



# Hillsborough County City-County Planning Commission

January 15, 2016

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Mr. Ray Eubanks, Administrator  
Florida Department of Economic Opportunity  
Bureau of Community Planning  
Caldwell Building  
107 East Madison Street, MSC 160  
Tallahassee, Florida 32399-2100

Re: City of Tampa: Comprehensive Plan Amendment TA/CPA15-05,  
Update to the City of Tampa Comprehensive Plan  
DEO File # 15-2ESR

Dear Mr. Eubanks:

This letter is to submit the aforementioned amendment package for final compliance review by the State. The subject amendment was adopted by ordinance on January 7, 2016, by Tampa City Council and signed by Mayor Buckhorn on January 11, 2016.

The amendment package was originally transmitted to the Florida Department of Economic Opportunity (DEO) on October 5, 2015 for expedited review. DEO reviewed the proposed amendments and provided their Objections, Recommendations and Comments Report to the City of Tampa, which was received on November 6, 2015. DEO had no objections with one technical comment. There were also technical comments provided from other reviewing agencies, which were assessed, with the majority of the comments integrated into the plan.

The ordinance adopting the amendment and the external reviewing agency comments are included as attachments. The amendment becomes effective 31 days after the State Land Planning Agency determines the amendment package is complete and no petition is filed by an affected party.

One hard copy and two electronic copies of the adopted comprehensive amendment are included as part of this transmittal package to the Department of Economic Opportunity.

The amendment (DEO #15-2ESR) is being transmitted to the Florida Department of Transportation, Florida Department of Environmental Protection, Tampa Bay Regional Planning Council, Florida Department of

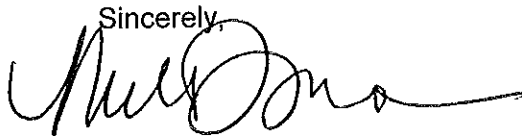


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State, Hillsborough County Development Services and the Southwest Florida Water Management District concurrently with this transmittal to the Florida Department of Economic Opportunity. This letter serves as certification to that effect.

If you have any questions on any of the materials enclosed, please call the Hillsborough County City-County Planning Commission at (813) 272-5940 and contact Tony Garcia (ext. 332). Thank you for your time and assistance in this matter.

Sincerely,



Melissa E. Zornitta, AICP  
Executive Director

Enclosures

CC (one plan amendment package):  
Susan Harp, Florida Department of State  
Alice Price, Hillsborough County Aviation Authority  
Roy Mazur, Southwest Florida Water Management District  
Joe Moreda, Hillsborough County, Development Services  
Shirley Fox-Knowles, Tampa City Clerk  
Chris Stahl, Florida Department of Environmental Protection  
Daniel Santos, Florida Department of Transportation, District Seven  
Jessica Lunsford, Tampa Bay Regional Planning Council

CC (cover letter only):  
Catherine Coyle, Manager, Planning and Urban Design, COT  
Julia Mandell, City Attorney

## Exhibit “A”

# Imagine 2040: Tampa Comprehensive Plan



imagine  
2040



Tampa  
Comprehensive  
plan

Adopted by City Council:  
TBD

Effective:  
TBD

Prepared by:

**THE  
PLANNING  
COMMISSION**  
planhillsborough.org



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# Vision

## *Introduction*

Florida has always had its challenges trying to address constant growth demands for existing and future residents, balancing land development pressures and a burgeoning road network while protecting those natural assets that have made it such an attractive place to live.

In 2011, the State of Florida Legislature made significant changes to the Growth Management Act of 1985. Sections 9J-5 and 9J-11.023, of the Florida Administrative Code were repealed, with portions of both rules incorporated into the Community Planning Act. The new legislation shifts oversight of development from the State to local governments, while giving the state the final say over those development plans that affect regions or sensitive land considered "areas of critical state concern." In essence, more control has been given to the local jurisdictions as to how to best oversee and direct their future growth.

Viewing this as an opportunity, the Planning Commission, with multi-jurisdictional support, has undertaken the task of simultaneously updating the Comprehensive Plans of all four jurisdictions in Hillsborough County, in coordination with the update of the Metropolitan Planning Organization's (MPO) Long Range Transportation Plan. There has been great

progress made in the update of these plans, largely due to the collaborative efforts among all the jurisdictional staffs, elected officials and reviewing agencies.

One of several new things that came about from this collaborative effort was the development of a countywide vision map that generally illustrates the course and anticipated growth of Hillsborough County and its representative jurisdictions, collectively.

## *Hillsborough County*

Hillsborough County, represented by Unincorporated Hillsborough County and the municipalities of Tampa, Temple Terrace and Plant City, is Florida's fourth most populous county with over 1.2 million people and is viewed as the geographic and business center of the region. Tampa is the third largest City in the State and the economic and governmental center of the County. Hillsborough County is also home to the region's largest airport, port, university, and Central Business District, making it the economic hub of the Gulf coast.

Hillsborough County is located in west-central Florida, bounded on the north by Pasco County, the south by Manatee County, the east by Polk County and the west by Pinellas County and Tampa Bay, the largest estuary in Florida. The county contains a total of 1,266.4 square miles. Of this, 1,051 are land, 215.4 are water. There are 39.2 miles of coastline along Tampa Bay. Topography ranges from sea level to

approximately 160' in the Keystone area of northwestern Hillsborough County.

Hillsborough County will continue to be an attractive destination for individuals and families migrating from the mid-west and Northeast and Canada, with its mild winters and low cost-of-living. The County continues to make progress in its economic development efforts towards improving its employment base and bringing higher paying jobs to attract millennials.

### **THE VISION FOR HILLSBOROUGH COUNTY**


- A vibrant, diverse, bustling metropolitan area that is the center of an interconnected Tampa Bay region;

- Our community offers choices for its residents, businesses and visitors;
  - Urban, suburban or rural areas with the ability to live, work and play in the same neighborhood;
  - Safe, reliable and connected transportation systems including walking, biking, driving, rapid transit and goods movement;
  - A vibrant, diverse, bustling metropolitan area that is the center of the interconnected Tampa Bay region
  - Our community offers choices for its residents, businesses and visitors.

## Focus Hillsborough’s Vision for Future Growth

The Planning Commission got feedback on how participants would like to see the community grow and develop over the next 25 years. The draft vision map on the following page indicates where citizens and planners believe additional growth and higher density should occur and where neighborhoods should remain unchanged and stable. The “heat map” uses 6 colors to indicate where that development should be focused and how intense it should be. The darker the color the higher the intensity and density. The photos and descriptions below indicate the type of development for each intensity level (1-6).

**Residential**



**Areas of Opportunity DOWNTOWN (LEVEL 6)**

- A mixture of mid- and high-rise buildings.
- Buildings oriented toward adjacent right-of-ways.
- A mixture of uses mostly within vertically integrated structures.
- A high variety of rapid transit modes available 24 hours a day.
- A high concentration of employment and commercial services.
- Parking on street, integrated into buildings or separate parking structures.

**Commercial**

**Residential**




**Areas of Opportunity HIGH INTENSITY URBAN (LEVEL 5)**

- High to mid-rise buildings are predominant.
- Buildings oriented toward adjacent right-of-ways.
- A mixture of uses, including residential and employment, mostly within vertically integrated structures.
- A variety of transit modes available.
- Parking mostly within structures, with some on street or surface parking available.

**Commercial**

**Residential**



**Areas of Opportunity URBAN (LEVEL 4)**

- Mid-rise buildings, with some opportunities for low-rise structures.
- Most buildings oriented toward adjacent right-of-ways.
- A mixture of uses, including residential and commercial services, within vertically integrated or single use structures.
- Transit available within walking distance.
- Parking on street, integrated into buildings, separate parking structures or surface lots.

**Commercial**

**Residential**



**Areas of Opportunity HIGH SUBURBAN (LEVEL 3)**

- Low-rise buildings, with some opportunities for mid-rise structures.
- Most buildings oriented to surface parking lots
- Mostly single use structures, with some opportunities for vertically integrated buildings.
- Limited transit availability.
- Parking on street or within surface parking lots. Some opportunities for structured parking.

**Commercial**

**Residential**

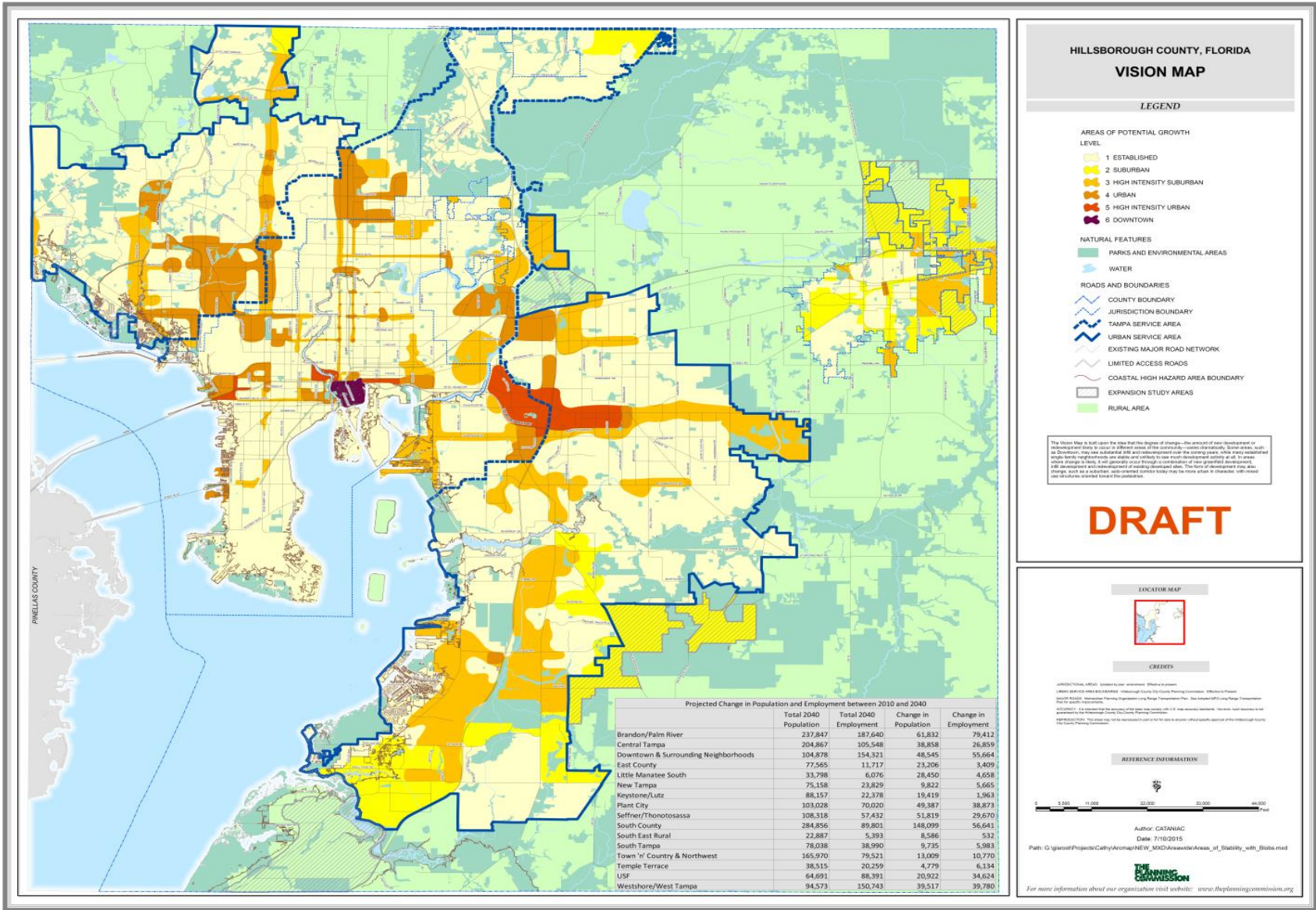


**Areas of Opportunity SUBURBAN (LEVEL 2)**

- Predominantly low-rise buildings.
- Buildings oriented to surface parking lots
- Mostly single use structures.
- Limited transit available.
- Limited on street parking. Most parking within surface lots.

**Commercial**

<p><b>ESTABLISHED AREAS ( BASE LEVEL)</b></p> <p>No Significant Change in Current Development Pattern - Some Infill Anticipated</p>	<p><b>RURAL AREAS</b></p> <p>Areas Typically Reserved Agricultural, Agricultural Related Uses and Large Lot Residential Development</p>
<p><b>EXPANSION STUDY AREAS</b></p> <p>Areas Identified for Potential, Long Range Expansion of the Urban Service Area Boundary. *Future Study Needed</p>	<p><b>PARKS AND ENVIRONMENTAL AREAS</b></p> <p>Existing Land Reserved for Parks, State and Regional Areas, Natural Preservation and Where Development is Not Encouraged</p>



### *Tampa*

The City of Tampa's updated version of the Comprehensive Plan is designed to shape the City's future for generations to come. Tampa is a great city to live in, offering a diversity and rich urban life that nurtures residents' creativity and entrepreneurial spirit. Together, these characteristics have shaped a city that attracts people from every corner of the world, but what about tomorrow?

### *Tampa's History*

Tampa's origins began in 1823, when its natural port features within Tampa Bay were found to be an ideal location to establish Fort Brooke at the mouth of the Hillsborough River, presently the site of the Downtown Tampa Convention Center. (Tampa was incorporated as a town in 1855 and its commercial success hinged on the port). Its development was aided by the arrival of the railroad and continued when phosphate was discovered in the area, propelling Tampa to become the 7th largest port in the nation, bolstered today by its cargo container and cruise ship businesses.

