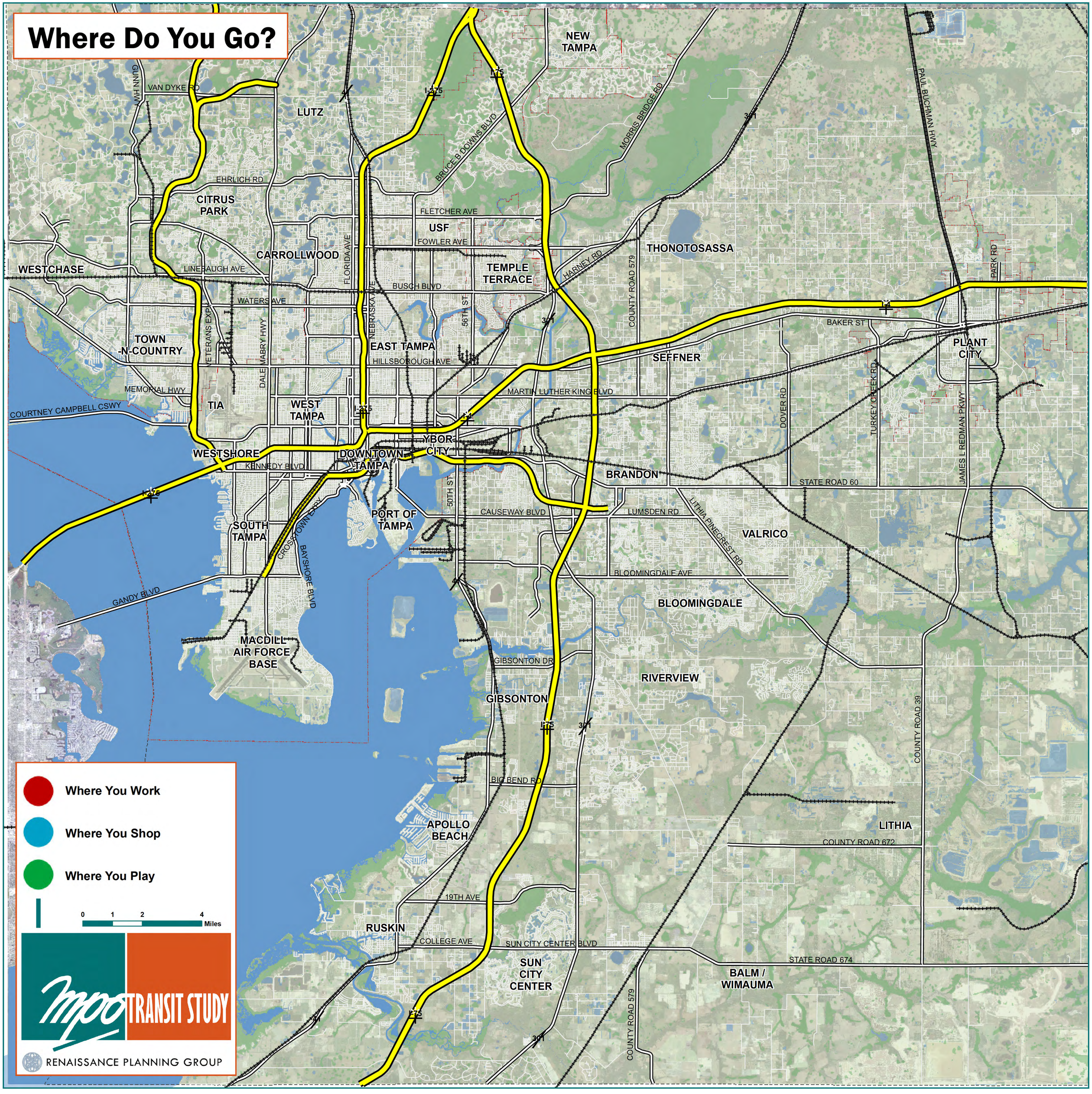
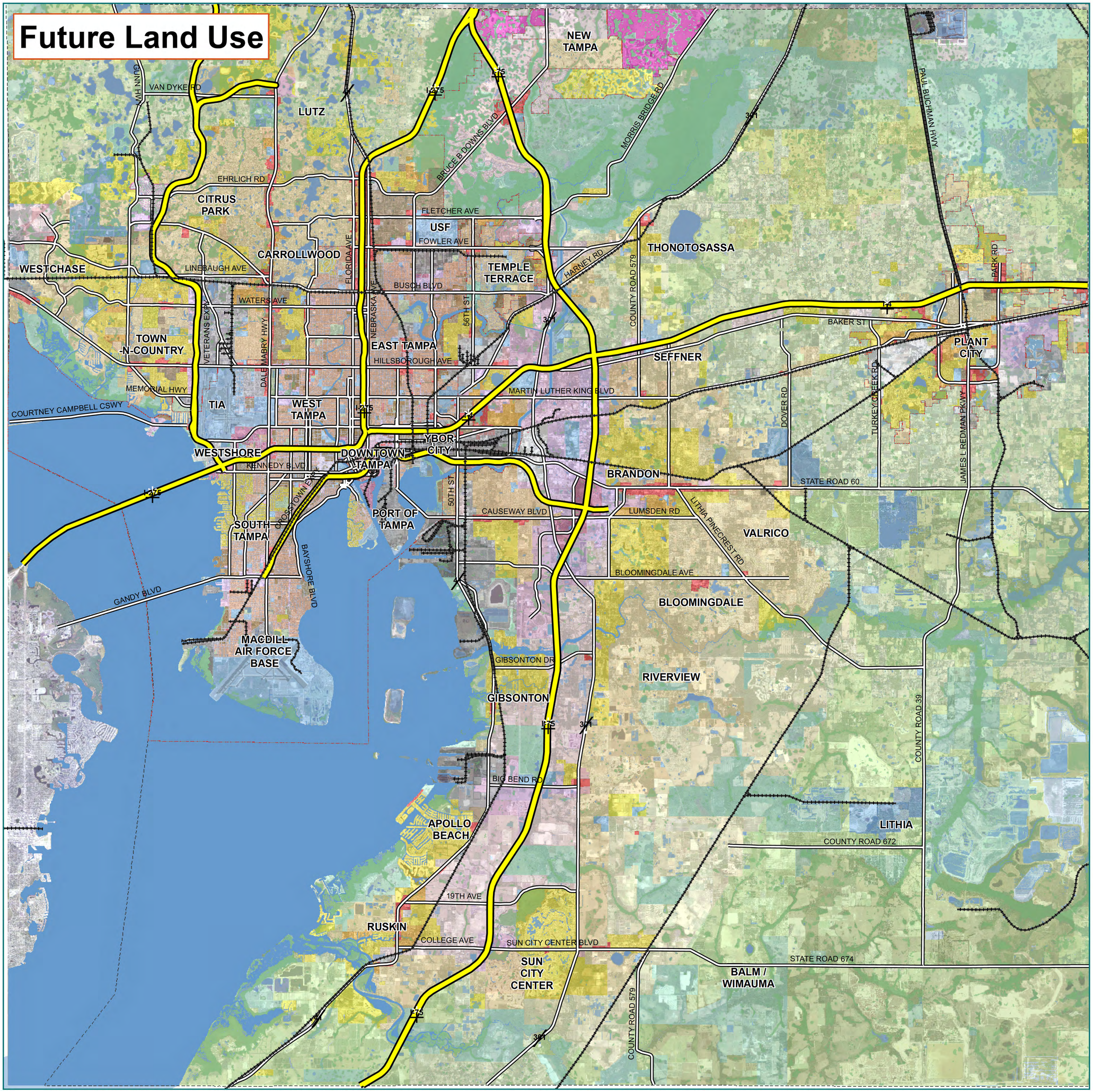
Where Do You Live?

