

LAND USE CONDITIONS REPORT

DALE MABRY HIGHWAY
(PALMIRA TO BAY-TO-BAY)
MAY 2012

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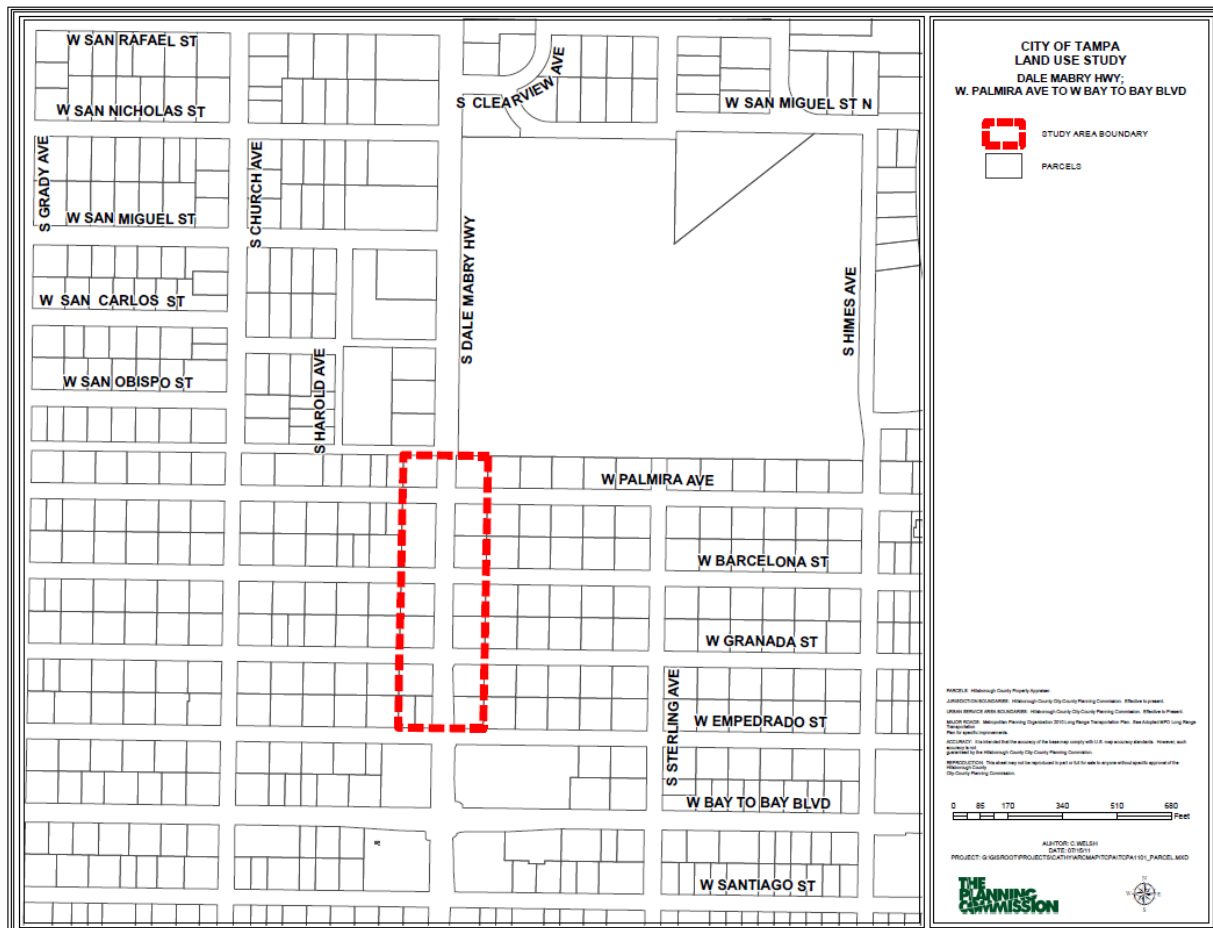
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Prepared by The Planning Commission Cities Team

Introduction/Purpose

In 2011, an amendment to the *Tampa Comprehensive Plan Future Land Use Map* was requested for a parcel of land located within the Palma Ceia/Virginia Park neighborhoods, lying adjacent to Dale Mabry Highway in South Tampa. This request to the *Tampa Comprehensive Plan*, if approved by the Tampa City Council, would set a different policy direction than has been established and maintained since the platting of the Palma Ceia Park Subdivision in 1907 and the Virginia Park Subdivision in 1915.

In discussions with the petitioner of the amendment, City of Tampa staff, and the Tampa City Council, it was determined that a comprehensive study of the subject site and properties that share the same and similar characteristics in the surrounding area should be conducted. Residential in character and use today, the study area is comprised of the lands adjacent or proximate to Dale Mabry Highway, lying between Palmira Avenue and Bay-to-Bay Boulevard, approximately 100 feet deep. This study will review the current conditions of the ten block area, solicit input of the neighborhood and affected owners regarding a potential change to the *Future Land Use Map* designations, assess impacts of potential development if the designated *Future Land Use Map* were to be changed, review the trends and any major change in circumstances which may affect the suitability of properties in this particular area for the kind of development indicated and planned for by the *Tampa Comprehensive Plan*.