The railroads pivotal role in Tampa's growth began in the 1880's, mainly due to the efforts of businessman and visionary Henry B. Plant who developed a transportation network system of steamships and railroads with the southern terminus of his Florida railroad located in Port Tampa. The railroads allowed phosphate, citrus, tobacco and commercial fishing exports to go north and brought products into Tampa. In addition to his railroad linking the key industrial areas of

the City, Plant built the lavish Tampa Bay Hotel on the bank of the Hillsborough River, spurring the tourist industry in southern and central Florida. People would come to stay in Plant's opulent hotel which would later become the University of Tampa.

Around the same time Plant was establishing his railroad in Tampa, Vicente Martinez-Ybor, a cigar manufacturer, established a cigar factory in Ybor City, northeast of the Fort Brooke area. (Tampa's climate was ideal for the development of tobacco crops, so Ybor moved his operation from Key West). Ybor City was founded as a town in 1885 and annexed into the City of Tampa in 1887. It immediately became a thriving manufacturing community and a melting pot for immigrants who migrated from Germany, Spain, Cuba, Sicily and Italy. The cigar business continued to flourish with the aid of businessman Hugh MacFarland, who linked Ybor City via the railroad network to "West Tampa" another cigar-manufacturing community established by MacFarland that was eventually annexed into Tampa in 1925. Tampa became known as the "cigar capital of the world" well into the 1930's, having over 250 cigar factories at its peak.

The military also factored greatly in Tampa's development. Tampa, through Henry Plant's government connections, became a primary embarkation point for American troops including Teddy Roosevelt and his "Rough Riders" who were all bound for Cuba during the Spanish-American War. Several decades later, after the war in Europe broke out, Southeast

and Drew Field were established during the Army Air Corps buildup prior to WWII in 1939. Southeast Air Base was formally dedicated as MacDill Air Force Base in 1941. Since then, MacDill has been a noticeable and welcome presence in the Tampa Bay area, serving today as the U.S. Central Command and U.S. Special Operations Command.

By 1910, Tampa was the second largest city in Florida with a population of 37,782, second in size to the City of Jacksonville. It was an ethnically diverse city that included Cubans, Afro Cubans, Spaniards, Italians, Sicilians, African Americans and other European ethnicities.

The City's other major annexations occurred in 1953, when 60 square miles were annexed, which included Sulphur Springs and Palma Ceia and the 1984 annexation of the 24 square mile area of New Tampa.

### *Tampa's Profile Today*

The City of Tampa is located on the west coast of Florida in Hillsborough County. It is bordered by Old Tampa Bay and Hillsborough Bay, which flow through Tampa Bay into the Gulf of Mexico. Tampa encompasses approximately 170 square miles, with land-surface elevations ranging from sea-level along the coast to approximately 55 feet above sea level.

The City's climate is humid subtropical, characterized by substantial summer rainfall, hot temperatures and dry, moderate winters, making it an ideal destination for many activities that can be enjoyed year-round. The climate is the

result of low latitude and the stabilizing effect of the Gulf of Mexico and the Atlantic Ocean.

Today, the City of Tampa is the third largest city in the state of Florida and the center of a metropolitan area of almost 3 million people. Tampa is a vibrant city with a distinct quality of life where its residents enjoy a substantial legacy from the vision built upon past generations. Tampa is the region's economic engine and a magnet for work, education, entertainment and living.

The City offers unique businesses opportunities by having Tampa International Airport, the University of South Florida and the Port of Tampa all strategically located within the City limits.

As a major sports and entertainment center, Tampa has been host to four Super Bowls, the 2012 Republican National Convention and the International 2013 Bollywood Awards. The City is also home to the NHL's 2004 Stanley Cup Champion Tampa Bay Lightning and NFL's 2003 Super Bowl Champion Tampa Bay Buccaneers.

Tampa is a city where cherished traditions and new ideas are valued, where established residents and newcomers work together towards making their city a better place. The most significant part of Tampa's identity is its diverse, enterprising, and friendly people. The central challenge of this comprehensive plan is to protect and enhance this rich inheritance.

## THE LIVABLE CITY VISION

### *What Kind of City will Tampa be in the 21st Century?*

The Plan's vision is about creating an attractive and safe city that evokes pride, passion and a sense of belonging – a city where everybody cares about quality of life. The strategy for Tampa's future focuses growth where it can realize the greatest social, environmental and economic benefits. Some parts of the city will mature and evolve but will see only limited physical change. Other parts of the city will experience significant change and grow in ways that benefit local areas, the county and the region.

Building a successful Tampa means that certain choices must be made for sustainable growth; seeing the potential connections that need to be made and understanding the possible outcomes of those choices; successfully integrating environmental, social and economic perspectives in the decision-making process; and meeting the needs of today without compromising the ability of future generations to meet their needs tomorrow.

There is no such thing as an isolated or purely local decision. Every person makes choices every day about where to live, work, play, and shop, as well as how to travel between these destinations. They seem like small choices, but together and over time, the consequences of these choices can affect everyone's quality of life. That's why planning matters.

### *The Livable City:*

- Feels safe;
- Offers economic opportunity;
- Is attractive;
- Values its natural areas and areas of heritage;
- Supports a choice of lifestyles;
- Integrates a complete mix of uses;
- Provides mobility options;
- Fosters a sense of place and community.

The purpose of the Tampa Comprehensive Plan is to provide a collective vision for the future and a planning framework to get there.

Tampa's future is one of change, stimulated by growth manifesting itself through redevelopment of the City. The Livable City plan acknowledges change must be accommodated within the existing urban structure while respecting and preserving the fabric of existing residential neighborhoods.

The guiding principles towards shaping the City's future involve steering growth and change to specific parts of the city while strengthening and protecting our residential neighborhoods from development pressures. The Livable City guiding principles work together to realize fiscal efficiencies for the City of Tampa and other funding agencies and help achieve other public goals.



### *Guiding Principles*

- Vibrant neighborhoods that are part of a complete community;
- Affordable housing choices that meet the needs of everyone throughout their life;
- Attractive, tree-lined streets with shops and housing that are walkable;
- A comprehensive high quality, affordable mass-transit system that moves people quickly and conveniently;
- A strong and competitive economy that creates and sustains well-paid, stable employment opportunities ;
- A vibrant Downtown;
- An environment that sustains clean air, land and water;
- Acknowledgment and celebration of our history and rich cultural heritage;
- Green spaces and public squares of all sizes that bring people together;
- A place that offers opportunity for its elderly and youth equally;
- A wealth of recreational opportunities that promote health and wellness;
- A spectacular waterfront that is healthy, public and aesthetically pleasing;
- Cultural facilities that celebrate the best of city living;
- Beautiful architecture and excellent urban design that add character to the existing environment.

### **PLAN ORGANIZATION**

The general framework of the PLAN is comprised of an Introduction and four major components that, when combined, represent the City as a whole: PEOPLE, PLACES, NATURAL SPACES and GOVERNANCE. These four components are representative of those fundamental growth management elements required by state law.

Planning for growth and change is a collaborative effort between the City, its fellow jurisdictions, residents, and the agencies and investors whose activities affect the community. The latter includes government providers of services such as education and health, community organizations, developers and financiers, and transportation agencies.

### *How to Use the Plan*

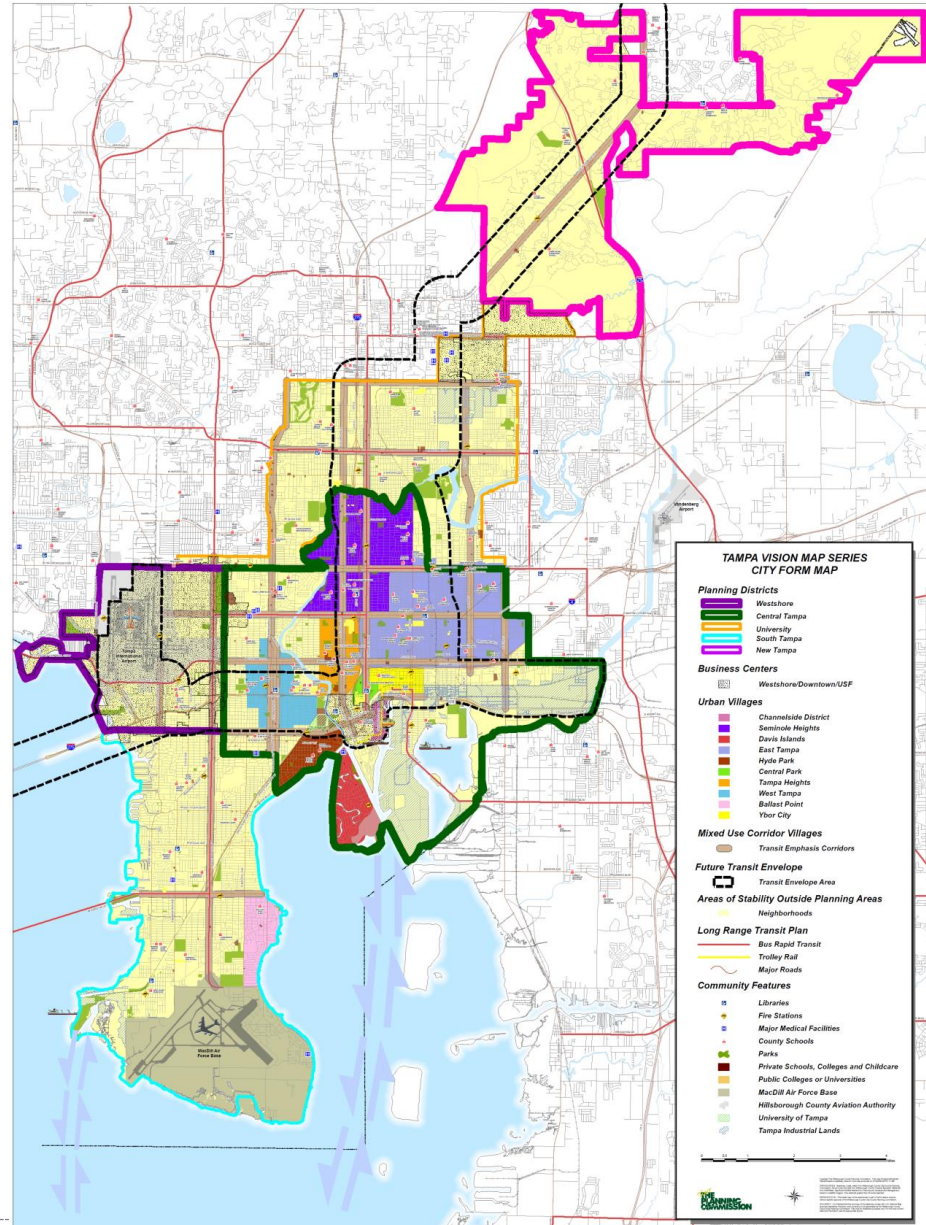
This plan has been structured in a way to outline those areas of the plan that will be most beneficial to the most users of the plan. The legal status of the plan (GOVERNANCE SECTION) requires that all policies will be considered in making legal determinations of consistency with the Tampa Comprehensive Plan, pursuant to State Laws and Statutes.

In successful city building, everything is interconnected in context to everything else. A comprehensive plan is supposed to be a general guide to do just that. One component of the plan cannot be viewed singularly without taking all facets of the plan into consideration. That is the nature and intent of a comprehensive plan.

It doesn't matter if one is looking for long-range guidance to assess a proposed development, writing a grant, is a neighborhood group looking for ideas on how to do a neighborhood plan, trying to attract an out-of-town business to relocate to Tampa or finding out if an area may be considered for future transit and transit oriented development. It all starts with the vision map, which is a composite of a series of maps split into planning districts. Each district displays general information that helps to guide the vision for the City's future.

There is a lot of 'big picture' information displayed on the vision map. Geographically, one can see the 'lay of the land' for Tampa. The Central Tampa, Westshore and University Districts are featured as those areas where the city foresees the best opportunities for future growth and change to occur. The vision map generally displays the *City Form*, the physical pieces that make up the city - employment centers, urban villages, mixed-use corridor centers, the future transit envelope, and historic neighborhoods. The long-range transportation plan is also represented, including proposed options for future transit modes. The vision map is not regulatory, but rather illustrative in its intent. It is the blueprint used for mapping out the course for future growth using an "at a glance" perspective. Tampa has an amazing group of economic engines that generate thousands of jobs, offering the opportunity for continued job growth and economic benefit for those people who live and work here now and in the future.

*City of Tampa Vision Map*



## THE PLANNING DISTRICTS

### *Central*

The Central Tampa District closely resembles Tampa's pre-World War II city limits. The District stretches from the Hillsborough River on the north, wraps around the Port of Tampa, to Swann Avenue on the south, Himes Avenue on the west and to the City limits on the eastern edge. The District's center is the Central Business District-Downtown, which is the economic, governmental and cultural center of the region. The District also includes a number of historic Urban Village neighborhoods: Hyde Park, Tampa Heights, Ybor City, Davis Islands, West Tampa, Seminole Heights and East Tampa.

These diverse neighborhoods are all places that celebrate their unique heritage, adding character, appeal and interest to the City. These neighborhoods play a vital role in the Plan's growth strategy (the Compact City form) by providing diversity of neighborhood choice for residents of the City. The Central Planning District had a residential population of approximately 118,895 in 2010 and is expected to grow by almost 70,000 additional residents by 2040.

This district is home to a variety of neighborhoods and numerous government initiatives meant to spur redevelopment. Six of the City's seven community redevelopment areas (CRAs) can be found in this district as well as a large portion of the federally recognized Enterprise Zone, several local and national historic districts, brownfields, even a designated front porch community within East Tampa.

