but are not limited to improvements to pedestrian/bicycle facilities and connections, improvements or design amenities that would decrease automobile use and parking demands, provision of a mixture of uses within a unified development, and increased accessibility to transit for persons with disabilities.

**Objective 17.3:** Efficiently plan for new development around transit stations by establishing a consistent methodology, utilizing form-based and transit-based development initiatives to assist in the development of priority Station Area Plans, for the purpose of developing transit-oriented development regulations.

**Policy 17.3.1:** Following the establishment of the initial Area of influence at a determined station location, a specific Station Area Plan Boundary for



Table TOD-3 : Tampa and Hillsborough Fixed Guideway - Components of Station Area

Table TOD-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>



each station will be defined by the responsible entities as described in an executed interlocal agreement. The Station Area Plan Boundary will generally include 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, property boundaries, and borders shall be considered, thereby allowing the appropriate expansion or contraction of the Boundary.



- Policy 17.3.2:** Station Area Plan Boundaries are subject to Tampa City Council approval. The Station Area Plan Boundaries will become the fixed boundaries of the TOD Overlay, and will fall within the Future Transit Envelope. Any TOD-related zoning change that was approved prior to the adoption of a specific Station Area Plan Boundary shall be included within that Boundary.
- Policy 17.3.3:** The City of Tampa shall establish a consistent methodology, utilizing form-based and transit-based development initiatives to assist in the development of priority Station Area Plans, for the purpose of developing transit-oriented development regulations. Station typology definitions included in Table TOD-2 and a location-specific market study shall provide guidance for the Station Area Plan.
- Policy 17.3.4:** The City of Tampa, in coordination with HART, FDOT, or the applicable transit agency, shall begin developing priority Station Area Plans for each station. These plans will, at a minimum, consider those components identified in Table TOD-3, which is adopted as part of this section.
- Policy 17.3.5:** Transit oriented development regulations and station area plans shall



Table TOD-4 : Tampa and Hillsborough Fixed Guideway - Transit Station 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 affordable 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 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, 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 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-mile 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>  

be consistent with the Comprehensive Plan. These codes, as well as the associated Station Area Plan, will recognize the unsuitable inclusion of residential development in industrial and M-AP future land use designated areas, the community character of stable and historic neighborhoods where increased densities and intensities may be deemed inappropriate, and those neighborhoods designated Residential-6 where increased development potential shall be prohibited.

- Policy 17.3.6:** Pursuant to the local inter-local agreement (Policy 17.1.1), the Station Areas shall be analyzed for the purpose of developing transit oriented development regulations. These analyses (Station Area Plans) can either be publicly or privately funded, but their completion must be overseen by a public agency. At a minimum, these plans shall address the components as listed in Table TOD-3 and inform zoning decisions based on this table, to the extent feasible in each unique station area.
- Policy 17.3.7:** In addition to those Components of Station Areas documented in Table TOD-3, the Transit Station Area Design Principles in Table TOD-4, which is adopted as part of this section, should also be utilized as a guide in evaluating station areas for appropriate transit oriented development.
- Policy 17.3.8:** A public involvement program, that includes community stakeholders, public agencies, and private developers, shall be part of analyzing a Station Area. This process shall include public workshops.
- Policy 17.3.9:** During the construction of the fixed-guideway system and following the completion of an analysis of a priority Station Area, a city-initiated area rezoning for parcels within those station areas to transit supportive zoning categories (to be defined in the Land Development Code), will be completed. These actions will be consistent with the Comprehensive Plan.
- Objective 17.4:** Utilize the Transit Station Area Design Principles in Table TOD-4 and subsequent policies listed below to guide the development of transit oriented development regulations and any associated Station Area Plans.
- Policy 17.4.1:** Where applicable, the transit oriented development regulations and any associated Station Area Plan shall recognize neighborhood planning efforts adopted by the City of Tampa including, but not limited to, community vision plans, neighborhood plans, economic development plans,

and community redevelopment area plans. These plans shall receive priority consideration in developing these regulations to ensure consistency. 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 (refer to Table TOD-2). In areas where a Station Type (Table TOD-2) is in conflict with existing adopted plans or categories, Table TOD-2 shall supersede.

**Policy 17.4.2:** 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 and to encourage participation by stakeholders. Where form based codes 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.

## **Neighborhoods**

Neighborhoods are the places we call home, the places where we live. Residents of the City of Tampa depend on their neighborhoods more than on any other part of the city for the quality of their lives. Throughout the city, residents are very protective of the quality of life in their neighborhoods, which accounts both for the pride that is everywhere evident and for the occasional tensions when change occurs. But change and population growth are inevitable. The life of a city is cyclical.

In recent years Tampa has formed new neighborhoods due to the sudden availability of redevelopment land, a growing population, and a marked increase in the number of people wanting an urban lifestyle. New neighborhoods north of the University of South Florida offer a residential environment more typical of suburban neighborhoods. Also new are luxury townhouses on Harbour Island, mid- and high-rise condominiums in the Channel District, and dense clusters of apartments and townhouses in Ybor City. These all increase the lifestyle choices among Tampa neighborhoods and expand the concept of how neighborhoods look and function.

The City of Tampa currently recognizes over 100 neighborhood associations. Our neighborhoods reflect our diverse heritage and provide a range of living choices. Tampa



Heights, the City's first residential suburb, dates back to the 1880's with its Victorian styled homes. Port Tampa City reflects Tampa's maritime heritage and the Port was the embarkation point for the invasion of Cuba in the Spanish American War. Neighborhoods such as Seminole Heights and Hyde Park reflect historic character from the 1920's. Palma Ceia and Forest Hills offer golf course living. Carver City, a mid 20th century neighborhood, is in the heart of the state's largest office district.



There are five types of residential neighborhoods that can be found in the City of Tampa:

### **Urban Neighborhoods**

Targeted to a broad range of income levels, including multi-family town homes, apartments and condominiums. These neighborhoods distinguish themselves from other neighborhoods because of their higher density, compact, vertical living environment in relatively small geographic areas. Urban neighborhoods include Channelside, Harbor Island and Downtown.

### **Traditional Neighborhoods**

Residential areas in older part of the city typically were developed prior to World War II. Characteristics include pedestrian orientation, sidewalks, street trees, and street furniture; on-street parking; small, regular lots; limited open space; buildings close to or at the front property line; predominance of alleys; low degree of building separation; neighborhood-scale businesses scattered throughout the area. This pattern can be seen in the historic neighborhoods around downtown Tampa: Hyde Park, Ybor City, Tampa Heights, Seminole Heights, Palmetto Beach, East Tampa, Sulphur Springs and Palma Ceia.

### **Suburban Neighborhoods**

Post World War II neighborhoods share some of these characteristics, but during this period, as the automobile became the dominant mode of travel, pedestrian, bicycle, and transit access became less of a consideration, and sidewalks were no longer routinely provided. Residential neighborhoods such as Beach Park, Forest Hills, Virginia Park represent this period. All neighborhoods however, possess a distinct identity through architectural style, lot and street design.

### **Contemporary Neighborhoods**

Characterized by low pedestrian orientation, little or no transit, high open space, high to



moderate degree of building separation, predominantly residential with scattered civic buildings and varied street patterns, often curvilinear.

### **Rural Neighborhoods**

Typically will have low pedestrian orientation and access, very large lots, open space, pastoral or natural views and high degree of building separation.

### **Neighborhood Goals, Objective and Policies**

**Goal 18:** Every neighborhood will be a desirable place to live.

**Objective 18.1:** To preserve and enhance neighborhood distinction, identity and livability.

**Policy 18.1.1:** Recognize that every neighborhood has assets that identify that neighborhood and contribute to the well-being of the people who live there. Understand what those are and look for opportunities to enhance them and leverage them for neighborhood improvement. Assets include trees, large yards, schools, people and independent businesses.

**Policy 18.1.2:** The physical layout of a neighborhood should encourage walking, bicycling and transit use, be safe, family friendly, usable by people of all ages, encourage interaction between people and be a sense of pride.

**Policy 18.1.3:** Recognize that there are different neighborhood development patterns. They have been defined generally as: urban, suburban, contemporary and rural. Each has sustainability standards that must be used.

**Policy 18.1.4:** Accommodate the City's existing and future housing needs through maintenance of existing residential neighborhoods and the creation of new residential neighborhoods.

**Policy 18.1.5:** Relate new buildings to the context of the neighborhood and community.

**Policy 18.1.6:** Where a fine-grained development pattern exists, build within the existing street, block, and lot configuration of the neighborhood.

### **Urban Neighborhoods/ Special Consideration/ Land Use**

- Objective 18.2:** Locate higher density housing in or near the downtown core and medium density housing near employment, shopping and transit facilities to support and encourage pedestrian, bicycle and transit trips.
- Policy 18.2.1:** Require that buildings in urban neighborhoods maintain a consistent, overall setback from the public right-of-way in order to create a pleasing definition to the public sidewalk and street.
- Policy 18.2.2:** Encourage sensitive design and site planning in urban neighborhoods that mitigates the scale of larger buildings through careful use of building massing, setbacks, facade articulation, fenestration, varied parapets and roof planes, and pedestrian-scaled architectural details.
- Policy 18.2.3:** Encourage, where appropriate higher-density urban neighborhoods to include small public spaces and have tree-lined sidewalks furnished with appropriate pedestrian amenities that provide comfortable and attractive settings to accommodate high levels of pedestrian activity.
- Policy 18.2.4:** Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other non-residential uses that address the needs of families and other household types living in urban neighborhoods. Such uses may include daycare and school facilities, retail and services, and parks, plazas, and open spaces.

### New Neighborhoods

- Policy 18.2.5:** Ensure that new growth areas include neighborhoods that maintain a mix of residential types and densities, and that the residential mix will provide appropriate transitional features that integrate the area with adjacent existing neighborhoods and development.
- Policy 18.2.6:** Encourage developers to create new residential neighborhoods that are pedestrian and bicycle friendly, accessible by transit, and make efficient use of land and infrastructure by being compact with higher average densities.
- Policy 18.2.7:** Require all new neighborhoods be located within ½-mile of a central gathering place that is located on a collector or minor arterial and includes public space, shopping areas, access to transit, and civic uses (e.g., school, park, church, library, or community center).
- Policy 18.2.8:** Require new neighborhoods to connect and support a citywide transit

system. When transit service is available, transit stops shall be located throughout new neighborhoods and connect to existing transit systems.

## **Overall Residential Development and Redevelopment**

**Objective 18.3:** Ensure that there is an adequate amount of land planned for residential purposes to accommodate the projected population. The following policies will implement this objective.

**Policy 18.3.1:** Protect, promote and maintain residential neighborhoods, in order to preserve an adequate amount of residential land for existing and future population growth.

**Policy 18.3.2:** Consider the impacts of (re)development projects on the existing, physical and social framework and character of the affected area should be recognized and discussed during the development review process.

**Policy 18.3.3:** The population is aging, and it is important to find ways to encourage appropriate housing options that allow for multiple generations to live in a neighborhood. Examples include granny flats and congregate living facilities.

**Policy 18.3.4:** Development of an accessory dwelling unit for extended family arrangements may be considered if it is associated with an owner occupied single family residence that is built on a single deeded lot. For the purposes of calculating density, accessory dwelling units shall not be counted as a separate dwelling unit.

**Policy 18.3.5:** Emphasis should be placed on the rehabilitation and recycling of existing building stock when appropriate and also on the development of adaptive reuse programs.

**Policy 18.3.6:** Encourage single family attached and multi-family developments to be designed to include orientation of the front door to a neighborhood sidewalk and street.

**Objective 18.4:** Compatible development and redevelopment to sustain stable, neighborhoods and ensure the social and economic health of the City.

**Policy 18.4.1:** Areas adjacent to, or within, neighborhoods that are planned for non-residential uses shall be developed in a manner which is sensitive and

compatible to the affected neighborhood(s).

- Policy 18.4.2:** Ensure that all residential properties are maintained to at least the minimum City standards through strict and systematic code enforcement.
- Policy 18.4.3:** The City shall continue to implement its program that encourages neighborhoods to take an active role in neighborhood inspection and monitoring by establishing neighborhood groups as first contact.
- Policy 18.4.4:** Through the rezoning process, discourage residential development in close proximity to industrial zoned areas with unacceptable levels of noise and/or odor as defined in the zoning code and rules of the Hillsborough County Environmental Protection Commission.
- Policy 18.4.5:** Generally, the location of single family attached housing units shall be limited to the periphery of established single family detached neighborhoods; however, single family attached housing may be considered if it can be demonstrated that they can be integrated with single family detached residential uses by mitigating their negative impacts, if any.
- Policy 18.4.6:** Continue to use the general design considerations for single family attached residential units in predominantly single family detached residential areas within the Low Density Residential land use plan category to make the two types of residential uses more visually and functionally compatible.
- Policy 18.4.7:** The City recognizes that establishments licensed to sell alcoholic beverages may have potentially, deleterious effects on neighborhoods. In order to partially remedy this situation, the City shall explore, and where appropriate, adopt methods that require the petitioners requesting waivers of the minimum distance requirements related to the sale of alcoholic beverages to provide appropriate mitigation for any adverse impacts they may create upon surrounding uses as set forth in the City code.
- Policy 18.4.8:** The City shall work with affected neighborhood groups to find ways to maintain, or improve, those areas adversely affected by road widening. Residential uses located adjacent to major roadways can be desirable, and very careful consideration shall be given before any areas planned for residential uses are changed to mixed use or non-residential planned areas. Also, the following methods, such as, but not limited to, will be

employed: application of the scenic corridor and gateway concepts; traffic calming; installation of walls and additional landscaping, sidewalks, special street setbacks, and limitation of trucks on certain roads. The possibility of low interest loans for homeowners to help achieve this, and other funding sources will be examined.

**Policy 18.4.9:** Ensure that redevelopment and new development provide active and passive recreational facilities and opportunities to meet projected needs of residents.

**Policy 18.4.10:** It is the intent of the City that new residential redevelopment projects shall be minimally disruptive to adjacent areas. To achieve this, the City shall assess the potential positive and negative impacts of residential development projects on the physical development pattern and the character of the surrounding area, and require mitigation of negative off-site impacts.

**Policy 18.4.11:** Locate new medium and high-density residential and employment uses in areas served by existing or planned transit services and as designated in neighborhood plans.

### **Strong Connections: the Public Realm**

**Objective 18.5:** Reinforce the design quality, function and character of connections among public places and centers of activity, recognizing that they are places in their own right and an important part of the public realm.

**Policy 18.5.1:** Preserve, enhance and extend the pattern and character of the primary street system, including the prevailing grid, interconnected parkways, detached sidewalks and tree lawns.

**Policy 18.5.2:** Focus incentives and design controls on private development fronting major new, existing and historic roadway corridors, including parkways, boulevards and avenues city-wide. Specifically recognize and address significant intersections and gateways to the City.

