



WELCOME

Westshore Intermodal Coordination (WIC) Team
Meeting #2

June 22, 2011

Meeting Purpose

- Continue TOD Visioning
- Share Project Updates
- Obtain Feedback on Quantitative Screening Process and Preliminary Results
- Develop List of Pros and Cons for 6 Remaining Viable Sites



Intermodal Visioning Transit-Oriented Development (TOD) in Westshore



Westshore Business District

- 11 Million SF of Commercial Office Space
- 4,000 Businesses
- 100,000 Employees
- 7,000 Hotel Rooms
- 4.79 Million SF of Retail Space
- 2 Major Shopping Malls
- 200 Restaurants
- 2 Major Sporting Facilities
- 1 Major Hospital
- 11,000 Residents



Source: City of Tampa Comprehensive Plan

- Improving Mobility
- Attracting Residential Investment
- Creating Livable Streets
- Supporting Business/Industrial Development
- Capitalizing on Regional Assets
- Stable Neighborhoods that Enhance Housing Choices



Source: City of Tampa Comprehensive Plan

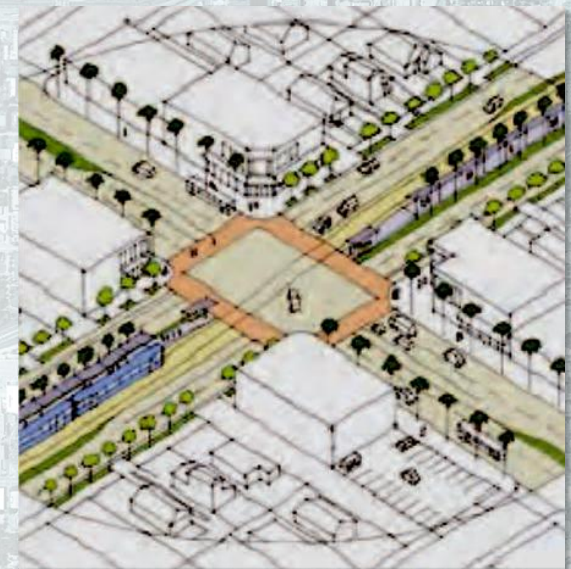
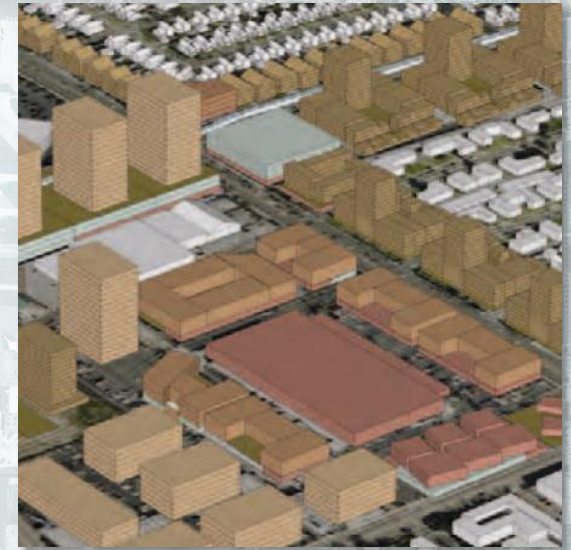
- Transit-Oriented Development
- Neighborhood Centered on Transit (½ mile)
- High-density, Mixed-use Development
- Pedestrian and Bicycle Friendly
- Affordable Housing, Shopping, Jobs, and Transportation Choices
- Sense of Community and Place
- Sustainable and Livable Environment for All



What does TOD look like?



What does TOD look like?



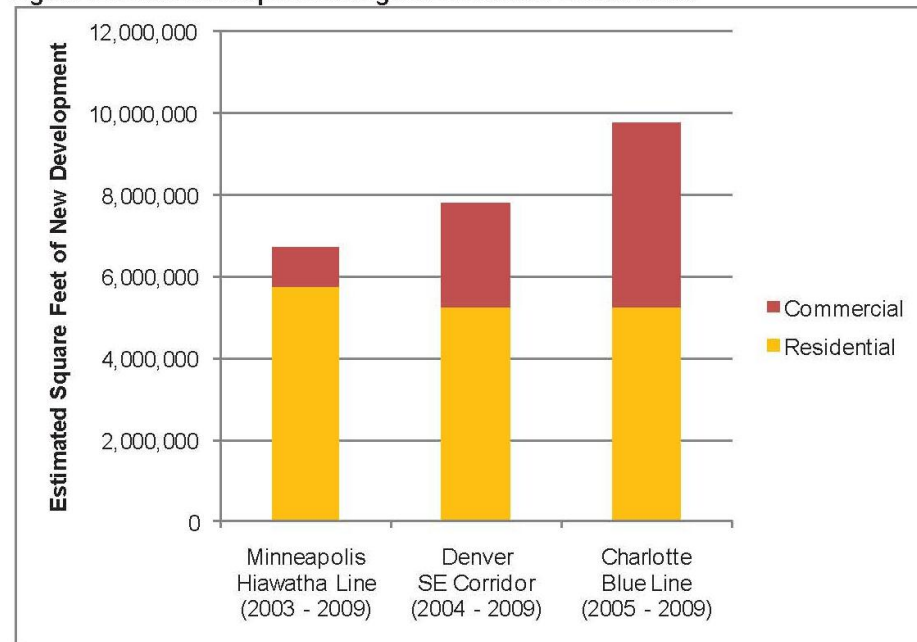
What does TOD look like?



- Development Patterns along Three New Transit Lines (Minneapolis, Denver, and Charlotte)

- Key Findings:
 - All lines experienced tremendous development.
 - 6 to 10 Million SF!!

Figure 1-1: New Development along the Three New Transit Lines*



Source: CTOD, individual jurisdictions, Denver Regional Transit District. Chart includes all new development that was completed or under construction during the time period.

* Note: Transit Line comparisons are for different periods and different lengths of time.

Source: Center for Transit-Oriented Development, March 2011

- Other Key Findings:
 - Proximity to employment and downtown is important.
 - Vacant and underutilized lands strong relationship to growth potential.

Source: Center for Transit-Oriented Development, March 2011

Figure 6-1: Relationship Between Station Area Characteristics and Development

	Hiawatha Line (Minneapolis)	Southeast Corridor (Denver)	Blue Line (Charlotte)
Proximity to Downtown	strong relationship (+)	N/A	strong relationship (+)
Proximity to Employment Centers	strong relationship (+)	strong relationship (+)	strong relationship (+)
Vacant and Underutilized Land	strong relationship (+)	strong relationship (+)	no clear relationship
Block Size (Walkability)	some relationship (+)	some relationship (+)	some relationship (-)
Transit Connectivity	some relationship (+)	no clear relationship	some relationship (+)
Household Income	no clear relationship	some relationship (+)	some relationship (-)

- What did that development look like in Minneapolis?



The Ivy, Downtown Minneapolis

The Ivy Tower project includes restoration of a historic building and development of 89 condo residential units, a 131 room hotel, retail space, 156 underground parking spaces, and skyway connections.

Source: City of Minneapolis



250 Park Avenue South, Minneapolis
Adaptive Reuse Condominium project
Near Downtown East/Metrodome Station
Source: minneapolisloftsandcondos.com



Hiawatha Commons
Mixed-income rental project near Hi-Lake Station.
Source: City of Minneapolis



Corridor Flats Condominiums
Hi-Lake Station, Minneapolis
Source: minnesotaloftsandcondos.com



Reflections Condominiums
(when under construction)
High-rise condominium project near Bloomington Central Station
Source: Metropolitan Council

- What did that development look like in Denver?