The District had an employment base of approximately 144,598 in 2010 and is expected to reach in excess of 224,000 by 2040, the highest of the three growth districts. The district is also home to several economic assets that include: the Port of Tampa, Tampa General Hospital and the University of Tampa, each of which supports a dynamic downtown and is critical to the health of the City and the region surrounding it.

### *Westshore*

The Westshore Business District stretches from Hillsborough Avenue to the north, Himes Avenue to the east, Kennedy Boulevard to the south, and Tampa Bay to the west. The District is a center of business and commerce as two of the City's economic engines are located here: the Tampa International Airport and the Westshore Business District. The Westshore Business District, a Development of Regional Impact, is Florida's largest office community but also provides numerous hotels, extensive shopping, abundant entertainment, and several residential areas.

The Development of Regional Impact area known as Rocky Point is also included in this district. Regional assets located in the Business Center include: St. Joseph's Hospital; Raymond James Stadium (home of the Tampa Bay Buccaneers, University of South Florida Bulls football and the Outback Bowl); and Steinbrenner (Legends) Field (the Spring Training home of the New York Yankees); and the shopping malls of International Plaza and Westshore Plaza. The District

had an employment base of 70,889 in 2010 that is expected to exceed 100,000 by 2040.

The District's residential base is home to Lincoln Gardens, Carver City, Westshore Palms and North Bon Aire neighborhoods, which were built after World War II and have a variety of housing types. Westshore Palms and North Bon Aire are older single-family detached, condominium, town home and apartment developments while Lincoln Gardens and Carver City are primarily single family detached neighborhoods.

Overall housing in the Westshore area had renter occupancy close to 60% in 2010. There has been a significant increase in higher density residential development over the last few years, creating more of a live/work environment. That trend should continue, based on the higher density land uses in the general areas proximate to the employment areas. By 2040, the Westshore District is projected to have a residential population in excess of 36,000.

On the east side of the Airport, is Drew Park, formerly an Army airfield during WWII that eventually became an area suitable for industrial uses. It is also home to Hillsborough Community College. Drew Park does have redevelopment potential, which has been recognized by the City, as it has been designated a community redevelopment area. The redevelopment of the road network, particularly Lois Avenue, will help with the economic revitalization of the area.

### *University*

The University District is home to the University of South Florida, Busch Gardens, the Museum of Science and Industry and four regional hospitals (H. Lee Moffitt, James Haley Veterans, Shriners Childrens and Florida Hospital). It is also the site of mature residential neighborhoods. The District's sphere of influence stretches from Fletcher Avenue on the north to Hillsborough Avenue on the south and from Armenia Avenue on the west to the city limits on the east.

The University District is a hub of education, science, medicine and research, offering the opportunity to cultivate a District that is vibrant, sustainable and innovative. The University District will continue to attract a critical mass of top students, staff and faculty, cutting-edge researchers, and creative entrepreneurs; all of which are the catalysts for growth in the technology and health care industry and overall economic prosperity for the City and the region. Total employment in 2010 was approximately 56,340 and is expected to reach just under 85,000 by 2040.

The University of South Florida is the most visible element of the District, occupying approximately 1,493 acres and over 7 million gross square feet of built structures. Consequently, the University of South Florida in many ways defines the University District; however, the area is not a uniform campus neighborhood. Rather, it is an extremely diverse collection of distinctive neighborhoods with a broad range of residents, incomes, and ethnic backgrounds.

The rate of occupancy is 2.57 persons per household. The University of South Florida currently has a total enrollment of approximately 41,000 students. The campus currently employs just over 12,000 faculty and staff members. Including employees, students, patients and visitors to the University and neighboring medical facilities, the University's population swells to nearly 70,000 people per day during the traditional university calendar. The District had a 2010 population of approximately 78,000 and is expected to reach approximately 111,000 by 2040

Neighborhood Associations within the University District include the Blue Sink Coalition, North Tampa Community, University Square Civic Association, Hillsborough Heights, Terrace Park and Temple Crest.

The vast majority of the housing stock in the district was built after 1959. Large apartment complexes were built around the university between 1970 and 1980. Today, 58% of the area housing is renter occupied, with forty-five percent of all housing constructed of two or more units. The District also supports hundreds of small businesses, human service agencies, religious establishments, and schools.

These three districts offer many opportunities towards becoming more livable and sustainable parts of the City that include:

- **Improving Mobility:** Redevelopment efforts should focus on developments that support mass transit and

other mobility options while continuing to accommodate traffic within and through the district. Multi-modal transportation options will help improve transportation efficiency and circulation while reducing the need to widen roads, which should generally be avoided to maintain a comfortable pedestrian environment.

- **Attracting Residential Investment:** Development of higher density housing in the District can provide opportunities for people to live near employment opportunities. The creation of livable developments will require creative site designs and public investment in livable streets and functional transit facilities.
- **Providing Needed Infrastructure to Support Redevelopment:** Planning for infrastructure improvements in these areas is an important component of the Districts' ability to thrive. The city's six Community Redevelopment Areas are focused on addressing infrastructure.
- **Preserving Historical Character:** The historic character, transportation options, nearby employment opportunities and existing infrastructure make the City's historic areas attractive for continued investment.
- **Having Stable Neighborhoods:** that enhance the Districts' housing-choices. Changing demographics, rising energy costs and environmental concerns will increase the importance of having safe, affordable and convenient mobility and housing options.
- **Creating Livable Streets:** Public/private coordination in planning for these districts is important to ensure that

pedestrian amenities (such as lighting, streetscaping, landscaping and transit shelters) and building design enhance walkability. Development of mixed-use buildings, higher density uses, structured parking and buildings designed to front the street can enhance the pedestrian environment and economy.

### *New Tampa and South Tampa Districts*

These two districts are predominantly traditional single family detached neighborhoods that share one or more of the following characteristics:

- Environmental qualities that would be compromised by increased urbanization;
- Limited access to transportation facilities, which would be resource inefficient to improve;
- Limited opportunities to create more community facilities, open spaces or services to meet increased demand;
- Unstable or flood-prone land.

These two districts contain many of the City's residential neighborhoods. Approximately thirty six percent (36%) of the City's residents live in these two districts and 18% of the City's employment is found here. These characteristics clearly show that there are limited growth opportunities in these two districts, which is why they are defined as being "areas of stability".

### *New Tampa*

The New Tampa District borders Pasco County to the north and unincorporated Hillsborough County to the east and west. The District consists of a number of large suburban-scale community developments that include Tampa Palms, Hunters Green and Heritage Isles. Most of the City's growth in the 1990s occurred in this District. This district offers larger scale suburban development opportunities, as the 2,000+acre K-Bar Ranch property, annexed into the City in 2001, has yet to be fully developed.

### *South Tampa*

This district consists of Tampa's Interbay Peninsula, generally described as south of Kennedy Boulevard and lying between Old Tampa Bay and Hillsborough Bay. The Scenic Bayshore Boulevard runs through this District. Predominately single family residential, the area has many strong and established neighborhood associations inclusive of: Beach Park, Culbreath Isles, Culbreath Bayou, Bayside West, Sunset Park, Guernsey Estates, Virginia Park, Bayshore Beautiful, Palma Ceia, Parkland Estates, Palma Ceia Park and Fair Oaks/Manhattan Manor all located north of Gandy Boulevard.

Neighborhoods found south of Gandy Boulevard are Port Tampa City, Ballast Point, Gandy Civic Association, and Interbay. The area also contains MacDill Air Force Base, a major employment center and economic engine for the City and the region. Picnic Island, a recreation area of regional significance, is also located in this area.

## OPPORTUNITIES

The New Tampa and South Tampa Districts offer the following opportunities to becoming a more livable and sustainable part of the City:

- **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 facilities required to meet residents' needs. A more sustainable mix of uses that provide goods and services within walking distance of residents along commercially designated corridors 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.
- **Achieving a More Sustainable Mix of Development in New Tampa:** This area, which was initially conceived as a complete urban center has become more of a bedroom community that relies on the other districts for

employment. Planning for this area should focus on creating a more sustainable mix of land uses and mobility options.

Now is the time for Tampa to go to the next level, providing a quality of life that befits its residents, offering opportunities and choices to attract and retain the best and the brightest.



# People

## ***Demographic Information, Economic Trends, Population and Job Projections***

The greatest single asset a Town, City or Jurisdiction can lay claim to is its people. People are the harshest critics, biggest cheerleaders, and best ambassadors. In essence, they are the “heartbeat” of the community. Whatever that place may be, it’s “home” to someone, and “there’s no place like home”, as the saying goes. A place where someone chooses to go to college, raise their children, start a career, open a business, bring a business, retire or spend their entire life there, because their family has done that for generations before.

Many of those choices eventually become actions that determine the ebb and flow of a jurisdiction. The economic health and overall vitality of a jurisdiction is predicated on how well a community and its leaders know what its assets are and develops the necessary measures to preserve and improve upon those assets, so residents, their children and future residents will want to call this place “home” too.

Hillsborough County has an appeal to many businesses, investors, and people looking to relocate, largely due to its diverse population, low cost of living, annual climate and strategic location to a number of economic engines, in addition to accessibility to recreational uses, both natural and

man-made. However, to effectively compete on a national and global basis, there are opportunities directly related to its economic standing as the geographic center of the Tampa Bay region that Hillsborough County must take advantage of to remain a competitor in an increasingly competitive environment.

### **HILLSBOROUGH COUNTY 2015 \***

	<b>Population</b>	<b>Jobs</b>	<b>Households</b>
Unincorporated County	857,723	355,309	332,326
Tampa	355,850	372,077	145,066
Plant City	40,530	27,397	14,316
Temple Terrace	36,245	7,261	15,292

\*Planning Commission estimates based on 2010 census data

### **CURRENT COMMUNITY PROFILE**

#### *Assets*

#### *Economic Base*

Hillsborough County’s opportunities are directly related to its standing as the economic center of the Tampa Bay region. The Tampa Bay Metropolitan Area is the 18th largest metropolitan statistical area in the country, and the second largest in Florida according to the US Census 2013 Estimate, which totals over 2.8 million people. Tampa is the central city of a county with over 1.2 million residents. Hillsborough County captures most of the region’s office space as well as major business and commercial centers concentrated among

the major employment centers: the Central Business District, the Westshore Business District, and the University of South Florida. In 2013, Hillsborough County employed over 688,000 people with that number projected to increase to over three-quarters of a million by 2021.

**Employment by Industry\***

Office and Administrative Support	125,957
Sales	86,584
Food Preparation and Serving Related	53,795
Business and Financial Operations	46,610
Transportation and Material-Moving	38,563
Management	37,817
Healthcare Practitioners and Technical	37,648
Education, Training, and Library	36,391
Installation, Maintenance, and Repair	28,796
Construction and Extraction	27,179
Production	25,409
Computer and Mathematical	23,216
Building and Grounds Cleaning	22,759
Personal Care and Service	18,882
Healthcare Support	15,573
Protective Services	14,157
Legal	9,962
Arts, Entertainment, Sports, and Media	9,825
Architecture and Engineering	9,574
Community and Social Services	8,514
Farming, Fishing and Forestry	6,936
Life, Physical, and Social Science	4,232

\*2013 Department of Economic Opportunity

**Urban Core**

The Urban Core includes the Central Business District and Channelside Areas continues to become denser, as Tampa’s downtown continues its pursuit of accommodating a high

concentration of people and businesses with residential, transit and leisure choices. A good mix of uses, combined with excellent design and resource efficiency, can provide the ideal “livability” factor.

**Tourism and Entertainment**

The tourism and entertainment industry is vibrant, with Busch Gardens, The Amelie Arena and the Straz Performing Arts Center offering a wide variety of entertainment options. Professional sports are represented by the NFL Tampa Bay Buccaneers, NHL Tampa Bay Lightning and MLB Tampa Bay Rays. Short mild winters and many days of sunny blue skies offer greater opportunities for leisure and business-related activities.

**Housing**

The choice and affordability of Hillsborough’s housing market is varied, as a wide range of housing types are available. The City of Tampa has made its historic neighborhoods and new higher density urban core residential development a keystone of its economic development policy, in addition to offering outstanding programs to support work-force-housing choice and affordability. The Unincorporated County, Plant City and Temple Terrace compliment what Tampa offers with a wide variety of traditional suburban single family developments, in addition to large lot and rural estate residences.

**Educational Institutions**

Post-secondary educational institutions represented by Hillsborough Community College, the University of South

Florida and the University of Tampa have a combined enrollment of approximately 80,000 -100,000 undergraduate and graduate students. Hillsborough County has the eighth largest school district in the country with an enrollment of over 200,000 students.

### ***Information Technology and E-Commerce***

Rapid advances in technology and social media have drastically changed every facet of human behavior. Having unlimited amounts of data sources that can be accessed immediately by various social outlets has affected the way business and personal decisions are made daily. It also impacts the physical environment, those areas where people live, play, work and how they get there. Communities, therefore must be able to address the needs this change has brought on by providing better and more choices for people and businesses relating to quality of life issues (connectivity, convenience, choice, recreational, leisure and business amenities). Hillsborough's jurisdictions have responded to these advances by providing access to Municipal and County services, public events and information on their respective websites.