**Policy 18.5.3:** Establish public design and maintenance standards for major corridors that incorporate historic preservation, design quality and local





character.

- Policy 18.5.4:** Accommodate multimodal transit options within major corridors while maintaining traditional scale and character.
- Policy 18.5.5:** Recognize the significant design role of alleys in defining the character of traditional Tampa neighborhoods with regard to access and building orientation.

## Commercial Areas

**Objective 18.6:** Develop commercial areas in a manner which enhances the City of Tampa's character and ambiance.

**Policy 18.6.1:** Encourage the development of commercial uses in character and/or scale with the general look and scale of the community and in context with its culture and history.

**Policy 18.6.2:** Create commercial design standards, where appropriate, in order to improve the aesthetic look of the overall area.

**Policy 18.6.3:** Encourage the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.

**Policy 18.6.4:** Mixed use development is preferred over commercial development.

**Policy 18.6.5:** Require commercial uses to be appropriately buffered from any residential development.

**Policy 18.6.6:** Develop incentives to encourage the redevelopment of existing commercial structures to enhance building facades, signage, landscaping, general buffering and access management, and the economic viability of retail user. Encourage zero lot line construction for new construction, where appropriate.

**Policy 18.6.7:** New commercial development and major commercial renovations shall be encouraged to provide sidewalks in areas where it is practical and feasible for pedestrian oriented activities. The intent is to encourage pedestrian activity, and reduce overall dependence on automobiles.

**Policy 18.6.8:** All development and major renovations shall be required to provide shade trees along sidewalks to encourage pedestrian activity, and reduce overall dependence on automobiles.

**Policy 18.6.9:** Develop incentives to encourage commercial structures to be more than one story and vertically mixed.

**Policy 18.6.10:** Make pedestrian level facades facing the street highly transparent with windows and doors that animate public streets and maximize views in and out of the building.



**Policy 18.6.11:** Provide exterior building lighting.

**Policy 18.6.12:** Where a fine-grained development pattern exists, build within the existing street, block, and lot configuration of the neighborhood.

**Policy 18.6.13:** Coordinate building patterns that cross property lines. This should include the following considerations: Facades that are aligned. Similar landscape. Continuous sidewalks and landscape along the building fronts. Compatible scale, materials, signage, and details.

**Objective 18.7:** Promote parking designs that reduce the presence of vehicles on-site by providing desirable parking lot configurations and where applicable, shared parking concepts.

**Policy 18.7.1:** Promote the design of parking structures designed to resemble adjacent buildings, particularly at pedestrian levels.

**Policy 18.7.2:** Where feasible, parking, garages, and carports should consider access from an alley or private access road.

**Policy 18.7.3:** Develop regulations to discourage surface parking and freestanding garages in view corridors; encourage architectural integration of parking with the primary structure and adjacent structures, including compatibility in design and appearance.

**Policy 18.7.4:** Allow off-site parking where appropriate in urban settings.



- Policy 18.7.5:** Design the layout of parking bays within parking lots to facilitate safe and convenient walking to building entrances.
- Policy 18.7.6:** Provide a parking credit for the preservation of trees within the parking area.
- Policy 18.7.7:** Provide a mechanism for alternative design standards and innovative solutions for landscaping in parking lots.
- Policy 18.7.8:** During the development review process re-orient existing curb cuts and/or parking lots/garages, to minimize the negative impacts of non-residential development on adjacent residential uses.
- Policy 18.7.9:** Where conditions permit, design communities around and within the existing grid network of streets, or a modified grid, to maintain and/or improve interconnections between neighborhoods and surrounding neighborhood-serving uses.



## Assets

To continue to thrive, the city must distinguish itself competitively from other places in order to move forward positively in the marketplace. Like businesses, the city too must invest in the “intangible” assets that combine to create value for its residents and in turn return value to the city through social, economic and environmental well being. These are all valuable resources that can affect the health and wealth of the city.

Tampa has many assets that have been and must continue to be used as the building blocks for economic and social development while protecting the environment. Some of the oldest common assets like parks and schools are those that support community and quality of life. These things we hold in common and these spaces we share help us to connect socially and politically. What we own in common helps us stay together and maintains our identity; they make our experience of the city livable.

- Goal 19:** To maintain and enhance Tampa’s character as the City grows and changes by building upon its assets. Tampa’s character includes its built environment: large areas of detached single-family houses both inside and outside

of urban villages, many thriving multifamily areas, mixed-use commercial areas, industrial areas, major institutions, and a densely developed downtown with surrounding medium to high-density neighborhoods. Tampa's character also includes its setting on the Bays, the Hillsborough River, lakes, natural areas, parks and open spaces.

### Historic Resources

**Objective 19.1:** Protect the special historic, architectural, aesthetic or cultural resources of the City through the designation of historic landmarks and districts and the adoption of appropriate incentives.

**Policy 19.1.1:** Encourage the adaptive reuse of historic resources through the development of re-use incentives. Any proposed adaptive re-use shall be in compliance with the provisions established in the Historic Resources Element.

**Policy 19.1.2:** Maintain a high quality of design for infill and new development within historic districts in order to preserve sites that are not designated under the Historic Preservation Ordinance in accordance with the provisions established in the Historic Resources Element.

**Policy 19.1.3:** Encourage the restoration and rehabilitation of historic sites through incentive programs which may include increased density grants, loans and technical assistance.

**Policy 19.1.4:** Land development regulations may provide for the preservation of historic resources through the assignment of intensity bonuses in site plan controlled districts for projects which protect/preserve historic resources, maintain the original characteristic of the building and which have a benefit to the neighborhood.





## Economic Engines

### The Port of Tampa

As of 2008, the Port of Tampa is the largest port in Florida in terms of tonnage and area, and the 14th largest tonnage port in the United States. The Port has many areas of concentration, from bulk and general cargoes to ship repair, container shipping, and cruise terminals. The Port serves as a gateway for virtually all petroleum used in central and west Florida and in its quest to diversify has become the 7th largest cruise port in the nation. As the state's largest port, the Port of Tampa encompasses approximately 5,000 acres – 2500 acres of which are owned and controlled by the Tampa Port Authority.

The Tampa Port Authority completed its Strategic Plan in late 2007, and then subsequently adopted its Master Plan in the summer of 2008. The Strategic Plan provides the foundation for the long term direction and Mission of the Port, focusing on its major business sectors, supported by the Plan's Objectives, strategies and action plans. The time horizon is projected to be from 5 – 20 years. The goal of the Master Plan is to provide long term guidance for planning, construction, maintenance and rehabilitation of the surrounding infrastructure. The Master Plan's content includes an inventory of port facilities, terminal capacities, investment requirements and alternative investment plans. The Master Plan will carry through the horizon year of 2027.

Contained within the Master Plan is the Port Activity Center, a sub-district of the Port District Boundary. The Port District Boundary includes all of Hillsborough County. The purpose of the Port Activity Center is to identify property where interagency and governmental coordination is needed when considering changes to the comprehensive plan. The Port Activity Center is not a regulatory district, but does call for an increased level of coordinated review.



The Port has continuously evolved since the early days of the 19th Century, when in 1823 the U.S. government established a military outpost, Fort Brooke, at the mouth of the Hillsborough River. Since that time the character of the port and its role as an economic engine has changed several times. Aided by Henry Plant's railroad, with its terminus located in Tampa and coupled with the discovery of phosphate in Polk and eastern Hillsborough County in 1888, Tampa eventually became the world leader in phosphate production in the late 1960's.

Shipping between Tampa and other large ports in the northeast dominated port general



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cargo traffic until well after World War II. Ships supplied the needs of the City and surrounding areas with fresh seafood, citrus and other agricultural products.

As the community of Tampa grew and expanded outward with the construction of the interstate, distribution uses found better locations in closer proximity to new highways, limited access roadways and outlets. The character and functionality of those corridors and lands in close proximity to the port that were once focused on maritime-related uses eroded. In the 1950's, commercial port activity along the Hillsborough River in downtown was phased out.

In the late 1960's and early 1970's, the Port began its shift to the outlying areas on Hooker's Point and East Bay. By the mid 1980's, this shift was virtually complete, and cruise ship activity had largely replaced cargo movements at the southern perimeter of downtown. With the expansion of the Panama Canal and increased port competition, the Port's focus will be on the improvement and maintenance of its infrastructure, as the ability to move and store goods will become pivotal in achieving its overall mission.

In addition to the continued growth of the Tampa Port Authority and its maritime-related uses, the steady evolution of the Port District as an area to live, work and play in, has created additional economic opportunities for the City of Tampa. The development of Channelside Bay Plaza subsequently followed by residential projects that include: the Victory Lofts, the Towers of Channelside, Ventana, Grand Central, and the Slade have contributed to the continuing evolution of the Port into the next millennium. Commercial, retail and office interests have expressed their desire of investing within the port district and surrounding areas.

The Port of Tampa continues to be a vital economic engine to the City of Tampa and Hillsborough County's economy, with over 95,000 jobs created statewide, (over 16,000 locally), over \$6.2 billion of personal income and \$571.7 million of state and local tax revenue generated in 2005.

**Objective 19.2:** The City shall support and strengthen the role of the Port of Tampa as a major economic engine for the future well being of Tampa.

**Policy 19.2.1:** (Reserved)



**Objective 19.3:** The City of Tampa shall encourage development and redevelopment of the Port of Tampa, and supporting infrastructure to serve the Port, in accordance with the Livable City Comprehensive Plan, the Port Master Plan and other applicable laws and regulations, in order to promote the orderly growth and development of the Port of Tampa by identifying those areas best suited for Port and maritime related facilities and activities. This will accommodate the growth needs of the Port and the maritime industry, and allow the Port to take advantage of economic development opportunities unique to the City of Tampa and to the Port of Tampa.

**Policy 19.3.1:** The City recognizes the establishment of the Port Activity Center Area designated in the Port Master Plan, adopted by the Tampa Port Authority, July 17th, 2008.

**Policy 19.3.2:** The Planning Commission staff, in order to provide proper coordination between the City and the Port for adequate review of potential impacts related to the Port Master Plan and the City of Tampa Comprehensive Plan, shall transmit a copy of all land use plan amendment applications within the Port Activity Center Area to the Tampa Port Authority and the City of Tampa. The Planning Commission staff shall consider and address the comments of the Tampa Port Authority and City of Tampa staff in formulating its recommendation.

**Policy 19.3.3:** Plan amendment requests within the Port Activity Center will be reviewed and assessed based on the importance of their role in fulfilling the Port's overall mission, as well as their potential economic benefit to the City and region. Review of these areas shall be based on the following prioritization criteria.

Tier 1. Locations considered critical to Port operations and the City's economic welfare. Main characteristics consist of; having deep water access and are either part of, or have direct access to the Strategic Intermodal System.

Tier 2. Locations Identified as part of the Strategic Intermodal System that either a Light or Heavy Industrial future land use category.

Tier 3. Locations that have either a Heavy or Light industrial future

land use designation.

**Policy 19.3.4:** Proposed land use amendments for residential and mixed-use development within the Port Activity Center must demonstrate compatibility of the proposed use as it relates to adjacent properties already designated for industrial uses.

**Policy 19.3.5:** The City shall adopt and implement specialized regulations, in its land development regulations that will ensure orderly and compatible development among proposed developments, the Port and maritime-related facilities and activities. Such regulations should include, but not be limited to;

- Increased setbacks which exceed minimum code requirements
- Setbacks that may include natural or manmade features
- Innovative site design that may include planned development review
- Limitations on the duration or operation of uses
- Noise attenuation techniques
- Alternative access to limit potential conflicts with automobile and truck traffic

Until such regulations are developed by the City, any proposed developments shall comply with the recommended provisions of this policy.

**Objective 19.4:** Reserved

**Policy 19.4.1:** Reserved

*Footnote: VIII. The preceding Objective and its policies shall not apply to the real property which is the subject of City of Tampa Ordinance No. 2004-96. The property has been approved for a Future Land Use Map amendment under prior comprehensive plan policies and is subject to development in accordance with the Stipulated Settlement Agreement entered into by the parties in DOAH Case Nos. 04-2193GM, 04-2258GM and 04-2274GM. By virtue of the City of Tampa's approval of Ordinance No. 2004-96, the real property, which is the subject of Ordinance No. 2004-96 and the Stipulated Settlement Agreement, has satisfied compatibility and other Port related issues and thus is not subject to the preceding Objective and its policies so long as the property owner, the property owner's agent or successor in interest applies for a rezoning for the property within five (5) years of the adoption of the Objective and its policies (Oct. 28, 2005) and complies with the Stipulated Settlement Agreement. In the event that the property owner or the property owner's agent applies for a subsequent Future Land Use Map amendment, the real*

*property will be subject to the Objective and its policies.*

## **Airports**

### **Tampa International and Peter O. Knight**

**Objective 19.5:** The City shall support and strengthen the role of Tampa International Airport and Peter O. Knight Airport by requiring that adjacent development be compatible with airport related activities.

**Policy 19.5.1:** Maintain the lower density and/or intensity of development permitted by the M-AP (Municipal Airport Compatibility) plan category for those properties located within or in proximity to Tampa International Airport, as shown on the adopted land use map.

**Objective 19.6:** To promote and protect the utility of Tampa International Airport, the City shall support uses compatible with aircraft operation through the Municipal Airport Compatibility (MAP) land use plan category.

**Policy 19.6.1:** New development shall not obstruct aircraft operations by intersecting the airport's clear zones, approach zones, transition surface, horizontal surface, and conical surfaces.

**Policy 19.6.2:** All building regulations - floor area ratios (FAR) and height - shall be promoted to guarantee the continued efficient operation of the community's airport and ensure public safety.

**Policy 19.6.3:** Include the Hillsborough County Aviation Authority in the Development Review Committee process to maintain open communication channels regarding all petitions for rezoning and special use.

**Policy 19.6.4:** Prohibit new construction and redevelopment which inhibits the safe and efficient operation of airport facilities within the runway protection zones for Tampa International and Peter O. Knight Airports.

**Policy 19.6.5:** The Tampa International Airport master plan, entitled, "Skyward 2025: Tampa International Airport 2005 Master Plan Update" and the Peter O. Knight Airport master plan, entitled, "Peter O. Knight Airport Master Plan October 2003", are incorporated by reference into the comprehensive plan.

**Policy 19.6.6:** A comprehensive plan amendment is required to incorporate subse-

quent master plan updates into the comprehensive plan.