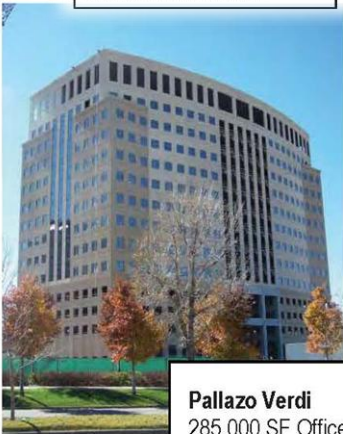
Alexan Broadway Station
460 Apartments, 16,000 SF Retail
I-25/Broadway Station
Source: www.hubbuzz.com



The Landmark
251 Condos, 168,000 SF Retail
Orchard Station
Source: www.larryhotz.com



Village Center Station I
454,000 SF Office, 30,000 SF Retail
Arapahoe at Village Center Station
Source: Grubb & Ellis



Pallazo Verdi
285,000 SF Office
Arapahoe at Village Center Station
Source: Denver RTD



Dry Creek Crossing
249 Condos
Dry Creek Station
Source: www.freedomfirepro.com



Louisiana Station Lofts
29 Condos
Louisiana-Pearl Station
Source: Denver RTD

Source: Center for Transit-Oriented Development, March 2011

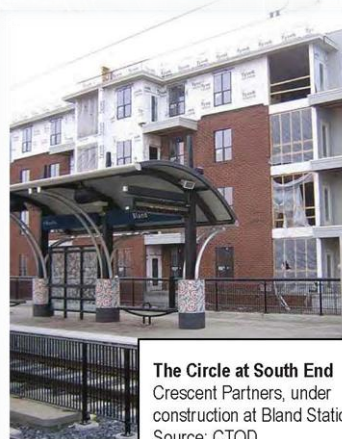
- What did that development look like in Charlotte?



City View Towers
Midrise Apartment Building
Uptown Charlotte
Source: CTOD



701 North Church Condominiums
Uptown Charlotte
Source: www.701northchurchcondos.com



The Circle at South End
Crescent Partners, under construction at Bland Station
Source: CTOD



3030 South
Live-Work Units, New Bern Station
Source: CTOD



The Vue
50-Story condominium project,
Uptown Charlotte (under construction).
Source: Charlotte Observer

Source: Center for Transit-Oriented Development, March 2011

“TOD planning has generally been more focused on origin side of the trip, conceived as dense residential neighborhoods and mixed use development...However, **given that concentrated employment uses have been found to be more closely associated to transit ridership than dense residential uses, it is clear that employment uses are a key component of TOD equations.**”

Source: Center for Transit-Oriented Development, May 2011

- Major Themes:
 - High-density job clusters have emerged outside of CBDs creating multi-nucleated regions.
 - **Many higher density employment centers with great potential to support transit and are located in suburban contexts and often rival CBDs in total employment (Buckhead in Atlanta).**
 - **Higher density employment centers are often appropriate places to introduce other land use types to create mixed-use transit districts.**
 - Land use patterns associated with employment use will play integral role in integrating transportation and land use planning.

Source: Center for Transit-Oriented Development, May 2011

- **Key Conclusions:**
 - **Focus TOD and Regional Planning on Employment**
 - **Need planning strategies to integrate into regional transit network and transform into mixed-use, walkable places.**
 - **Higher Density Employment areas have greater potential to attract Private Development.**

Source: Center for Transit-Oriented Development, May 2011

- **Key Findings:**
 - **Transit areas are still growing in total employment.**
 - **Arts, Entertainment, and Recreation 14%**
 - **Food and Accommodation-14 %**
 - Some industry sectors are more likely to locate near transit, such as government, knowledge-based industries, retail and production, and distribution and repair.
 - **Relationship between high employment density and industry mix in transit area:**
 - **Knowledge-Based Industries compose 45% of jobs in high density employment transit areas.**

Source: Center for Transit-Oriented Development, May 2011



Westshore Intermodal Study and Strategic Transportation Plan

**What will TOD look like in
Westshore?**



Encouraging News for TOD in Westshore

- Westshore has a high TOD potential because:
 - Major Employment Center
 - Proximity to Downtown
 - Some Vacant/Underutilized Parcels
- Proactive Planning (City, Planning Commission, Westshore Alliance, and others)
- Attractive to Private Developers
- TOD very likely once transit system is in place
- Development likely mix of knowledge-based, arts, entertainment, recreation, retail, food, or accommodation.

- Light Rail Transit
- Bus Rapid Transit
- Commuter Rail
- Local/Express Bus
- Taxi/Limo
- Bicycle/Pedestrian
- Local Circulator/
Shuttle Service





On-Going Studies Update

- Howard Frankland Bridge PD&E Study
- Pinellas Alternatives Analysis
- Westshore to Citrus Transit Corridor Evaluation
- HART Alternatives Analysis and Bus Rapid Transit
- Tampa Citywide Bicycle and Pedestrian Study
- I-275/S.R. 60 Interchange Design
- Tampa International Airport Master Plan Update