Where Do You Go?



Future Land Use



TRANSIT STUDY

FUTURE LAND USE MAP

Legend

- FREEWAYS & EXPRESSWAYS
- OTHER MAJOR ROADWAYS
- EXISTING RAILROADS
- MUNICIPAL BOUNDARY
- COUNTY BOUNDARY

FUTURE LAND USE

Tampa

- RESIDENTIAL - 3 (.35 FAR)
- RESIDENTIAL - 6 (.35 FAR)
- RESIDENTIAL - 10 (.35 FAR)
- RESIDENTIAL - 20 (.50 FAR)
- RESIDENTIAL - 35 (.50 FAR)
- RESIDENTIAL - 50 (.50 FAR)
- RESIDENTIAL - 83 (.50 FAR)
- SUBURBAN MIXED USE - 3 (.25 FAR)
- SUBURBAN MIXED USE - 6 (.50 FAR)
- GENERAL MIXED USE - 24 (1.5 FAR)
- URBAN MIXED USE - 60 (2.5 FAR)
- COMMUNITY MIXED USE - 35 (1.5 FAR)
- TRANSITIONAL USE - 24 (1.5 FAR)
- REGIONAL MIXED USE - 100 (3.5 FAR)
- AIRPORT COMPATIBILTY
- HEAVY COMMERCIAL - 24 (1.5 FAR)
- LIGHT INDUSTRIAL (1.5 FAR)
- HEAVY INDUSTRIAL (1.5 FAR)
- MAJOR RECREATIONAL/OPEN SPACE
- MAJOR PUBLIC/SEMI PUBLIC
- MAJOR ENVIRONMENTALLY SENSITIVE
- CENTRAL BUSINESS DISTRICT
- MACDILL AIR FORCE BASE
- WATER, TAMPA
- RIGHT OF WAY
- TRANSITIONAL AREA (DUE TO ANNEXATION)

Temple Terrace

- RESIDENTIAL-4 (4 DU/ACRE)
- RESIDENTIAL-9 (9 DU/ACRE)
- RESIDENTIAL-18 (18 DU/ACRE)
- COMMUNITY MIXED USE-12 (12 DU/ACRE)
- URBAN MIXED USE-20 (20 DU/ACRE)
- OFFICE/INSTITUTIONAL
- DOWNTOWN MIXED USE-25 (25 DU/ACRE)
- COMMERCIAL
- PROFESSIONAL
- RESEARCH/CORPORATE PARK
- PUBLIC/SEMI-PUBLIC
- PARK/RECREATION OPEN SPACE
- WATER
- RIGHT OF WAY
- RESIDENTIAL-6 CO. (6 DU/ACRE)
- TRANSITIONAL AREA (DUE TO ANNEXATION)

Plant City

- R-4, PLANT CITY
- R-6, PLANT CITY
- R-12, PLANT CITY
- R-20, PLANT CITY
- MU-R/C, PLANT CITY
- MU-R/C/I, PLANT CITY
- LCO, PLANT CITY
- C, PLANT CITY
- DC, PLANT CITY
- I, PLANT CITY
- P, PLANT CITY
- RO, PLANT CITY
- NP, PLANT CITY
- TA, PLANT CITY
- WATER, PLANT CITY