CITY OF TAMPA
LAND USE STUDY
DALE MABRY HWY.
W. PALMIRA AVE TO W BAY TO BAY BLVD
AERIAL PHOTOGRAPHY

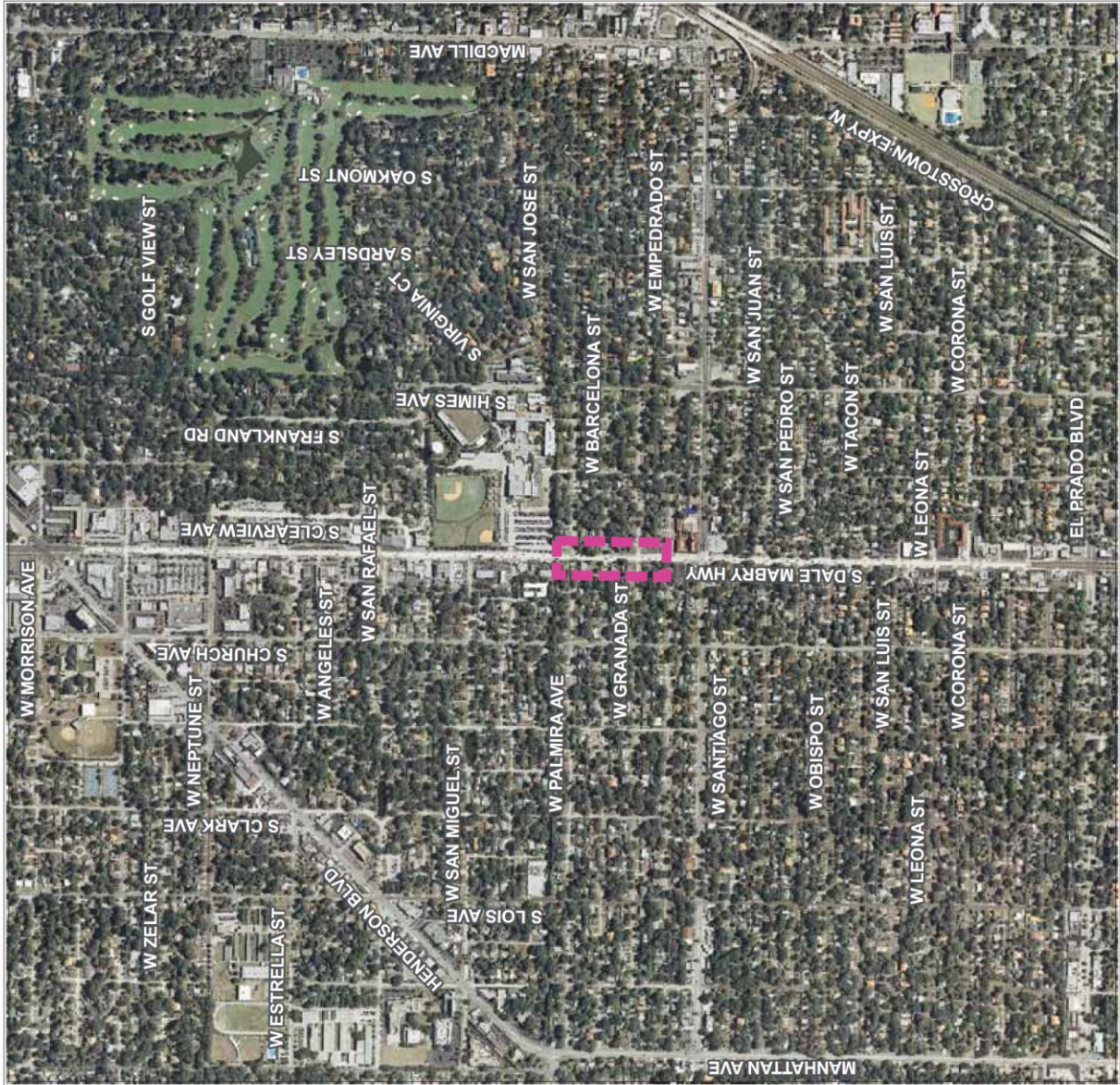
- ROADS AND BOUNDARY LINES**
-  COUNTY BOUNDARY
 -  JURISDICTION BOUNDARY
 -  TAMPA SERVICE AREA
 -  URBAN SERVICE AREA
 -  COASTAL HIGH HAZARD AREA BOUNDARY
 -  PLAN AMENDMENT AREA

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AUTHOR: C. WELSH
 Date: 9/30/2011
 PROJECT: U.S. 90 LAND USE STUDY
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CITY OF TAMPA
LAND USE STUDY
DALE MABRY HWY;
W. PALMIRA AVE TO W BAY TO BAY BLVD
EXISTING LAND USE