Westshore Intermodal Study and Strategic Transportation Plan

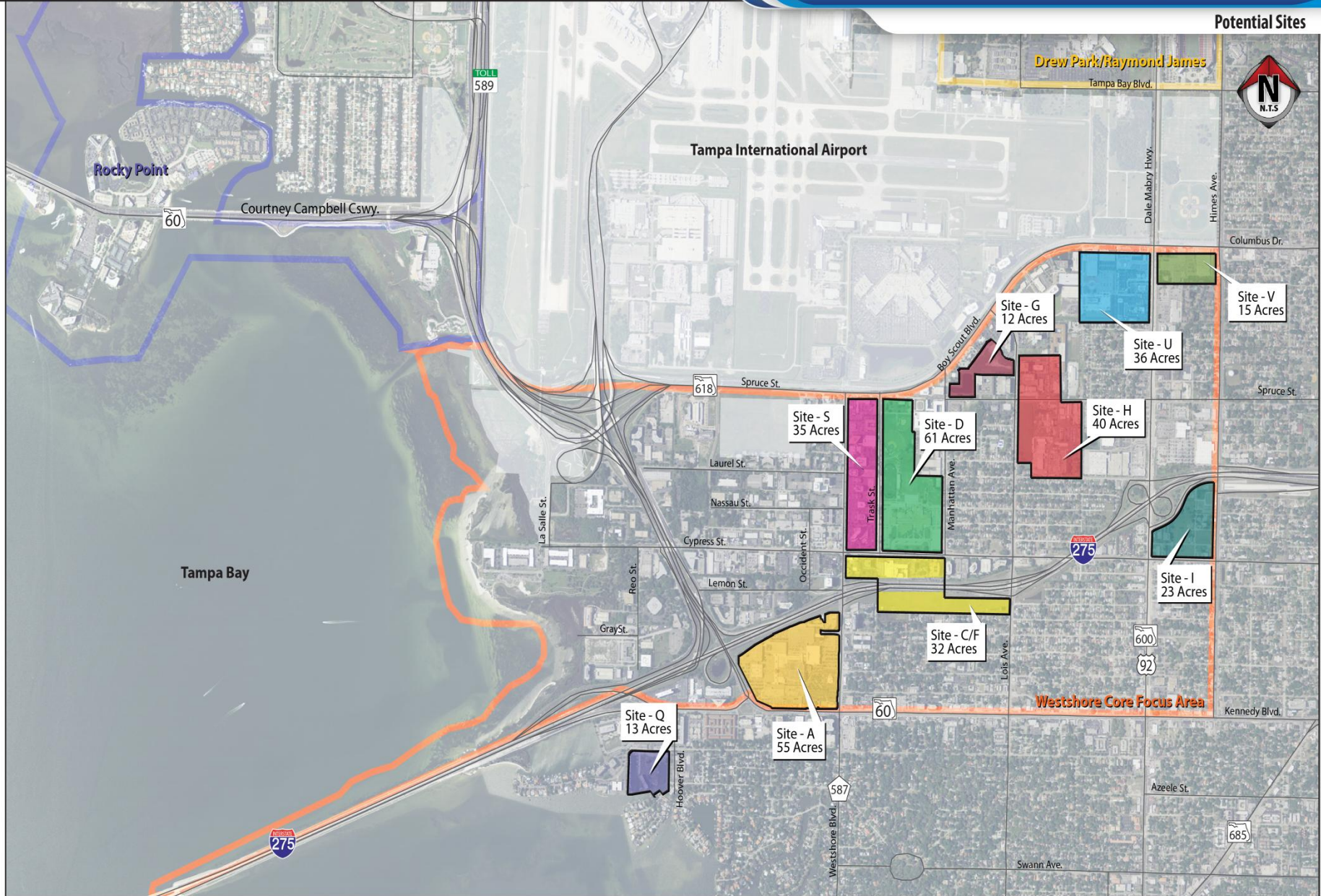
Alice Price, AICP
Atkins North America

- Data Collection: Complete
- Phase I-Site Identification: Complete
- Phase 2-Site Evaluation and Screening
 - Quantitative Screening: Complete
 - Preliminary Results-6 Remaining Viable Sites
 - Qualitative Screening-Underway
 - Result-Top Ranking Site(s) To be Determined
- Phase III-Site Development: August 2011

- 21 Preliminary Sites
- Eliminated Sites on Airport Property
- Eliminated Sites within Airport MAP zones (west of Westshore Blvd. and north of I-275)
- **11 Remaining Viable Sites**

Zoning	
CG	Community Growth
CI	Community Institutional
M-AP-1	Metropolitan Airport Zone 1
M-AP-2	Metropolitan Airport Zone 2
M-AP-3	Metropolitan Airport Zone 3
M-AP-4	Metropolitan Airport Zone 4
CP-1	Community Professional
PD	Professional District
RM-18	Residential Medium Density
RM-24	Residential Medium Density
RO-1	Residential Office
RS-5.5	Residential Single-Family

Potential Sites

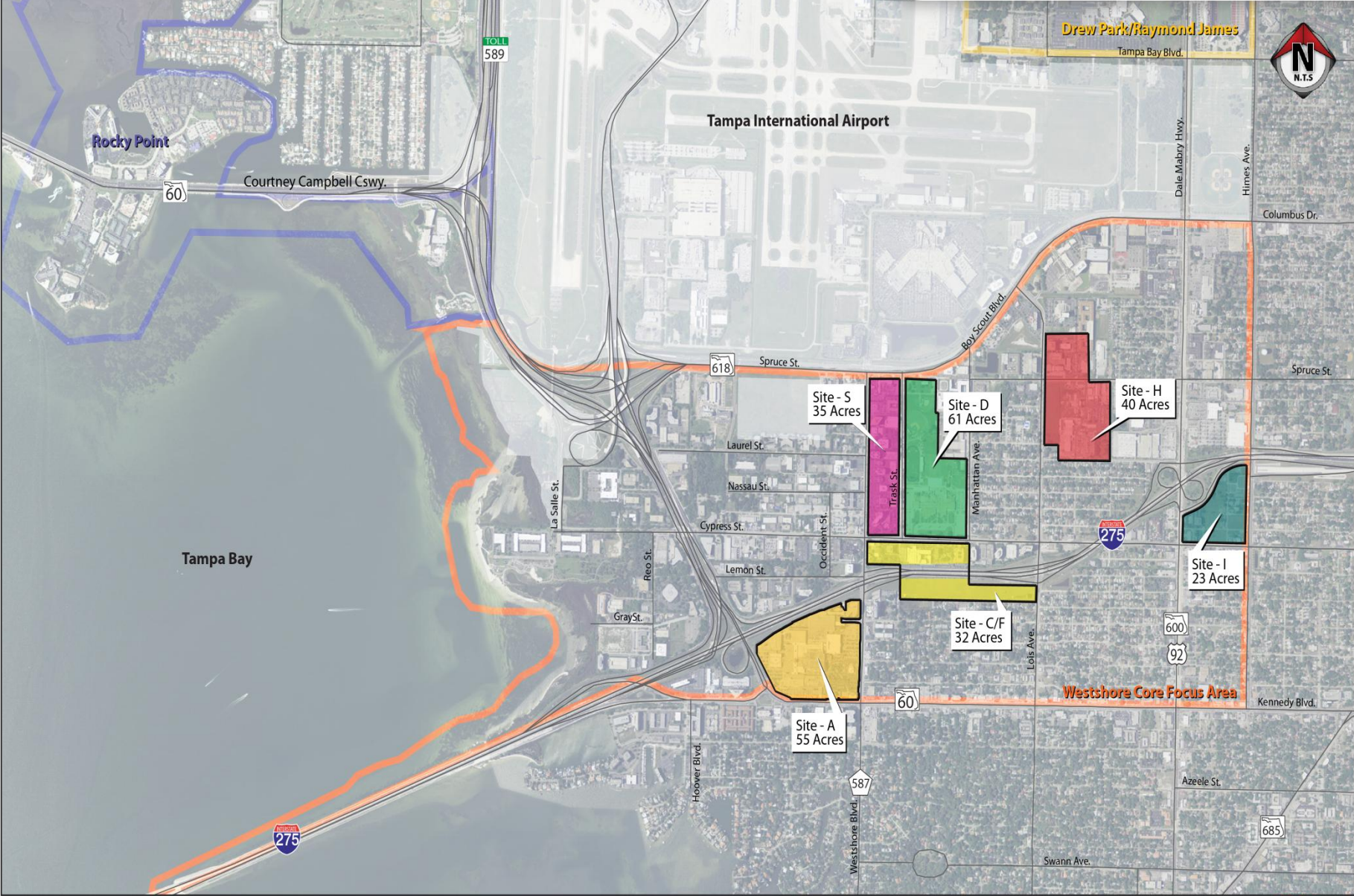


Quantitative Screening Process

- Founded on Guiding Principles
- Developed Quantitative Criteria
- Established Scoring Methodology
- Validated Criteria and Methodology
- Scored and Ranked Sites
- **6 Remaining Viable Sites**



Potential Sites



Ranking Exercise

- Site A-Westshore Plaza
- Site C/F-I-275 Median and Parcels abutting northside of I-275 along Cypress St.
- Site D-Jefferson High School
- Site H-City of Tampa Fleet Maintenance Facility
- Site I-Bromley/Tampa Bay One
- Site S-Parcels between Westshore Blvd. and Trask St.