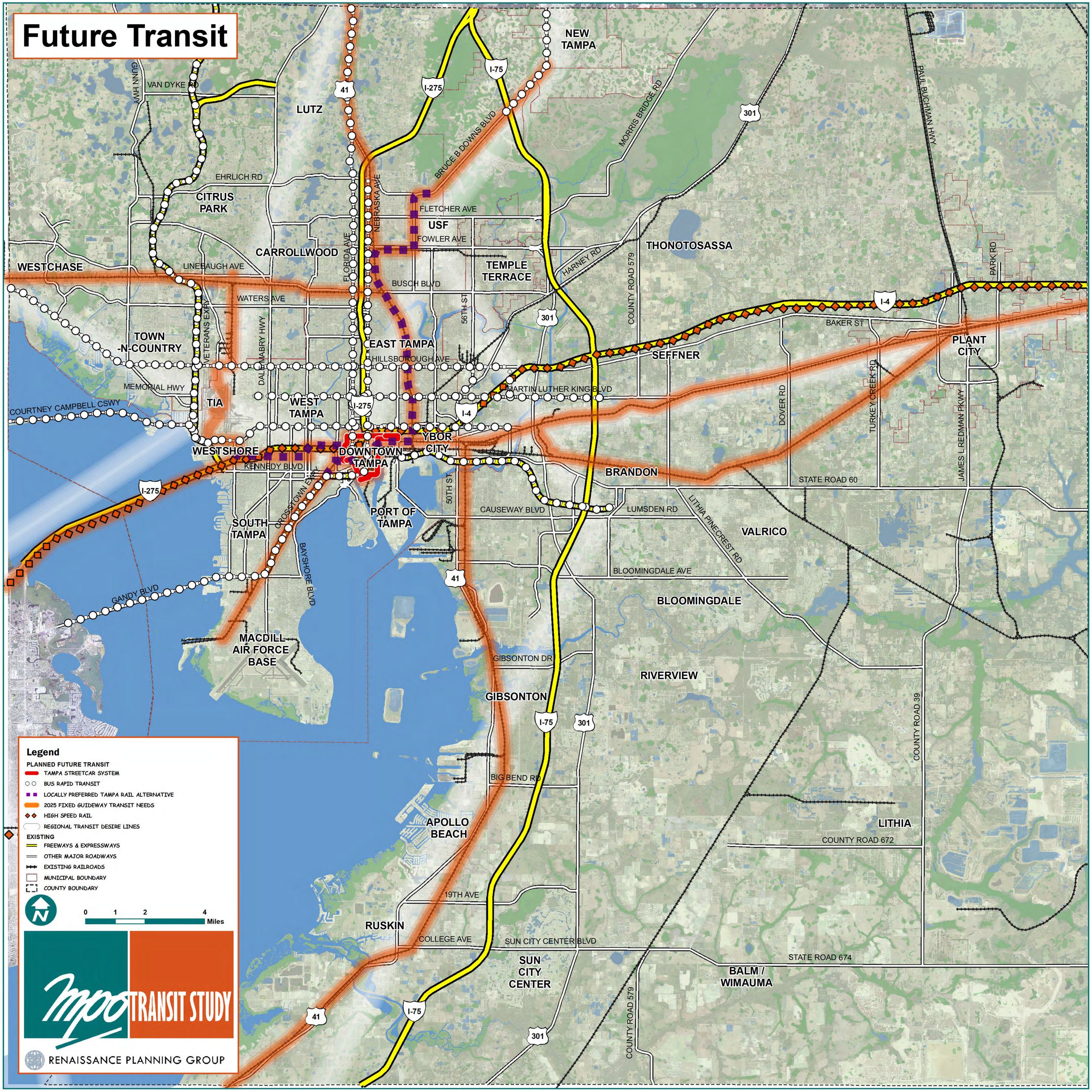
Hillsborough County

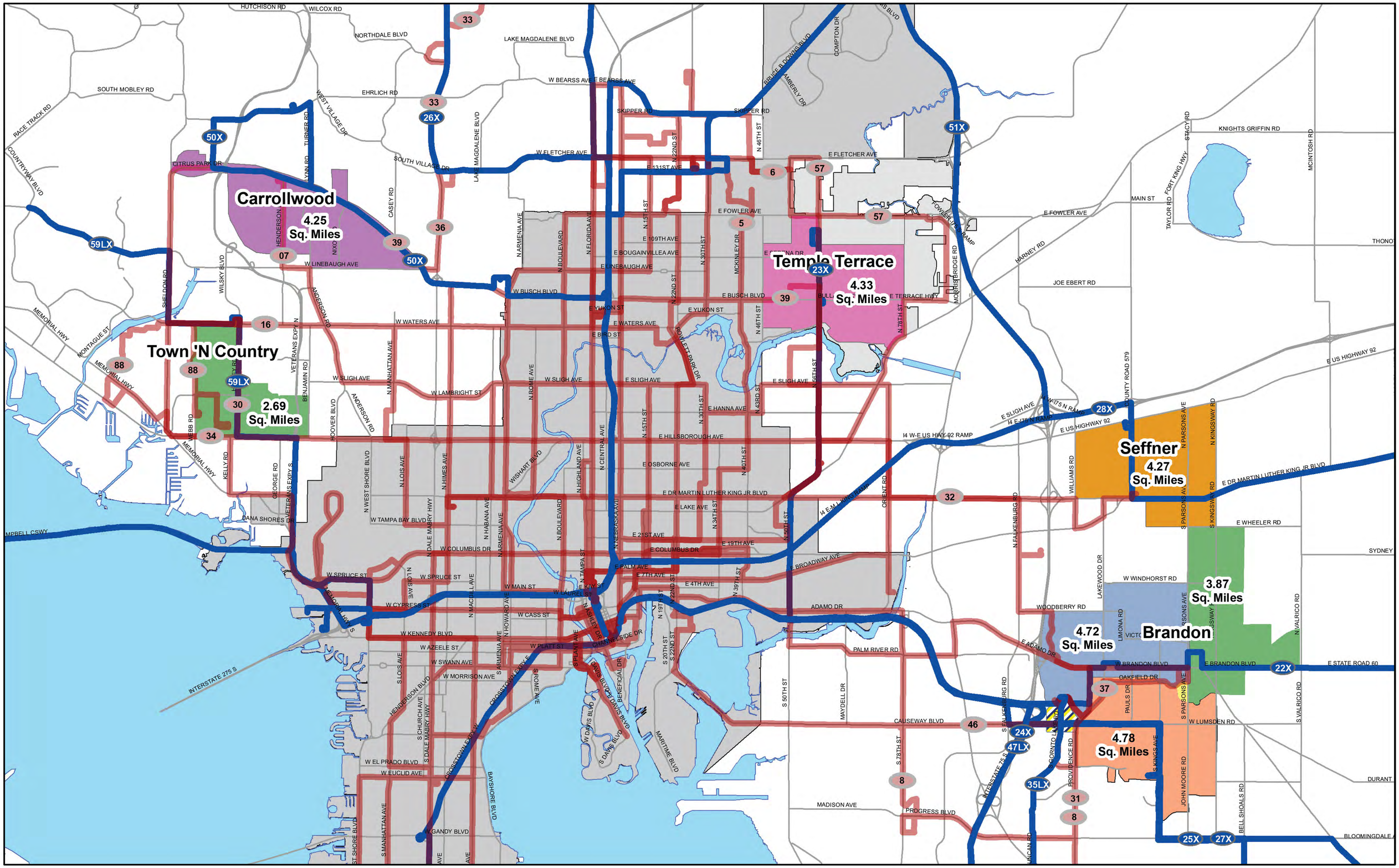
- AGRICULTURAL / MINING
- AGRICULTURAL
- AGRICULTURAL / RURAL
- AGRICULTURAL ESTATE
- RESIDENTIAL - 1
- RESIDENTIAL - 2
- RESIDENTIAL PLANNED - 2
- RESIDENTIAL - 4
- RESIDENTIAL - 6
- RESIDENTIAL - 9
- RESIDENTIAL - 12
- RESIDENTIAL - 16
- RESIDENTIAL - 20
- NEIGHBORHOOD MIXED USE - 4
- SUBURBAN MIXED USE - 6
- COMMUNITY MIXED USE - 12
- URBAN MIXED USE - 20
- REGIONAL MIXED USE - 35
- OFFICE COMMERCIAL - 20
- RESEARCH CORPORATE PARK
- LIGHT INDUSTRIAL PLANNED
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- PUBLIC / QUASI-PUBLIC
- RESIDENTIAL PLANNED - 2
- NATURAL PRESERVATION
- CPV
- WATER

0 1 2 4 Miles

RENAISSANCE PLANNING GROUP

Future Transit





Legend

- Local Service
- Express Service

N

0 0.5 1 2 3 4 Miles

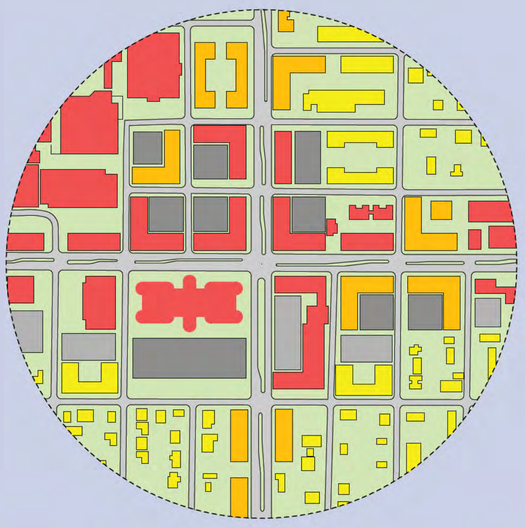
HART

MPO TRANSIT STUDY

HARTLINE PROPOSED FLEX ROUTE AREAS

PLACE MAKING ELEMENTS

REGIONAL



URBAN CENTER

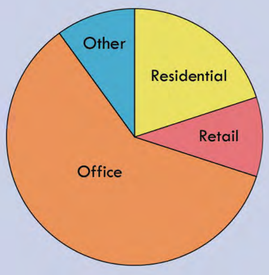
Urban Centers consist of the highest density and greatest variety of uses, including theaters, civic centers, government buildings, art galleries, museums, civic green space, lodging, multifamily residential, restaurants, and retail. Roughly 70% of the uses consist of commercial, office and retail uses. All structures, including multifamily residential, commercial/office and mixed use are generally 6-10 stories in height. Parking is mostly structured with some on-street and surface parking.

PLACE
West Shore Plaza

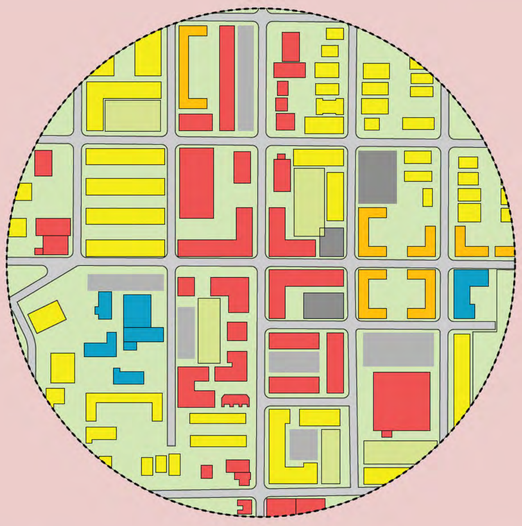
DENSITY
12 to 30 Dwelling Units/Acre
125 to 175 Jobs/Acre

INTENSITY
2.0 to 4.0 Floor Area Ratio

MIX OF USES
Based on building square footage



COMMUNITY



TOWN CENTER

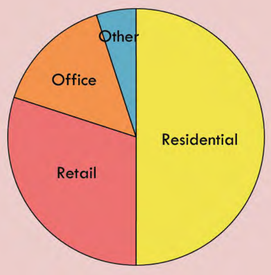
Town Centers consist of medium density residential, mixed-use, and commercial building types. Residential building types include single family attached, live/work units, single family detached, and granny-flat units. The amount of office, retail, and commercial is roughly 50% compared to residential. Commercial and mixed uses include grocery stores, book stores, movie theaters, restaurants, offices, and specialty retail, and civic uses include libraries, churches, and parks. Commercial and mixed use buildings are generally 2-4 stories in height with wide sidewalks. Parking is mostly on-street or surface with some structured parking.