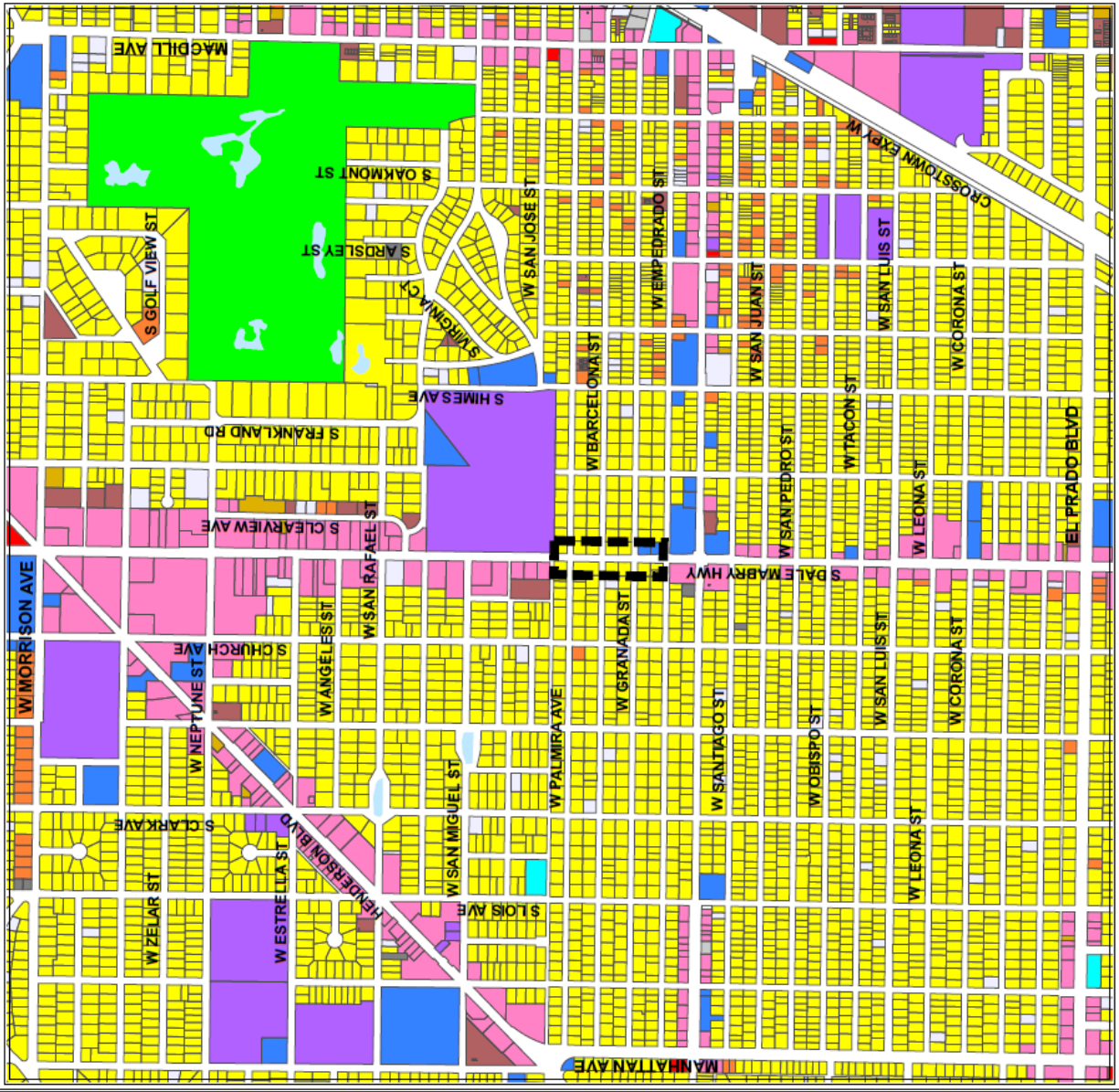
- SINGLE FAMILY / MOBILE HOME
 - TWO FAMILY
 - MULTI-FAMILY
 - MOBILE HOME PARK
 - VACANT
 - PUBLIC / QUASIPUBLIC / INSTITUTIONS
 - PUBLIC COMMUNICATIONS / UTILITIES
 - RIGHT OF WAY/ROADS/HIGHWAYS
 - EDUCATIONAL
 - HEAVY COMMERCIAL
 - LIGHT COMMERCIAL
 - HEAVY INDUSTRIAL
 - LIGHT INDUSTRIAL
 - MINING
 - RECREATION / OPEN SPACE
 - AGRICULTURAL
 - NATURAL
 - WATER
 - UNKNOWN
 - NOT CLASSIFIED
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- ROADS AND BOUNDARY LINES
 - COOK/ROACH BAY AQUATIC PRESERVE BOUNDARY
 - COUNTY BOUNDARY
 - JURISDICTION BOUNDARY
 - TAMPA SERVICE AREA
 - URBAN SERVICE AREA
 - EXISTING MAJOR ROAD NETWORK
 - LIMITED ACCESS ROADS
 - COASTAL HIGH-HAZARD AREA BOUNDARY
 - STUDY AREA BOUNDARY

MAJOR ROAD: See Address Map Legend for specific transportation reproduction. This sheet may not be reproduced or used in part or in whole to prepare other maps without the approval of the Hillsborough County Planning Commission.
 ACCURACY: It is intended that the accuracy of this map comply with U.S. national map accuracy standards. This map is for illustrative purposes only for the City of Tampa, Florida and is not intended for use in any other jurisdiction.

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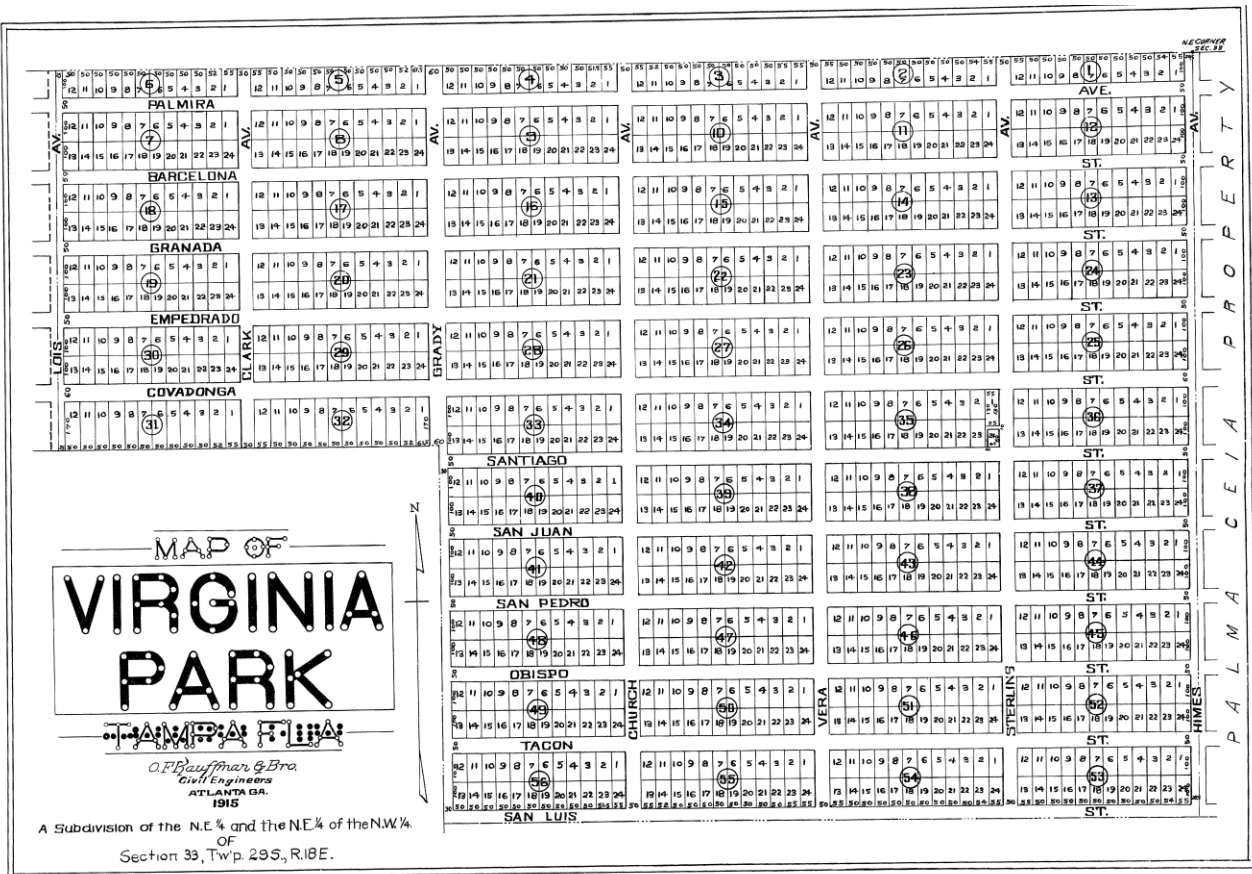
AUTHOR: COWI/UP
 Date: 9/30/2011
 PROJECT: CITY OF TAMPA - MAJOR ROADS
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THE PLANNING COMMISSION