Guiding Principles

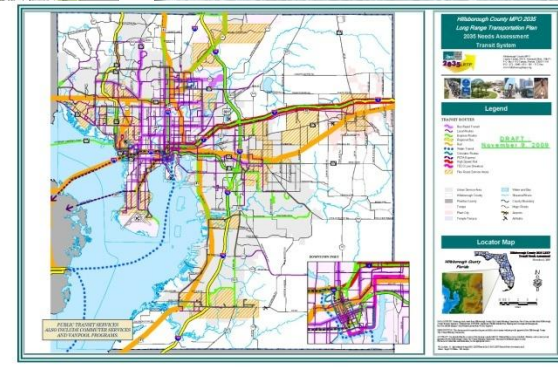
- Transit Oriented Development (TOD) and Redevelopment Potential
- Connectivity
- Cost Effectiveness
- Safety and Security
- Environmental Stewardship/Community Preservation
- Collaborative Partnerships
- Constructability/Flexibility
- Location/Geography

Tampa/ Hillsborough Road Guideway Transit Station Area Design Principles

Land Use Principles	Support for Density & Transit	Connectivity Principles	Community Design Principles
<p>Land Use Principles</p> <p>Encourage transit-oriented development (TOD) and redevelopment potential in station areas. TOD is defined as a mix of residential, commercial, and office uses within a 1/2 mile walking distance of a station.</p> <p>Encourage high-density, mixed-use development in station areas. This includes multi-story buildings, ground-floor retail, and residential units. Encourage development that is walkable, bikeable, and transit-oriented.</p> <p>Encourage development that is aesthetically pleasing and contributes to the character of the station area. This includes historic preservation, public art, and landscaping.</p>	<p>Support for Density & Transit</p> <p>Encourage development that is transit-oriented and supports high-density, mixed-use development. This includes multi-story buildings, ground-floor retail, and residential units.</p> <p>Encourage development that is walkable, bikeable, and transit-oriented. This includes sidewalks, crosswalks, and bike lanes.</p> <p>Encourage development that is aesthetically pleasing and contributes to the character of the station area. This includes historic preservation, public art, and landscaping.</p>	<p>Connectivity Principles</p> <p>Enhance the station area's connectivity by providing walking, biking, and transit connections with 1/2 mile walking distance of stations.</p> <p>Encourage development that is walkable, bikeable, and transit-oriented. This includes sidewalks, crosswalks, and bike lanes.</p> <p>Encourage development that is aesthetically pleasing and contributes to the character of the station area. This includes historic preservation, public art, and landscaping.</p>	<p>Community Design Principles</p> <p>Encourage development that is transit-oriented and supports high-density, mixed-use development. This includes multi-story buildings, ground-floor retail, and residential units.</p> <p>Encourage development that is walkable, bikeable, and transit-oriented. This includes sidewalks, crosswalks, and bike lanes.</p> <p>Encourage development that is aesthetically pleasing and contributes to the character of the station area. This includes historic preservation, public art, and landscaping.</p>

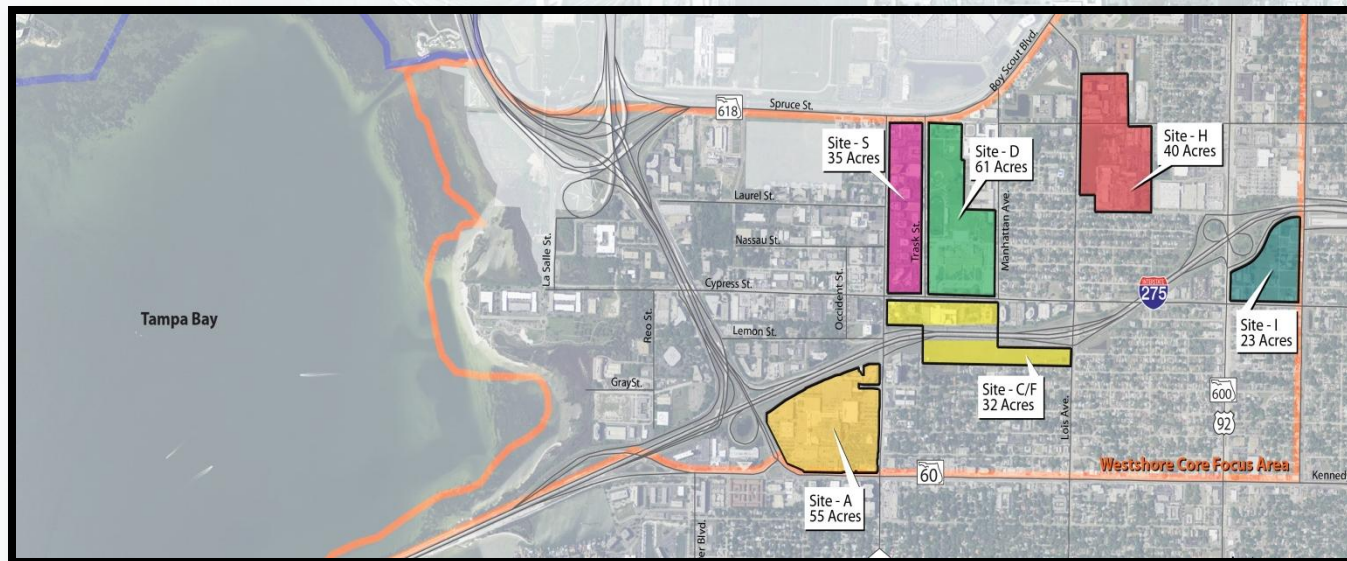
Draft: August 2009

Table with 7 columns (LRT, BRT, Light Rail, etc.) and 4 rows of design principles and images.



Scoring Process

- Scale = 1 to 3; 3 is Best Ranking
- 32 Screening Criteria given Equal Consideration
- Totals for Calculated for Each Site
- Highest Total = Best Rank
- **Management Team Recommends Top 6 Sites for Further Consideration**



Scoring Results

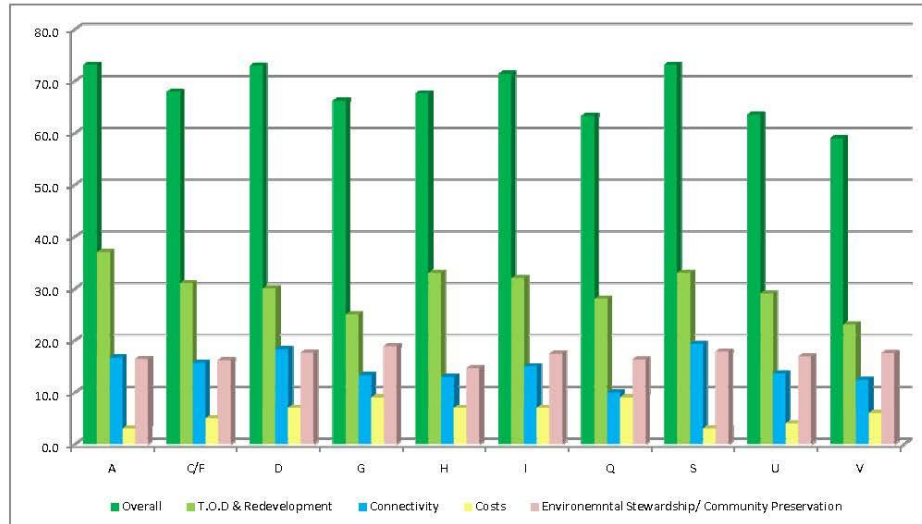
- #1-Site A-Westshore Plaza
- #1-Site S-Parcels between Westshore Blvd. and Trask St.
- #3-Site D-Jefferson High School
- #4-Site I-Bromley/Tampa Bay One
- #5-Site C/F-I-275 Median and Parcels abutting northern side of I-275 along Cypress St.
- #6-Site H-City of Tampa Fleet Maintenance Facility