**Policy 19.6.7:** The City of Tampa will continue to coordinate with the Hillsborough County Aviation Authority in promoting land use compatibility in the airport environs through an interlocal agreement or other mutually acceptable process. At a minimum, the process employed by the City and the Hillsborough County Aviation Authority will include the following, consistent with Chapter 333, F.S.:

1. An examination of existing and potential for landfills (a) within 10,000 feet from the nearest point of any runway used or planned to be used by turbojet or turboprop aircraft and (b) within 5,000 feet from the nearest point of any runway used only by piston-type aircraft and the effect of their impact on approach and departure patterns of aircraft;
2. An assessment of compatible and incompatible land uses within the existing and future noise contour zones;
3. An evaluation of the location of educational facilities within an area which extends 5 miles in a direct line along centerline of the runway, and which has a width measuring one-half of the length of the runway;
4. An examination of compatible and incompatible land uses within the runway approach zones; and
5. An evaluation of existing land use and zoning regulations and recommendations/strategies to achieve greater land use compatibility.

## **Military Installations**

### **MacDill Air Force Base**

Each municipality in which a military base is located is required to amend their comprehensive plans to include criteria to achieve compatibility of adjacent or closely proximate lands with military installations.

MacDill AFB has a long history with the City of Tampa. The base was officially activated in 1941, and for more than 66 years, the base has served a critical role in the defense of the United States. Meanwhile, it has also grown to provide an annual \$5.6 billion economic impact to the region.

The communities around MacDill AFB also have a long and rich history and have flourished into some of the City's most desirable and attractive places to live. Ballast Point, located northeast of the base, heralds back to the 1800s and was used as a point for cattle shipment in the 1860s. By the 1890s, it was considered a suburb of Tampa, and by the



1920's it had become an established residential neighborhood.

Through the years, MacDill AFB and residents of the Ballast Point community have enjoyed a peaceful coexistence. However, beginning in the mid 1990's, infill development increased and raised concerns from both neighborhoods and the Base. In 2003, the Neighborhood Association produced a plan for their community establishing a vision for their community. That vision recognized the importance of MacDill AFB, as well as maintaining low-density development around the Base, for safety, security and quality-of-life purposes.

Between 2005-2007, MacDill AFB, the City of Tampa and the Ballast Point community have worked to develop a consensus on managing development in the MacDill Flight Path. The challenge for the future is to achieve a balance between the operational needs of the base; the protection of the public's health, safety and welfare; and the preservation and enhancement of the community's quality of life. This balance is accomplished through a combination of regulatory, coordination and communication strategies that are designed to reduce future allowable residential development and improve land use compatibility with base operations.



**Objective 19.7:** The City shall support and strengthen the role of Tampa International Airport and MacDill Air Force Base by requiring that adjacent development be compatible with airport related activities.

**Policy 19.7.1:** After the effective date of this provision, all new residential development within the MacDill Air Force base flight path, also known as the the FAP I and II on the future land use map, shall be limited to 10 dwelling units per acre. Any property which received from Tampa City Council approval for a Future Land Use Map amendment or a rezoning prior to the effective date of this Objective 19.7 and its associated policies, shall be allowed to develop in accordance with those approvals and the density and/or intensity allowed pursuant to those approvals shall not be reduced pursuant to this Objective 19.7 and its associated policies. In the event of any conflict between the provisions and/or conditions of an approved Future Land Use Map amendment or an approved rezoning and this Objective 19.7 and its associated policies, the provisions and/or conditions of approval shall prevail.

- Policy 19.7.2:** Maintain the lower density and/or intensity of development permitted by the M-AP (Municipal Airport Compatibility) plan category for those properties located within or in proximity to Tampa International Airport, as shown on the adopted land use map.
- Policy 19.7.3:** Prohibit new construction and redevelopment which inhibits the safe and efficient operation of airport facilities within the accident potential zones for MacDill AFB and the runway protection zones for Tampa International and Peter O'Knight Airports.
- Policy 19.7.4:** Prohibit future “noise sensitive” development such as residences, schools, hospitals, etc. which do not provide the required noise attenuation features within those noise contour areas adjacent to MacDill AFB which may pose health hazards.
- Policy 19.7.5:** To promote and protect the utility of Tampa International Airport, the City shall support uses compatible with aircraft operation through the Municipal Airport Compatibility land use plan category
- Policy 19.7.6:** New development shall not obstruct aircraft operations by intersecting the airport’s clear zones, approach zones, transition surface, horizontal surface, and conical surfaces.
- Policy 19.7.7:** All building regulations (floor area ratios (FAR) and height) shall be promoted to guarantee the continued efficient operation of the airport and ensure public safety.
- Policy 19.7.8:** Include MacDill AFB and Hillsborough County Aviation Authority in the Development Review process to maintain open communication channels between City staff and these entities regarding all petitions for rezoning and special use.
- Policy 19.7.9:** MacDill Air Force Base representatives shall be included in the review of all proposed rezonings and plan amendments within the FAP I and II Zones.
- Policy 19.7.10:** The City of Tampa shall consult MacDill Air Force Base Air Installation Compatibility Use Zone Report (AICUZ)/Compatibility Use District (CUD) recommenda-



tions when addressing proposed land use changes within the FAP I and FAP II areas.

- Policy 19.7.11:** The City of Tampa shall promote compatible development within the FAP I and II Zones through maintenance of reduced densities.
- Policy 19.7.12:** The City of Tampa and the Planning Commission shall continue to review the impacts of development, their visibility characteristics and penetration of airspace within the MacDill Air Force Base's approach zones.
- Policy 19.7.13:** Prohibit the construction of communication towers and antennas in the FAP I and II zones.
- Policy 19.7.14:** The City of Tampa shall protect all access roads (Bayshore Boulevard, Dale Mabry Highway, Manhattan Avenue, and MacDill Avenue) leading to and from the base from private interest road closures in conjunction with established national defense access roads and military evacuation routes.
- Policy 19.7.15:** No vertical development shall be permitted in the area mapped on the Adopted 2025 Future Land Use Map as the Clear Zone
- Policy 19.7.16:** The City of Tampa shall amend Chapter 5, City of Tampa Code of Ordinances to include noise attenuation measures to achieve an outdoor to indoor Noise Level Reduction (NLR) of a maximum of 30dB for residential development within the Day Noise Level (DNL) contour zones of the MacDill Air Force 2008 MacDill Air Installation Compatible Use Zone ("AICUZ") if the DNL is in excess of 70 db, or a lesser db for any portion of the property located in a lower DNL zone.
- Policy 19.7.17:** The City shall ensure its comprehensive plan complies with Section 163.3175(5), Florida Statutes (2010) by June 30, 2012.



### Major Medical Facilities

**Objective 19.8:** The City shall support the major medical facilities as providers of public service and as major employers.

**Policy 19.8.1:** Permit office development to infill on vacant parcels or redevelop existing parcels in areas adjacent to St. Joseph Hospital from the south right-of-way line of Martin Luther King, Jr. Boulevard to the south property boundary of those lots fronting the south right of way line of St. Isabel Street between Armenia and MacDill Avenues.

**Policy 19.8.2:** Permit office development to infill on vacant parcels or redevelop existing parcels along Habana Avenue between Hillsborough Avenue and Martin Luther King, Jr. Boulevard.

### Industrial Development and Redevelopment

Industrial lands provide places for businesses to provide employment and services to city and regional residents. Industrial lands are an essential component of the city's diversified economic base. Industrial lands are vital to the city's long term economic sustainability.

**The definition of industrial is changing.** Today, industrial means high-wage, life sciences research and development jobs that contribute to the City's economic growth. Industrial means growing and technical jobs that help city residents move up the economic ladder. Industrial means laboratories and flex space just as much as warehouses.

**The industrial sector contributes to the City's economic diversity and property tax revenue.** Industrial uses contribute a higher median tax payment per square foot than residential uses. A considerable tax base increase and tax revenue shift occurs at conversion sites, but the market won't necessarily support conversions in areas where the highest and best use remains industrial. The net economic impact of a conversion depends on a host of factors.



**There will be demand for industrial land in Tampa over the next twenty years.**

**Industrial jobs provide economy opportunities to Tampa residents whose job prospects are made difficult in a global economy.** Industrial jobs pay living wages to people with modest levels of education, while incomes at comparable positions in many retail and

service industries do not.

**Local real estate brokers indicated there is demand for industrial land in the City.** Tampa's industrial lands are clustered around its major economic engines- the Port, Tampa International Airport and the University of South Florida. They also mentioned that residential conversions are contributing to rises in land costs, making it difficult for industrial users to afford.

**Objective 19.9:** Recognize industrial lands for their support to key economic engines within the City in order to strengthen Tampa's role as a regional employment center.

**Policy 19.9.1:** Accommodate a range of employment activity to ensure employment opportunities are available for the City's diverse residential population, including maintaining healthy manufacturing and industrial areas.

**Policy 19.9.2:** The City shall encourage the continued intensification, and existence of industrial, warehousing, and distribution facilities and provide opportunities for new warehousing/distribution activities in select locations, to provide a range of employment opportunities to Tampa's residents.

**Policy 19.9.3:** Maintain industrial areas that provide for the manufacturing of goods, flex space, and research and development that are attractive, compatible with adjoining non-industrial uses, and well-maintained.

**Policy 19.9.4:** The City shall require industrial uses proposed near existing residential areas to have an internal circulation system and other design amenities to limit the impacts of truck traffic on these residential areas.

**Policy 19.9.5:** The City shall assist the conversion of existing industrial, warehousing, and distribution facilities to flex space and business incubators (light industrial and research and development uses) that provide new jobs and comparable employment opportunities without the environmental impacts of traditional industrial uses.

**Policy 19.9.6:** The City shall encourage new employment centers and industrial development to incorporate accessory uses such as public open space amenities, transit amenities, child care facilities, and non-office retail uses.

**Objective 19.10:** Preserve light and heavy industrial areas which are appropriately located in terms of traffic accessibility, minimizing their environmental



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effects on surrounding areas, and ensuring compatibility with surrounding land uses.

- Policy 19.10.1:** Strict performance standards shall be required for any industrial use located within 200 feet of any water body. Future industrial development along the Hillsborough River is prohibited.
- Policy 19.10.2:** Residential uses within industrial land use categories are considered to be non-conforming uses.
- Policy 19.10.3:** Industrial development within the Port of Tampa area must meet all the applicable objectives and policies contained within the Plan.
- Policy 19.10.4:** Ensure an adequate transportation network for industrial development. People living in residential neighborhoods abutting industrial uses shall have safe connections through industrial areas if needed (e.g. Port Tampa City to Picnic Island Park).
- Policy 19.10.5:** An industrial land use data base shall be established and updated on a regular basis to monitor industrial development in the City. The City of Tampa shall undertake a land use study to determine future industrial land use needs and to protect the amount of land available and public facilities needed to accommodate future industrial uses.
- Policy 19.10.6:** Discourage the expansion of light or heavy industrial land use classifications in incompatible locations.
- Policy 19.10.7:** Heavy industrial uses shall have priority over other uses on undeveloped property appropriately designated as heavy industrial.





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Research Institute and the University Community Hospital) is located north and west of the main campus of the University of South Florida. This corridor represents a critical mass of education, science, medicine, and research in the City of Tampa, which can be further cultivated to become a vibrant, sustainable, and innovative district that enhances the economic competitiveness of the city.

The Tampa Green Tech Corridor and the I-4 Green Technology Corridor is based on three primary components: the creation of viable economic development opportunities, user-friendly land-use relations, and savvy environmental strategies. The functional balance of these three components will leverage the corridor's resources, logistical advantages, and infrastructure investments to create economic development opportunities that attract, retain, and cultivate high-quality jobs for the citizens of the City of Tampa.

The purpose of implementing these comprehensive land use and economic development policies is to provide high-value benefits to the target industries that locate along the corridor that will:

- Preserve permit-ready" land within the City of Tampa to attract and support knowledge-based services and research, manufacturing and industrial facilities, including businesses that focus on the creation of green products.
- Attract industries desiring to capitalize on Tampa's existing local resources, including a skilled workforce and a well distributed infrastructure network with fiber optic service;
- Provide low-cost, time efficient or redevelopment opportunities to establish high-wage jobs near existing population centers;
- Create strategically located employment centers that support and are supported by the substantial investment in transportation infrastructure and public transit that is underway in the City of Tampa and the region.
- Strengthen the competitive advantages of existing businesses and institutions;
- Link people, places, jobs, and the distribution of goods by means of an unrivaled range of transportation options;
- Establish a regional model for sustainable development patterns and encourage buildings that are aesthetically pleasing and environmentally responsible; and
- Support Tampa's Green Business Designation program by connecting land use policies with economic development policies.

The City of Tampa Comprehensive Plan: Building Our Legacy, a Livable City is intended

to support the County-wide effort to diversify and expand the employment base in Hillsborough County in ways that increase median income and high quality employment opportunities in the 1-4 Corridor including the Tampa Green Tech Corridor.

The proposed edits support the vision and community values identified in Chapter 3: Structuring Growth for Livability: Urban Design and Land Use by:

- Discouraging Urban Sprawl;
- Advancing Energy-Efficient Land Use Patterns;
- Reducing Greenhouse Gasses;
- Promoting mixture of uses;
- Promoting Transit Oriented Design and land use;
- Directing New Industrial Development to appropriate locations within the Tampa Green Tech Corridor;
- Preserving open space and environmentally sensitive lands; and
- Fostering Energy Conservation.

The objectives and policies seek to leverage the corridor's resources, location, and infrastructure investments to facilitate economic development that attracts, retains, and cultivates high-quality jobs for the citizens of City of Tampa. Comprehensive land use, infrastructure, and economic development policies will provide incentives to target industries to locate along the corridor and promote sustainable economic development. Implementation of these policies will result in "permit-ready" and readily-developable sites to create strategically located employment centers within the corridor that:

- Attract industries that capitalize on existing local resources, including people, small and large businesses, institutions and infrastructure;
- Provide high-wage jobs near existing population centers and foment redevelopment of underutilized properties;
- Strengthen existing businesses' and institutions' competitive advantages;
- Link people, places, and jobs through a variety of transportation options;
- Establish a regional model for sustainable development patterns and buildings;
- Connect land use policy with economic development policy through the City of Tampa's Green Business Designation Program; and
- Encourage buildings that are aesthetically pleasing and environmentally responsible.

**Objective 19.11:** Preserve the supply of land for industrial research, and office development within the Tampa Green Technology corridor, with the aim of increasing the total number of jobs in the following target industries Countywide:

- Professional, Scientific & Technical Services;
- Bioscience and Research Facilities;
- Manufacturing Facilities;
- Finance & Insurance Services;
- Management Services;
- Public/Private University Research Facilities; and
- Administrative & Support Services.

**Policy 19.11.1:** The Economic Development Overlay, a future land use overlay, shall be available as an overlay category to the Future Land Use categories and to provide an optional planning strategy to those lands that lie within the boundary shown on the Future Land Use Map. No future land use map amendments shall be required for development under this future land use category within the mapped areas, provided that it is consistent with the policies established under Objective 19.11. For development within the City of Tampa Economic Development Overlay, the minimum land area shall be one (1) acre of buildable upland within or recently annexed to the City.