Background/Historical Perspective

The study area is located at the convergence of three neighborhoods identified today as Palma Ceia (*Palma Ceia Park* platted in 1907), Virginia Park (*platted in 1915*), and Palma Ceia West (*Southland Addition* platted in 1924). These three neighborhoods were platted based on a traditional grid street pattern and have developed over the last 100 years with single-family housing as the predominate use. Plant High School, originally constructed in 1926 to serve the residential population of the area, has expanded over the years and currently serves an enrollment of 2,200 students. Other schools serving the area include: Roosevelt Elementary, Coleman Middle School, Christ the King Elementary, Academy of Holy Names, providing walkable assets to the residential communities. Commercial and office uses have developed along the edges and borders of these neighborhoods, primarily at the nodes and intersections of today's major arterials. A major commercial activity center serving the South Tampa area is located at the intersection of Dale Mabry Highway and Henderson Boulevard. Smaller neighborhood serving activity centers have developed within the neighborhoods at the intersections of Bay-to-Bay at Manhattan Avenue; Bay-to-Bay at Dale Mabry Highway; and Bay-to-Bay at MacDill Avenue.



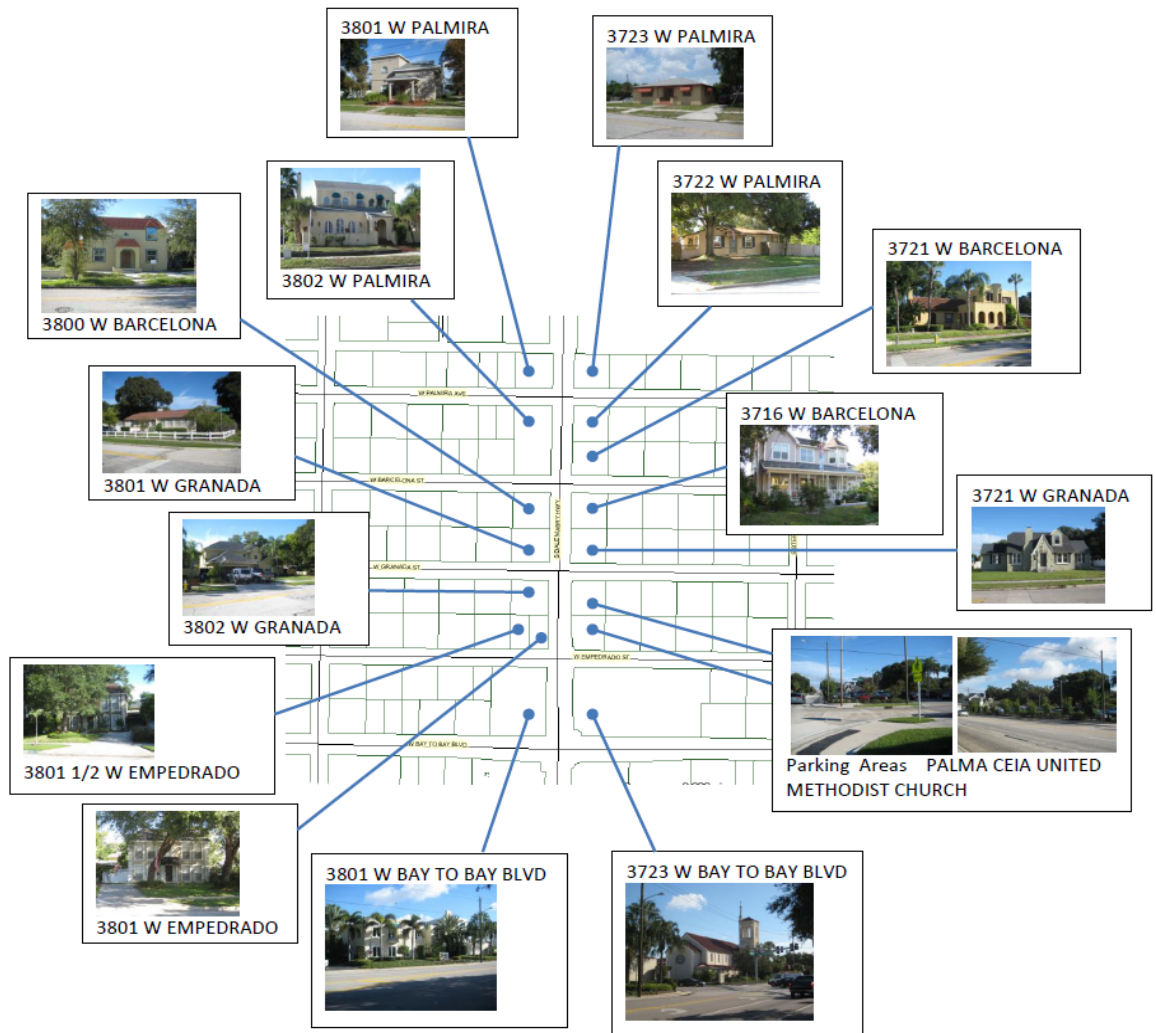
SOUTHLAND ADDITION

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A map is enclosed in this line of one acre intended to be divided into 100 lots for the purpose of property taxation.
 Approved and recorded this 10th day of March, 1914.
A. E. Spencer, Trustee

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All of the platted lots located within the study area front and access the local streets (Palmira, Barcelona, Granada, and Empedrado). Parcels are developed either with single-family homes or neighborhood support uses. The residential character in the study area has been maintained with five of the structures dating back to the 1920's and 1930's. Three homes were built post World-War II in the 1940's and 1950's; two were built in the 1980's; and two more homes were built in the last ten years (2003 and 2004). Several homes have recently been renovated and are presently on the market.