Westshore Intermodal Study and Strategic Transportation Plan SCREEN 1

DRAFT

Overall - Total Scores Date: June 16, 2011

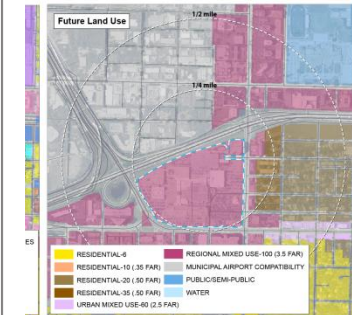
Guiding Principal	Max	A	C/F	D	G	H	I	Q	S	U	V
GP.1 T.O.D & Redevelopment	42.0	37.0	31.0	30.0	25.0	33.0	32.0	28.0	33.0	29.0	23.0
GP.2 Connectivity	24.0	16.7	15.7	18.3	13.3	13.0	15.0	10.0	19.3	13.6	12.4
GP.3 Costs	9.0	3.0	5.0	7.0	9.0	7.0	7.0	9.0	3.0	4.0	6.0
GP.4 Environmental Stewardship/ Community Preservation	21.0	16.4	16.2	17.6	18.9	14.6	17.4	16.3	17.8	16.9	17.5
Overall Total	96.0	73.1	67.9	72.9	66.2	67.6	71.4	63.3	73.1	63.5	58.9
	Rank	1	5	3	7	6	4	9	1	8	10





Westshore Intermodal Study and Strategic Transportation Plan

Group Discussion: Site Pros and Cons



Source: Tampa Bay Regional Planning Model (TBRPM) 2035 Highway Network Volume to Capacity ratios

SITE A - Westshore Mall

Screen 1

TRANSIT ORIENTED DEVELOPMENT & REDEVELOPMENT POTENTIAL	
Criteria	Scoring Methodology
Adjacency to future High Density Mixed-Use Development within quarter mile	● High mixed-use development within 1/4-mile radius (mixed-use development in 3 or more quadrants)
Adjacency to future High Density Mixed-Use Development within half mile	● High mixed-use development within 1/2-mile radius (mixed-use development in 3 or more quadrants)
Suitability for Joint Use	● Key desirable location potentially attractive to multiple immediate tenants; strong proximity to proven retail destinations
International Mall, Dale Mabry Business Corridor & Kennedy Business Corridor	● Proximity to 2 or more activity areas
Shape of the Site	○ Reasonable-shaped site with some limiting perimeter constraints ● Generous site with maximum horizontal and vertical expansion potential; greatest flexibility to meet future multiple transit modes, circulation, parking and T.O.D.
Suitability for Future Expansion (size)	● Completely within Transit Envelope Area
Fits with Transit Station T.O.D Policies	● Not located within TIA glide path or glide path does not restrict the height of the building to less than 6 floors
Favorable for Vertical Growth relative to Glide Paths	● Site adjacent to all of the following: I-275, priority pedestrian corridors, & regional corridors
Visibility from Major Roads	● Parking available both on-site and adjacent to the site
Existing Parking On-Site and Adjacent to the Site	● Site located within Westshore DRI boundary
Westshore DRI & Site Location	○ Site does not have Brownfield opportunity
Brownfield Opportunity	● Site located within PUD
Planned Unit Developments (PUD)	○ Site not located within Enterprise Zone
Enterprise Zones	

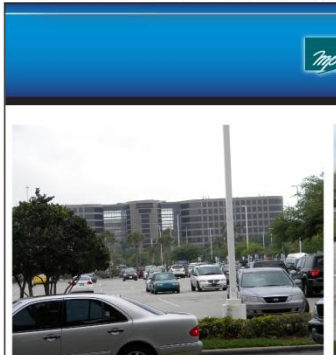
RANK 1



CONNECTIVITY	
Existing Transit	● Existing Local & Express Bus Service
Existing Bicycle and Pedestrian Connectivity	○ Located adjacent to: existing sidewalks or bikeways or trails
Proximity to I-275/ Fixed-Guideway (Pinellas Alternatives Analysis (AA), Westshore to Inverness Transit Study, Howard Frankland Bridge PD&E Study)	● Transit envelope along both I-275 & Veterans Expressway/Memorial Highway will provide direct access to the site
Water/ Ferry	○ Ferry service cannot be provided to the site
Metro Rapid Transit	● Site adjacent to priority transit corridors
HART Alternatives Analysis (AA)	○ Site not adjacent to identified HART AA
Future Bicycle and Pedestrian Connectivity	● Located adjacent to: proposed sidewalks, bikeways & trails
Adjacent Street Traffic Level of Service (LOS)	○ Adjacent streets at LOS E-LOS F

COSTS	
Land Acquisition	○ Cost/Acre > \$1M
Demolition Costs	○ Large or multiple unique existing structures with limited re-use potential ● Significant anticipated cost to convert site from current use to intermodal transit function; construction access/set-up and phasing logistics should be challenging; dense remaining or adjacent occupancies will require extra measures to ensure smooth site improvement development without conflict
Site Improvements	

ENVIRONMENTAL STEWARDSHIP/ COMMUNITY PRESERVATION	
100-Year Flood Zone	○ Completely within flood zone
Wetland Designations	● No wetland impacts
Protected Habitats	○ Some impacts to protected habitats
Historical Features	● No historic structures within or adjacent to site
Hazardous Materials	○ Contamination issues
Social Impacts	● No residential land use adjacent to site
Environmental Justice (EJ)	● No EJ issues



SITE S - Trask St/ Cypress St

Screen 1

TRANSIT ORIENTED DEVELOPMENT & REDEVELOPMENT POTENTIAL	
Criteria	Scoring Methodology
Adjacency to future High Density Mixed-Use Development within quarter mile	<input checked="" type="radio"/> Medium mixed-use development within 1/4-mile radius (mixed-use development in 2 quadrants)
Adjacency to future High Density Mixed-Use Development within half mile	<input type="radio"/> Low mixed-use development within 1/2-mile radius (mixed-use development in 1 or less quadrants)
Suitability for Joint Use	<input checked="" type="radio"/> Key desirable location potentially attractive to multiple immediate tenants; strong proximity to proven retail destinations
International Mall, Dale Mabry Business Corridor & Kennedy Business Corridor	<input checked="" type="radio"/> Proximity to 2 or more activity areas
Shape of the Site	<input checked="" type="radio"/> Well-proportioned rectilinear site offering maximum available length and/or width for horizontal expansion <input checked="" type="radio"/> Generous site with maximum horizontal and vertical expansion potential; greatest flexibility to meet future multiple transit modes, circulation, parking and T.O.D.
Suitability for Future Expansion (size)	<input checked="" type="radio"/> Completely within Transit Envelope Area
Fits with Transit Station T.O.D Policies	<input checked="" type="radio"/> Not located within TIA glide path or glide path does not restrict the height of the building to less than 6 floors
Favorable for Vertical Growth relative to Glide Paths	<input checked="" type="radio"/> Site adjacent to all of the following: I-275, priority pedestrian corridors, & regional corridors
Visibility from Major Roads	<input checked="" type="radio"/> Parking available both on-site and adjacent to the site
Existing Parking On-Site and Adjacent to the Site	<input checked="" type="radio"/> Site located within Westshore DRI boundary
Westshore DRI & Site Location	<input type="radio"/> Site does not have Brownfield opportunity
Brownfield Opportunity	<input type="radio"/> Site not located within PUD
Planned Unit Developments (PUD)	<input type="radio"/> Site not located within Enterprise Zone
Enterprise Zones	

RANK 1
1 poor
2 fair
3 good



CONNECTIVITY	
Existing Transit	<input checked="" type="radio"/> Existing Local & Express Bus Service
Existing Bicycle and Pedestrian Connectivity	<input type="radio"/> Located adjacent to: existing sidewalks or bikeways or trails
Proximity to I-275/ Fixed-Guideway (Pinellas Alternatives Analysis (AA), Westshore to Inverness Transit Study, Howard Frankland Bridge PD&E Study)	<input type="radio"/> Transit envelope along I-275 & Veterans Expressway/Memorial Highway does not provide direct access to the site
Water/ Ferry	<input type="radio"/> Ferry service cannot be provided to the site
Metro Rapid Transit	<input checked="" type="radio"/> Site adjacent to priority transit corridors
HART Alternatives Analysis (AA)	<input checked="" type="radio"/> Site adjacent to identified HART AA
Future Bicycle and Pedestrian Connectivity	<input checked="" type="radio"/> Located adjacent to: proposed sidewalks, bikeways & trails
Adjacent Street Traffic Level of Service (LOS)	<input checked="" type="radio"/> Adjacent streets at LOS A-LOS D