### ***Imagine 2040 Outreach***

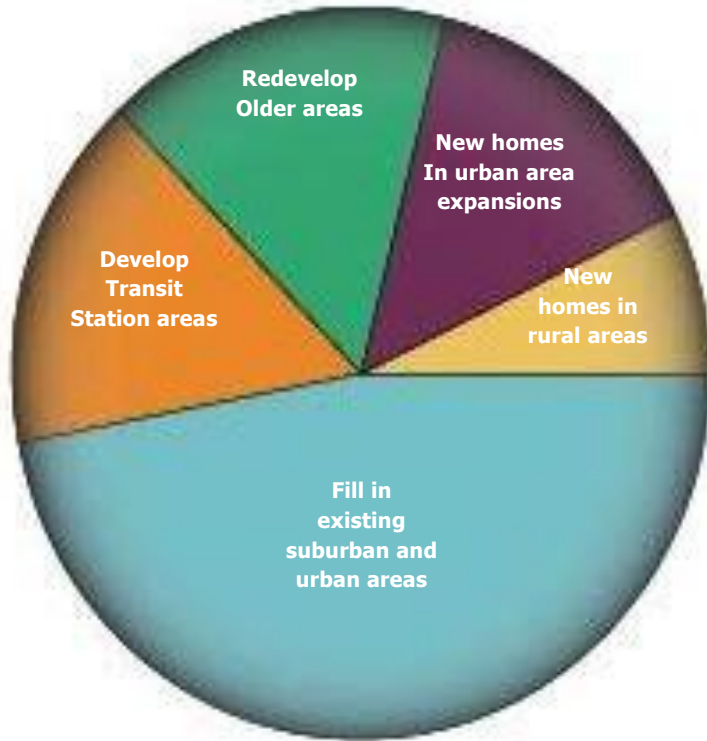
Looking to the future, by 2040, Hillsborough County is projected to increase in population by 600,000 people with an additional 500,000 jobs. Where will they live? What kind of residence will they live in? Where will they work? Where will

they play? How will they get there? The Imagine Hillsborough 2040 public outreach process was initiated to help guide the update of the 2040 Long Range Transportation Plan and the Comprehensive Plans for Tampa, Temple Terrace, Plant City and Hillsborough County.

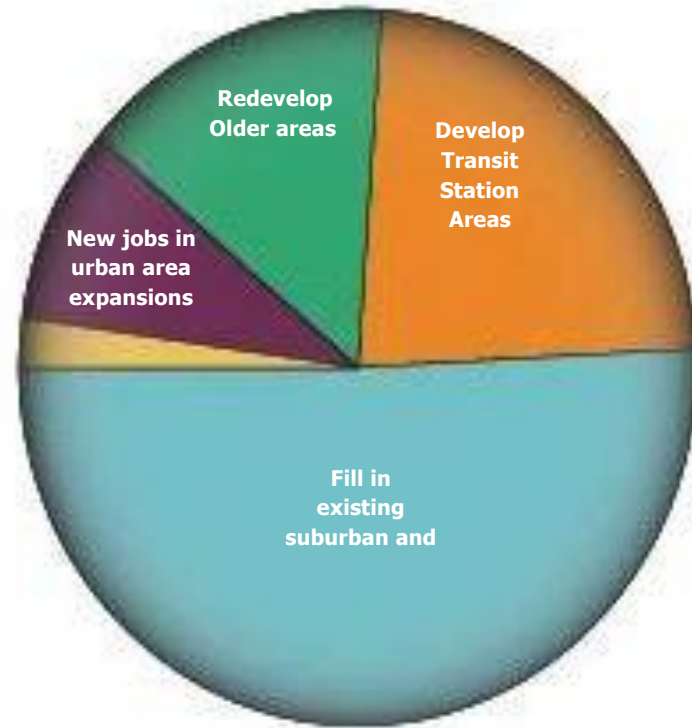
The two phase outreach effort included: an interactive survey that could be taken on-line, either via computer or using kiosks that were placed in various public locations and at numerous community meetings where audiences could take a paper version of the survey. Phase one, between August and November of 2013, had more than 3,500 people respond to the survey, with an additional 500+ taking the paper survey, offering more than 91 thousand opinions. In the survey, three growth strategies were offered: Suburban Dream which showed what would happen if growth continued outward; Bustling Metro, focusing growth within our cities and towns and investing in transit and New Corporate Centers, focusing growth along major highways. Bustling Metro was the choice preferred by stakeholders of Hillsborough County.

Using this scenario and taking the most important elements of the three growth strategies in addition to other statistical information, a countywide vision map has been established to be used as a tool in guiding development to those areas that can best accommodate growth for business and residents.

*What you liked:*



**Your Desired Housing Mix**



**Your Desired Job Centers Growth Mix**

In 2014, Part 2 of the Imagine 2040 outreach started shortly after the 4th of July weekend and ended on Labor Day weekend. Over 2400 responses were received during this time frame. The public outreach was coordinated using a series of public meetings and presentations (Speakers Bureau), in addition to established kiosks throughout the County. Concurrent with the presentations, the second part of the Imagine 2040 countywide survey was administered. (Survey takers were able to make selections and comments of each section to compare with the choices of other survey takers).

The survey asked respondents to first choose their top three priorities from both a County standpoint and a Neighborhood standpoint. This second phase of outreach consisted of sharing what the preferred responses were in part 1, in addition to conducting an exercise/survey to gauge how proposed transit improvements should be funded over the approximate 26 year timeframe. The choices were a multitude of items and scenarios which were given to capture the big picture that included: building homes near transit; reducing development rules.

Next, the survey respondents were asked to prioritize their infrastructure including preserving the system, reducing crashes and vulnerability, minimizing traffic for drivers and shippers, and real choices when not driving. Additionally, survey respondents were given a limited budget in which to allocate funds for the infrastructure choices above over a 20-year period of spending.

Lastly, the survey respondents were asked to use the remaining budget on "big-ticket" items such as widening of major roads, building express toll lanes, or premium transit systems. Respondents were also asked to rate the highlighted areas with the most businesses and jobs, where investment in those areas could promote economic growth, giving either a "thumbs up" or "thumbs down" to each of the areas.

The majority of the respondents reside in Tampa, representing 38% of all responses. Northwest Hillsborough County had the second highest response with 24%, followed by South County at 17% and Central County with 13%.

Respondents to the survey were asked which funding total level they preferred in Imagine 2040. The high funding level of between \$7 billion and \$9 billion was the preferred total 2040 funding level, with the medium funding level coming in second. After respondents were asked which total funding levels they preferred for Imagine 2040, they were asked at which funding level they wanted each program choice funded at. The program choices are:

- Preserve the System;
- Reduce Crashes and Vulnerability;
- Minimize Traffic for Drivers and Shippers;
- Real Choices When Not Driving.

The medium investment level was the preferred funding level for Preserve the System, Reduce Crashes and Vulnerability, and Minimize Traffic for Drivers and Shippers. The Real

Choices When Not Driving program choice was almost tied for all investment level choices with the low investment level the top rated choice, followed by the medium and high investment levels respectively.

### **Future Population Trends**

Hillsborough County has always been viewed as a microcosm of the Nation, similar demographically, in many ways. Now that a direction has been generally established as to the most preferred locations for future residents and workers with the countywide vision map, coupled with input from the Imagine 2040 outreach, the following provides an understanding of what groups will be mostly represented and the needs they will most likely have to be met.

There are three groups that comprise most of the workforce and consumer base: the Baby Boomers, the Gen-X'ers and the Millennials. Of these three, the Baby Boomers and Millennials will factor the most in societal and economic changes to come, most noticeably in the areas of housing and the labor force, going to 2040 and beyond.

Baby Boomers entering retirement age (65+), presently represent approximately 12.8% of the population in Hillsborough County, which is just under the national average of 14% and under Florida's 18.7%.

### **BABY BOOMERS - 1946-1964 (77.3 MILLION)**

- For the next 15 years, boomers will be turning 65 at a rate of about 8,000 a day (AARP).

- By 2020, all of the baby boomers will be 55 or older.
- Persons 65 years or older--numbered 39.6 million in 2009 (the latest year for which data is available), representing 12.9% of the U.S. population.
- By 2030, there will be about 72.1 million older people, more than twice their number in 2000 and will represent 19% of the entire population.

### **GEN X'ERS – 1965 -1976 (49.6 million)**

- In 2009, represented about 16% of the U.S. population.
- By 2030 will be ages 54-65 and make up 13% of the entire population.

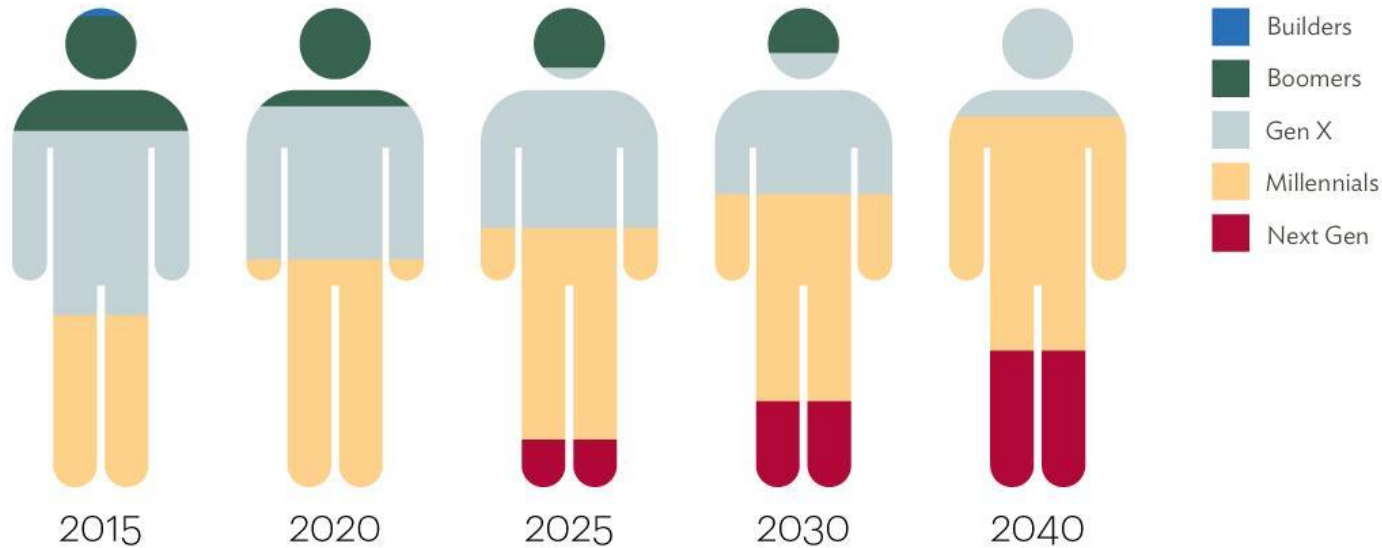
Approximately 25% of the current population in Hillsborough County is represented by *Millennials*, right in line with the national average. However, to retain and attract members of this group that will become the future workforce and biggest consumer base, local leaders need to plan now in order to address those future needs for jobs, housing and transportation, offering the best quality of life choices.

### **MILLENNIALS 1977-1995 (77-80+ million)**

- Younger Millennials (18-27) - Older Millennials (28-36);
- Presently represent 24% of the US population;
- According to US Census Bureau, the largest generational cohort in history;
- Most diverse generation, racially and ethnically;
- High entrepreneurial tendencies;
- The "digital" generation.

*(Source: Administration on Aging, Dept. of Health and Human Services)*

### Millennials will comprise the majority of the workforce by 2025



Source: U.S. Census Bureau

*Millennials account for 36% of the U.S. workforce today and by 2025, they will account for 75% of the global workplace - U.S. Census Bureau*

These age groups represent a significant percentage of the work force and resident population that will be part of those 600,000 people and 400,000 jobs arriving between now and

2040. Let's look at what the best options are for them based on their needs.

### ***Housing***

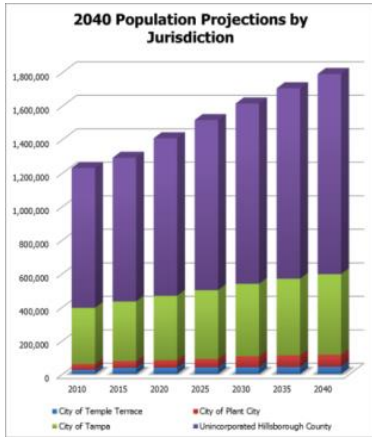
“Aging in Place” is an option most *Baby Boomers* would like to have, mainly because of what their community has to offer (bus stops, grocery store, pharmacy, and parks were the top rated). Housing options are moving towards Master Planned “Continuing Care” Lifetime Communities, which offer support facilities, and a range of housing options. Other retirement options include assisted living facilities, nursing homes and independent living. A more congregate lifestyle with expanded transit choices offers safety, convenience and accessibility to services.

Many *Millennials*, burdened by economic forces and mounting personal debt (mainly student loans), will be forced to rent out of necessity rather than by choice. They also have postponed marriage and having children to a later time. Millennials are more mobile, are less interested in larger homes and two-thirds of all millennials say access to high quality public transportation is a top three criteria when deciding where to live.

### ***Employment***

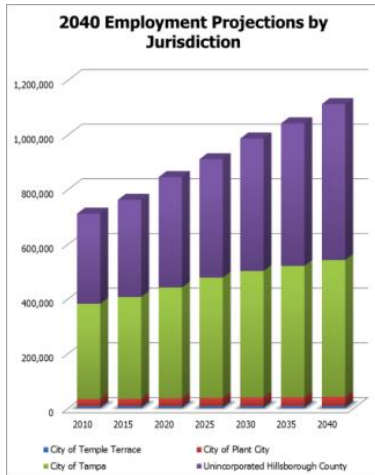
The projected growth rate of the national labor force will be affected by the aging of the Baby Boomer generation and will grow at a slower rate than it has in several decades. The overall US workforce will continue to shrink as it ages, but the 55+ group will grow, representing almost 25% of the overall total with the younger 16-24 age group decreasing.