**Policy 19.11.2:** Encourage private investment that results in the development of the aforementioned “target industries” that helps achieve Objective 19.11 through the use of development incentives. These incentives may be achieved for the target industries that follow those target development patterns identified in Table 2-A.

**Policy 19.11.3:** By 2013, the City shall adopt land development regulations providing specific requirements that enable the maximum development potential for each of the development patterns in the most appropriate locations. Only those properties within the boundaries of the Economic Development Overlay are eligible for an increase in density/intensity above their underlying land use threshold, to be known as an Economic Development Overlay “bonus”. In order to achieve the bonus potentials as described in Table 2-A, developments within the designated overlay must provide amenities and desired features. This overlay



**Table 2-A: Development Patterns**

DEVELOPMENT PATTERN	DESCRIPTION	SUITABLE LOCATIONS	IMAGES
<p>TOD Employment Center</p>	<p>A relatively high-intensity development located adjacent to or within walking distance of a transit center with a mix of employment and civic uses. A TOD Employment Center offers a concentration of office uses and flex spaces for target industries with support retail, restaurant and lodging facilities that are secondary to office, research and production uses. TOD Employment Center standards should be consistent with the County's multi-modal transportation policies.</p> <p>FARs range from <b>0.60 to 3.0</b> depending on the mix of uses; residential density may range from 12-24 units and are allowed in support of target employment development.</p>	<p>At designated transit station sites (1/2 mile radius) for rail, commuter rail and BRT lines. Residential units shall be located within 1/8 mile radius of the rail transit stations, within mixed use (vertical) development.</p>	
			

DEVELOPMENT PATTERN	DESCRIPTION	SUITABLE LOCATIONS	IMAGES
Corporate Park	<p>A development that often is centered around and managed by a single corporate entity, which includes offices and flex spaces for target industries with limited support retail and restaurants located within buildings or clustered in nodes at the entries of the development.</p> <p>FARs range from <b>0.7 to 2.5</b>.</p>	Near the University of South Florida or near an I-4 Interchange	

bonus provision will ensure that new development provides amenities and design features such as but not limited to: vertically mixed-use development; energy efficient building design and construction; environmental landscaping techniques; improved mobility and streetscape patterns including bicycle parking/paths that improve the quality of life and the public realm in order to optimize sustainable development for this area. Two general development patterns are allowed within the Economic Development Overlay: Transit Oriented Development (TOD) Employment Center and Corporate Park. The most appropriate development patterns will be determined based on the proposed location and underlying land uses.

The TOD Employment Center offers a concentration of office uses and flex spaces for target industries with support retail, restaurant and lodging facilities that are secondary to office, research and production uses. TOD Employment Center standards shall be consistent with the City's multi-modal transportation policies. Floor Area Ratios (FARs) for this development pattern range from 0.60 up to 3.0 maximum; residential uses are allowed only as support for targeted employment developments and may be considered within 1/8 of a mile from a transit center station with a density range from 12 to 24 units.

The Corporate Park is a master planned development often centered around and managed by a single corporate entity, which includes offices and flex spaces for target industries with limited support retail and restaurants located within buildings or clustered in nodes at the entries of a development. Retail and restaurants support uses will not exceed 10% of the total floor area ratio of the Corporate Park and will be located within buildings or clustered in nodes at the entries of the development. Warehousing and distribution facilities will only be allowed as an accessory use. The Floor Area Ratio (FAR) for this development pattern range from 0.70 up to 2.5 maximum.

**Policy 19.11.4:** Zoning changes in the Tampa Green Tech Corridor area shall be consistent with the Economic Development Overlay purposes and policies of the Comprehensive Plan. Between the effective date of this amendment and the effective date of a newly-created Tampa Green Tech Corridor Zoning District, a site plan zoning district will be required for all proposed development utilizing the Economic Development Overlay. After the effective date of the Tampa Green Tech Corridor Zoning Districts, rezonings of sites that meet the minimum lot size requirement will be permitted to rezone to the Tampa Green Tech Corridor Zoning District.



**Policy 19.11.5:** Ensure high-quality development through the Land Development Code design standards and the *City of Tampa Comprehensive Plan: Building our Legacy: a Livable City* that results in sustainable development that is compatible with abutting land uses. The land development regulations, that support uses authorized in the Economic Development Overlay will be limited to locations within a defined Economic Development Overlay project, and are not established until primary uses in the category have been built. Compatibility shall be achieved through standards that address the landscaping, height, scale, use and design of target development abutting residential development and environmental features (also see FLUE Compatibility policies). Sustainability shall be achieved through an incentive-based program where site and building practices that address low impact development, energy efficient building design/construction, improved mobility, and ecological conservation will be rewarded with additional Floor Area and other incentives. Specific criteria regarding minimum sustainability standards will be established in the Land Development Code by the end of the calendar year 2012.

### Public Facilities

Public Facilities include, but are not limited to: transportation, mass transit, wastewater, potable water, stormwater, solid waste and parks. This section will coordinate the orderly provision of public facilities with public and private development activities in a manner that is compatible with the fiscal resources of the City. Chapter 163.3202(g), Florida Statutes requires that jurisdictions must provide that public facilities and services meet or exceed the standards established in the Capital Improvements Element required by F.S. 163.3177 and are available when needed for the development, or that development orders and permits are conditioned on the availability of these public facilities and services necessary to serve the proposed development. A local government shall not issue a development order or permit which results in a reduction in the levels of service for the affected public facilities below the levels of service provided in the comprehensive plan of the local government.

1. The necessary facilities and services that deliver the adopted level of services for potable water, solid waste, wastewater, stormwater, and recreation and open space facilities shall be in place at the same time that a development order is issued or included in the City of Tampa's Capital



Improvements Program budget at the time a development permit is issued.

2. Development orders will be issued provided facilities are in place as shown in the City of Tampa's 5-year schedule for the Capital Improvements Program budget, unless exempted under the Transportation Concurrency Exception Area.

**Goal 20:** Provide adequate public infrastructure to support new growth and maintain existing development in a timely and fiscally responsible manner.

**Objective 20.1:** Continue to coordinate the orderly provision of public facilities with public and private development activities in a manner that is compatible with the fiscal resources of the City through the continued implementation of the Concurrency Management System.

**Policy 20.1.1:** The City shall continue to use regulations to ensure that there are adequate amounts and types of land available for the development or extension of new public facilities and utilities to support new development.

**Policy 20.1.2:** Public facilities and utilities shall be located to: a) maximize the efficiency of services provided; b) minimize their cost; and c) minimize their impacts upon the natural and historical environments; and d) minimize social and neighborhood disruptions.

**Policy 20.1.3:** Any required transportation improvements shall be implemented with minimal land use, social, historical and environmental disruption.

**Policy 20.1.4:** Development proposals shall consider effective multi-modal transportation systems, including provisions for carpooling, vanpooling, mass transit and bicycling.

**Policy 20.1.5:** Encourage provisions for safe bicycling in all land use plan categories.

**Policy 20.1.6:** Pursue the development of appropriate incentives (e.g., increased densities/intensities) for the dedication of public facilities or for improving existing public facilities.

**Policy 20.1.7:** The corporate limits of the City of Tampa shall be designated as an Urban Service Area, as defined by the





Department of Community Affairs.

- Policy 20.1.8:** Provisions for impacts (other than development orders) including, but not limited to, application for vested rights, beneficial use review, and enforceable agreements allowing a developer to provide the necessary facilities concurrent with the impacts of development, will be established in the City of Tampa’s Land Development Regulations.
- Policy 20.1.9:** Following the adoption of the Comprehensive Plan, the City shall complete an evaluation of its concurrency management system and policies in relation to Rule 9J-5.055, F.A.C. and shall amend applicable sections of the Plan to address any deficiencies
- Policy 20.1.10:** The extension of public facilities and utilities into areas of the City which are underserved or without service shall be guided by the Capital Improvements element to ensure that adequate capacity and land is available for public facilities and utilities to support new development, and the use of land in the City of Tampa shall be managed by approving development proposals only if the public facilities are provided concurrent with the impacts of the development.
- Policy 20.1.11:** Consistent with Chapter 163.3180, public health and safety, sanitary sewer, solid waste, drainage, adequate water supplies, and potable water facilities shall be in place and available to serve new development no later than the issuance of a certificate of occupancy. Unless otherwise exempted under Chapter 163.3180, transportation facilities needed to serve new development shall be in place or under actual construction within three years after a building permit is approved that results in traffic generation.
- Policy 20.1.12:** Land use shall maximize the use of available public facilities and minimize the need for new facilities.
- Policy 20.1.13:** Concentrate infill redevelopment and new development with priority given to areas where capacity is available within each public facility through agencies and programs, such as, but not limited to, the Community Redevelopment Agency and data.
- Policy 20.1.14:** The location and construction of public facilities may be considered in any land use plan category.

- Policy 20.1.15:** Coordinate growth consistent with adopted master plans for designated major institutions located throughout the City.
- Policy 20.1.16:** Promote development within environmentally appropriate areas such as previously developed land, infill lots, and/or remediated brownfields.
- Policy 20.1.17:** Permit limited amounts of development consistent with the desire to maintain the general intensity of development that presently characterizes the multifamily, commercial, and industrial areas outside of urban centers and villages and direct the greatest share of growth to the urban centers and villages.
- Policy 20.1.18:** Promote a residential development pattern consistent with the compact city form strategy, with increased availability of housing at densities that promote walking and transit use near employment concentrations, residential services and amenities.

### Scenic Transportation Corridors

**Objective 20.2:** Include general, community appearance guidelines into the development review process described in the land development regulations.

- Policy 20.2.1:** The City shall enhance the appearance and function of roadways through the designation and establishment of scenic transportation corridors in the City of Tampa. Criteria for the identification and establishment of scenic corridors shall include, but not be limited to, the following:
- To create a boulevard system of roadways to connect different neighborhoods within the City of Tampa;
  - To protect existing roadways that exhibit attractive or scenic characteristics;
  - To preserve and enhance the aesthetic appearance of roadways through the use of landscaping and buffering;
  - To protect existing and future collector and arterial roadways that have residential characteristics that are considered desirable to preserve;
  - To use street tree planting as a means to unify and beautify existing and future neighborhoods that are linked or crossed by scenic corridors;
  - To protect roadways, where significant tree coverage and landscaping already exist, from unplanned future commercial development; and
  - To lessen the impact on existing and proposed neighborhoods from the building of new roadways and the rebuilding of existing roadways through residential areas.

- Policy 20.2.2:** Roadways not designated for scenic corridors, but serving as gateways into the City of Tampa, shall be considered eligible for landscaping, buffering, and street tree plantings (similar to scenic corridors) by the City that will unify and enhance their identity as gateway areas.
- Policy 20.2.3:** All plans for designating scenic corridors or gateways and their related landscaping plans shall be developed and/or approved by the City only after participation and input from affected citizens, private groups, City departments and agencies, Hillsborough County, and the Florida Department of Transportation.
- Policy 20.2.4:** Encourage affected people in these redevelopment areas to organize. Wherever possible, representation should include, but is not limited to, commercial property owners, business tenants, neighborhood associations, residential property owners and renters.

### Bayshore Boulevard

*“Bayshore Boulevard, with its scenic drive extending some 4.4 miles along Hillsboro Bay, constitutes one of Tampa’s most unique physical assets. Moreover, the property along Bayshore Boulevard has long been the site of some of Tampa’s finest residences. This dual role must receive full consideration in the determination of the future development of the Bayshore”.*

*Bayshore Study, Hillsborough County Planning Commission 1960.*

Bayshore Boulevard, the “emerald jewel of Tampa,” is rich in history and reflects the efforts of visionaries, past and present, who have undertaken conscious efforts to make it a reality. Bayshore contains one of the world’s longest uninterrupted pedestrian sidewalks, lined with an historic balustrade that was reconstructed in 1938, and provides some of the City’s most scenic views. Its form has been shaped by the development on the western perimeter, which encompasses architecture that highlights Tampa’s eclectic physical and cultural history, lush landscaped medians, and an eastern boundary containing a linear park that runs along Hillsborough Bay providing unobstructed waterfront access to the public.

The balance of private development, the public realm, and the natural environment along Bayshore is like no other throughout the City. Activity along the Bayshore occurs 24/7. Its proximity to Downtown, Hyde Park, and adjacent residential neighborhoods attracts a multitude of travelers and pedestrians to the area.

Bayshore Boulevard is a culmination of those fundamental elements identified for the creation of a Livable City. The interconnectedness of the corridor from its elements of open space/public realm, history, art, and culture, to its contribution to the community's sustainability, Bayshore Boulevard is and will remain an integral part of Tampa's heritage. The corridor is more than a road: it is an experience, a destination, a part of Tampa's identity.

**Objective 20.3A:** The City recognizes Bayshore Boulevard, from Brorein Street to Gandy Boulevard ("Bayshore Boulevard"), as a regional attractor and a major community asset. The City shall preserve and enhance the balance of the natural and physical environments along Bayshore Boulevard in a manner which will continue to provide the City's residents, regional neighbors, and national/international visitors with a unique environmental experience in the core of the urban area.

**Policy 20.3A.1:** Consider the development and implementation of land development regulations based on existing development patterns and existing future land use map designation, considering but not limited to building setbacks and height, on site landscape, buffers, and streetscape on the western boundary of the corridor.

**Policy 20.3A.2:** Promote pedestrian connectivity by completing improvements as feasible and practical to existing sidewalk segments.

**Policy 20.3A.3:** Examine opportunities to improve pedestrian safety through the establishment of new pedestrian connections from the western boundary to the Bayshore Boulevard linear park.

**Policy 20.3A.4:** Encourage the enhancement and expansion of public art through various mechanisms, including but not limited to the City's Public Art Pro-



gram, private/public partnerships, and the possible establishment of a grant program for local artists.

**Policy 20.3A.5:** Consider the creation of a “way-finder” signage program, designed to highlight the distinct character and identity of Bayshore Boulevard, provide directional information to both pedestrian and automobile traffic, and create an increased sense of place.

### Courtney Campbell Causeway

*The Courtney Campbell Causeway is a testament to modern society and nature co-existing in a productive, equally beneficial manner. The Courtney Campbell Causeway is a vital artery in the body that is Tampa Bay, providing a vital link to the cities of Tampa and Clearwater. It is a porthole to a globally important and unique ecosystem. The Causeway is literally alive through its self-created ecosystem and the numerous species of wildlife that depend on the Causeway for food, shelter, and breeding. Not only does the corridor house wildlife, it is also haven and destination for people to enjoy themselves. The most significant scenic, natural, and recreational resources of the corridor are set aside for use by visitors and the community in the form of nature preserves, beaches, and recreational sites.*

*The scenic highway running at sea level along the Bay is picturesque the entire length. It is full of opportunities for recreation, and life. There is a strong community tie to the corridor and citizens are committed to its preservation. The Courtney Campbell Causeway should be preserved and enhanced not as a highway, but as a scenic corridor that is a vital resource to the prosperity of the region. (Vision Statement- [www.CourtneyCampbell.org](http://www.CourtneyCampbell.org))*

The original roadway was built by Ben T. Davis, a Tampa entrepreneur. Work on the span began in 1927 and finished in 1934, and was at the time the longest water fill project in the country. Davis owned and operated the roadway that he named after himself, charging 25 cents for a car and driver and a nickel for every additional passenger. During World War II, the federal government purchased the causeway, eliminated the tolls and in 1944 transferred it to the state.