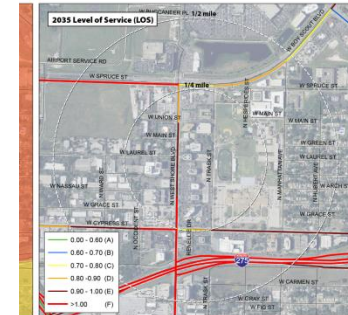
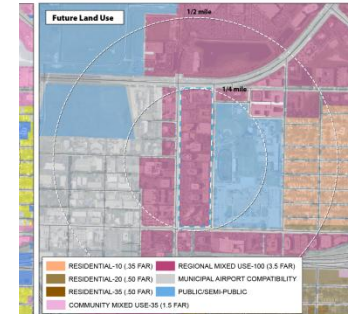
COSTS	
Land Acquisition	<input type="radio"/> Cost/Acre > \$1M
Demolition Costs	<input type="radio"/> Large or multiple unique existing structures with limited re-use potential <input type="radio"/> Significant anticipated cost to convert site from current use to intermodal transit function; construction access/set-up and phasing logistics should be challenging; dense remaining or adjacent occupancies will require extra measures to ensure smooth site improvement development without conflict
Site Improvements	

ENVIRONMENTAL STEWARDSHIP/ COMMUNITY PRESERVATION	
100-Year Flood Zone	<input checked="" type="radio"/> Completely outside of flood zone
Wetland Designations	<input checked="" type="radio"/> No wetland impacts
Protected Habitats	<input type="radio"/> Some impacts to protected habitats
Historical Features	<input checked="" type="radio"/> No historic structures within or adjacent to site
Hazardous Materials	<input type="radio"/> Contamination issues
Social Impacts	<input checked="" type="radio"/> No residential land use adjacent to site
Environmental Justice (EJ)	<input type="radio"/> Partial EJ issues

Westshore Intermodal Study and Strategic Transportation Plan

Site Fact Sheet
DRAFT
6/21/11

Site S
Trask St/Cypress St
Joint Use
Acres: 35



Source: Tampa Bay Regional Planning Model (TBRPM) 2035 Highway Network Volume to Capacity ratios

High School

SITE D - Jefferson High School

Screen 1

TRANSIT ORIENTED DEVELOPMENT & REDEVELOPMENT POTENTIAL	
Criteria	Scoring Methodology
Adjacency to future High Density Mixed-Use Development within quarter mile	<input type="radio"/> Medium mixed-use development within 1/4-mile radius (mixed-use development in 2 quadrants)
Adjacency to future High Density Mixed-Use Development within half mile	<input type="radio"/> Medium mixed-use development within 1/2-mile radius (mixed-use development in 2 quadrants)
Suitability for Joint Use	<input type="radio"/> Less or limited potential for supporting concessions, retail and/or services, and/ or less favorable street-frontage
International Mall, Dale Mabry Business Corridor & Kennedy Business Corridor	<input checked="" type="radio"/> Proximity to 2 or more activity areas
Shape of the Site	<input checked="" type="radio"/> Well-proportioned rectilinear site offering maximum available length and/ or width for horizontal expansion <input checked="" type="radio"/> Generous site with maximum horizontal and vertical expansion potential; greatest flexibility to meet future multiple transit modes, circulation, parking and T.O.D.
Suitability for Future Expansion (size)	<input checked="" type="radio"/> Completely within Transit Envelope Area
Fits with Transit Station T.O.D Policies	<input checked="" type="radio"/> Not located within TIA glide path or glide path does not restrict the height of the building to less than 6 floors
Favorable for Vertical Growth relative to Glide Paths	<input checked="" type="radio"/> Site adjacent to any one of the following: I-275, priority pedestrian corridors, or regional corridors
Visibility from Major Roads	<input type="radio"/> Parking available both on-site and adjacent to the site
Existing Parking On-Site and Adjacent to the Site	<input checked="" type="radio"/> Site located within Westshore DRI boundary
Westshore DRI & Site Location	<input type="radio"/> Site does not have Brownfield opportunity
Brownfield Opportunity	<input type="radio"/> Site not located within PUD
Planned Unit Developments (PUD)	<input type="radio"/> Site not located within Enterprise Zone
Enterprise Zones	

RANK 3

1 poor
2 fair
3 good



CONNECTIVITY	
Existing Transit	<input type="radio"/> Existing Local or Express Bus Service
Existing Bicycle and Pedestrian Connectivity	<input type="radio"/> Located adjacent to: existing sidewalks or bikeways or trails
Proximity to I-275/ Fixed-Guideway (Pinellas Alternatives Analysis (AA), Westshore to Inverness Transit Study, Howard Frankland Bridge PD&E Study)	<input type="radio"/> Transit envelope along I-275 & Veterans Expressway/Memorial Highway does not provide direct access to the site
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Metro Rapid Transit	<input checked="" type="radio"/> Site adjacent to priority transit corridors
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Future Bicycle and Pedestrian Connectivity	<input checked="" type="radio"/> Located adjacent to: proposed sidewalks, bikeways & trails
Adjacent Street Traffic Level of Service (LOS)	<input checked="" type="radio"/> Adjacent streets at LOS A-LOS D

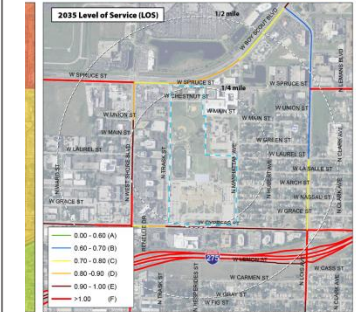
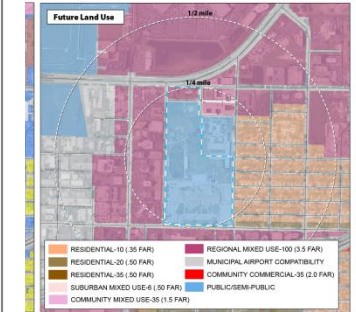
COSTS	
Land Acquisition	<input checked="" type="radio"/> Cost/Acre < \$500K
Demolition Costs	<input type="radio"/> Average site with a few simple existing structures, utilities and reasonable area for demo staging / clearing logistics <input type="radio"/> Average site with some typical/reasonable challenges relative to construction access, set-up; average restrictions / logistics issues anticipated with remaining or adjacent occupancies
Site Improvements	

ENVIRONMENTAL STEWARDSHIP/ COMMUNITY PRESERVATION	
100-Year Flood Zone	<input checked="" type="radio"/> Completely outside of flood zone
Wetland Designations	<input checked="" type="radio"/> No wetland impacts
Protected Habitats	<input type="radio"/> Some impacts to protected habitats
Historical Features	<input checked="" type="radio"/> No historic structures within or adjacent to site
Hazardous Materials	<input checked="" type="radio"/> No contamination issues
Social Impacts	<input checked="" type="radio"/> Residential land use adjacent to 1 to 2 sides of site
Environmental Justice (EJ)	<input type="radio"/> Partial EJ issues