The study area is located within the original *Virginia Park Subdivision* platted in 1915. Deed restrictions of the plat for all lots and blocks which fronted Palmira, Barcelona, Granada, and Empedrado required the purchase of two lots for the development of each residential home (a parcel of land equivalent to 100 feet by 100 feet). In the siting of the Palma Ceia United Methodist Church, an act of the State Legislature was required to include church structures to the residential building "only" restrictions of the plat and zoning.



3801 W Palmira Ave

Originally built in 1925, this home has been modified through the years. The current home owner purchased the property in June 2004 for \$330,400. The previous owner held the property for ten years.

3802 W Palmira Ave - Built in 1925, this house and property (four lots) were purchased in October 2011. The home is now being renovated. The property is being split into two ownership parcels: the home and two lots on Palmira will be one, and two vacant lots fronting on Barcelona to the south will be the second. The Property Appraiser's estimated market value for 3802 W Palmira Ave \$339,983 (as of May 2012).



3723 W Palmira Ave

Built in 1952, this home was purchased in June 2010 for \$162,900. The property (3 bedroom/1 bath home), has recently been placed on the market for \$179,900. The previous owner held the property for twenty seven years.

3722 W Palmira Ave

Built in 1945, this house (3 bedroom/1 bath home) was recently purchased in November 2011 for \$137,000. The previous owner held the property for six years, purchasing the property in 2005 for \$234,900. Prior to 2005, the property was homesteaded for nine years. The Property Appraiser's estimated market value for 3722 W Palmira Ave \$158,292 (as of May 2012)



S Dale Mabry Highway



3801 W Barcelona Street

This vacant parcel, previously associated with property adjacent to the north, has been established as a separate ownership parcel. The last purchase transaction was in October 2011. The Property Appraiser’s estimated market value for this 10,000 square foot land parcel is \$144,900 (as of May 2012).

3800 W Barcelona Street

Built in 1925, this house and property was purchased in August 2010. Prior to purchase, the property was in an estate for many years. The home (5 bedroom / 2 ½ baths) has been renovated and is now on the market for \$448,900. The Property Appraiser’s estimated market value \$140,386 (as of May 2012)



S Dale Mabry Highway



3721 W Barcelona Street

Built in 1928, this home was purchased in July 2011 for \$400,000. The previous owner held the property for eleven years. Property Appraiser’s estimated market value for 3721 W Barcelona Street is \$319,550 (as of May 2012).

3716 W Barcelona Street

The current owners purchased the property in 2004 for \$190,000 as vacant land, and built this home (4 bedroom / 3 ½ baths) in 2007. The Property Appraiser’s estimated market value \$452,460 (as of May 2012)





3801 W Granada Street

Built in 1940, this home (3 bedroom / 1 bath) has been occupied by the current owners for twenty years. Property Appraiser’s estimated market value \$192,148 (as of May 2012).

3802 W Granada Street

Built in 2003 on unimproved land, this house (3 bedroom/ 3 bath) was purchased by the current owner in 2003 for \$358,500. Property Appraiser’s estimated market value for 3802 W Granada Street \$360,417 (as of May 2012)



3721 W Granada Street

Built in 1939, this home has been under renovation for several years. The property was recently purchased in March 2012 for \$399,000. The Property Appraiser’s estimated market value for this property \$263,649 (as of May 2012)

SW corner of Granada Street and Dale Mabry Highway

This property was purchased by the Palma Ceia United Methodist Church in 1986 and was improved for a surface parking lot. The Property Appraiser’s estimated market value \$164,724 (as of May 2012)

S Dale Mabry Highway





3801 1/2 W Empedrado Street

Built in 1985, the home was purchased in June 2011 for \$322,000. The 3 bedroom/2.5 bath home contains 2048 sq. ft. of living space.

3801 W Empedrado Street

Built in 1986, the home was purchased in November 2009 for \$350,000. The 3 bedroom/2.5 bath home contains 2048 sq. ft. of living space.

3801 W. Bay to Bay Blvd (property abuts Empedrado Street to the north)

The original structure, a home, was built in 1925 on this site. Over time, the structure has been enlarged. Property has been rezoned and used as an office for many years. Property Appraiser's estimated market value \$770,300 (May 2012)



NW corner of Empedrado Street and Dale Mabry Highway

Property owned by the Palma Ceia United Methodist Church and is used as a parking area; Property Appraiser's estimated market value \$164,724 (as of May 2012)

3723 W. Bay to Bay (property abuts Empedrado Street to the north)

Palma Ceia United Methodist Church encompasses 22 of the 24 platted lots on this city block. Construction of the main church structure began in 1951, with several other structures located on site. Property Appraiser's estimated market value \$2,354,538 (as of May 2012)



S Dale Mabry Highway

Public Participation /Neighborhood Input

On October 13, 2011, an open house was held at the Jan Platt library located at 3910 South Manhattan Avenue for property owners, neighbors, and neighborhood representatives to provide input on the neighborhood and potential changes to the long range *Tampa Comprehensive Plan* for properties along Dale Mabry. Approximately 120 notices were sent to property owners in the vicinity of Bay-to-Bay, Church, Sterling and San Miguel, as well as the neighborhood association presidents of Virginia Park, Palma Ceia, and Palma Ceia West, as registered with the City of Tampa.



Approximately 50 people attended the open house and were encouraged to converse with their neighbors, staffs of the Planning Commission and City of Tampa. A variety of graphics were on display to encourage discussion that included maps and aerials identifying the study area in relation to the surrounding neighborhoods; an “Existing Land Use Map” using data from the Hillsborough County Property Appraiser’s office; the officially adopted “2025 Future Land Use Map” from the *Tampa Comprehensive Plan*; and photos of structures located in the study area.

A survey developed for the open house focused on one question: ***Would you want to see the uses of the subject properties along South Dale Mabry become something other than what they are today, and if so what?***

The overwhelming response from those who attended, as well as those who mailed a comment sheet to the Planning Commission offices, was to **not change** the residential uses along Dale Mabry. Ninety percent (90%) of the responses indicated the desire to maintain the residential use and character of the homes in this area of Dale Mabry.