Clearwater resident Courtney W. Campbell, who was the Florida road commissioner at the time, led a major repair and beautification project that created a unique wayside-park system. In 1948, after Campbell left to become a member of Congress, the roadway was renamed in his honor.

Over the years, the roadway’s amenities have been





upgraded and improved, making it a popular gathering spot. Boaters use the ramp on the northwest side. Pedestrians and bicyclists use the access roads as a pedestrian path along both sides of the roadway. Lush native vegetation offers a tropical forest feel on the north side. Beaches are located on the south side and a rocky seawall invites fishermen.

The Florida Scenic Highways Program was the state Department of Transportation's response to legislation enacted in the early 1990s that called for measures to "preserve, maintain protect and enhance Florida's outstanding cultural, historical, archaeological, recreational, natural and scenic resources. To be eligible for scenic designation, the Courtney Campbell had to meet certain program criteria. The roadway had to "tell a story," providing a driver with an educational experience drawn from the history, culture, ecology, and recreational resources available. The designation in November 2005, made the Causeway the 14th scenic highway selected by the Florida Department of Transportation and the first in Hillsborough County. The Courtney Campbell Causeway is recognized as a City/County asset with state-wide significance.

**Objective 20.3B:** The natural, recreational, scenic, historic, and cultural resources of the Courtney Campbell Causeway shall be preserved and enhanced for the City of Tampa's residents.

**Policy 20.3B.1:** The City shall support the mission and goals objectives and strategies of the Courtney Campbell Causeway Florida Scenic Highway designation for the causeway located between McMullen Booth Road and Veteran's Highway.

**Policy 20.3B.2:** The City shall support efforts to retain the current physical cross sectional character of the causeway reminiscent of its historic origin.

**Policy 20.3B.3:** The City shall participate in efforts to maintain the natural environment by supporting a coastal-style, native Florida landscape and promoting community partnerships to control litter on the causeway.

**Policy 20.3B.4:** The City shall support FDOT's pedestrian, bicycle and transportation initiatives for the causeway including safety enhancements.

**Policy 20.3B.5:** The City shall continue to participate with the Corridor Management Entity (CME) as an ongoing and effective sponsor and advocate for the Scenic Highway designation process and implementation of improvements.

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- Policy 20.3B.6:** The City shall continue to cooperate with intergovernmental coordination efforts as one of the four governmental entities that include City of Clearwater, Pinellas County, City of Tampa and Hillsborough County.
- Policy 20.3B.7:** The City shall support the education program efforts for promoting the location and features of the causeway.
- Policy 20.3B.8:** The City shall support the maintenance and enhancement of the Causeway as a tourist point of interest.
- Policy 20.3B.9:** The City shall cooperate with FDOT's enhancement efforts to improve the visual appearance of the causeway.

### The Waterfront

- Objective 20.4:** Provide public access to the waterfront and provide an open space system, in accordance with the provisions in the Plan, and in accordance with the following policies:
- Policy 20.4.1:** Coordinate with the Parks Department during the land use planning process to ensure that waterfront facilities are available for the projected population.
- Policy 20.4.2:** Continue to study and implement open space/public access plans to provide public access to the waterfront and to ensure a coordinated, functional system.
- Policy 20.4.3:** The City shall provide public notice for any proposed disposition of City owned waterfront land.
- Policy 20.4.4:** The vacating of right of way adjoining the water front shall only be allowed when there is a clear public benefit.
- Objective 20.5:** For waterfront development, encourage the required on-site public space to be designed and maintained as a view corridor or public open space to the water.
- Policy 20.5.1:** Establish appropriate building setback lines from the water's edge and to include public open space.
- Policy 20.5.2:** Continue to update and implement development regulations for the design and appearance of waterfront development and public access to the waterfront.

**Policy 20.5.3:** Develop regulations to encourage public access corridors to the water's edge where the street grid does not provide public access within reasonable intervals; people-oriented uses at the ground level; and aesthetic treatment of rooftops and terraces.

### **Waterfront Districts**

**Objective 20.6:** The redevelopment of established waterfront districts shall be encouraged through the use of such things as, but not limited to strategic planning and implementation studies, incentives, regulatory techniques and overlay districts.

**Policy 20.6.1:** Non-industrial uses within the waterfront land use areas adjacent to Tampa Bay will be encouraged to have water orientation that is accessible to the public and interconnected with adjacent non-industrial land uses where feasible.

**Objective 20.7:** Promote the redevelopment of the Channel District and the Ybor Channel area.

**Policy 20.7.1:** Encourage transit oriented development on properties adjacent to the TECOLine Streetcar System and located within the Streetcar System's Special Assessment District.

### **Rattlesnake Point**

**Objective 20.8:** Encourage the transition of the Rattlesnake Point Waterfront Area from its current heavy industrial and light industrial use to a residential/commercial mixed-use waterfront community in a safe and fair manner. The Rattlesnake Point Waterfront Area is that area located west of Westshore Boulevard on Tyson Avenue, as shown here.

**Policy 20.8.1:** Protect any future residential and commercial users from the hazardous or toxic heavy industrial uses along Tyson Avenue, the only exit from the peninsula comprising the Rattlesnake Point Waterfront Area, by not allowing any residential uses until the hazardous or toxic heavy industrial uses are permanently relocated (except for Federal government uses) from the Rattlesnake Point Waterfront Area.

**Policy 20.8.2:** The City of Tampa will complete an area-wide transition plan ("Transition Plan") for the Rattlesnake Point Waterfront Area. The Transition



sary or appropriate by the City. Co-location of industrial uses and residential/commercial is allowed only during the transition period that is established pursuant to a site plan rezoning and attendant development agreement. Otherwise, upon site plan rezoning a parcel to a residential use, industrial uses shall not be allowed as permitted uses or special uses on that parcel.

- Policy 20.8.7:** Until such time as the City adopts regulations as provided in policy 6 of this section, no rezoning application on property designated CMU-35 will be approved unless the property owner and the City enter into a development agreement that: (a) provides for timing of development that accomplishes the objectives of policy 1 above; (b) provides for the mitigation of related impacts consistent with applicable law; and (c) provides for the consideration of reasonable public access to the waterfront. If the rezoning is to a district which would allow residential or commercial uses, the site plan and/or development agreement shall require that heavy industrial uses no longer exist in the Rattlesnake Point Waterfront Area (except for Federal government uses) prior to issuance of a building permit. If a specific and detailed enforceable transition plan is adequately provided for in a development agreement sufficient to assure permanent elimination of the risk of heavy industrial hazardous uses prior to occupancy then such permanent relocation may be required prior to the issuance of a certificate of occupancy rather than a building permit.
- Policy 20.8.8:** Notwithstanding if Rattlesnake Point Waterfront Area is located in a Transportation Concurrency Exception Area, any and all rezonings and/or development agreements shall also address the mitigation of transportation impacts in a manner consistent with the comprehensive plan and all applicable land development regulations. Such mitigation will be separate from the payment of transportation impact fees, but shall be eligible for impact fee credit as and if provided for in City of Tampa Code of Ordinances. The City may allow transportation impacts to be mitigated by way of contribution to mass transit or other multimodal solutions, if permitted by applicable law.
- Policy 20.8.9:** Residential development within the Rattlesnake Point Waterfront Area shall be required to mitigate its impact on hurricane shelter space.
- Policy 20.8.10:** Except as otherwise permitted by land development regulations enacted pursuant to policy 6 of this section or an enforceable development



agreement approved pursuant to policy 7, no building permits shall be issued for residential uses on property designated CMU-35 in the Rattlesnake Point Waterfront Area until heavy industrial uses (except for Federal government uses) permanently cease operations within the Rattlesnake Point Waterfront Area, as provided in policy 1 above.

### Public Land

**Goal 21:** The Public Realm: A Celebration of Our Identity As An Inter-connected, Engaging and Safe Public Environment.

**Objective 21.1:** Provide governmental services, institutional, educational, cultural, and social, facilities that are located and designed to complement Tampa’s neighborhoods, centers, and corridors.

**Policy 21.1.1:** The City shall create vibrant public places in Tampa’s neighborhoods, business centers, urban villages, transit stations and mixed use corridors that serve as gathering places.

**Policy 21.1.2:** The City shall seek to ensure that schools, government administrative and operational facilities, fire stations and police facilities, schools, cultural facilities, museums, hospitals are located throughout the City to provide places that serve the varied needs of the community, provide for community meeting places, and provide community and neighborhood landmark buildings and places.

**Policy 21.1.3:** The City shall lead by example, demonstrating design excellence in City projects, including buildings, parks, public rights-of-way, and City-subsidized redevelopment projects.

**Policy 21.1.4:** The City shall ensure that the City-owned public buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, and architecture with the district or neighborhood in which they are located.

**Policy 21.1.5:** The City shall promote the incorporation of public art in the design of the public realm to:

- Add visual variety and richness;
- Delight, surprise, amuse, and inspire;
- Educate and inform;



- Engage and involve; and
- Celebrate Tampa’s heritage and environment.

**Policy 21.1.6:** The City shall promote the co-location of parks, schools, police and fire facilities, health services, and other community facilities to support community interaction, enhance neighborhood identity, and leverage limited resources.

**Objective 21.2:** Protect open space for its recreational, safety, and environmental value and provide adequate parks and open space areas throughout the City.

**Policy 21.2.1:** The City shall place a high priority on acquiring and preserving open space lands for purposes of recreation, habitat protection and enhancement, flood hazard management, public safety, and water resources protection for the overall benefit of the community.

**Policy 21.2.2:** Provide and maintain pedestrian and neighborhood amenities such as street trees, benches, public art, plazas and neighborhood parks.

**Policy 21.2.3:** Create incentives for the development of Public-Private Partnerships to create usable, accessible urban open space as a consequence of urban redevelopment.

**Objective 21.3:** Improve the pedestrian experience through excellent urban design.

**Policy 21.3.1:** Permanent structures such as utility poles and traffic control poles within the sidewalk that restrict pedestrian movement should be discouraged wherever possible.

**Policy 21.3.2:** Direct connections between destinations, especially for adjacent parcels, to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers. Potential conflicts between pedestrians and motor vehicles should be minimized.

**Policy 21.3.3:** Promote clear passage zones equal to the required minimum sidewalk width in areas with movable obstructions, such as outdoor seating. Benches should be placed on a separate pad behind the back of sidewalk or between the sidewalk and the street to avoid clear passage zone obstruction.

**Policy 21.3.4:** Buildings with drive-through windows facing the public right-of-way should provide landscaping to enhance the streetscape and define the

street edge be discouraged.

- Policy 21.3.5:** Provide access as feasible and practical across public right-of-way lines to allow vehicular and pedestrian movement between properties.
- Policy 21.3.6:** Ensure that sidewalks interconnect with existing or future sidewalks on adjacent properties and on the public right-of-way.
- Policy 21.3.7:** Design for walkability in accordance with policies contained in the Mobility Element.
- Policy 21.3.8:** Connect destinations such as schools, neighborhood centers and parks as well as greenways. Use techniques such as cooperative agreements, easement based public lands, public rights-of-way and public realm design to establish such connectivity.
- Policy 21.3.9:** Provide appropriate pedestrian lighting and street furnishings, including benches and trash receptacles, where appropriate, especially on main streets and at transit stops.
- Policy 21.3.10:** Ensure that funding for street lighting is a part of roadway budgeting on collector and arterial roadways improvement projects.

### **Land Development Regulations**

- Objective 21.4:** All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes.
- Policy 21.4.1:** Development shall not exceed the densities and intensities as defined by the land use plan categories, and incorporated herein as reference.
- Policy 21.4.2:** Each land use plan category shall have a unique set of zoning districts that may be permitted within the land use plan category, as adopted in the Zoning Code. Zoning districts which are not included in the table/matrix shall neither be applied for, nor approved.
- Policy 21.4.3:** Existing regulations governing Planned Development zoning districts may be modified to include recognition of development criteria differing from criteria of comparable Euclidean districts. The regulations

shall reflect that the application of the criteria during the rezoning process is negotiable, and that it will be applied on an individual case-by-case basis to ensure the balanced application of reasonable development standards. Planned Development rezoning process is not to be used for the sole purpose of waiving established land Development Regulations.

## Future Land Use Directives to Build a Livable City

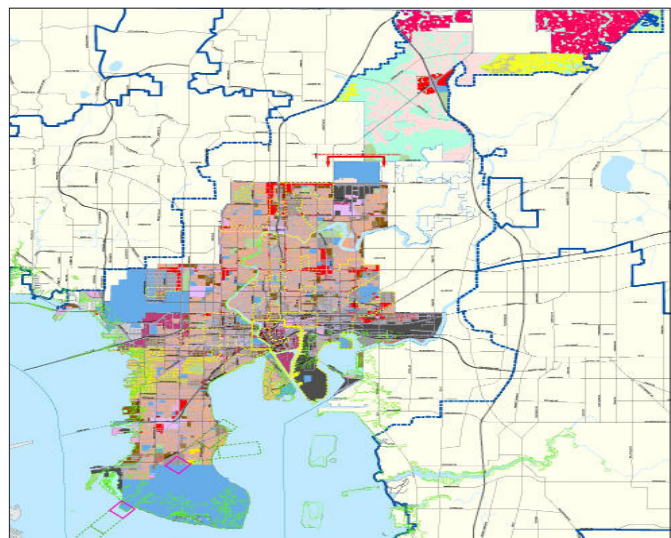
### Overview

This section of the plan contains the future use land plan categories and map which apply to all sections of the city. The plan categories, and map together implement the strategy for managing change to build a livable city.

### Future Land Use Map

The Future Land Use Map is a graphic illustration of the City of Tampa policy governing the determination of its development pattern through the year 2025. The map is adopted as an integral part of this Plan. It contains, by the use of patterns, and symbols, the location for certain land uses and manmade features and the general boundaries of major natural features. Precise boundaries of all land use plan categories shall be those shown on the automated geographic information system Future Land Use Map(s), and copies of these maps are available from the Planning Commission.

The Future Land Use Map shall be used to make an initial determination regarding the permissible locations for various land uses and the maximum possible levels of residential densities and/or non-residential intensities, subject to any special density provisions and exceptions of the Plan text. The floor area ratio (FAR) outlined in each plan category controls land use intensities. Additionally, each regulation or regulatory decision and each development proposal shall comply with the Goal, Objectives, and Policies of the Plan.