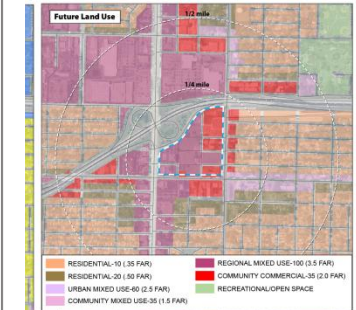
Westshore Intermodal Study and Strategic Transportation Plan

Site Fact Sheet DRAFT 6/21/11

Site D Jefferson High School Joint Use Acres: 55



Source: Tampa Bay Regional Planning Model (TBRPM) 2035 Highway Network Volume to Capacity ratios



Source: Tampa Bay Regional Planning Model (TBPRM) 2035 Highway Network Volume to Capacity ratios

SITE I - Dale Mabry Hwy/ I-275

Screen 1

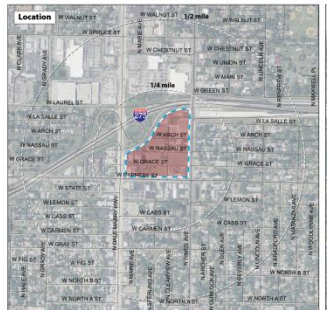
TRANSIT ORIENTED DEVELOPMENT & REDEVELOPMENT POTENTIAL	
Criteria	Scoring Methodology
Adjacency to future High Density Mixed-Use Development within quarter mile	<input type="radio"/> Medium mixed-use development within 1/4-mile radius (mixed-use development in 2 quadrants)
Adjacency to future High Density Mixed-Use Development within half mile	<input type="radio"/> Low mixed-use development within 1/2-mile radius (mixed-use development 1 or less quadrants)
Suitability for Joint Use International Mall, Dale Mabry Business Corridor & Kennedy Business Corridor	<input checked="" type="radio"/> Key desirable location potentially attractive to multiple immediate tenants; strong proximity to proven retail destinations
Shape of the Site	<input type="radio"/> Proximity to one activity area
Shape of the Site	<input type="radio"/> Reasonable-shaped site with some limiting perimeter constraints
Suitability for Future Expansion (size)	<input type="radio"/> Average site requiring creative vertical expansion to meet future multiple transit modes, circulation, parking and T.O.D.
Fits with Transit Station T.O.D Policies	<input checked="" type="radio"/> Completely within Transit Envelope Area
Favorable for Vertical Growth relative to Glide Paths	<input checked="" type="radio"/> Not located within TIA glide path or glide path does not restrict the height of the building to less than 6 floors
Visibility from Major Roads	<input checked="" type="radio"/> Site adjacent to all of the following: I-275, priority pedestrian corridors, & regional corridors
Existing Parking On-Site and Adjacent to the Site	<input checked="" type="radio"/> Parking available both on-site and adjacent to the site
Westshore DRI & Site Location	<input type="radio"/> Site not located within Westshore DRI boundary
Brownfield Opportunity	<input type="radio"/> Site does not have Brownfield opportunity
Planned Unit Developments (PUD)	<input checked="" type="radio"/> Site located within PUD
Enterprise Zones	<input checked="" type="radio"/> Site located within Enterprise Zone

RANK 4
1 poor 2 fair 3 good

CONNECTIVITY	
Existing Transit	<input checked="" type="radio"/> Existing Local & Express Bus Service
Existing Bicycle and Pedestrian Connectivity Proximity to I-275/ Fixed-Guideway (Pinellas Alternatives Analysis (AA), Westshore to Inverness Transit Study, Howard Frankland Bridge PD&E Study)	<input type="radio"/> Located adjacent to: existing sidewalks or bikeways or trails
Water/ Ferry	<input type="radio"/> Transit envelope along I-275 will provide direct access to the site
Metro Rapid Transit	<input type="radio"/> Ferry service cannot be provided to the site
HART Alternatives Analysis (AA)	<input type="radio"/> Site not adjacent to priority transit corridors
Future Bicycle and Pedestrian Connectivity	<input checked="" type="radio"/> Site adjacent to identified HART AA
Adjacent Street Traffic Level of Service (LOS)	<input type="radio"/> Located adjacent to: proposed sidewalks or bikeways or trails
Adjacent Street Traffic Level of Service (LOS)	<input type="radio"/> Adjacent streets at LOS E-LOS F

COSTS	
Land Acquisition	<input checked="" type="radio"/> Cost/Acre < \$500K
Demolition Costs	<input type="radio"/> Average site with a few simple existing structures, utilities and reasonable area for demo staging / clearing logistics
Site Improvements	<input type="radio"/> Average site with some typical/reasonable challenges relative to construction access, set-up; average restrictions / logistics issues anticipated with remaining or adjacent occupancies

ENVIRONMENTAL STEWARDSHIP/ COMMUNITY PRESERVATION	
100-Year Flood Zone	<input checked="" type="radio"/> Completely outside of flood zone
Wetland Designations	<input checked="" type="radio"/> No wetland impacts
Protected Habitats	<input type="radio"/> Some impacts to protected habitats
Historical Features	<input checked="" type="radio"/> No historic structures within or adjacent to site
Hazardous Materials	<input type="radio"/> Some contamination issues
Social Impacts	<input checked="" type="radio"/> No residential land use adjacent to site
Environmental Justice (EJ)	<input type="radio"/> Partial EJ issues



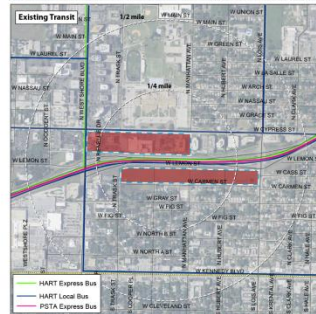
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SITE C/F - Westshore Blvd/ Cypress St & FDOT Right-of-Way (ROW) Property

Screen 1

TRANSIT ORIENTED DEVELOPMENT & REDEVELOPMENT POTENTIAL	
Criteria	Scoring Methodology
Adjacency to future High Density Mixed-Use Development within quarter mile	<input type="radio"/> Medium mixed-use development within 1/4-mile radius (mixed-use development in 2 quadrants)
Adjacency to future High Density Mixed-Use Development within half mile	<input type="radio"/> Medium mixed-use development within 1/2-mile radius (mixed-use development in 2 quadrants)
Suitability for Joint Use International Mall, Dale Mabry Business Corridor & Kennedy Business Corridor	<input checked="" type="radio"/> Key desirable location potentially attractive to multiple immediate tenants; strong proximity to proven retail destinations
Shape of the Site	<input checked="" type="radio"/> Proximity to one activity area Well-proportioned rectilinear site offering maximum available length and/ or width for horizontal expansion Generous site with maximum horizontal and vertical expansion potential; greatest flexibility to meet future multiple transit modes, circulation, parking and T.O.D.
Suitability for Future Expansion (size)	<input checked="" type="radio"/> Completely within Transit Envelope Area
Fits with Transit Station T.O.D Policies	<input checked="" type="radio"/> Not located within TIA glide path or glide path does not restrict the height of the building to less than 6 floors
Favorable for Vertical Growth relative to Glide Paths	<input checked="" type="radio"/> Site adjacent to any two of the following: I-275, priority pedestrian corridors, or regional corridors
Visibility from Major Roads	<input type="radio"/> Parking available only on-site
Existing Parking On-Site and Adjacent to the Site	<input checked="" type="radio"/> Site located within Westshore DRI boundary
Westshore DRI & Site Location	<input type="radio"/> Site does not have Brownfield opportunity
Brownfield Opportunity	<input type="radio"/> Site not located within PUD
Planned Unit Developments (PUD)	<input type="radio"/> Site not located within Enterprise Zone
Enterprise Zones	