Area Development and Relationship to the Future Land Use Plan Map

The study area is located in a “Traditional Neighborhood” as identified in the *Tampa Comprehensive Plan*. The area lies along a major transportation corridor (Dale Mabry Highway). The study area contains the only segment of Dale Mabry Highway with properties that are designated with the Residential-6 Future Land Use Plan classification situated along its frontage. This Plan classification designates and recognizes the area for low density single family residential uses and does not permit commercial or office consideration. The interior sections of these neighborhoods, directly abutting the study area, also are designated as Residential-6.

To the north of the study area, on the west side of Dale Mabry Highway, properties are designated with the Community Mixed Use–35 Future Land Use Plan classification, reflecting the existing general and neighborhood commercial uses. To the north and on the east side of Dale Mabry Highway, the study area abuts the long established educational institution, Plant High School, which is designated as Major Public/Semi-Public on the long range Future Land Use Plan Map.

To the south of the study area, at the intersection of Bay-to-Bay and Dale Mabry, which is a multiple lane signaled intersection, there are several low intensity and community-serving uses that consist of: a Church, related parking areas and two office developments. The intensity of the intersection and volume of the traffic are consistent with a neighborhood commercial node and is reflected by those existing uses proximate to the intersection. The node is designated with the Residential-20 Future Land Use Plan designation.

The Residential-20 Future Land Use Category continues south of the neighborhood node at Bay to Bay and Dale Mabry. Several low intensity office uses have been zoned and developed along this southern segment of Dale Mabry (south of Bay-to-Bay), and a smaller lot size residential development pattern reflecting the 5,000 square foot platted lots is observed. Within the internal sections of the residential neighborhoods south of Bay-to-Bay, the Residential-10 Future Land Use Plan classification designates and reflects the actual developed platted residential lot (5,000 square feet) character versus the deed restricted development lot pattern (10,000 square feet) of those properties north of the intersection.

Analysis of Current Conditions and Impacts of Change

City departments were requested to review the current conditions and a potential build-out under a Future Land Use Category of Community Mixed Use-35 and a Commercial General zoning district for the fourteen parcels that comprise the 3.28 acre study area. The Community Mixed Use-35 Future Land Use Category would allow consideration of a type of development that is found north of the Study Area and represents the most commonly occurring Future Land Use Category and Zoning District along the commercial portions of Dale Mabry Highway in the South Tampa Planning District. City Department responses indicate a number of existing and potential issues related to an increase in development intensities along this particular stretch of Dale Mabry Highway as outlined below.

Transportation -The 100 feet of frontage (200 feet of frontage if both lots were developed) and 100 feet of depth of these lots would allow for some neighborhood commercial type of uses, such as small restaurants (no drive thru), specialty retail, small offices, and small, walk-up coffee shops. However, due to the small lots (100 feet by 100 feet), it may be difficult to provide the required parking spaces, solid waste service, landscaping, and trees.

The Transportation [Division] has concerns about the proposed area changing from R-6 and R-10, to CMU-35. Currently, there are 12 homes in this location, generating about 120 trips per day. The Florida Department of Transportation (FDOT) has jurisdiction of Dale Mabry, including allowing any driveways to access Dale Mabry. The code does not allow access to local streets for non-residential uses, and could only be approved if FDOT denies access on Dale Mabry, through a waiver at City Council, or if solid waste needs a driveway on the local street to service the site. Denying access to local streets for non-residential uses could impact potential development of the commercial uses allowed by a CG zoning.

Currently, Dale Mabry is a failed roadway, however, the *Traffic Impact Analysis and Mitigation Procedures Manual* identifies this section of Dale Mabry as a Primary Transit Corridor and is exempt from providing a traffic analysis; however, a site-specific analysis may be required to address any site specific access issues. (Comments from City of Tampa Transportation Division email 11/4/2011)

Wastewater - If the existing parcels were to go from residential to commercial constructing approximately 100,000+ Square Footage for the parcels combined, there would probably be multiple sewer connections required for the proposed project to the already existing sanitary sewer located in Palmira Avenue, Barcelona Street, Granada Street, and Empedrado Street. The existing sanitary sewer system should be able to handle a proposed design flow of 60-75 GPM. Sewer lines do not exist within this segment of Dale Mabry. (Comments from City of Tampa Wastewater Division email 12/2/2011)

Stormwater – There is currently a lack of drainage conveyance that would support a higher intensity project in the area. Palmira ditch and Bay to Bay are currently at capacity. (Comments from Stormwater Division of the Department of Public Works 11/7/2011)

Potable Water – There is no water main along Dale Mabry Highway within the study area. There is an 8-inch water main along Palmira Avenue, 6-inch along Barcelona Street, 6-inch along Granada Street and 6-inch along Empedrado Street. Therefore, as long as water service connections are made from these streets where water mains exist, the existing mains are sufficient to serve 14 parcels as long as there is no high fire flow requirement.

The proposed change will result in much greater water demand (up to 3.6 times) and the parcels are located within the Downtown and South Tampa Contribution in Aid of Construction (CIAC) area. CIAC fees will be applicable in addition to any standard fees associated with water service. City will obtain potable water supply from Tampa Bay Water in the event of self-water supply shortfall. (Comments from Water Division of the Department of Public Works email 11/10/2011)

Future Land Use Impacts: Build Out Scenarios

	From: Residential-6 (R-6) & Residential-10 (R-10)	To: Residential-10 (R-10)	To: Residential-20 (R-20)	To: Community Mixed Use-35 (CMU-35)
Maximum Density	Up to 6 dwelling units per acre may be considered	Up to 10 dwelling units per acre may be considered	Up to 20 dwelling units per acre may be considered	Up to 35 dwelling units per acre may be considered
Maximum number of dwelling units using density calculations based on total study area (3.28 acres)	19 units	32 units	65 units	114 units
Maximum FAR*	Not Applicable	0.35 FAR	0.5 FAR	2.0 FAR
Maximum square footage of building using FAR calculations based on total study area (3.28 acres)	Not Applicable for R-6 nor R-10	Not Applicable for R-10	71,438 sq. ft.	285,753 sq. ft.

*Floor Area Ratio (ratio of building to land; 10,000 sq. ft. of building on 10,000 sq. ft. of land equals an FAR of 1.0)

Comparative Analysis

A survey of four areas with comparable residential development along four-lane road segments was conducted within the City of Tampa.