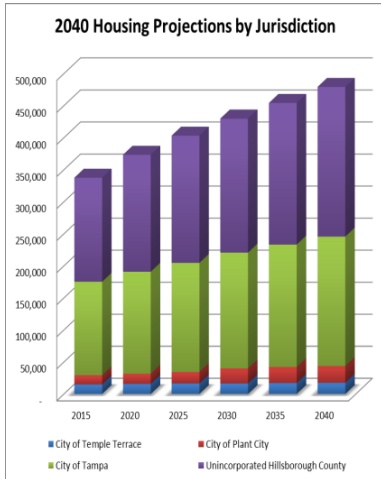
<b>POPULATION</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>
Temple Terrace	36,245	38,304	40,062	40,579	41,887	43,134
Plant City	40,530	44,146	49,740	64,555	69,113	71,523
Tampa	355,850	384,153	410,669	433,103	457,322	481,128
Unincorporated County	857,723	940,112	1,014,852	1,075,680	1,136,625	1,194,597
<b>COUNTYWIDE TOTAL</b>	<b>1,290,348</b>	<b>1,406,715</b>	<b>1,515,323</b>	<b>1,613,917</b>	<b>1,704,947</b>	<b>1,790,382</b>

*Source: Metropolitan Planning Organization Imagine 2040 Long Range Transportation Plan*



<b>EMPLOYMENT</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>
Temple Terrace	7,261	7,299	7,324	7,351	7,361	7,391
Plant City	27,397	29,313	30,824	31,863	32,631	34,562
Tampa	372,077	405,007	439,326	462,828	480,366	500,095
Unincorporated County	355,309	403,641	432,955	484,058	521,362	570,090
<b>COUNTYWIDE TOTAL</b>	<b>762,044</b>	<b>845,260</b>	<b>910,429</b>	<b>986,100</b>	<b>1,041,720</b>	<b>1,112,138</b>

*Source: Metropolitan Planning Organization Imagine 2040 Long Range Transportation Plan*



<b>HOUSING</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>
Temple Terrace	14,970	15,890	16,475	16618	17120	17662
Plant City	14,412	15,830	17,875	23406	25087	26089
Tampa	145,855	159,226	170,334	180749	191,117	202,060
Unincorporated County	162,379	182,426	198,571	209062	220,910	233,475
<b>TOTAL</b>	<b>339,631</b>	<b>375,392</b>	<b>405,290</b>	<b>431865</b>	<b>456,269</b>	<b>481,326</b>

Source: 2010 Census Data and Shimberg Center for Housing

**CHALLENGES**

*Infrastructure*

Tampa is a mature City with mature infrastructure. Investment towards the improvement of aged infrastructure is vital to keep pace with the increased pressure of business and population growth. Funding has been allocated for some needed updates, largely aided by Tax Increment Financing dollars, however, other infrastructure updates and expansions must find a way to be addressed as well. The increased development trend has made City leadership more aware and vigilant in finding ways to address this need.

*Connectivity*

The Port, Tampa International Airport and the Interstate Highway System all contribute significantly to the County and City’s mobility for movement of goods and people. It is clear that the ability to compete globally should be linked to the provision of highly functional mass transit options that include managed toll lanes, bus rapid transit and rail.

*Jobs*

Florida is faced with an average annual wage lower than the national average. Also Metro Tampa Bay’s gross domestic product numbers continue to grow, but according to the U.S.

Department of Commerce, still lags behind other metro areas that have higher GDP's attained with smaller populations such as Charlotte, Indianapolis and Orlando. Of the top 25 metro areas, Miami and Tampa Bay were the only two with a median household income under \$50,000. To address this locally, the leaders of the four jurisdictions must continue to work together, identifying targeted businesses and industries that include: financial services, life sciences, manufacturing as well as major distribution centers and national headquarters that will bring economic growth and higher paying jobs. Another area of need is finding qualified people to fill technical jobs. In a competitive job market with advances in communication and information technology, a well-educated, well-trained workforce can live pretty much anywhere they choose.

As the County, as a whole, moves forward, its future potential can best be summed up by a closing statement offered by the ULI Institute Advisory Services Panel that visited Hillsborough County in 2012:

By focusing on the most effective ways to leverage the County's considerable economic assets and resources, the community will be able to accomplish much, even in today's uncertain global economic climate. Investment in transportation infrastructure and in restructuring the development approval and comprehensive planning process to provide maximum transparency is especially important.

Hillsborough County is at a critical juncture for its future. The competition for business and development that can lead to

economic prosperity has never been greater, as communities throughout the United States must measure up against each other and regions around the globe. Ensuring that a foundation of trust, leadership and cooperation are inherent in the culture of Hillsborough County's governance will allow the County to be a leader in pursuing innovative economic development opportunities.

# Places

## *Understanding the areas that we live in, play in, and move around in.*

Building a vibrant human scale environment requires the collective vision of the people whom make Hillsborough function, utilizing the wisdom and knowledge of those who want what is best for our future generations, and yet understand the lessons from the past. To preserve what we have built and create vibrant neighborhoods, safe streets and structures which will be appreciated for years in to the future. To achieve these ideals Hillsborough's collective energy should be focused appropriately to define what will be a lasting legacy – the place we call "Home". Those of us who live in Hillsborough care about the richness of our diversity; the peaceful neighborhoods which are connected by a community spirit, combined with the economic vitality of being the epicenter of Florida's West Coast. As we reach the midway point of the first 100 years in the 21<sup>st</sup> century the places in which we as community live our collective lives should be reflective of the essence and character that makes Hillsborough a special place in Florida.

Our community has many facets that make life in Hillsborough unique and inspiring. *Our Places* have special meaning to each of us and yet they have many moving parts which operate together in a seamless fashion to make life in Hillsborough

less challenging. A key component of *Our Places* is the relationship between land use and transportation. Understanding and strategically managing this ongoing relationship between land use and transportation is critical to improving the quality of life. Also we must understand the important relationship between land use and transportation and advocate that land-use and transportation decisions be made in conjunction with each other. Equally, important are the choices which we make about land use and how these choices affects the way we live, work and play. In order to provide for a variety of land use choices there must be adequate infrastructure to serve the growing needs of Hillsborough. The provision for proper stormwater management, clean and safe water resources, adequate facilities to accommodate solid waste and waste water must be planned to ensure that *Our Places* function well. The quality of infrastructure systems – including transportation, utilities, and telecommunications is an important factor influencing real estate investment and development decisions in communities nationwide. As we prepare to launch into the second half of this century our community must be prepared to address the long-term operations and maintenance of infrastructure integrating it into the decision making process of growth management.

The Comprehensive Plan provides a flexible framework that can be updated, revised and improved upon over the years to stay relevant to the issues our Community must address as well as the ambitions that unincorporated Hillsborough

County, the Cities of Tampa, Temple Terrace and Plant City choose to pursue. This Plan can serve as a tool to evaluate new development requests and direct capital improvement expenditures and to provide guidance in public policy in a way that ensures that Hillsborough continues to be the community that it's citizens desire it to become.

This section of the Comprehensive Plan establishes the framework for community building via the goals, objectives, and policies that will create the "PLACES" in which our community can thrive and continue to grow as the recognized center of the Tampa Bay region along Florida's west coast. "PLACES" contains the major planning sections of: **Land Use, Mobility, Housing, Schools, Infrastructure, Neighborhoods, and Community Planning.** These components are the building blocks which help define the "PLACES" where we live, work, and play.

## Land Use Section

### *The City Form*

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

### *What is it?*

It is:

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

### *Why is it important?*

- The general physical development patterns often represent substantial economic and social investment over time and are often deeply rooted in a city’s identity;
- Once the patterns are identified, they can be built upon more readily;

- These patterns set the framework and foundation of the City’s assets; and
- Further growth and evolution of a City’s assets directly shape a City’s future.

### **TAMPA’S SPECIFIC “CITY FORM”**

As an urban city, Tampa has a defined city form that encompasses many components such as employment centers, urban villages, mixed-use corridors, mixed-use centers, transit stations, and neighborhoods.

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

The physically built environment called the “City Form” has six (6) major components which are described below. The “City Form” includes the following:

- Employment Centers
- Urban Villages
- Mixed-use Corridors
- Mixed-use Centers
- Transit Stations
- Neighborhoods
  - Urban
  - Traditional
  - Suburban and Contemporary
  - The Waterfront

Tampa’s form is and will continue to be shaped by historical development patterns. The City has developed over the span of



150 years, and is influenced by the building patterns that occurred during three significant periods of time as described below.

### *Historical Development Patterns*

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

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

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

This period represents a time when automobiles became accessible to the average person and development began to reshape itself for the driving public. Residential suburbs such as Forest Hills were constructed with prominent garages and driveways in front and winding streets to discourage through traffic. Arterial roadways were constructed, and the businesses that grew up along them were set back from the roadway, with paved parking lots in front. Shopping malls, surrounded by large parking lots, were constructed on greenfield-land at the outskirts of the City. During this period, pedestrian, bicycle, and

transit access became less of a consideration, and sidewalks were no longer routinely provided. However, the existing roadway grid was retained and enlarged.

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

In this period, the automobile is the dominant form of transportation. Land uses are segregated, with housing, employers, and stores placed far enough apart that they can only be conveniently reached by car. Subdivisions are designed to remove through traffic from residential streets entirely, through the use of winding and disconnected roads, cul-de-sacs, and entry gates. Most traffic is routed onto arterial roadways, where walking, bicycling, and transit use are difficult and often dangerous. This pattern is primarily seen in the New Tampa area of the City, the latest to be developed.

#### *The City, Urban Design, and Livability*

Urban design encompasses multiple elements that can enhance the physical characteristics of both residential and commercial areas. The urban design component seeks to promote the overall goal of Livability by a reinforced sense of city identity. The future vision for urban design in Tampa is as follows:

- Create a sense of place and community that fosters economic opportunity and centers of activity that are interconnected via a variety of mobility options.
- Provide pedestrian-friendly gathering places where the design reflects the movement of people, goods and services.



- Encourage design compatibility based on the form of the surrounding built environment and natural features.
- Support developments that offer either a mix of uses or housing variety.

***Livable City - Goals, Objectives, and Policies\****

**LU GOAL 1: TO BUILD A LIVABLE CITY THAT ENHANCES THE UNIQUE ATTRIBUTES OF TAMPA’S DIVERSITY WHERE HERITAGE IS APPRECIATED AND CELEBRATED CREATING DIVERSE COMMUNITIES AND NEIGHBORHOODS INTER- CONNECTED THROUGH WALKING, BICYCLING, AND TRANSIT, THROUGH EXCELLENT URBAN DESIGN, WITH PUBLIC SPACES THAT ARE BEAUTIFUL AND FUNCTIONAL, ALL SUPPORTED BY A THRIVING ECONOMY.**

**LU Objective 1.1: Recognize that the City is comprised of five unique districts: University, Central Tampa, Westshore, New Tampa, and South Tampa.**

**LU Policy 1.1.1:** Recognize the Central Tampa District as the primary urban employment, civic and cultural center, building upon the heritage assets found in its diverse neighborhoods while fostering a vibrant urban lifestyle through mixed-use development via entertainment and cultural facilities.

**LU Policy 1.1.2:** Recognize the Westshore District as the state’s largest office community complimented by its unique combination of regional shopping choices, strategic location to

major sporting venues and Tampa international airport, while surrounded by diverse and vibrant neighborhoods.

**LU Policy 1.1.3:** Build a strong, high-quality business identity for the Drew Park area of the Westshore District.

**LU Policy 1.1.4:** Recognize the importance of Tampa International Airport to the continued success of this district by working with the Aviation Authority to ensure the present and future needs of this facility are met.

**LU Policy 1.1.5:** Recognize the University District as the primary research, medical and education employment center in the City and support the development of industries within the Tampa Industrial Park and surrounding areas that complement and build upon the research strengths of the University of South Florida.

**LU Policy 1.1.6:** Encourage transit oriented, pedestrian-friendly mixed-use development with attractive and multi-functional corridors through Community Planning efforts in the Westshore, Central Tampa and University planning districts.

**LU Policy 1.1.7:** Continue to consider the development of strategically located mixed-use areas in all districts that accommodate local serving commercial, employment, and entertainment uses.

**Policy 1.1.8:** Provide diverse housing opportunities that are efficiently served by transit in the New Tampa and South





Tampa Districts while maintaining the character of established residential neighborhoods.

### ***City Design - Goals, Objectives, and Policies\****

**LU Objective 1.2: Create inspired urban design while respecting Tampa’s human scale, unique history, aesthetics, natural environment, and sense of community identity as the City changes and evolves.**

**LU Policy 1.2.1:** Relate architecture and landscape design to Tampa’s climate, topography, and history.

**LU Policy 1.2.2:** Promote the use of designs and materials that reflect the region and Tampa’s natural setting.

**LU Policy 1.2.3:** Relate new buildings and development to the context of the neighborhood and community.

**LU Policy 1.2.4:** Focus design standards and review efforts on new and evolving districts that are undergoing the most dramatic change. Periodically evaluate their need and effectiveness, recognizing that locations of review focus may change over time.

**LU Policy 1.2.5:** Establish development standards to encourage positive change and diversity while protecting Tampa’s traditional character where applicable.

**LU Policy 1.2.6:** Encourage small and medium scale development, particularly of unique design to enhance Tampa’s urban character.