## **Future Land Use Plan Categories**

The land use categories shown on the Future Land Use Map are identified according to the predominant use or maximum level of intensity intended for that category of land use. Other uses may be permitted in any land use category, as described within the individual plan category descriptions. Specific locations for uses other than the predominant use are not shown graphically because to do so would predetermine locations of individual uses at a level of detail beyond the scope of the Future Land Use Map. All uses shall be reviewed for conformance with the Goal, Objectives, and Policies of the Comprehensive Plan and with applicable land development standards.

The character of each land use category is defined by building type, residential density, functional use, non-residential intensities, or the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive but are intended to be illustrative of the character of uses permitted within the land use designation. To further refine the range of potentially permissible uses a matrix is adopted as part of Tampa's Zoning Code which will implement, in part, the intent of the land use categories through the rezoning process. The matrix will identify the zoning districts, and consequently the uses, which may be considered within each category. Due to compatibility policies and other policies, not all of those potential uses are routinely acceptable anywhere within that land use category. Each potential use must be evaluated for compliance with the Goal, Objectives, and Policies of the Plan and with applicable development regulations.

The compatibility of new development in relation to existing development as well as the availability of public facilities and the presence of environmentally sensitive areas and historic districts will be taken into account in determining if the maximum density permitted can be achieved. The compatibility issues should be addressed through more stringent review of site plans and application of site specific land development regulations, such as buffering.

It must be noted that the City has established non-conforming lot regulations. However, when the resulting density calculation for a development proposal is less than 1.0 dwelling unit/lot, then the calculation shall be rounded up to 1.0 dwelling unit/lot, and the development of the lot shall be governed by the applicable zoning district and the non-conforming provisions of the land development regulations. This has been included to address problems that may have occurred during the zoning conformance process that



preceded the development of the original Comprehensive Plan (1989).

### City Form Guidelines

City form describes key physical form characteristics envisioned for each designation. City form is intended to inform future development by ensuring that all parties (developers, the City, and the public) share a common understanding of the characteristics that contribute to good design and consider the implications of individual project design on the form and character of the community as a whole.

These elements or formal qualities include characteristics such as the height and bulk of buildings, the location of buildings on their lots, the relationship of buildings to streets, the height of buildings relative to adjacent neighborhoods, and the location and character of parking and pedestrian facilities. These guidelines are recommendations not required standards like allowed uses and development standards.

### Allowed Uses

These descriptions outline the range of uses that are legally allowed within each designation.

### Development Standards

These are legal standards of density for residential uses (minimum and maximum dwelling units per acre) and standards of building intensity for nonresidential and mixed-use (minimum and maximum floor area ratio). These standards are stated differently for residential and non-residential development. Following are explanations of how these standards operate.

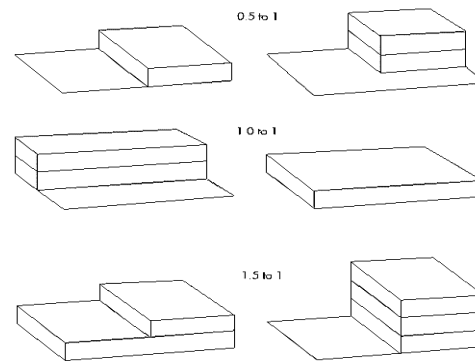
Standards of building density for residential uses are stated as the allowable range of dwelling units per net acre. Standards of population density for residential uses can be derived by multiplying the maximum number of dwelling units per net acre by the average number of persons per dwelling unit assumed for the applicable residential designation (e.g., two persons per dwelling unit).

Standards of building intensity for non-residential uses such as mixed-use, commercial, and industrial development are stated as floor area ratios (FARs).



In the case of mixed use developments that include residential uses, the FAR includes residential square footage. A floor area ratio is the ratio of the gross building square footage (excluding parking structures) on a lot to the net square footage of the lot (or parcel). For example, on a lot with 10,000 net square feet of land area, a FAR of 1.00 will allow 10,000 square feet of gross building floor area to be built, regardless of the number of stories in the building (e.g., 5,000 square feet per floor on two floors or 10,000 square feet on one floor). On the same 10,000-square foot lot, a FAR of 0.50 would allow 5,000 square feet of floor area, and a FAR of 0.25 would allow 2,500 square feet. The diagram above shows graphically how various building configurations representing a FAR of 1.00 could cover a lot.

**Figure 5. Floor Area Ratio (FAR)**



## **Central Business District City Form Guidelines**

Key city form characteristics envisioned for the Central Business District include:

- A mixture of mid- and high-rise buildings that create a varied and dramatic skyline with no height limit;
- Lot coverage that generally does not exceed 90 percent;
- Buildings that are sited to positively define the public streetscape and civic spaces;
- Building facades and entrances that directly address the street and have a high degree of transparency on street-fronting facades;
- An interconnected two way street system that provides for traffic and route flexibility;
- Vertical and horizontal integration of residential and commercial/office uses;
- Public parks and open space areas within walking distance of residents and visitors;
- Parking that is integrated into buildings placed in separate structures or off site parking, where appropriate and feasible;
- Minimal or no curb cuts along primary streets;
- Side or rear access to parking and service functions;

- Broad sidewalks appointed with appropriate pedestrian amenities/facilities including street furniture, bike racks pedestrian lighting and landscaping;
- Street design that integrates pedestrian, bicycle, transit and vehicular use and incorporates traffic calming features and on-street parking; and
- Consistent planting of street trees that provide shade, and enhance character, and identity.

### Central Business District Development Standards

This designation provides for mixed-use high-rise development and single-use or mixed-use development that includes ground floor office/retail beneath residential apartments and condominiums. Uses include:

- Office, retail, and service uses;
- Condominiums and apartments;
- Gathering places such as a plaza, courtyard, or park;
- All development in this designation should have easy access to transit;
- Compatible public, quasi-public, and special uses;
- Maximum Density: N/A; and
- Maximum FAR: N/A.

### How Plan Categories Work with Neighborhoods

Neighborhood plan categories and their supporting policies provide for the protection, maintenance, and enhancement of the city's residential neighborhoods, assuring that new development complements and reinforces their unique characteristics through sensitive infill and transitions in scale from adjacent Centers and Corridors. They provide for residential neighborhoods that contain a diversity of housing types and for the development of more complete neighborhoods that incorporate supporting and complementary uses such as neighborhood-serving commercial, schools, parks, community meeting facilities, and comparable uses.



## **Higher Density Neighborhoods:**

Key city form characteristics of high, medium high and medium density residential development and support uses in urban neighborhoods include:

- Buildings that establish a consistent setback from street that produces a pleasing definition to the public right-of-way (e.g., sidewalk, parkway strip, and street);
- Building facades and entrances that directly address the street and have a high degree of transparency (i.e., numerous windows) on street-fronting facades;
- Building heights that generally range from:
  - 3 to 8 stories for Medium Density, and
  - 4 to 24 stories for High Density;
- An interconnected two-way street system that provides for traffic and route flexibility;
- Vertical and horizontal integration of complementary non-residential uses;
- Off-street parking that is integrated into the buildings or placed in separate parking structures;
- Minimal or no curb cuts along street fronts and facades;
- Side or rear access to parking and service functions;
- Broad sidewalks appointed with appropriate pedestrian amenities/facilities;
- Street design that integrates pedestrian, bicycle, and vehicular use and incorporates traffic calming features and on-street parking;
- Consistent planting of street trees that provide shade and enhance character and identity; and
- Public parks and open space areas within walking distance of local residents.

### **High Density Development Standards (Residential-83) (Example: Channelside/Bayshore)**

This designation provides for uses between medium and higher intensity uses, including:

- Multifamily dwellings;
- Limited neighborhood-serving commercial uses consistent with Locational Criteria for Neighborhood Commercial and Residential Office Uses outlined in Chapter 9;
- Compatible public, quasi-public, and special uses (for example churches, schools, recreational and daycare facilities) are allowed consideration;
- Lot coverage that generally does not exceed 85%;

- Maximum Density 83 Units/Net Acre; and
- Intensity: FAR 0.65

### **Medium High Density Development Standards (Residential-50)**

This designation provides for uses between lower and higher intensity uses, including:

- Small-lot single family units (duplexes, condominiums, townhomes);
- Multifamily dwellings;
- Limited neighborhood-serving commercial uses consistent with Locational Criteria for Neighborhood Commercial and Residential Office uses outlined in Chapter 9;
- Compatible public, quasi-public, and special uses (for example churches, schools, recreational and daycare facilities) are allowed consideration;
- Lot coverage that generally does not exceed 80%;
- Maximum Density 50 Units/Net Acre; and
- Intensity: FAR 0.6

### **Medium Density Development Standards (Residential-35) (Example: Courier City/Oscawana)**

This designation provides for uses between lower and higher intensity uses, including:

- Small-lot single family units (duplexes, condominiums, townhomes);
- Multifamily dwellings;
- Limited neighborhood-serving commercial uses consistent with Locational Criteria for Neighborhood Commercial and Residential Office uses outlined in Chapter 9;
- Compatible public, quasi-public, and special uses (for example churches, schools, recreational and daycare facilities) are allowed consideration;
- Lot coverage that generally does not exceed 70%;
- Maximum Density 35 Units/Net Acre;
- Intensity: FAR 0.6; and
- Intensity: FAR 2.0 in Ybor City.





## **Pre and Post World War II Low Medium and Low Density Neighborhoods**

### **Low Medium and Low Density Residential City Form Guidelines**

Key city form characteristics of low and low medium density residential neighborhoods include:

- Architectural styles maintain a general continuity throughout each neighborhood;
- A comprehensive, integrated, and interconnected transportation system, including easily navigable pedestrian and bicycle corridors, and a highly efficient street grid system that facilitates the flow of traffic and overall route flexibility;
- Pedestrian-scale development blocks that are easy to navigate;
- Neighborhood services, transit, parkland, and schools within a walkable or reasonable travel distance of local residents, located within Village Centers;
- Street design that balances pedestrian/bicycle uses and safety with vehicular circulation;
- When appropriate, traffic-calming measures are used to promote attractive, pedestrian- and bicycle-compatible street environments; measures may include chicanes, sidewalks with planting strips, decorative/functional lighting, and median refuges;
- The street tree canopy provides for shade and enhances neighborhood character and identity;
- Predominantly single-family residential scale and that includes single family units, accessory units and duplexes; and
- Building heights that generally range from 1 to 3 stories.

### **Low Medium Density Development Standards (Residential-20)**

This designation provides for uses between lower and medium intensity uses, including:

- Small-lot single family units (duplexes, condominiums, townhomes);
- Multifamily dwellings;
- Limited neighborhood-serving commercial uses consistent with Locational Criteria for Neighborhood Commercial and Residential Office uses outlined in Chapter 9;
- Compatible public, quasi-public, and special uses (for example churches, schools,

- recreational and daycare facilities) are allowed consideration;
- Lot coverage that generally does not exceed 65%;
- Maximum Density 20 Units/Net Acre;
- Intensity: FAR 0.5; and
- Intensity: FAR 2.0 in Ybor City.

### **Low Density Residential Development Standards (Residential-10)**

This designation provides for moderate intensity neighborhood uses, including:

- Single family detached permitted; limited townhomes considered;
- Accessory second units considered;
- Limited neighborhood-serving commercial uses consistent with Locational Criteria for Neighborhood Commercial and Residential Office uses outlined in Chapter 9;
- Compatible public, quasi-public, and special uses (for example churches, schools, recreational and daycare facilities) are allowed consideration;
- Subject to applicable land development regulations, density may be increased above the maximum of this designation, within adopted form-based code planning areas.
- Lot coverage that generally does not exceed 49%;
- Maximum Density: 10 Units/Net Acre; and
- Intensity: FAR 0.35

## **Contemporary Low Density Suburban Neighborhoods**

### **Low and Very Low Density Suburban Residential City Form Guidelines**

A significant percentage of the populated portion of the City of Tampa, especially areas annexed in the last 50 years, is in the suburban category. This applies primarily to areas covered by future land use designations of two (2) to six (6) dwelling units per acre. Key city form characteristics of very low and low suburban residential development in suburban neighborhoods include:

- Less compact and intense than the urban pattern;
- Development may include residential subdivisions, community and neighborhood-serving commercial (oriented to the surrounding neighborhood

- and at an appropriate scale), agricultural uses (North of Fletcher Avenue only), environmental areas, and regionally oriented employment centers;
- Neighborhood Activity Centers are smaller in scale and may be located farther apart;
  - Architectural styles may vary throughout each neighborhood, typically larger scale homes on large lots;
  - An automobile dominant transportation system that may be constrained due to sprawl and forced infill redevelopment in older areas of the City;
  - Pedestrian-scale development blocks that are easy to navigate;
  - Neighborhood services, transit, parkland, and schools typically accessed by automobile;
  - Street design that typically provides pedestrian paths, but may have limited areas for bicycle travel;
  - When appropriate, traffic-calming measures are used to promote pedestrian safety and reduce automobile pedestrian conflicts;
  - The pattern is more dependent on the automobile for most trips; and
  - There can and may be transit service.

### **Low Density Suburban Neighborhood City Form Guidelines (Residential 6)**

This designation provides for low intensity residential uses, including:

- Single family detached permitted;
- Accessory second units may be considered;
- Compatible public, quasi-public, and special uses allowed;
- Maximum Density 6 Units/Net Acre
- Lot coverage that generally does not exceed 45%;
- Building heights that generally range from 1 to 3 stories;
- Neighborhoods are likely to be more homogeneous in size, form and type;
- Use of front-load garages and/or curb cuts along the lot frontage is common

### **Very Low Density Suburban Neighborhood Development Standard (Residential-3)**

This designation provides for low intensity neighborhood uses, including:

- Single family detached permitted;
- Accessory second units may be considered;
- Compatible public, quasi-public, and special uses allowed;

- Maximum Density 3 Units/Net Acre;
- Lot coverage that generally does not exceed 40%;
- Building heights that generally range from 1 to 3 stories;
- Neighborhoods are likely to be more homogeneous in size, form and type;
- Use of front-load garages and/or curb cuts along the lot frontage is common;
- Limited neighborhood-serving commercial uses; and
- Maximum Intensity 0.35 FAR.

## **Rural Neighborhoods**

### **Rural Residential Development Pattern**

A very small land area of the City is rural in character. This area primarily covers the future land use category allowing one (1) dwelling unit per ten (10) acres. This area is best suited for residential uses, at a rural scale of development in locations where there is neither water and sewer utilities, nor availability of an adequate road. This plan category is used to encourage rural scale, low density developments that will maintain the current rural development pattern in nearby areas of Hillsborough County.