RANK 5
 1 poor 2 fair 3 good



CONNECTIVITY	
Existing Transit	<input checked="" type="radio"/> Existing Local & Express Bus Service
Existing Bicycle and Pedestrian Connectivity Proximity to I-275/ Fixed-Guideway (Pinellas Alternatives Analysis (AA), Westshore to Inverness Transit Study, Howard Frankland Bridge PD&E Study)	<input type="radio"/> Located adjacent to: existing sidewalks or bikeways or trails <input type="radio"/> Transit envelope along I-275 will provide direct access to the site
Water/ Ferry	<input type="radio"/> Ferry service cannot be provided to the site
Metro Rapid Transit	<input type="radio"/> Site not adjacent to priority transit corridors
HART Alternatives Analysis (AA)	<input checked="" type="radio"/> Site adjacent to identified HART AA
Future Bicycle and Pedestrian Connectivity	<input checked="" type="radio"/> Located adjacent to: proposed sidewalks, bikeways & trails
Adjacent Street Traffic Level of Service (LOS)	<input type="radio"/> Adjacent streets at LOS E-LOS F

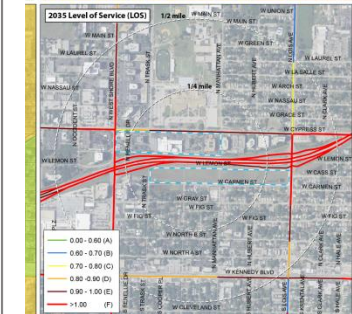
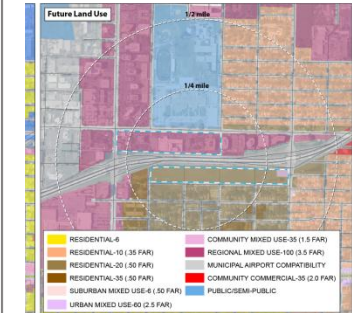
COSTS	
Land Acquisition	<input type="radio"/> Cost/Acre > \$1M
Demolition Costs	<input type="radio"/> Average site with a few simple existing structures, utilities and reasonable area for demo staging / clearing logistics <input type="radio"/> Average site with some typical/reasonable challenges relative to construction access, set-up; average restrictions / logistics issues anticipated with remaining or adjacent occupancies
Site Improvements	

ENVIRONMENTAL STEWARDSHIP/ COMMUNITY PRESERVATION	
100-Year Flood Zone	<input checked="" type="radio"/> Completely outside of flood zone
Wetland Designations	<input checked="" type="radio"/> No wetland impacts
Protected Habitats	<input type="radio"/> Some impacts to protected habitats
Historical Features	<input type="radio"/> Historic structure(s) adjacent to site
Hazardous Materials	<input type="radio"/> Some contamination issues
Social Impacts	<input type="radio"/> Residential land use adjacent to 3 or more sides of site
Environmental Justice (EJ)	<input checked="" type="radio"/> No EJ issues

Westshore Intermodal Study and Strategic Transportation Plan

Site Fact Sheet
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Site C/F
 Westshore Blvd & FDOT R.O.W.
 Redevelopment/Vacant
 Acres: 32



Source: Tampa Bay Regional Planning Model (TBRPM) 2035 Highway Network Volume to Capacity ratios

Tampa Facility

Westshore Intermodal Study Strategic Transportation Plan

Site Fact Sheet
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6/21/11

Site H
(City of Tampa Property)
Adjacent/Redevelopment
Acres: 40



Source: Tampa Bay Regional Planning Model (TBPM) 2035 Highway Network Volume to Capacity ratios

SITE H - Lois Ave/ Spruce St (City of Tampa Property)

Screen 1

TRANSIT ORIENTED DEVELOPMENT & REDEVELOPMENT POTENTIAL	
Criteria	Scoring Methodology
Adjacency to future High Density Mixed-Use Development within quarter mile	● High mixed-use development within 1/4-mile radius (mixed-use development in 3 or more quadrants)
Adjacency to future High Density Mixed-Use Development within half mile	○ Medium mixed-use development within 1/2-mile radius (mixed-use development in 2 quadrants)
Suitability for Joint Use International Mall, Dale Mabry Business Corridor & Kennedy Business Corridor	● Key desirable location potentially attractive to multiple immediate tenants; strong proximity to proven retail destinations ○ Not in proximity to activity areas
Shape of the Site	● Well-proportioned rectilinear site offering maximum available length and/or width for horizontal expansion ○ Generous site with maximum horizontal and vertical expansion potential; greatest flexibility to meet future multiple transit modes, circulation, parking and T.O.D.
Suitability for Future Expansion (size)	● Completely within Transit Envelope Area
Fits with Transit Station T.O.D Policies	● Not located within TIA glide path or glide path does not restrict the height of the building to less than 6 floors
Favorable for Vertical Growth relative to Glide Paths	● Site adjacent to any one of the following: I-275, priority pedestrian corridors, or regional corridors
Visibility from Major Roads	○
Existing Parking On-Site and Adjacent to the Site	● Parking available both on-site and adjacent to the site
Westshore DRI & Site Location	● Site located within Westshore DRI boundary
Brownfield Opportunity	● Site has Brownfield opportunity
Planned Unit Developments (PUD)	○ Site not located within PUD
Enterprise Zones	○ Site not located within Enterprise Zone

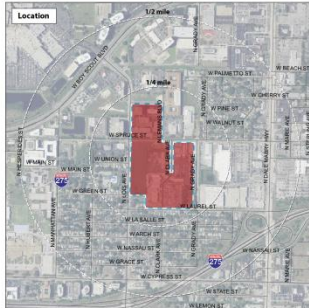
RANK 6



CONNECTIVITY	
Existing Transit	○ Existing Local or Express Bus Service
Existing Bicycle and Pedestrian Connectivity Proximity to I-275/ Fixed-Guideway (Pinellas Alternatives Analysis (AA), Westshore to Inverness Transit Study, Howard Frankland Bridge PD&E Study)	○ Located adjacent to: existing sidewalks or bikeways or trails ○ Transit envelope along I-275 & Veterans Expressway/Memorial Highway does not provide direct access to the site
Water/ Ferry	○ Ferry service cannot be provided to the site
Metro Rapid Transit	○ Site not adjacent to priority transit corridors
HART Alternatives Analysis (AA)	○ Site not adjacent to identified HART AA
Future Bicycle and Pedestrian Connectivity	○ Located adjacent to: proposed sidewalks or bikeways or trails
Adjacent Street Traffic Level of Service (LOS)	● Adjacent streets at LOS A-LOS D

COSTS	
Land Acquisition	● Cost/Acre < \$500K
Demolition Costs	○ Average site with a few simple existing structures, utilities and reasonable area for demo staging / clearing logistics ○ Average site with some typical/reasonable challenges relative to construction access, set-up; average restrictions / logistics issues anticipated with remaining or adjacent occupancies
Site Improvements	

ENVIRONMENTAL STEWARDSHIP/ COMMUNITY PRESERVATION	
100-Year Flood Zone	○ Partially within flood zone
Wetland Designations	● No wetland impacts
Protected Habitats	○ Some impacts to protected habitats
Historical Features	● No historic structures within or adjacent to site
Hazardous Materials	○ Some contamination issues
Social Impacts	○ Residential land use adjacent to 3 or more sides of site
Environmental Justice (EJ)	○ Partial EJ issues



- Qualitative Screening
 - Property Owner Interviews-June/July 2011
 - Transit Operator Meetings-June 2011
 - Community Meeting-Early August 2011
 - **Identify Best Ranking Site(s)-August 2011**
- Site Development-August-December 2011





Westshore Intermodal Study and Strategic Transportation Plan

THANK YOU!