**LU Policy 1.2.7:** RESERVED

**LU Policy 1.2.8:** Promote a range of uses in close proximity to each other. These uses shall include, but are not limited to: mixed density housing with a variety of housing options, local-serving goods and services, civic uses, and employment generators.

**LU Policy 1.2.9:** Establish, promote and incentivize well-designed urban environments that create vibrant, livable places to live, work, and play.

**LU Policy 1.2.10:** Ensure that redevelopment design in neighborhoods enhances their distinctive natural, historic and cultural characteristics; strengthens neighborhood connections to urban centers; and reinforces Tampa’s unifying design features such as street trees, pedestrian lighting, parkways and a grid system of streets.

**LU Policy 1.2.11:** Reinforce and enhance neighborhood and community edges with either natural open space or urban enhancements (streetscape improvements, public art, landscape and architectural themes) to celebrate gateways and entrances.

**LU Policy 1.2.12:** Provide a model of excellence in urban design and architectural quality by incorporating design



quality standards and design review in City projects. Consider incorporating these same expectations for private development receiving City funding.

**LU Policy 1.2.13:** Promote standards and incentives for design that enhance the quality and character of the City, including the preservation of significant historic structures and features.

**LU Policy 1.2.14:** Preserve Tampa’s architectural and design legacies while allowing new ones to evolve.

**LU Policy 1.2.15:** Invest in public infrastructure and amenities strategically to promote community identity and attract development.

**LU Policy 1.2.16:** Promote physical environments of the highest quality, which emphasize the special identity of each of the City’s neighborhoods.

**LU Policy 1.2.17:** Ensure that the Zoning Code reinforces quality urban design as it relates to the context of the area.

**LU Policy 1.2.18:** Promote harmony in the visual relationships and transitions between new and older buildings. New buildings do not need to imitate older development, but should be sympathetic to its scale, form, proportion, and materials. This can often be accomplished by repeating existing building lines, fenestration and surface treatment. Where new buildings are larger than their surroundings, they should be articulated and textured to

reduce their apparent size and to reflect the pattern of older buildings.

**LU Policy 1.2.19:** Maintain minimal front setbacks, building heights and recesses within a comparable range, and street trees to provide a sense of vertical enclosure on streets.

**LU Policy 1.2.20:** Design new structures to create transitions in form between adjacent or nearby buildings or open space.

**LU Policy 1.2.21:** Promote design excellence by ensuring development regulations clearly express intended rather than prohibited outcomes and reinforce rather than inhibit quality design.

**LU Policy 1.2.22:** Require Development Review that focuses on achieving appropriate design, form and function for all new and redevelopment projects to ensure creativity, innovation, and design quality.

**LU Policy 1.2.23:** Continue to require that the scale and massing of new development in mixed-use 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.

**LU Policy 1.2.24:** Promote design of neighborhoods, centers, streets, and public spaces that enhance public safety and discourage crime by providing street-fronting uses “eyes



on the street”, adequate lighting and sight lines, and features that cultivate a sense of community ‘ownership.’

**LU Policy 1.2.25:** Require new development and redevelopment projects going through subdivision plat to create walkable, pedestrian-scaled blocks that incorporate publicly accessible mid-block pedestrian routes.

**LU Policy 1.2.26:** Implement development standards that require buildings to be oriented to and actively engage and complete the public realm. These standards will address features such as: building orientation to the street, build-to and setback lines, facade articulation, ground-floor transparency, and location of parking, etc.

**LU Policy 1.2.27:** Parking garages, as well as surface parking areas, should be architecturally compatible and appropriately screened.

**LU Policy 1.2.28:** Limit the use of Planned Development District rezoning petitions to allow development consistent with the Future Land Use designation, but otherwise not permitted in the current standard zoning district.

***The City Planning Strategy***

In keeping with the vision for a more Livable City, future growth will be steered to areas and locations that are well served by transit or the existing road network and which have a number of properties with redevelopment potential. Generally growth areas are locations where good transit access can be provided along

bus and future rail transit routes, and at future transit stations. The four growth areas envisioned in this plan are:

- Employment Centers
- Urban Villages
- Mixed-use Corridors and Centers
- Transit Station Areas

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

***City Planning Strategy - Goals, Objectives, and Policies\****

**LU GOAL 2: A CITY OF COMPACT, COMPATABLE, HIGHER-DENSITY DEVELOPMENT WITHIN EMPLOYMENT CENTERS, MIXED-USE CORRIDORS AND TRANSIT STATIONS TO CONSERVE LAND RESOURCES, PROTECT SINGLE FAMILY DETACHED NEIGHBORHOODS, NATURAL HABITAT, SUPPORT TRANSIT, REDUCE VEHICLE TRIPS, IMPROVE AIR QUALITY, CONSERVE ENERGY AND WATER, AND DIVERSIFY TAMPA’S HOUSING STOCK.**

**LU Objective 2.1: Regulate the levels of building intensity according to the standards and land use designations, in order to accommodate the projected**



**population increase of 150,000 people and 150,000 employees by 2040.**

**LU Policy 2.1.1:** Encourage compact, higher-density development that is compatible with its surrounding character.

**LU Policy 2.1.2:** 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.

***Employment Areas***

Tampa's Major Employment Areas are recognized as areas of economic activity represented by economic engines and regional assets. These areas are essential to the City's fiscal and economic health, ensuring that a continued stable environment for investment exists, that the City's tax base is maintained and grows and that the City continues to offer desirable locations for various employment opportunities. There are three major employment areas, with each one identified as the anchor for the three growth planning districts. They are the Central Business District (defined as the Downtown DRI and Channel District), the Westshore Business District (defined to include the Westshore Areawide DRI, Tampa International Airport, and Drew Park) and the area anchored by the University of South Florida (geographically identified as the main campus).

***Central Business District***

The Central Business District is the high rise office, judicial and governmental, cultural and transportation center of the region. It is also a high density residential neighborhood.

***Westshore Business Center***

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

***University of South Florida Business Center***

The University of South Florida is the most visible entity which has an economic impact of \$3.2 billion annually. In addition to the University; Moffit Cancer Center, The Museum of Science and Industry (MOSI), Busch Gardens, Tampa Industrial Park and other hospital, medical office and high tech businesses in the surrounding area comprise the remainder of the center.

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



***Employment Centers – Goals, Objectives, and Policies\****

**LU Objective 2.2: Ensure the continued prosperity and competitiveness of the city’s premier employment centers.**

**LU Policy 2.2.1:** Maintain regular and ongoing coordination efforts with the Tampa Downtown Partnership, the Westshore Alliance and the University of South Florida to ensure that key city building decisions support these economic centers.

**LU Policy 2.2.2:** Transit use will be promoted in the employment centers through investing in improved levels of service, by encouraging new economic development to take place in a form and density that supports transit and by encouraging travel demand management measures.

**LU Policy 2.2.3:** Encourage walking and bicycling by creating safe and attractive conditions in and around the employment centers.

**LU Policy 2.2.4:** Promote through the redevelopment process, the introduction of mixed-use development into the city’s existing employment centers as a means of enhancing retail viability, establishing truly pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips.

**LU Policy 2.2.5:** Encourage the development of additional workforce housing in Employment Centers by exempting non-residential uses in the floor area ratio calculation of vertically

integrated mixed-use residential and commercial projects. The proposed development must be consistent in design and form with the surrounding built environment or development trend in the area.

**LU Policy 2.2.6:** Encourage redevelopment of existing employment centers into dynamic mixed-use centers by replacing surface parking with structured parking, replacing parking area drive aisles with pedestrian friendly shopping streets, infilling parking areas with multi-story mixed-use buildings, and creating attractive, well-appointed streetscapes and plazas.

**LU Policy 2.2.7:** Encourage greater pedestrian and bicycle connections between mixed-use centers and surrounding neighborhoods to establish the centers as important neighborhoods, regional destinations, and activity centers.

**LU Policy 2.2.8:** Build upon the assets of the Westshore District which include Hillsborough Community College and Raymond James Stadium to promote transit connections.

***Invision Tampa - The Tampa Center City Plan***

The Center City plan area covers an approximately two-mile radius to the west, north, and east of Downtown Tampa. This area is quite diverse, and includes the Central Business District, University of Tampa and several established and historic neighborhoods that include: the Channel District, Ybor City, VM Ybor, Ybor Heights, Tampa Heights, Ridgewood Park,



Old West Tampa, North Hyde Park, West Riverfront, Uptown Council and a portion of East Ybor.

The Plan is based on five building blocks:

- A Reimagined and Refocused River and Waterfront;
- Strong and Livable Center City Neighborhoods;
- A Vital Mix of Uses and a Strong Pedestrian Environment in the Core;
- Livable Community Linkages Between Neighborhoods and Downtown;
- An Urban Pattern That Supports Transit.

### **Vision**

*"Center City Tampa will be a community of livable places, connected people, and collaborative progress that embraces and celebrates its river and waterfront."*

### **A Vibrant Downtown**

The Central Business District is the primary business center of the region and the enduring heart of the metropolitan area. Tampa's future will continue to be built on this valuable local and regional asset. It is the one place where residents and visitors can find shopping, services, professional offices, hotels, churches, housing, entertainment, historic sites, museums, the arts, libraries, dining, government offices, and sports all within walking distance.

The future plan for downtown Tampa calls for the creation of a highly active and integrated urban core, with one of its

greatest assets, the waterfront, providing a natural resource that will have a variety of pedestrian activities. The Riverwalk, six Mayors in the making, was completed in early 2015. The riverfront is a prime amenity that offers significant opportunities to develop a strong, vibrant pedestrian-oriented character.

The pedestrian will be given special priority in the development of the public and private environment. New buildings will be designed and oriented in a manner that gives greater priority to the pedestrian. Downtown's streetscape continues to be improved, including street trees, attractive paving patterns and street furniture. The creation of public spaces will provide pleasant meeting, gathering and celebration places for visitors and employees alike.

The challenge for the upcoming years ahead will be to continue to plan a course for the Central Business District's anticipated growth, while ensuring the development of a quality living and working environment for the downtown

This high-intensity, mixed-use center serves the entire region with businesses, entertainment, festivals and government. Downtown is, and should remain, the hub of the public transportation system, while continuing to be both a regional center and neighborhood that provides a diverse mix of uses, housing, and employment opportunities.



***Central City - Goals, Objectives, and Policies\****

**LU GOAL 3: TAMPA'S CENTER CITY WILL BE A COMMUNITY OF LIVABLE PLACES, CONNECTED PEOPLE, AND COLLABORATIVE PROGRESS THAT EMBRACES AND CELEBRATES ITS RIVER AND WATERFRONT.**

**LU Objective 3.1: Strive for design excellence in the Central Business District (CBD) to ensure a harmonious relationship between proposed building and outdoor space as well as to direct these relationships toward pedestrian and transit activities and uses. These relationships should give high priority to the movement and safety of the pedestrian.**

**LU Policy 3.1.1:** Continue to establish and support new and innovative Urban Design standards via a Project Development Review Procedure for all new construction and major renovations in the Central Business District.

**LU Policy 3.1.2:** New development and redevelopment in downtown Tampa should be urban in character, compact and dense with efficient use of land and buildings.

**LU Policy 3.1.3:** Maintain the heritage of Tampa's Central Business District by adaptive reuse and sensitive rehabilitation of existing structures and districts that contribute to its character.

**LU Policy 3.1.4:** Continue to encourage that all new buildings in the Central Business District be built to LEED (Leadership in Energy and Environmental Design) standards.

**LU Policy 3.1.5:** Continue to redevelop and enhance Franklin Street as an urban retail/entertainment center towards achieving a Central Business District that is active, attractive and oriented towards the pedestrian.

**LU Policy 3.1.6:** Require all new development to be designed to include retail activities and pedestrian reflective uses along Franklin Street at ground level, and provide incentives to that end.

**LU Policy 3.1.7:** Work with the Tampa Downtown Partnership in providing marketing support for existing structures along Franklin Street.

**LU Policy 3.1.8:** Make available low-interest loans for building facade renovations concurrent with the upgrade of the Franklin Street streetscape

**LU Policy 3.1.9:** Provide incentives to encourage convenience retail, restaurants, and sidewalk cafes and other eating establishments in areas adjacent to transit stations.

**LU Policy 3.1.10:** Encourage sidewalk cafes in all waterfront districts with appropriate design standards to accommodate pedestrian flow and accessibility.



**LU Policy 3.1.11:** Require that CBD parking be accommodated in well maintained and managed parking structures for higher density development.

**LU Policy 3.1.12:** Parking structures shall be designed to contribute positively to the aesthetic quality of downtown and pedestrian activity through the use of architectural detailing and active street-level uses.

**LU Policy 3.1.13:** Allow shared and off-site parking facilities in order to encourage the efficient use of parking and to provide the flexibility to develop parking on a separate site. Ensure that such parking is compatible with the existing or desired character of the area and ensure that such parking is available for the duration of the use requiring the parking.

**LU Policy 3.1.14:** Encourage shared parking facilities for business, commercial, and residential developments that have dissimilar peak use periods.

**LU Policy 3.1.15:** New building designs shall promote pedestrian movement by providing minimum setbacks on pedestrian corridors to create an active, attractive and functional public realm.

**LU Policy 3.1.16:** CBD redevelopment should be a mix of residential, employment, and entertainment uses with ground floor retail and service uses at key nodes and along major downtown corridors.

**LU Objective 3.2: Provide enhanced streetscapes within the downtown with special attention to major pedestrian connections among activity centers. Streetscape standards for the Central Business District should be clearly and uniformly established in the City's land development codes requiring all new development and major renovations to incorporate these standards in their projects.**

**LU Policy 3.2.1:** Protect major views, corridors and spaces that are open to the public in the CBD and where appropriate create new views and spaces that will be open to the public.