Key city form characteristics of rural residential neighborhoods include:

- Predominance of undeveloped natural areas;
- Very dispersed general pattern;
- Widely scattered small-scale convenience -oriented retail;
- Little employment available;
- Housing type varies greatly, and may include conventional housing, manufactured housing;
- Residential uses are often on lots ten (10) acres or larger;
- Typical subdivision standards - setbacks, sidewalks, street edges and the like - are not appropriate;
- Rural-residential uses are in relatively informal and irregular development pattern;
- Transportation network tends to be very loose;
- Widely dispersed roads;
- Loose grid pattern;
- Less interconnectedness;

- Limited transit service, if any; and
- The pattern is more dependent on the auto for most trips.

### **Rural Residential Development Standards (Rural Estate-10)**

- Detached residential uses at a rate of one (1) dwelling unit per ten (10) acres, farms, ranches and neighborhood commercial uses are permitted. Neighborhood serving commercial may be considered through a site plan zoning district.
- Neighborhood commercial, office, or multi-use projects shall be limited to 40,000 square feet or 0.25 FAR, whichever is less. Such non-residential uses must have frontage on and direct access to an arterial or collector road, as classified on the City's "Roadway Functional Classification System" map. Non-residential uses shall meet established locational criteria for specific land use.
- No additional increases in density or intensity shall be allowed above the maximums allowed in this category.
- Public facilities are not available.

### **How the Plan Categories Work With Mixed Use Areas**

Mixed use categories provide for and contribute to the intensification, redevelopment, and revitalization of the City's districts that are defined by their common functional role, mix of uses, density/intensity, physical form and character, and/or environmental setting as places for commerce, employment, entertainment, culture, and living. Pedestrian-oriented activities are encouraged with plazas, cafes, bookstores, and restaurants that draw a variety of people and offer a welcome setting. Policies accommodate development of property exclusively for commercial and employment uses (without housing) and/or mixed-use projects that integrate housing with retail, office, community facilities, and other uses within the same structure or on the same site. These areas also integrate community-serving uses, such as public meeting rooms and daycare facilities in key activity areas. The categories policies ensure that their development is consistent with adjacent neighborhoods through the siting of buildings, transitions in scale, and land use mix.

For all mixed-use plan categories, the term "areawide" as it applies to the percent range of uses refers to the plan category as it occurs throughout the city, or "citywide".



## Higher Intensity Mixed Use Areas

### Regional Mixed Use City Form Guidelines (RMU-100)

Key city form characteristics for Regional Mixed Use include:

- A mix of low-, mid- and high-rise buildings (5 to 24 stories) that creates a varied and defined skyline ; (Building height in local historic districts should be limited to 100 feet unless approved by the ARC. Maximum height in Ybor Historic District should be limited to 70 feet unless approved by the Barrio)
- Building heights that step down to not more than one story higher at the property line than permitted in the adjacent neighborhood unless separated by a roadway, rail corridor, or other setback or buffer;
- Buildings that are sited to positively define the public streetscape and civic spaces;
- Building facades and entrances that directly address the street and have a high degree of transparency on street-fronting facades;
- An interconnected street system that provides greater distribution of traffic and route flexibility;
- Vertical and horizontal integration of residential uses;
- Public parks and open space areas within walking distance of local residents;
- Parking that is integrated into buildings or placed in separate structures;
- Minimal or no curb cuts along primary street facades, with side or rear access to parking and service functions;
- Broad sidewalks with appropriate pedestrian amenities/facilities;
- Street design that integrates safe pedestrian, bicycle, transit and vehicular use and incorporates traffic-calming features and on-street parking; and
- Consistent planting of street trees that provide shade and enhance character and identity.
- Areawide mix of uses 50% residential, 75% non-residential.

### Regional Mixed Use Development Standards

This designation provides for high density/intensity single-use commercial or residential development or horizontal and vertical mixed-use development that includes:

- Retail, service, office, and/or residential uses;
- Gathering places such as a plaza, courtyard, or park;
- High density residential (by either density or the floor area ratio (FAR), whichever

- calculation is more beneficial to the development);
- Professional office;
- General and Intensive Commercial development;
- Compatible public, quasi-public, and special uses;
- Lot coverage that generally does not exceed 90 percent;
- Maximum Density 100.0 Units/Net Acre;
- Maximum FAR 3.5 FAR (mixed use preferred).

### Urban Mixed Use City Form Guidelines (UMU-60)

Key city form characteristics for Urban Mixed Use include:

- Blocks are small and rectangular, allowing for convenient pedestrian access from adjacent areas;
- Lot sizes that are typically small and narrow, providing a fine-grained development pattern;
- Building heights that generally range from 4 to 10 stories (taller heights are acceptable if supported by context and market); (Building height in local historic districts should be limited to 100 feet unless approved by the ARC. Maximum height in Ybor Historic District should be limited to 60 feet unless approved by the Barrio)
- Building heights that step down to not more than one story higher at the property line than permitted in the adjacent neighborhood unless separated by a roadway, rail corridor, or other setback or buffer;
- Buildings sited at or near the sidewalk along the primary street frontage and typically abut one another with limited side yard setbacks;
- Building entrances set at the sidewalk along the primary street frontage;
- Rear alleys and secondary streets that provide vehicular and service access, with limited driveways and curb cuts on a primary street;
- Parking provided on-street as well as in individual or shared lots at the rear of structures, or in screened parking structures;
- Transparent building frontages with pedestrian-scaled articulation and detailing;
- Moderately wide sidewalks (e.g., 6-10 feet), furnished with street trees, public seating areas, and other amenities that create inviting streetscapes; and
- Public streetscapes that serves as the area's primary open space, complemented by semi-public plazas, courtyards and semi-public sidewalk dining areas.
- Areawide mix of uses 50% residential, 60% non-residential.

## Urban Mixed Use Development Standards

This designation provides for high density/intensity single-use commercial or residential development or horizontal and vertical mixed-use development that includes:

- Retail, service, office, and/or residential uses;
- Gathering places such as a plaza, courtyard, or park;
- Medium high density residential (by either density or the floor area ratio (FAR), whichever calculation is more beneficial to the development);
- Professional office;
- General and Intensive Commercial development;
- Compatible public, quasi-public, and special uses;
- Lot coverage that generally does not exceed 80 percent;
- Maximum Density 60.0 Units/Net Acre;
- Maximum FAR 3.25 (Ybor) FAR.

## Medium Intensity Mixed Use Areas

### Community Commercial-35 (CC-35) and Community Mixed Use-35 (CMU-35) City Form Guidelines

Key city form characteristics for Community Commercial and Community Mixed Use include:

- A development pattern with moderate lot coverage, limited side yard setbacks, and buildings sited up to the corridor to create a consistent street wall;
- More intense mixed-use development at intersections with stepped down residential uses in between;
- Building heights that are generally 2 to 5 stories;
- Building heights that are highest at major intersections and lower when adjacent to neighborhoods unless near a major intersection;
- Lot coverage that generally does not exceed 60 percent;
- Building facades and entrances that directly address the street;
- Buildings with pedestrian-oriented uses such as outdoor cafes located at the street level;
- Integrated (vertical and horizontal) residential and non-residential uses along

- the corridors;
- Parking that is located to the side or behind buildings, or accommodated in parking structures;
- Limited number of curb cuts along arterial streets, with shared and/or rear alley access to parking and service functions;
- Attractive pedestrian streetscape with sidewalks designed to accommodate pedestrian traffic that includes appropriate landscaping, lighting, and pedestrian amenities/facilities; and
- Public and semi-public outdoor spaces such as plazas, courtyards, and sidewalk cafes.

### **Community Commercial-35 Development Standards**

- This designation provides for horizontal and vertical mixed-use development and single-use commercial and residential development that includes:
  - Intensive and general commercial, service, office, ; and
  - Residential uses (by either density or floor area ratio)
  - Gathering places such as a plaza, courtyard, or park;
  - Compatible public, quasi-public, and special uses; and
  - Development should include a mix of non-residential and residential uses with more intense development near major intersections.
- Maximum Density 35.0 Units/Net Acre
- Maximum 2 FAR
- Areawide mix of uses 70% residential, 100% non-residential.

### **Community Mixed Use-35 Development Standards**

This designation provides for horizontal and vertical mixed-use development and single-use commercial and residential development that includes:

- Retail, service, office, and
- Residential uses (by either density or floor area ratio)
- Gathering places such as a plaza, courtyard, or park;
- Compatible public, quasi-public, and special uses; and
- Development should include a mix of non-residential and residential uses with more intense development near major intersections.
- Maximum Density 35.0 Units/Net Acre
- Maximum 2 FAR

- Areawide mix of uses 45% residential, 60% non-residential.

## Suburban Mixed Use

These designations provide for very low density, mixed-use developments. Such areas are characterized by large, undeveloped parcels of land located at the City's urbanizing fringe which are experiencing high growth pressures. The intent is to manage the anticipated growth to create a more effective land use pattern. These plan categories are used to encourage large scale integrated developments including neo-traditional town centers/ concepts that will protect the environment, preserve open space, provide for a more efficient use of land and reduce unnecessary automobile trips.

Key city form characteristics for suburban mixed use include:

- A compact development pattern with buildings sited near adjacent streets to add character and spatial definition to the public realm;
- Centrally-located gathering places that may include a small park or greenspace, outdoor restaurant/café seating, or other publicly accessible area that supports surrounding uses;
- Building facades and entrances with a high degree of transparency and on-street and internal street fronting facades;
- Building heights that generally range from 1 to 2 stories (taller heights are acceptable if supported by context and market);
- Integrated (vertical and horizontal) residential and office uses;
- Separated parking such as between buildings, pedestrian paths, and landscaping;
- Attractive pedestrian streetscapes both internally and externally with broad sidewalks appointed with appropriate landscaping, lighting, and pedestrian amenities/facilities;
- Convenient and attractive pedestrian connections from adjoining neighborhoods and transit;
- Streets designed to integrate and balance safe pedestrian, bicycle, and transit use with efficient vehicular traffic flow; and
- Attractive landscaping of public right-of-way with street trees and other plantings to enhance character and identity.



### Suburban Mixed Use – 6 Development Standards (SMU-6)

For areas north of Fletcher Avenue, this designation provides for moderate intensity neighborhood uses, including:

- Single family detached and multi family permitted;
- Accessory second units considered;
- Limited neighborhood commercial, residential office uses and general commercial uses;
- Compatible public, quasi-public, and special uses allowed;
- Lot coverage that generally does not exceed 60 percent;
- Maximum Density 6 Units/Net Acre
- Intensity: FAR 0.5 ;
- A minimum of fifty percent (50%) of the developable land within each mixed-use project must be residential.
- Projects may be determined either by density or floor area ratio (FAR), whichever calculation is more beneficial to the development. If FAR is applied to a residential project to attain maximum density potential, development shall be consistent in character and scale with the surrounding residential built environment.

For areas south of Fletcher, this designation is recommended solely for low intensity office infill.

### Suburban Mixed Use – 3 Development Standards (SMU-3)

This designation provides for moderate intensity neighborhood uses, including:

- Single family detached permitted;
- Limited townhomes considered;
- Accessory second units considered;
- Limited neighborhood commercial, residential office uses and general commercial uses;
- Compatible public, quasi-public, and special uses allowed;
- Maximum Density 3 Units/Net Acre;
- Intensity: FAR 0.25; and
- A minimum of fifty percent (50%) of the developable land within each mixed-use project must be residential.
- Projects may be determined either by density or floor area ratio (FAR), whichever calculation is more beneficial to the development. If FAR is applied

to a residential project to attain maximum density potential, development shall be consistent in character and scale with the surrounding residential built environment.

Any limitation on the maximum allowable land use percentage and the maximum FAR for general commercial use shall not apply to golf courses and their related facilities located thereon, when such facilities are part of a planned development community.

### **Special Areas: A Mix of Uses**

Areas containing a broad range of uses frequently characterized by a mixture of residential, commercial, and light industrial uses with no clear, identifiable development trend. Many of these areas are historic urban villages that developed prior to zoning and planning regulations, and application of more specialized land use plan categories will create a large number of non-conforming uses and undue hardships. It is expected that over time these areas will transition to development that is compatible with the surrounding neighborhoods.

**General Mixed Use Area #1:** This area is also known as “Dobyville”. Generally, it is located north of Kennedy Boulevard, south of I-275, east of Rome Avenue and west of the CSX Railroad tracks. The exact boundaries are shown on the Future Land Use Map, it is within the West Tampa Urban Village.

**General Mixed Use Area #2:** This area is also known as “South Ybor City”. Generally, it is located south of Ybor City, south of 3rd Avenue. The exact boundaries are shown on the Future Land Use Map. it is within the Ybor City Urban Village.

#### **General Mixed Use - 24 Development Standards (GMU-24)**

This designation provides for:

- Single family detached;
- Multi-family residential;
- Low to medium intensity office uses;
- General and intensive commercial uses;
- Light industrial uses;
- Compatible public, quasi-public, and special uses allowed;
- Maximum Density 24 Units/Net Acre;
- Maximum Intensity: 1.5 FAR.

#### **Transitional Use - 24 Development Standards (TU-24)**

This designation provides for:

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- Single family detached;
- Multi-family residential;
- Low to medium intensity office uses;
- General and intensive commercial uses;
- Light industrial uses;
- Compatible public, quasi-public, and special uses allowed;
- Maximum Density 24 Units/Net Acre;
- Maximum Intensity: 1.5 FAR.

### **Municipal Airport Compatibility Plan Category (M-AP)**

To promote the appropriate type and intensity of development of land uses surrounding an airport. The purpose of designating land and water areas in this district is to encourage development which is compatible with aircraft operation and to increase safety and limit population by maintaining a lower intensity of development and to promote and protect the utility of the airport. This district shall be applied to airport landing areas and to other surrounding areas in proximity to airport boundaries or operations as designated on the adopted Future Land Use Map.

Key city form characteristics for Municipal Airport Compatibility include:

- Building heights that generally range from 1 to 2 stories within and in close proximity to runways and flight paths. As the distance increases from the runways but still within flight paths, building heights may range to between 4-5 stories;
- Lot coverage that generally does not exceed 50 percent; and
- Separated parking such as between buildings, pedestrian paths, and landscaping.

### **Municipal Airport Compatibility Development Standards (M-AP):**

This designation provides for:

- General and heavy commercial uses, office, and light industrial uses;
- Compatible public, quasi-public, and special uses allowed;
- Maximum Intensity: 1.5 FAR\*.

\*depending upon proposed use and zoning sub-district

## Industrial Land Use Categories

Industrial lands promote the City's position as a major regional employment center through continuation of existing operations, promotion of new industries, and improvements in job accessibility. They provide for the continued growth of the City's existing businesses. These plan categories provide for new manufacturing, research and development, flex space, industry incubators, professional office, and similar uses that range from high intensity, mixed use office parks, large business parks, warehousing, and distribution facilities to manufacturing and other heavy industrial areas. The potential for "Clean" industries in the twenty first century can be encouraged that feature light manufacturing, research and development, and high technology uses in business parks and other sites with attractive architecture and landscaping to take advantage of the education and skills of the City's existing and future population. Policies through out the *Tampa Comprehensive Plan* promote improvements to make all employment areas accessible to pedestrians, bicyclists, and transit and encourage the integration of additional employment support uses such as retail, services, and in some cases, mixed-use residential areas.