Hillsborough Avenue (between Central Avenue and the Hillsborough River)



Residential properties are maintained with access to local streets. A road widening project by the Florida Department of Transportation utilized a brick wall and an expansive green planting divide from the roadway, screening the residential properties from the road.

MacDill Avenue (between Bay to Bay Boulevard and Swann)



The majority of the residential properties along MacDill are maintained with access to the local streets; however, several homes have been built with direct access to MacDill, based on the orientation of the platted lots within the block. Many residential properties

incorporate a variety of privately constructed walls, fences, hedges and landscaped screening to establish a divide between the roadway and residential properties.

Azeele Avenue (between MacDill Avenue and Armenia Avenue)



Low intensity office and light commercial uses are interspersed with small apartment buildings and single family detached housing, a development pattern not unlike what is found along the blocks south of the intersection of Dale Mabry and Bay-to-Bay outside of the study area. The single-family

residential properties that are adjacent to Azeele with access to the local streets, utilize landscaped screening to buffer the roadway from the property.

Himes Avenue (between Kennedy Blvd., Columbus Dr. and Hillsborough Ave.)



Himes Avenue serves as an alternative transportation corridor to Dale Mabry, north of Kennedy Boulevard. Single family, townhouse, and multifamily residential uses are located along the corridor, as well as a few low-intensity office and light commercial uses. The residential properties along Himes are maintained with access to the local streets; except where homes have been built with direct access to Himes, based on

the orientation of the platted lots within the block. Many residential properties incorporate a variety of privately constructed walls, fences, hedges and landscaped screening to establish a divide between the roadway and residential properties.

The consensus of this field exercise was that residential uses located adjacent to four-lane roads are not uncommon within the City of Tampa and that a variety of screening and buffering techniques can be utilized to separate residential uses from roadways.

Tampa Comprehensive Plan/The Strategies

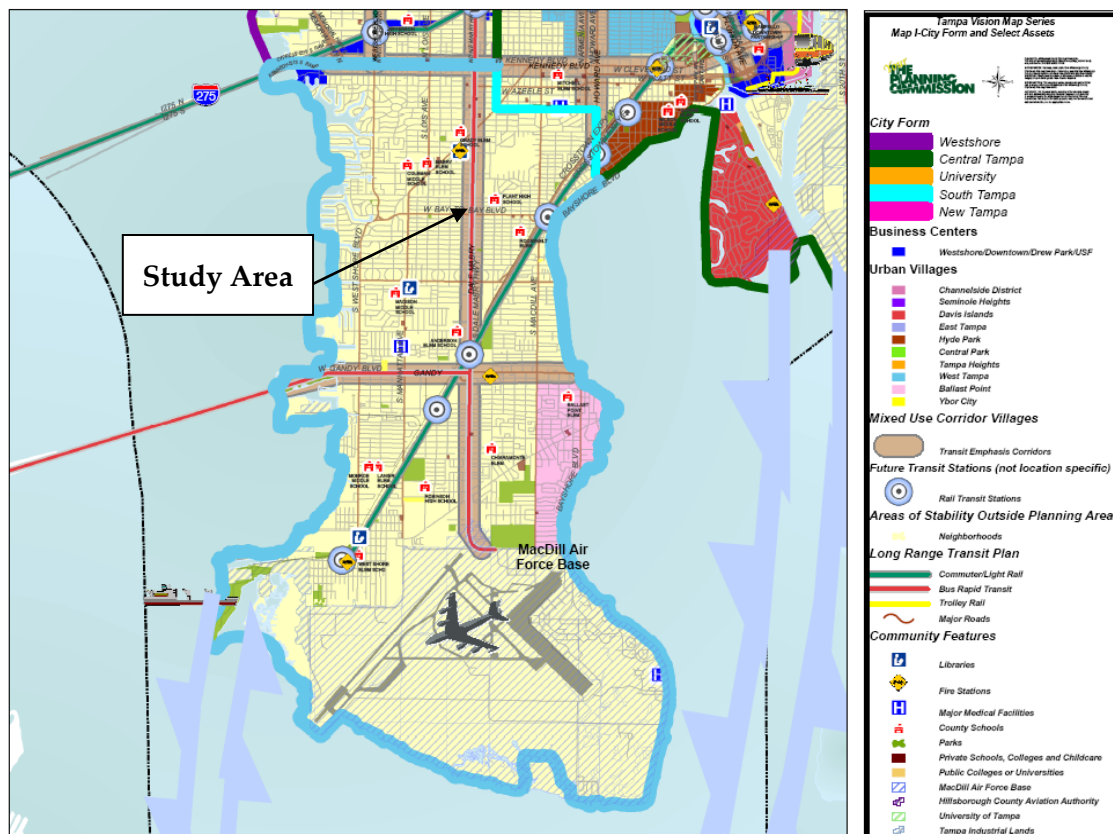
The *Tampa Comprehensive Plan* serves as a guide for development in the City of Tampa. The strategies include the identification of the study area within the South Tampa Planning District and the strengthening of neighborhoods within the City.

The study area, located in the South Tampa Planning District, consists of Tampa's Interbay Peninsula, generally described as being those areas south of Kennedy Boulevard between Old Tampa Bay and Hillsborough Bay. This area is a few miles north of MacDill Air Force Base, a major employment generator and lies between the Kennedy and Gandy Boulevard commercial corridors. The surrounding area is home to residential enclaves, major transportation corridors, medium density office and commercial development, and lies just south of the Westshore Business District.

Strategy 1: Organizing Planning Districts – Getting Transit Ready

Goal 1: *Tampa: A livable city of diverse communities and neighborhoods interconnected through walking, bicycling, and transit, where public spaces are beautiful, and well-designed, the economy thrives and our heritage is celebrated.*

Vision Map: South Tampa Planning District Map



The South Tampa District offers many opportunities to becoming a more livable and sustainable part of the City, including:

Maintaining Neighborhood Stability. Changing demographics, rising energy costs and environmental concerns will increase the importance of having safe, affordable and convenient mobility and housing options. Aging residents and changes in the number of children per household will change the kinds of public and private goods and services required to meet residents' needs. A more sustainable mix of uses that provide goods and services within walking distance of residents is another way to enhance neighborhood livability and stability.