**LU Policy 3.2.2:** Provide a link between the various activity centers in the CBD by creating a system of attractive ground level pedestrian connections.

**LU Policy 3.2.3:** Establish building setback lines from the water's edge, sufficient to provide for adequate open space and protection of the river and the water- front, and encourage the provision of a public easement

**LU Policy 3.2.4:** Require public and private development to provide for public art as established by local ordinance

**LU Policy 3.2.5:** Encourage the placement of art works and street furniture on Franklin Street, public spaces on the water's edge, and the Cultural Arts District





**LU Policy 3.2.6:** Continue to support efforts to identify sites for public art; provide guidelines for placing public art on private sites; acquire public art.

**LU Policy 3.2.7:** Develop a public realm plan for the Central Business District and coordinate it with other open space plans for the areas surrounding the Central Business District.

**LU Objective 3.3: Continue to update and implement development regulations for the design and appearance of waterfront development.**

**LU Policy 3.3.1:** Encourage that the required on-site public space be designed and maintained as a view corridor to the water.

**LU Policy 3.3.2:** Develop regulations to discourage surface parking and freestanding garages in the view corridor; encourage architectural integration of parking with the primary structure and adjacent structures, including compatibility in design and appearance.

**LU Policy 3.3.3:** Parking structures shall be designed to contribute positively to the aesthetic quality of downtown and pedestrian activity through the use of innovative landscaping and screening elements, encouraging active uses at ground level.

**LU Objective 3.4: Establish the Hillsborough River as the focus of the Center City, creating and linking a series of “River Places” that will promote pedestrian**

**and economic activity and extend value into the community.**

**LU Policy 3.4.1:** Encourage more and diverse housing opportunities in the Center City area by amending current land development regulations in a way to promote the development of residential and/or mixed-use residential projects.

**LU Policy 3.4.2:** Encourage new mixed-use developments along and proximate to the Hillsborough River.

**LU Policy 3.4.3:** Retrofit existing development to engage the Tampa Riverwalk and promote pedestrian activity.

**LU Policy 3.4.4:** Promote a range of pedestrian activities along the waterfront to activate this space and to create a destination for Tampa residents and visitors.

**LU Policy 3.4.5:** Develop and link a series of parks and open spaces along both sides of the Hillsborough River to create varied places for community enjoyment.

**LU Policy 3.4.6:** Improve the connections from the River to adjacent neighborhoods to link residents to this important amenity.

**LU Objective 3.5: Recognize and strengthen Center City neighborhoods, creating a vibrant, diverse, distinctive, inter-connected community.**



**LU Policy 3.5.1:** Support the formation and growth of an area west of the Hillsborough River as a Medical – Education District that leverages the demands and opportunities of the University of Tampa, Tampa General and the redeveloping areas in the North Hyde Park Area.

**LU Policy 3.5.2:** Create a new mixed-use residential community along the western edge of the Hillsborough River in West Tampa, repositioned with enhanced schools, open space, connected streets and community services.

**LU Policy 3.5.3:** Promote development that respects the historic character and pattern of the Central City neighborhoods.

**LU Policy 3.5.4:** Continue efforts to promote mixed-use residential infill redevelopment at various densities in the Channel District.

**LU Policy 3.5.5:** Rebalance, reconfigure and reposition Center City streets as residentially based neighborhood connectors and local business “main streets” that are more livable and attractive for community investment, as specifically outlined in the Center City InVision Plan.

**LU Objective 3.6: Transit: Encourage the formation of attractive, vibrant, compact, mixed-use, connected places that will support multi-modal transit alternatives.**

**LU Policy 3.6.1:** Examine the development of rail connections, or other forms of mass transit, to improve connections between the downtown area, and other regional activity centers and outlying communities.

**LU Policy 3.6.2:** Preserve opportunity for future multi-modal / high-speed rail site.

**LU Policy 3.6.3:** Partner with HART and other transit agencies to evaluate alternative alignments for a Center City transit circulator.

### *The Public Realm*

**LU GOAL 4: STRIVE TO MAKE THE PUBLIC REALM’S IDENTITY KNOWN AS AN INTER-CONNECTED, ENGAGING, AND SAFE PUBLIC ENVIRONMENT.**

**LU Objective 4.1: Provide governmental services, institutional, educational, cultural, and social, facilities that are located and designed to complement Tampa’s neighborhoods, centers, and corridors.**

**LU Policy 4.1.1:** Create vibrant public places in Tampa’s neighborhoods, business centers, urban villages, transit stations and mixed-use corridors and centers that serve as gathering places.

**LU Policy 4.1.2:** Seek to ensure that schools, government administrative and operational facilities, fire stations and police facilities, schools, cultural facilities, museums, and hospitals are located throughout the City to provide places



that serve the varied needs of the community, provide for community meeting places, and provide community and neighborhood landmark buildings and places.

**LU Policy 4.1.3:** Lead by example, demonstrating design excellence in City projects, including buildings, parks, public rights-of-way, and City-subsidized redevelopment projects.

**LU Policy 4.1.4:** Ensure that the City-owned public buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, and architecture with the district or neighborhood in which they are located.

**LU Policy 4.1.5:** Promote the incorporation of public art in the design of the public realm to:

- Add visual variety and richness;
- Educate and inform;
- Engage and involve; and
- Celebrate Tampa’s heritage and environment.

**LU Policy 4.1.6:** Promote the co-location of parks, schools, police and fire facilities, health services, and other community facilities to support community interaction, enhance neighborhood identity, and leverage limited resources.

**LU Objective 4.2: Protect open space for its recreational, safety, and environmental value and provide adequate parks and open space areas throughout the City.**

**LU Policy 4.2.1:** Place a high priority on acquiring and preserving open space lands for purposes of recreation, habitat protection and enhancement, flood hazard management, public safety, and water resources protection for the overall benefit of the community.

**LU Policy 4.2.2:** Provide and maintain pedestrian and neighborhood amenities such as street trees, benches, public art, plazas and neighborhood parks.

**LU Policy 4.2.3:** Create incentives for the development of Public-Private Partnerships to create usable, accessible urban open space as a consequence of urban redevelopment.

**LU Objective 4.3: Improve the pedestrian experience through excellent urban design.**

**LU Policy 4.3.1:** Permanent structures such as utility poles and traffic control poles within the sidewalk that restrict pedestrian movement should be discouraged wherever possible.

**LU Policy 4.3.2:** Direct connections between destinations, especially for adjacent parcels, to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers. Potential conflicts between pedestrians and motor vehicles should be minimized.

**LU Policy 4.3.3:** Promote clear passage zones equal to the required minimum sidewalk width in areas with movable obstructions, such as outdoor seating. Benches should be



placed on a separate pad behind the back of side-walk or between the sidewalk and the street to avoid clear passage zone obstruction.

**LU Policy 4.3.4:** Buildings with drive-through windows facing the public right-of-way should provide landscaping to enhance the streetscape and define the street edge.

**LU Policy 4.3.5:** Provide access as feasible and practical across public right-of-way lines to allow vehicular and pedestrian movement between properties.

**LU Policy 4.3.6:** Ensure that sidewalks interconnect with existing or future sidewalks on adjacent properties and on the public right-of-way.

**LU Policy 4.3.7:** Design for walkability in accordance with policies contained in the Mobility Element.

**LU Policy 4.3.8:** Connect destinations such as schools, neighborhood centers and parks as well as greenways. Use techniques such as cooperative agreements, easement based public lands, public rights-of-way and public realm design to establish such connectivity.

**LU Policy 4.3.9:** Provide appropriate pedestrian lighting, landscaping, and street furnishings; including benches and trash receptacles, where appropriate, especially on main streets and at transit stops.

**LU Policy 4.3.10:** Ensure that funding for street lighting is a part of roadway budgeting on collector and arterial roadways improvement projects.

**LU Objective 4.4: Reinforce the design quality, function and character of connections among public places and centers of activity, recognizing that they are places in their own right and an important part of the public realm.**

**LU Policy 4.4.1:** Preserve, enhance and extend the pattern and character of the primary street system, including the prevailing grid, interconnected parkways, detached sidewalks and tree lawns.

**LU Policy 4.4.2:** Focus incentives and design controls on private development fronting roads functionally classified as collectors or higher citywide.

**LU Policy 4.4.3:** Specifically recognize and address significant intersections and gateways to the City.

**LU Policy 4.4.4:** Establish public design and maintenance standards for major corridors that incorporate historic preservation, design quality and local character.

**LU Policy 4.4.5:** Accommodate multimodal transit options within major corridors while maintaining traditional scale and character.



**LU Policy 4.4.6:** Recognize the significant design role of alleys in defining the character of traditional Tampa neighborhoods with regard to access and building orientation.

**Urban Villages**

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

- Diverse housing and employment growth;
- Pedestrian and transit-oriented communities;

- Provision of services and infrastructure targeted to support sustainable redevelopment; and
- Enhancements to the City's cultural diversity.

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

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

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

**Urban Villages - Goals, Objectives, and Policies\***

**LU GOAL 5: CREATE DISTINCTIVE AND MEMORABLE PLACES WITHIN THE CITY.**

**LU Objective 5.1: Support the Urban Village designations that produce a distinctive, high-quality built environment whose forms and character respect Tampa's unique historic, environmental, and architectural context, and create memorable places that enrich community life.**



**LU Policy 5.1.1:** Urban villages contain most of the following uses which typically make up what is considered a traditional and livable community: single and multi-family residential, neighborhood-serving commercial, schools, parks, a central gathering place, mass transit and safe, walkable pathways that connect people to all areas of the village. Work towards creating a mix and placement of these uses that works for the character of the village and creates a vibrant community setting.

**LU Policy 5.1.2:** Recognize that urban villages are a very livable and sustainable form of development. Continue to emphasize the compact and mixed-use nature of these villages. Look for ways to make it easier to create this type of development pattern.

**LU Policy 5.1.3:** Ensure that redevelopment projects in urban villages are designed for pedestrian traffic and connect and support a citywide transit system.

**LU Policy 5.1.4:** Development projects in urban villages must be oriented, integrated and in scale with the surrounding community.

**LU Policy 5.1.5:** Permit office development to infill on vacant parcels or redevelop existing parcels in areas adjacent to the Central Business District from the south right-of-way line of Ross Avenue to the south property boundary of those lots fronting the north right-of-way line of Interstate-75 between Florida Avenue and Interstate-275.

**LU Policy 5.1.6:** Lands divided by more than one plan category may proportionately weigh the floor area ratio over the entire site, and permitted uses within each of the land use plan categories may be considered anywhere on site through an approved Planned Development zoning. All negative, off-site impacts must be mitigated.

**LU Policy 5.1.7:** Encourage sustainable development and preservation of historic structures through adaptive reuse. For structures in, or eligible to be included in the Tampa Historical Register, the existing floor area ratio of the vacant structure may be considered conforming with the underlying land use plan category even if it exceeds the maximum permitted. Reuse projects are exempt from the locational criteria for neighborhood serving and residential office uses.

**LU Policy 5.1.8:** Facilitate consideration for the creative reuse of non-standard otherwise, undevelopable lots as a means to foster community interaction. Examples include: community gardens, neighborhood art displays and outdoor performance areas.

**LU Policy 5.1.9:** There may be appropriate areas of the City that should be designated as urban villages in the future. One prerequisite for designation is that a community plan must be completed first.

#### ***Mixed-Use Centers and Mixed-Use Corridors***

Mixed-use Corridors are identified as those areas with the greatest opportunity to support the gradual transformation of



road corridors where intensification is possible and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents.

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

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

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

The following road corridors have a series of mixed-uses along them: Dale Mabry Highway, Gandy Boulevard, Armenia Avenue, Howard Avenue, Florida Avenue, Nebraska Avenue, Martin Luther King, Jr. Boulevard, Columbus Drive, 40th Street, 50th Street, Adamo Drive (from Channelside to 26th Street), Busch Boulevard, Hillsborough Avenue, Fowler Avenue, Fletcher Avenue, Bruce B. Downs Boulevard, Kennedy Boulevard and Westshore Boulevard north of Kennedy Boulevard. These roadways are transit emphasis corridors and are suitable for redevelopment and intensification.

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

***Mixed-Use Centers and Corridors - Goals, Objectives, and Policies\****

**LU GOAL 6: MIXED-USE CORRIDORS: MAJOR CORRIDORS TRANSFORMED INTO VIBRANT PEDESTRIAN-FRIENDLY ENVIRONMENTS THAT SERVE AS GATHERING PLACES FOR ADJACENT NEIGHBORHOODS.**

**LU Objective 6.1: The transformation of major corridors to include a broader mix of uses, both horizontal and vertical, that provides opportunities for medium and higher density housing, while also**



**addressing local and citywide demand for retail and services.**

**LU Policy 6.1.1:** Promote redevelopment of existing automobile-oriented corridors and the up- grading of existing commercial development to create vibrant, mixed- use boulevards that balance efficient movement of motor vehicles with the creation of attractive pedestrian-friendly districts that serve the adjoining neighborhoods as well as passing motorists.

**LU Policy 6.1.2:** Encourage through the redevelopment process, residential, mixed-use, retail, service commercial, and other pedestrian-oriented uses along mixed- use corridors to be oriented to the street by placing them toward the front of properties with entries and stoops fronting the street.

**LU Policy 6.1.3:** Support proposals to convert non-residential properties along mixed-use corridors, between major intersections, to residential or mixed-use residential uses and ensure the development is compatible with surrounding land uses and has adequate access to transit services and community services.