PLACE
SOHO/Hyde Park, Ybor City

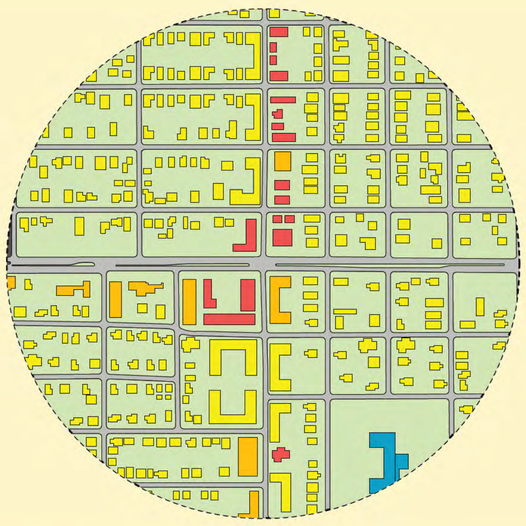
DENSITY
8 to 18 Dwelling Units/Acre
30 to 60 Jobs/Acre

INTENSITY
1.0 to 2.0 Floor Area Ratio

MIX OF USES
Based on building square footage



NEIGHBORHOOD



NEIGHBORHOOD CENTER

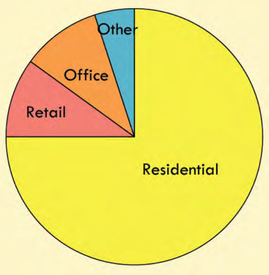
Neighborhood Centers consist of a primarily residential urban fabric with mixed use. Residential building types include single family homes, row-houses and town-homes. Neighborhood commercial and mixed use areas consist of uses such as cafés, professional office space, live-work units, coffee shops, bakeries, drug stores and convenience grocers, and specialty retail. Mixed use and commercial structures are not taller than 2 stories with on-street or surface parking.

PLACE
Seminole Heights, Carrollwood, Temple Terrace, West Park Village

DENSITY
6 to 12 Dwelling Units/Acre
10 to 20 Jobs/Acre

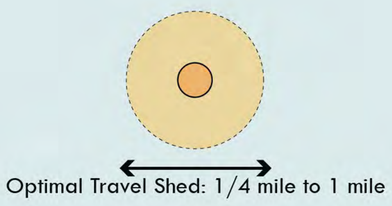
INTENSITY
0.5 to 1.0 Floor Area Ratio

MIX OF USES
Based on building square footage



MOBILITY ELEMENTS

PEDESTRIAN



STATION CHARACTERISTICS
Average Station Area: N/A

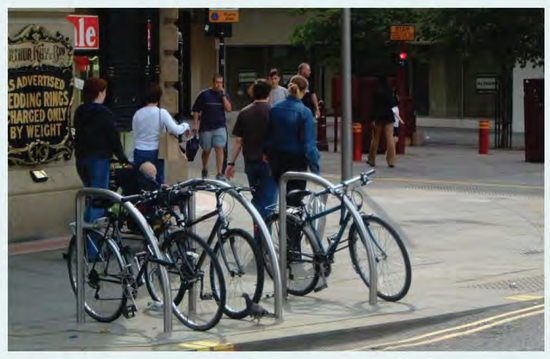
SUPPORTIVE DENSITY/INTENSITY
Dwelling Units/Acre: >8
Jobs/Acre: 8 to 30
Floor Area Ratio: N/A

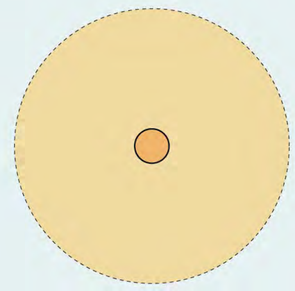
TECHNOLOGY CHARACTERISTICS
Capacity: 1 Passenger/Vehicle
Speed: 5 to 15 Miles/Hour
ROW requirements: Sidewalks

Headways (at supportive density): N/A

Cost (capital cost): **<$**

BICYCLE





STATION CHARACTERISTICS
Average Station Area: N/A

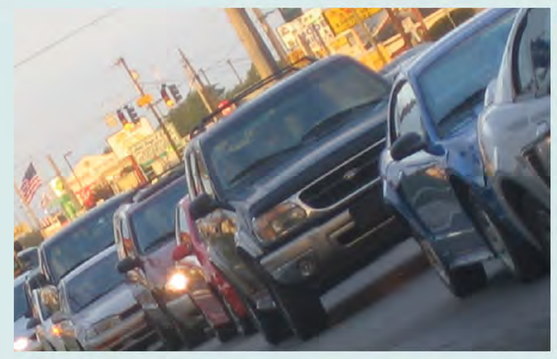
SUPPORTIVE DENSITY/INTENSITY
Dwelling Units/Acre: >8
Jobs/Acre: 3 to 30
Floor Area Ratio: N/A

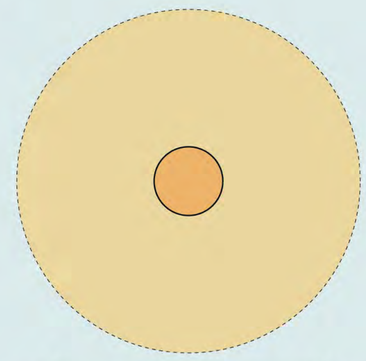
TECHNOLOGY CHARACTERISTICS
Capacity: 1 Passenger/Vehicle
Speed: 5 to 15 Miles/Hour
ROW requirements: Street Running with Dedicated Lane

Headways (at supportive density): N/A

Cost (capital cost): **<$**

AUTO





STATION CHARACTERISTICS
Average Station Area: N/A

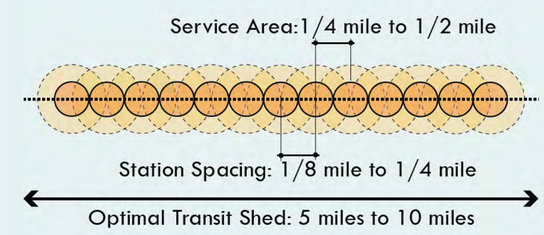
SUPPORTIVE DENSITY/INTENSITY
Dwelling Units/Acre: 2 to 8
Jobs/Acre: 2 to 30
Floor Area Ratio: N/A

TECHNOLOGY CHARACTERISTICS
Capacity: 1 to 4 Passengers/Vehicle
Speed: 30 to 70 Miles/Hour
ROW requirements: Street Running

Headways (at supportive density): N/A

Cost (capital cost): **$$**

BUS



STATION CHARACTERISTICS
Average Station Area: 140 Square Feet

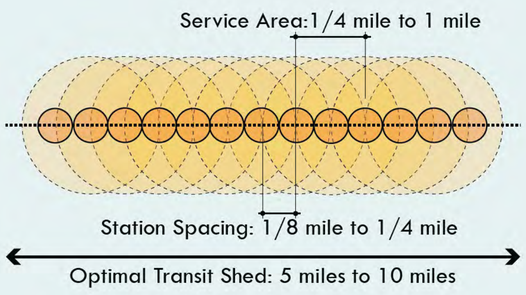
SUPPORTIVE DENSITY/INTENSITY
Dwelling Units/Acre: 6 to 8
Jobs/Acre: 8 to 30
Floor Area Ratio: 1.0 to 1.5