Fostering Compatible Infill to Improve Mobility and Sustainability. An essential part of achieving more sustainable and livable neighborhoods will be providing more convenient access to goods and services. Residents are likely to resist perceived commercial encroachment into the edges of neighborhoods unless they are confident that the scale, design and use of facilities will not erode the quality of life in the neighborhood.

Strategy 2: Strengthening our Diverse Neighborhoods

Objective 1.2: *A City of diverse, distinct, and well-structured neighborhoods that meet the community's needs for complete, sustainable, and high quality living environments from the historic downtown core to well integrated new growth areas.*

Policy 1.2.1: *Recognizing Tampa's neighborhoods are the basic living environments that make-up the City's urban fabric, the City shall through its planning preserve and enhance all neighborhoods' distinctiveness, identity, and livability.*

Policy 1.2.2: *The City shall preserve, protect, and enhance single family neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, and requiring new development, both private and public, to respect and respond to those existing physical characteristics— buildings, streetscapes, open spaces, and city form - that contribute to the overall character and livability of the neighborhood.*

Tampa Comprehensive Plan Future Land Use Plan Categories

The study area is designated as Residential-6 on the *Future Land Use Plan Map* of the *Tampa Comprehensive Plan* which recognizes the established low density single family residential pattern that has developed over the last 90 years. More intense land use classifications in the area include: Residential-10, Residential-20, Community Mixed Use-35 and Major Public/Semi-Public. The descriptions of the classifications are as follows:

Residential-6

This designation provides for low intensity residential uses, including:

- Single family detached permitted;
- Accessory units (garage or mother-in-law) apartments may be considered;
- Compatible public, quasi-public, and special uses (for example churches, schools, recreational and daycare facilities) are allowed consideration;
- Maximum Density 6 Dwelling Units/Net Acre;
- 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
- Intensity: Commercial/Office uses are prohibited.

Residential-10

This designation provides for moderate intensity neighborhood uses, including:

- Single family detached permitted; limited townhomes considered;
- Accessory units (garage or mother-in-law) apartments may be considered;
- Limited neighborhood-serving commercial uses consistent with Locational Criteria for Neighborhood Commercial and Residential Office;
- 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;
- Maximum Density 10 Dwelling Units/Net Acre;
- Intensity: FAR 0.35; (non-residential uses may not exceed 35% of lot square footage).

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;
- Compatible public, quasi-public, and special uses (for example churches, schools, recreational and daycare facilities) are allowed consideration;
- Maximum Density 20 Dwelling Units/Net Acre;
- Intensity: FAR 0.5; (non-residential uses may not exceed 50% of lot square footage).

Community Mixed Use-35

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;
- Development should include a mix of non-residential and residential uses with more intense development near major intersections;
- Maximum Density 35.0 Dwelling Units/Net Acre;
- Maximum 2.0 FAR (non-residential uses may not exceed 200% of lot square footage).

Major Public/Semi-Public

- Depicts properties utilized by the public in a non-profit function or owned by the public;
- Examples may include: government buildings; public and private schools; community centers; public airports; public parking structures; transportation and utility facilities; and other compatible public, quasi-public, and special uses.
- Maximum Density (Not Applicable);
- Maximum FAR (Not Applicable).

Tampa Comprehensive Plan/Goals, Objectives, Policies

City Form

A Mixed Use Corridor Village (MUCV) is seen as an area where intensification is possible and encouraged to create new housing and job opportunities while improving the built and natural environment. MUCV are generally defined as having land use categories that encourage the propensity for mixed use development. The residential categories do not encourage such development; Residential-6 prohibits commercial consideration.

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

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.

In the analysis of the facts and data provided, the following plan goals, objectives, and policies are relevant to the study:

Policy 1.2.1: *Recognizing Tampa’s neighborhoods are the basic living environments that make up the City’s urban fabric, the City shall through its planning preserve and enhance all neighborhoods’ distinctiveness, identity, and livability.*

Policy 1.2.2: *The City shall preserve, protect, and enhance single family neighborhoods by providing sensitive transitions between these neighborhoods and adjoining areas, and requiring new development, both private and public, to respect and respond to those existing physical characteristics — buildings, streetscapes, open spaces, and city form—that contribute to the overall character and livability of the neighborhood.*

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 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.*

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.*

The aforementioned Goals, Objectives and Policies promote neighborhood protection and appropriate infill and redevelopment to further the livable city.

Findings

Residential uses located along collector and arterial road networks are not uncommon within the City of Tampa. Many areas, including the study area, are desirable places to live, offering assets such as schools, parks, public uses, and convenient access to employment and shopping centers.

Although the development pattern along Dale Mabry includes a predominance of commercial land uses, the use of land for residential purposes has been maintained. The commercialization of some portions of Dale Mabry has taken place over the years. The entire corridor has not transitioned into a linear pattern of commercial development. The residential component of the roadway has remained stable.

The study area along Dale Mabry consists of stable residential uses and neighborhoods reflecting the Residential-6 Future Land Use Plan designation of the *Tampa Comprehensive Plan*. Considerable investment has been made in this area with purchases of the single-family homes, new construction and renovations of these properties in recent years. The residential uses, located adjacent to Dale Mabry are stable; and in fact, provide an appropriate influence that maintains the residential quality of the Virginia Park, Palma Ceia, and Palma Ceia West neighborhoods. These neighborhoods have demonstrated that they are desirable places to live, as evidenced by pride of home ownership. Dale Mabry Highway has experienced a tremendous amount of change since these neighborhoods were first platted and developed beginning in the early 1900's. What has been constant is that the study area has retained its character and its value as a strong residential component of the Virginia Park/Palma Ceia neighborhoods, as evidenced by the upgrading of existing residences and the development of new residences in the last few years.

The *Tampa Comprehensive Plan* has placed great emphasis on recognizing and preserving the neighborhood unit as a stabilizing influence in the livability of the City of Tampa. The *Comprehensive Plan* seeks to strengthen the uniqueness and diversity of the cities' neighborhoods through its goals, objectives and policies. Neighborhoods are an essential part of achieving a livable and sustainable city which fosters a high quality of life for the residents of the City of Tampa.