### Heavy Industrial City Form Guidelines

Key city form characteristics for Heavy Industrial include:

- Lot coverage highly variable and dependent upon the needs of a given activity;
- High building coverage high (e.g., 50-75 percent) or quite low (e.g., 25 percent or less) in areas where outdoor storage or production processes are the primary activity;
- Very large floor plates;
- Generally single story buildings, with ceiling heights typically quite high (the equivalent of 2- and 5-story buildings) to accommodate production and storage;
- Minimal setbacks;
- Front, side, and rear yards may serve as parking, storage, and/or service/loading areas;
- Building entrances generally oriented toward the parking lot with little or no relationship with the adjacent street;
- Minimal articulation, detailing, and fenestration;
- Wide curb cuts and ample internal circulation space permit large trucks to enter and maneuver within individual parcels;

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- On-street parking, sidewalks, and street trees typically are not provided, or only limited amounts; and
- Limited landscaping (e.g., around buildings or buffer yards at property lines).

### Heavy Industrial Development Standards (HI)

This designation provides for employment generating uses that may produce loud noise or noxious odor and tend to have a high volume of truck or rail traffic. These uses include:

- Industrial or manufacturing that may occur within or outside a building;
- General and intensive commercial uses;
- Office, retail and service uses that provide support to employees;
- This designation should not be located adjacent to a residential neighborhood or center without substantial buffers (parks, greenways, or open space);
- Compatible public, quasi-public, and special uses; and
- Maximum FAR 1.5 FAR.

Prohibited Uses: Residential development is not permitted, with the exception of limited accessory residential uses (e.g. on-site security guard).

### Light Industrial City Form Guidelines

Key city form characteristics for Light Industrial include:

- Building heights that generally range from 1 to 5 stories;
- Lot coverage that generally does not exceed 60 percent;
- Building entrances oriented to the primary street frontage rather than to parking areas;
- Sidewalks along all streets to accommodate pedestrian movement, with connecting walkways from sidewalks into individual sites;
- Bicycle lanes along key roadways;
- Transit stops near business park entries;
- Location of surface parking behind or to the side of buildings rather than between primary street and primary street facade;
- Transit stops within office parks;
- Location of outdoor storage and production yards so that they are screened from public view by buildings, fencing and/or landscaping; and



- Easily accessible support uses.

### **Light Industrial Development Standards (LI)**

This designation provides for employment generating uses that generally do not produce loud noise or noxious odor including:

- Light manufacturing, heavy repairs and workshops in various types of processing;
- Research Corporate Parks;
- Flex-space (industrial structures converting to office or research and design uses);
- Office uses;
- General and intensive commercial uses;
- Compatible public, quasi-public, and special uses;
- Maximum FAR 1.5 FAR.

Prohibited Uses: Residential development is not permitted, with the exception of limited accessory residential (e.g., on-site security guard).

## **Public Land Use Category**

### **Public/Semi-Public City Form Guidelines**

Building forms vary due to the variety of activities, though most buildings tend to be fairly large floor-plate, multi-story structures containing meeting rooms, classrooms, offices, and research space. Generally, automobile access and parking are limited to the periphery of an activity in order to create a park-like pedestrian zone. Similarly, recreation facilities such as parks, greenways, stadiums, track, ball fields, and tennis courts are located on the perimeter of the public use.

Existing public developments physical form generally remains relatively unchanged for many years

### **Public/Semi-Public Development Standards (P/SP)**

This designation provides for public and quasi-public uses including:

- Government buildings;
- Public and private schools;
- Public colleges;

- Community centers;
- Public airports;
- Public parking structures;
- Transportation and utility facilities; and
- Other compatible public, quasi-public, and special uses.

### **Recreation, Open Space and Environmental Land Use Categories**

#### **Recreation and Open Space (R/OS)**

Open Space, Parks, and Recreation policies provide for the preservation, continued growth, and enhancement of Tampa’s rich resource of parklands, recreational areas, and surrounding open spaces. They promote the integration and connection of parklands and natural open spaces through greenways and trails that enhance the City’s urban character and provide residents and visitors to our City with opportunities to enjoy the natural environment, provide visual “relief” from urban development, protect significant plant and animal habitats, and protect development from natural environmental hazards.

#### **Open Space City Form**

Open space is an important component of all urban areas that is essential to preserving natural features, establishing quality living environments, and maintaining boundaries and buffers between communities and non-compatible uses and providing for open stormwater retention and detention areas.

#### **Open Space Development Standards**

This designation provides for natural, managed, and cultivated open space, including:

- Natural parks;
- Woodlands;
- Habitat;
- Floodplains;
- Areas with permanent open space easements;
- Buffers between urban areas; and
- Compatible public, quasi-public, and special uses.

### **Recreation, Parks, Greenways, and Facilities City Form**

The intensive public use associated with parks, greenways, and recreation facilities often requires the provision of off-street parking facilities. Sports fields and other facilities may include lighting for evening use, and require the use of amplified sound systems for announcers or music. These uses can generate large crowds, and should be considered when locating these types of facilities near neighborhoods. The City's existing facilities have been established to serve the public's outdoor recreational needs, and are not expected to undergo significant changes in the coming years, except where new facilities will be added to increase usability or capacity.

### **Recreation, Parks, Greenways, and Facilities Development Standards**

This designation provides for public and private recreational opportunities to surrounding neighborhoods, communities, and the region including:

- Parks (such as pocket, neighborhood, community, and regional parks);
- Greenways and trails; and
- Golf courses and commercial recreation facilities with an emphasis on outdoor use are also allowed.

### **Environmentally Sensitive Areas (ESA)**

**Form Characteristics:** To designate major areas in the City that are conservation or preservation areas. Development in these areas is restricted by Federal, State, and/or local environmental regulations. Development projects will be evaluated for compliance with the adopted Conservation and Coastal Management Elements of the Comprehensive Plan for the City of Tampa. The Environmentally Sensitive Areas designations on the Future Land Use Map are very generalized, represent only major systems and are not exhaustive of all sites. Actual on-site evaluation will be required for specific project review proposed in, or adjacent to, those areas designated on the Future Land Use Map.

**Types of Environmentally Sensitive Areas:** Swamps, marshes, shallow grassy ponds, sinkholes, mangrove forest, natural shorelines, Classes I, II and III waters, wet prairies, sand-pine scrub, significant and essential wildlife habitats, aquatic preserves, marine grass beds, coastal strand and state wilderness areas.

### **Special Notes for ROS, P/SP and ESA Categories**

The categories of Public/Semi-Public (P/SP) and Recreation/Open Space (R/OS) are included

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on the Future Land Use Map for the purpose of identifying and recognizing major existing or proposed uses; they are not intended to be regulatory. Therefore, prior to a change of any land use on a specific parcel designated for P/SP or R/OS uses to non P/SP on non R/OS, the affected property shall be the subject of a Plan Amendment to determine the appropriate regulatory land use designation for said parcel.

The category of Environmentally Sensitive Areas (ESA) is included on the Future Land Use Map for the purpose of identification of potentially environmentally sensitive land and is not intended to indicate precise boundaries. Actual boundaries will be determined on a case-by-case basis by the Hillsborough County Environmental Protection Commission and/or by the State of Florida, Department of Environmental Protection after site inspection. If in the course of the regulatory agency(ies) review, the land designated ESA on the Future Land Use Map is not in actuality environmentally sensitive, the land use designation shall convert to the surrounding land use designation. However, in the event that the ESA designation encompasses two or more land use designations, the logical extension of each such land use designation line shall determine the new land use boundary.



**Table 2. Future Land Use Summary Table \***

Future Land Use	Primary Purpose	Density / Intensity
<i>Rural Estate-10 (RE-10)</i>	Single family detached residential development	0-1 DUs / 10 gross acres
<i>Very Low Density Suburban Neighborhood Residential-3 (R-3)</i>	Single family detached residential development.	0-3.0 DUs / gross acre TND 6 DUs / gross acre 0.35 FAR
<i>Low Density Suburban Neighborhood Residential-6 (R-6)</i>	Single family detached residential development.	6 DUs / gross acre
<i>Low Density Residential ** Residential-10 (R-10)</i>	Single family detached residential development.	0-9.0 DUs / gross acre 0-10.0 DUs / gross acre with performance standards met 0.35 FAR
<i>Low Medium Density Residential Residential-20 (R-20)</i>	Primarily single family residential areas and other residential development, such as two-family and small-scale multi-family development.	0-18.0 DUs / gross acre 0-20.0 DUs / gross acre with performance standards met 0.5 FAR 2.0 FAR for Ybor City
<i>Medium Density Residential Residential-35 (R-35)</i>	Medium density residential development as well as neighborhood commercial uses	0-30.0 DUs / gross acre 0-35.0 DUs / gross acre with performance standards met 0.6 FAR 2.0 FAR for Ybor City
<i>Medium High Density Residential Residential-50 (R-50)</i>	Moderately high density multi-family and mid-scale office development. Generally in close proximity to the downtown area or on major roadways.	0-40.0 DUs / gross acre 0-50.0 DUs / gross acre with performance standards met 1.0 FAR for office uses 0.6 FAR for neighborhood commercial uses



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Future Land Use	Primary Purpose	Density / Intensity
<p><i>High Density Residential</i> <i>Residential-83 (R-83)</i></p>	<p>High-rise residential structures in designated areas appropriate because of adequate support systems such as: commercial, financial, and retail uses; public facilities and services; employment opportunities; availability of cultural and entertainment activities; and a minimal need for individual transportation.</p>	<p>0-75.0 DUs / gross acre 0-83.0 DUs / gross acre with performance standards met 0.65 FAR</p>
<p><i>Suburban Mixed Use - 3 (SMU-3)</i></p>	<p>Low density, mixed-use developments at a suburban scale, generally on large parcels at the City's urbanizing fringe. The intent is to manage anticipated growth and encourage large scale integrated developments (including neo-traditional town centers/ concepts).</p>	<p>0-3.0 DUs/ gross acre 0.25 FAR</p>
<p><i>Suburban Mixed Use-6 (SMU-6)</i></p>	<p>To encourage large scale, integrated, planned development at a suburban scale density for areas north of Fowler Avenue and to recognize and/or develop neighborhood activity centers in areas south of Fowler Avenue.</p>	<p>Max 6.0 DUs / gross acre 0.5 FAR</p>
<p><i>Community Mixed Use-35 (CMU-35)</i></p>	<p>Areas suitable for general commercial, professional office, and multi-family development. To encourage a true mixture of uses, residential development can be guided by either density or FAR.</p>	<p>0-30.0 DUs / gross acre 0-35.0 DUs / gross acre with performance standards met 0.5-1 FAR 1.0-2.0 FAR with performance standards met</p>

Future Land Use	Primary Purpose	Density / Intensity
<i>General Mixed Use (GMU-24) - Overall</i>	A broad range of uses frequently characterized by a mixture of residential, commercial, and light industrial uses with no clear, identifiable development trend. Many of these areas developed prior to zoning and planning regulations, and application of more specialized land use plan categories will create a large number of non-conforming uses and undue hardships.	0-24.0 DUs / gross acre 1.5 FAR
<i>Transitional Use-24 (TU-24)</i>	To facilitate the orderly transition of land uses, through the rezoning process.	0-24.0 DUs / gross acre 1.5 FAR
<i>Urban Mixed Use-60 (UMU-60)</i>	Medium high density residential, professional office and commercial development. Preferred land use category to delineate community center activity centers. To encourage a true mixture of uses, residential development can be guided by either density or FAR.	0-50.0 DUs / gross acre 0-60.0 DUs / gross acre with performance standards 0-2.0 FAR 2-3.25 FAR with performance standards met
<i>Regional Mixed Use-100 (RMU-100)</i>	High-rise residential, major office, and regional serving commercial developments that because of their need for space, significant vehicular access, or intensity of use require locations related to major transportation facilities. To encourage a true mixture of uses, residential development can be guided by either density or FAR.	0-75.0 DUs / gross acre 0-100.0 DUs / gross acre with performance standards met 3.5 FAR with performance standards met

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Future Land Use	Primary Purpose	Density / Intensity
<i>Community Commercial 35 (CC-35)</i>	Residential, low to medium-high intensity offices, general and intensive commercial uses. To encourage a true mixture of uses, residential development can be guided by either density or FAR.	0-30.0 DUs / gross acre 0-35.0 DUs / gross acre with performance standards 0.5-1 FAR 1.0-2.0 FAR with performance standards met
<i>Central Business District (CBD)</i>	To encourage and maintain the development of Tampa's central core (Central Business District) as the principal governmental, financial, commercial, convention and entertainment center of Hillsborough County through continued improvement in its accessibility, appearance, utilization, and facilities.	Individual developments of 120 feet in height or less are permitted in the Central Business District upon administrative review of site plan and urban design standards. Projects greater than 120 feet can be permitted upon site plan review and urban design review.
<i>Municipal Airport Compatibility Plan Category (M-AP)</i>	To encourage development compatible with aircraft operation and to increase safety and limit population by maintaining a lower intensity of development and to promote and protect the utility of the airport.	Maximum allowable intensity varies depending upon location of the land parcel relative to airport approach/clear zones.  0.25 FAR to 1.5 FAR depending upon proposed use and zoning sub-district.
<i>Light Industrial-1.5 (LI-1.5)</i>	General and intensive commercial, research/corporate parks and light industrial.	1.5 FAR
<i>Heavy Industrial-1.5 (HI-1.5)</i>	General and intensive commercial, research/corporate parks and light and heavy industrial uses.	1.5 FAR

Future Land Use	Primary Purpose	Density / Intensity
<i>Public/Semi-Public (P/SP)</i>	Airports, universities, schools, hospitals, and major public infrastructure facilities (e.g. wastewater treatment plant). The Future Land Use Map only shows major existing facilities.	N/A
<i>Recreation and Open Space (R/OS)</i>	To illustrate major public park, recreation and open space facilities (e.g. storm-water detention facilities) (regional, district, or community level). The Future Land Use Map only shows major existing facilities.	N/A
<i>Major Environmentally Sensitive Areas (ESA)</i>	To designate major areas in the City that are conservation or preservation areas.  Development in these areas is restricted by Federal, State, and/or local environmental regulations.	N/A

\* *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, Policies related to the Future Transit Envelope 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 Cost Affordable Transit System Map.*

*The Future Transit Envelope can be found on the Vision Map, Chapter 2.*

\*\* *Subject to applicable land development regulations, density may be increased above the maximum of this designation, within adopted form-based code planning areas.*