TECHNOLOGY CHARACTERISTICS
Capacity: 500 to 1,500 Passengers/Direction/Mile
Average Speed (for transit shed): 5 to 15 Miles/Hour
ROW requirements: Street Running

Headways (at supportive density): 15 to 20 Minutes

Cost (capital cost): **$**

CIRCULATOR



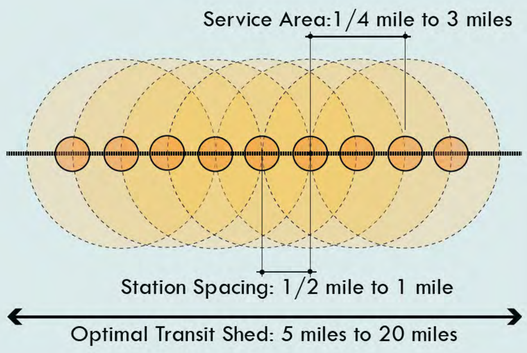
STATION CHARACTERISTICS
Average Station Area: 200 to 300 Square Feet

SUPPORTIVE DENSITY/INTENSITY
Dwelling Units/Acre: 8 to 10
Jobs/Acre: 6 to 16
Floor Area Ratio: >1.5

TECHNOLOGY CHARACTERISTICS
Capacity: 1,000 to 3,500 Passengers/Direction/Mile
Average Speed (for transit shed): 10 to 15 Miles/Hour-
ROW requirements: Street Running (streetcar) or Semi-Exclusive (trolley)
Headways (at supportive density): 15 to 20 Minutes

Cost (capital cost): **$ - $$**

BUS RAPID



STATION CHARACTERISTICS
Average Station Area: 140 to 200 Square Feet

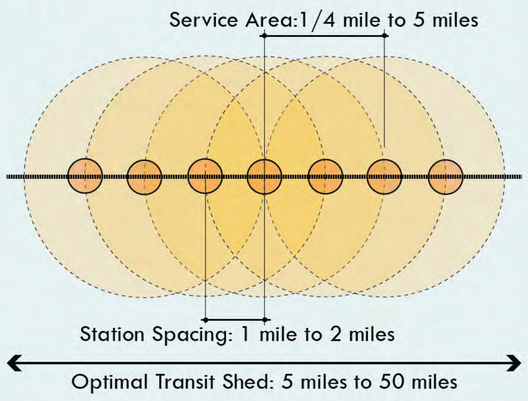
SUPPORTIVE DENSITY/INTENSITY
Dwelling Units/Acre: 4 to12
Jobs/Acre: 8 to 30
Floor Area Ratio: >1.0

TECHNOLOGY CHARACTERISTICS
Capacity: 2,000 to 10,000 Passengers/Direction/Mile
Average Speed (for transit shed): 10 to 15 Miles/Hour
ROW requirements: Semi-Exclusive

Headways (at supportive density): 15 to 30 Minutes

Cost (capital cost): **$$**

LIGHT RAIL



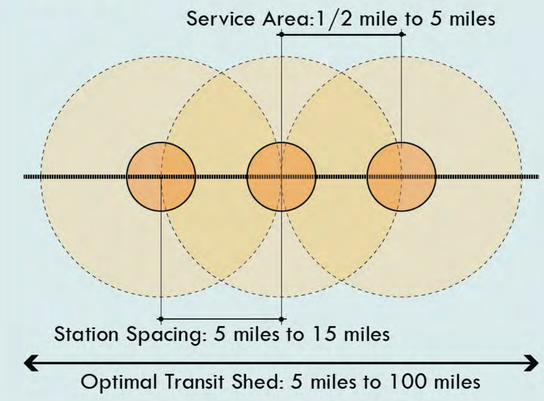
STATION CHARACTERISTICS
Average Station Area: 600 to 2,000 Square Feet

SUPPORTIVE DENSITY/INTENSITY
Dwelling Units/Acre: 6 to12
Jobs/Acre: 12 to 30
Floor Area Ratio: >2.0

TECHNOLOGY CHARACTERISTICS
Capacity: 3,000 to 18,000 Passengers/Direction/Mile
Average Speed (for transit shed): 15 to 30 Miles/Hour
ROW requirements: Semi-Excluisve or Exclusive with Dedicated Guideway
Headways (at supportive density): 10 to 20 Minutes

Cost (capital cost): **$$ - $$$**

COMMUTER RAIL



STATION CHARACTERISTICS
Average Station Area: 2,000 to 5,000 Square Feet

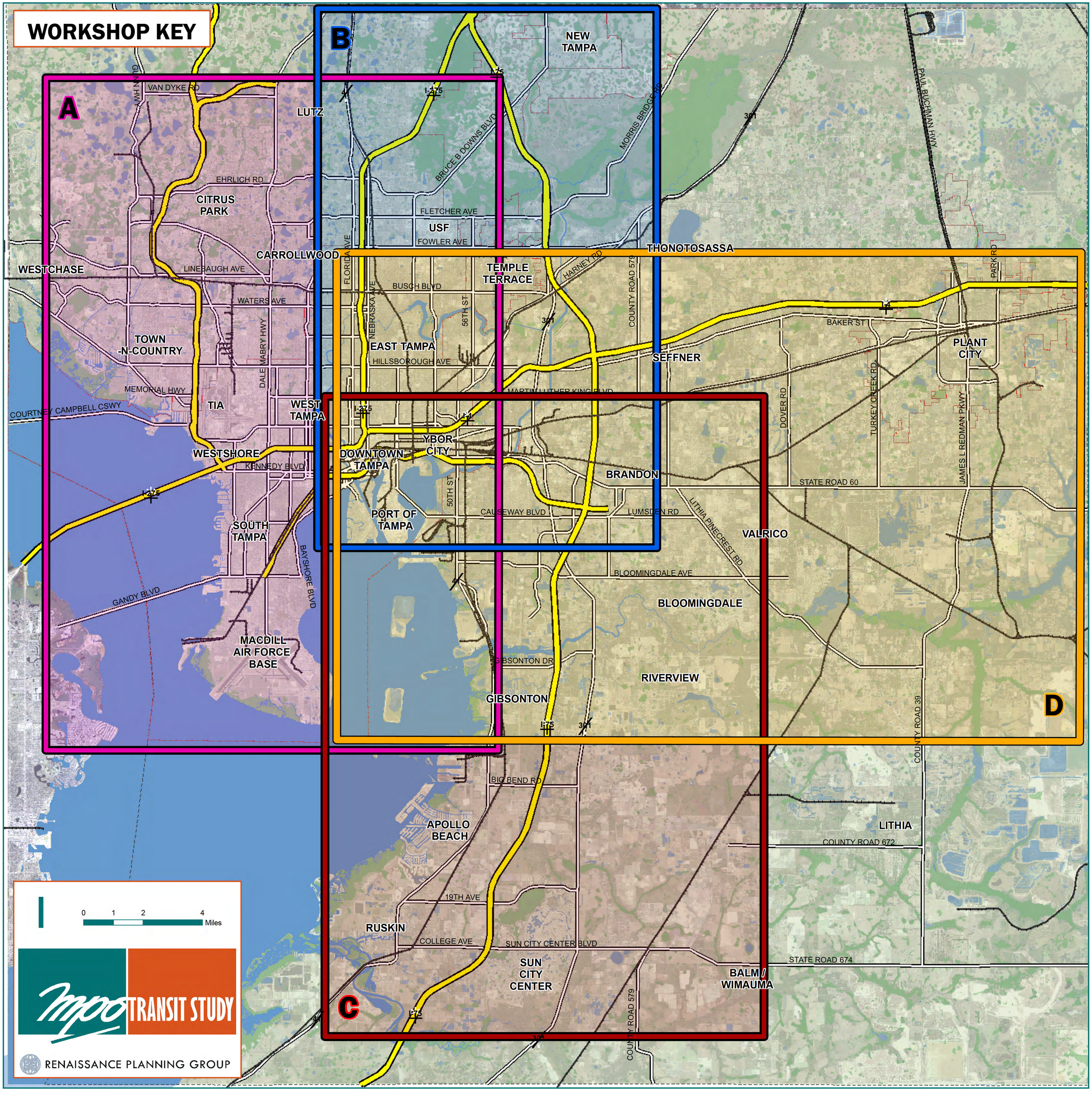
SUPPORTIVE DENSITY/INTENSITY
Dwelling Units/Acre: >12
Jobs/Acre: >30
Floor Area Ratio: >2.0

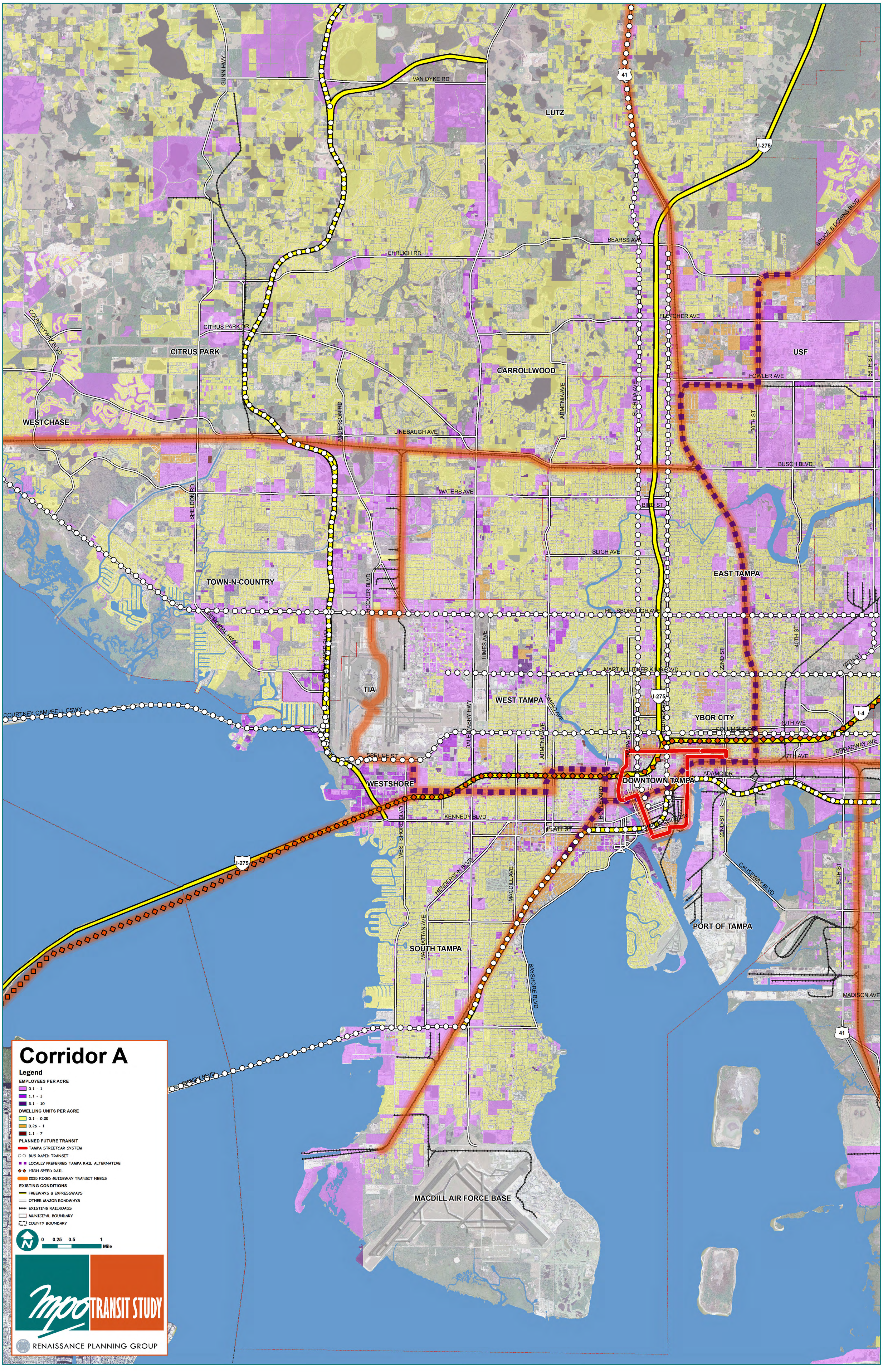
TECHNOLOGY CHARACTERISTICS
Capacity: 2,000 to 20,000 Passengers/Direction/Mile
Average Speed (for transit shed): 35 to 55 Miles/Hour
ROW requirements: Exclusive with Dedicated Railway

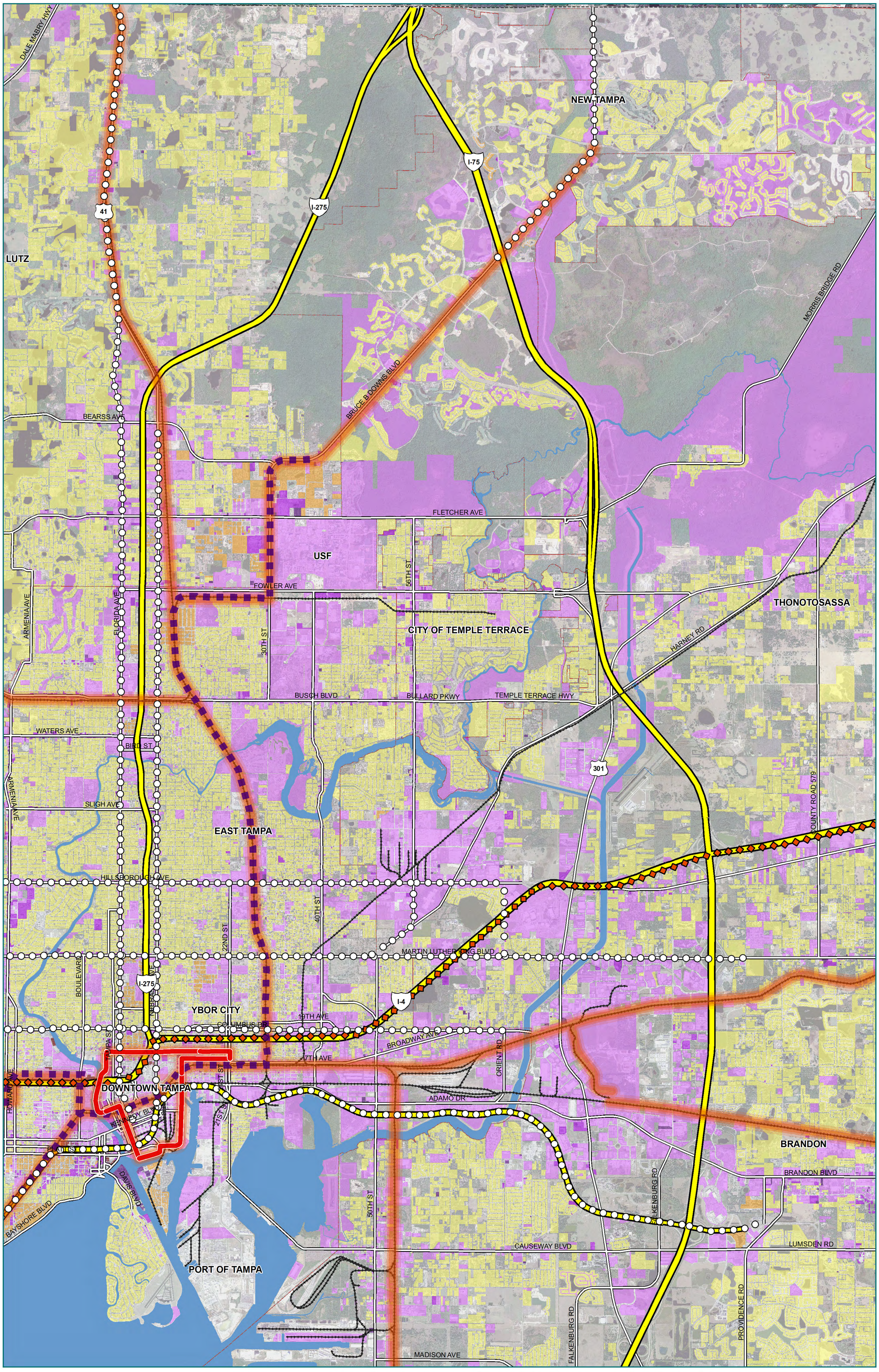
Headways (at supportive density): 20 to 30 Minutes

Cost (capital cost): **$$ - $$$**

WORKSHOP KEY




Corridor A
Legend
EMPLOYEES PER ACRE
0.1 - 1
1.1 - 3
3.1 - 10
DWELLING UNITS PER ACRE
0.1 - 0.25
0.26 - 1
1.1 - 7
PLANNED FUTURE TRANSIT
TAMPA STREETCAR SYSTEM
BUS RAPID TRANSIT
LOCALLY PREFERRED TAMPA RAIL ALTERNATIVE
HIGH SPEED RAIL
2025 FIXED GUIDEWAY TRANSIT NEEDS
EXISTING CONDITIONS
FREEWAYS & EXPRESSWAYS
OTHER MAJOR ROADWAYS
EXISTING RAILROADS
MUNICIPAL BOUNDARY
COUNTY BOUNDARY
0 0.25 0.5 1 Mile
TRANSIT STUDY
RENAISSANCE PLANNING GROUP
LUTZ
CITRUS PARK
WESTCHASE
CARROLLWOOD
USF
TOWN-N-COUNTRY
EAST TAMPA
TIA
WEST TAMPA
YBOR CITY
WESTSHORE
DOWNTOWN TAMPA
SOUTH TAMPA
PORT OF TAMPA
MACDILL AIR FORCE BASE
VAN DYKE RD
EHRLICH RD
BEARSS AVE
FLETCHER AVE
FOWLER AVE
BUSCH BLVD
WATERS AVE
SLIGH AVE
HILLSBOROUGH AVE
MARTIN LUTHER KING BLVD
LINEBAUGH AVE
KENNEDY BLVD
PLATT ST
SPRUCE ST
COLUMBUS DR
ADAMO DR
BROADWAY AVE
CAUSEWAY BLVD
MADISON AVE
COURTNEY CAMPBELL CSWY
GANDY BLVD
I-275
I-4
41
GUNN HWY
COUNTRYWAY BLVD
CITRUS PARK DR
ANDERSON RD
SHELDON RD
MEMORIAL HWY
HOOVER BLVD
HIMES AVE
ARMENIA AVE
FLORIDA AVE
30TH ST
56TH ST
40TH ST
50TH ST
22ND ST
BRUCE B DOWNS BLVD
DALE MABRY HWY
CAMINO AVE
TAMPA ST
BOULEVARD
WEST SHORE BLVD
HENDERSON BLVD
MACDILL AVE
MANHATTAN AVE
BAYSHORE BLVD
19TH AVE
17TH AVE



TRANSIT STUDY

Corridor B

Legend

EMPLOYEES PER ACRE
- 0.1 - 1
- 1.1 - 3
- 3.1 - 10

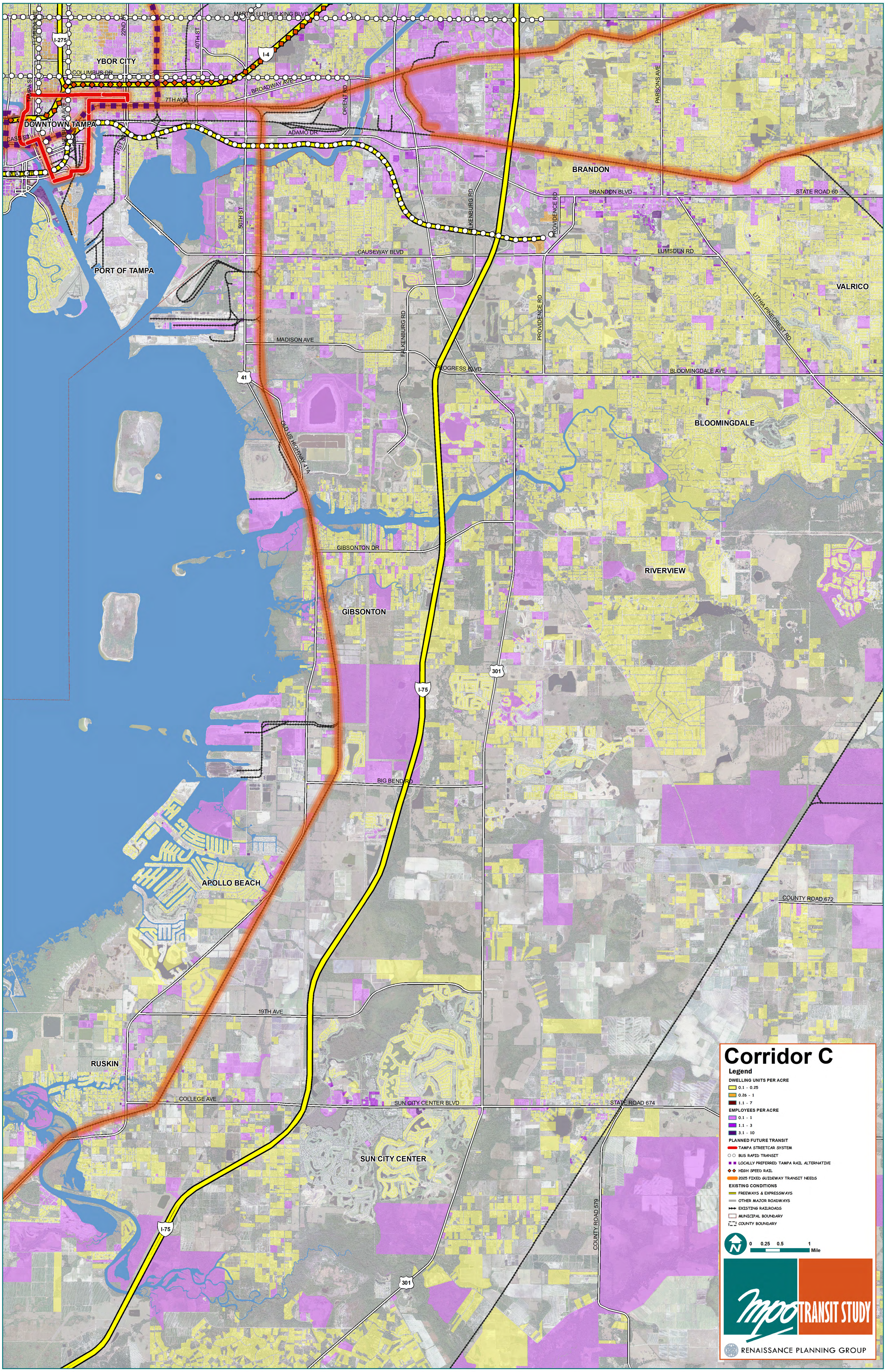
DWELLING UNITS PER ACRE
- 0.1 - 0.25
- 0.26 - 1
- 1.1 - 7

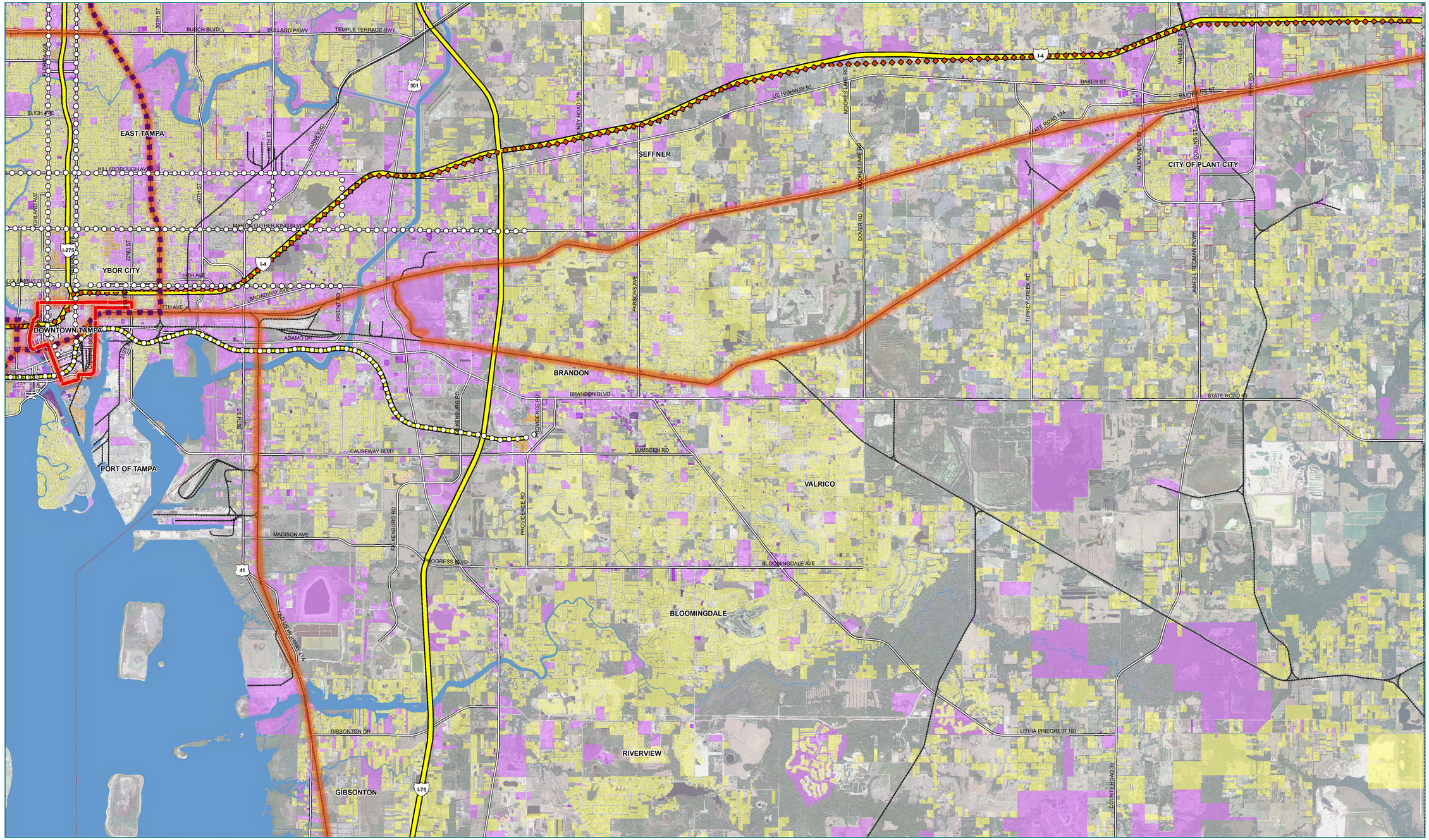
PLANNED FUTURE TRANSIT
- TAMPA STREETCAR SYSTEM
- BUS RAPID TRANSIT
- LOCALLY PREFERRED TAMPA RAIL ALTERNATIVE
- HIGH SPEED RAIL
- 2025 FIXED GUIDEWAY TRANSIT NEEDS

EXISTING
- FREEWAYS & EXPRESSWAYS
- OTHER MAJOR ROADWAYS
- EXISTING RAILROADS
- MUNICIPAL BOUNDARY
- COUNTY BOUNDARY

0 0.25 0.5 1 Mile

RENAISSANCE PLANNING GROUP


Corridor C
Legend
DWELLING UNITS PER ACRE
0.1 - 0.25
0.26 - 1
1.1 - 7
EMPLOYEES PER ACRE
0.1 - 1
1.1 - 3
3.1 - 10
PLANNED FUTURE TRANSIT
TAMPA STREETCAR SYSTEM
BUS RAPID TRANSIT
LOCALLY PREFERRED TAMPA RAIL ALTERNATIVE
HIGH SPEED RAIL
2025 FIXED GUIDEWAY TRANSIT NEEDS
EXISTING CONDITIONS
FREEWAYS & EXPRESSWAYS
OTHER MAJOR ROADWAYS
EXISTING RAILROADS
MUNICIPAL BOUNDARY
COUNTY BOUNDARY
0 0.25 0.5 1 Mile
TRANSIT STUDY
RENAISSANCE PLANNING GROUP
YBOR CITY
DOWNTOWN TAMPA
PORT OF TAMPA
BRANDON
VALRICO
BLOOMINGDALE
RIVERVIEW
GIBSONTON
APOLLO BEACH
RUSKIN
SUN CITY CENTER
MARTIN LUTHER KING BLVD
COLUMBUS DR
BROADWAY AVE
7TH AVE
ADAMO DR
CASS ST
CAUSEWAY BLVD
BRANDON BLVD
STATE ROAD 60
LUMSDEN RD
LITHIA PINECREST RD
MADISON AVE
PROGRESS BLVD
BLOOMINGDALE AVE
OLD US HIGHWAY 41A
GIBSONTON DR
BIG BEND RD
COUNTY ROAD 672
19TH AVE
COLLEGE AVE
SUN CITY CENTER BLVD
STATE ROAD 674
COUNTY ROAD 579
I-275
I-4
I-75
41
301
TAMPA ST
FLORIDA AVE
NEBRASKA AVE
22ND ST
40TH ST
ORIENT RD
21ST ST
50TH ST
FALKENBURG RD
PROVIDENCE RD
PARSONS AVE



TRANSIT STUDY

Corridor D

Legend

EMPLOYEES PER ACRE
- 0.1 - 1
- 1.1 - 3
- 3.1 - 10

DWELLING UNITS PER ACRE
- 0.1 - 0.25
- 0.26 - 1
- 1.1 - 7

PLANNED FUTURE TRANSIT
- TAMPA STREETCAR SYSTEM
- BUS RAPID TRANSIT
- LOCALLY PREFERRED TAMPA RAIL ALTERNATIVE
- HIGH SPEED RAIL
- 2025 FIXED GUIDEWAY TRANSIT NEEDS

EXISTING
- FREEWAYS & EXPRESSWAYS
- OTHER MAJOR ROADWAYS
- EXISTING RAILROADS
- MUNICIPAL BOUNDARY
- COUNTY BOUNDARY

0 0.25 0.5 1 Mile

RENAISSANCE PLANNING GROUP