**LU Policy 6.1.4:** Require that sidewalks along mixed-use corridors are wide enough to accommodate significant pedestrian traffic and the integration of public amenities and landscaping.

**LU Policy 6.1.5:** Encourage design and development along mixed-use corridors that promote the use of public transit, pedestrian and bicycle travel maximizing personal safety through development features such as:

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

**LU Policy 6.1.6:** Ensure that the introduction of higher-density mixed-use development along major arterial corridors and collector roads is compatible with adjacent land uses, particularly residential uses, by requiring such features as:

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





**LU Policy 6.1.7:** The long-term development direction is to create linear mixed-use centers within these corridors. Four types of mixed-use corridor centers are defined based on the scale of the development pattern to be expected. (1) suburban mixed-use scale (refer to the SMU-6 plan category); (2) neighborhood mixed-use scale (refer to the NMU categories); (3) community mixed-use scale (refer to the CMU-35 and CC-35 plan categories); and (3) urban mixed-use scale (refer to the RMU-100 and UMU-60 plan categories).

**LU Policy 6.1.8:** Each mixed-use corridor should be analyzed with the intent of being developed in harmony with adjacent neighborhoods. The type of corridor village will be determined at that point (i.e. suburban, community serving, or urban scale). Corridors may be divided into several mixed-use corridor villages the size, configuration and type will be determined during the planning process for the corridor.

**LU Policy 6.1.9:** Promote redevelopment patterns and streetscape improvements that transform the visual and physical character of these corridors by the following methods:

- Put buildings close to the sidewalk. This will create a consistent “street wall,” will allow through traffic to see shops, and will make it interesting for people to walk through the corridor;
- Introduce taller buildings consistent with the underlying plan category;
- Consider placing parking in the rear of the building;

- Direct traffic back to the major roads;
- Create an attractive front and rear facade and entry for pedestrians;
- Create pedestrian pathways between the uses in the corridor and the neighborhoods behind;
- Reduce visual clutter of signs through a consistent sign program;
- Remove utility poles and put utilities underground;
- Plant street trees and provide street furniture; and
- Always try to diversify the types of uses.

**LU Policy 6.1.10:** Promote densities, mixes of uses, and transportation improvements that support walking and use of public transportation.

**LU Policy 6.1.11:** Accommodate planned levels of household and employment growth. Depending on the characteristics of each area, establish concentrations of employment and housing at varying densities and with varying mixes of uses.

**LU Policy 6.1.12:** Collaborate with the community in planning for the future.

**LU Policy 6.1.13:** Mixed-use Corridor Centers are defined as those segments of a mixed-use corridor represented by adopted mixed-use plan categories on the future land use map. That include:

- Suburban Mixed-use-3



- Suburban Mixed-use-6
- Neighborhood Mixed-use-16
- Neighborhood Mixed-use-24
- Neighborhood Mixed-use-35
- Community Mixed-use-35
- Community Commercial-35
- Urban Mixed-use -60
- Regional Mixed-use-100

Changes to these centers may be considered via a neighborhood planning process (through form based codes). Neighborhood planning processes to develop these changes must include citizen participation from the neighborhoods adjoining the mixed-use corridor.

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

Downtown Tampa and its surrounding neighborhoods form the core of a dynamic and growing metropolitan region. The urban core has attracted more and more people as a place where they can live, work and play. Institutions and developers have increasingly responded by investing in residential complexes and entertainment venues that capitalize on Downtown's recreational, sports, arts and cultural attractions. With its *InVision Tampa* plan, the City of Tampa has laid the groundwork for a walkable, vibrant, and 24-hour downtown.

Yet multimodal connections between downtown Tampa and the region remain a challenge. Dominated by an auto-centric

transportation system, the City needs a more balanced, less disruptive way to move people to and through downtown Tampa. Despite significant investments to expand the Interstate system, Tampa still suffers from chronic peak period congestion. Travel times from Downtown to Westshore and to the USF area are unreliable and frequently delayed. The unfortunate reality is that even after the Interstate is expanded, population and job growth are projected to generate even more traffic, which will eat up available highway capacity and cause congestion to persist into the foreseeable future.

Recognizing that highway expansion has limits, City and County leaders seek more effective forms of mobility. Downtown Tampa is crisscrossed by bus lines, yet most do not run frequently enough or late enough to attract choice riders. Tampa is served by a network of rail lines, but they stand vacant for much of the day, with only infrequent freight trains. Major transit expansion plans have been proposed over the decades, but have not come to fruition. Although a majority of voters in the City of Tampa cast ballots in favor of a referendum in 2010; county wide voters, rejected the proposal which would have funded a greatly expanded bus system and a 56-mile regional rail system.

Following the 2010 referendum, the MPO analyzed the reasons why people voted as they did. The results were eye-opening: voters want a balanced system, focused on cost-



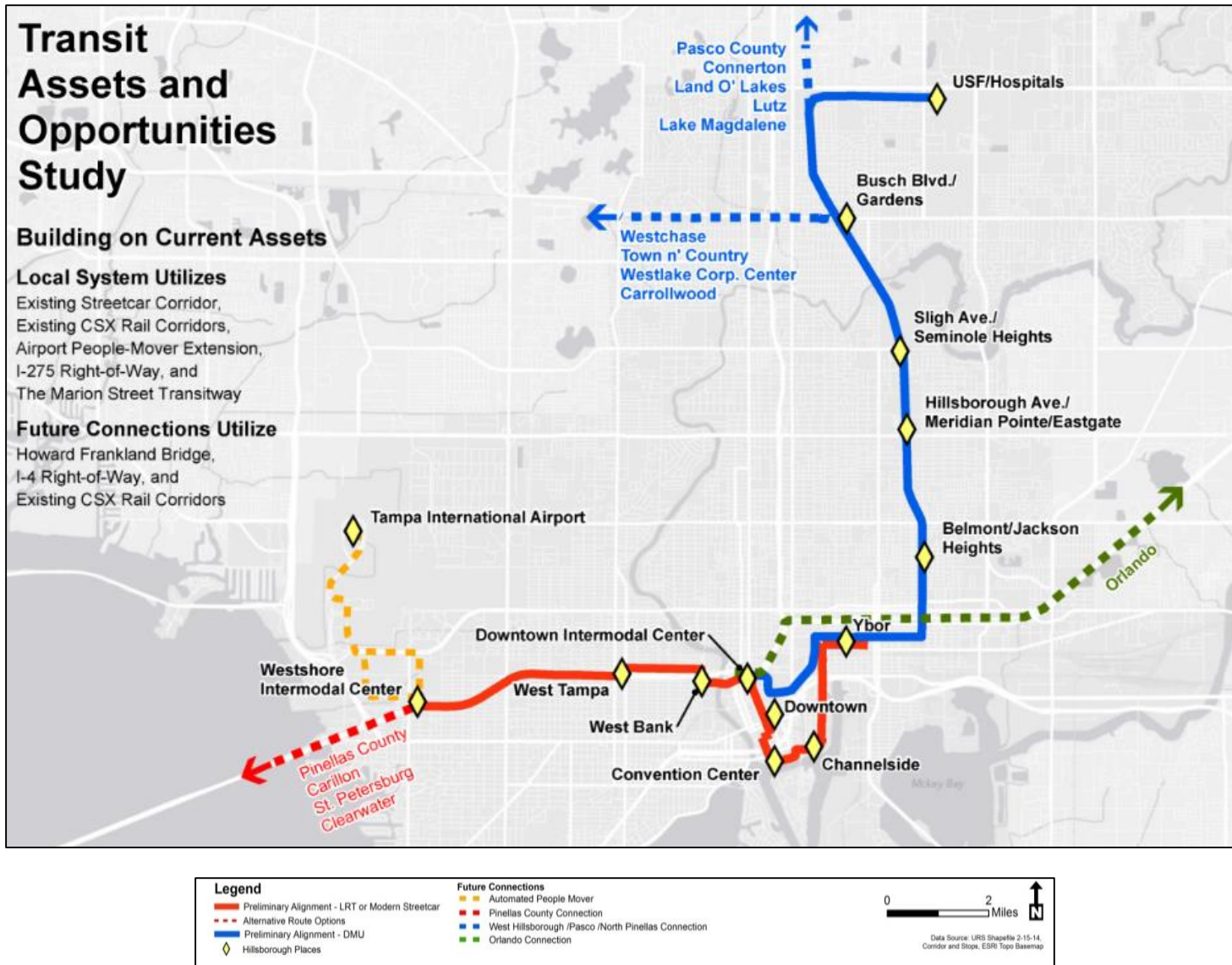
effective improvements to traffic flow coupled with lower-cost, incremental transit expansion.

A Downtown Transit Assets and Opportunities Study was conducted to respond to those preferences. It builds on existing assets to stimulate redevelopment. It evaluates the feasibility of lower cost approaches, proposing new forms of fixed-guideway transit. It looks at the potential use of existing freight rail lines, as well as Interstate right-of-way specifically reserved for transit. It recommends re-purposing the streetcar line to make it faster and more effective for day-to-day travel. It highlights the need to integrate current rubber-wheeled trolley and bus lines with the streetcar system. Taken all together, these assets are the start of a regional system that would grow outward from Downtown Tampa. The resulting system would link the three largest job centers in

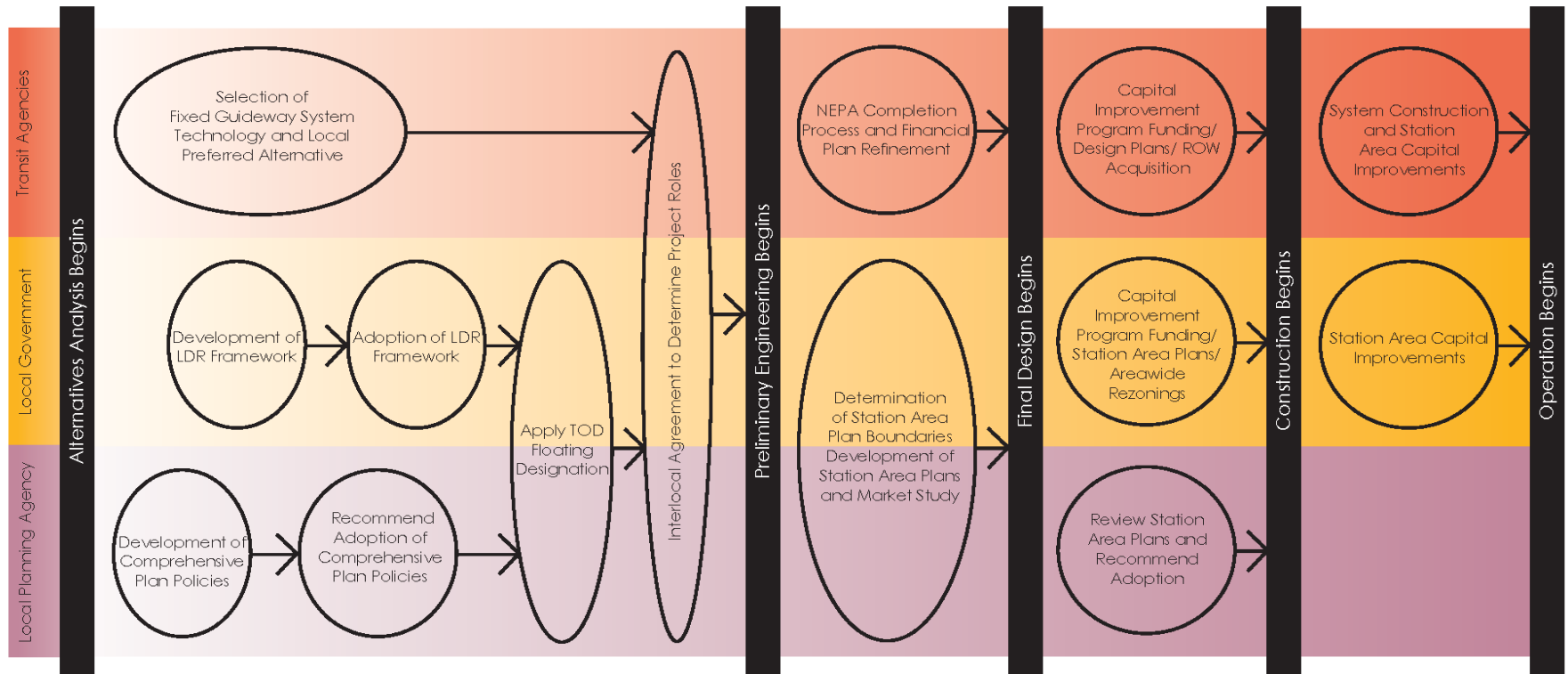
Hillsborough County together and ultimately connect Tampa’s urban core with the rest of the Tampa Bay region.

Several alternative options were evaluated for the connections from Downtown Tampa to Westshore and to USF. Ultimately, the recommended corridors which are included in the 2040 Transportation Plan build upon existing assets such as the CSX corridor to the north of downtown and the Interstate 275 median to the west of downtown. These recommendations are shown in the following figure.





**LU Figure 1 – Tampa and Hillsborough Fixed Guideway – Transit System/TOD Planning**



The recommended corridors establishes the general boundary in which a fixed-guideway transit system may be considered, as well as creating a mechanism that sets forth a framework for the establishment of a Transit Oriented Development Overlay (TOD Overlay). The TOD Overlay will be in effect once the station area locations are determined in accordance with Goal 7 and associated objectives and policies below. When investment/funding plans are established and station location areas are known, appropriate area zoning changes to classifications that are transit-supportive will need to take place to allow transit supportive infill development and redevelopment to occur and to be consistent with and implement the TOD Overlay.

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

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





The Goals, Objectives, and Policies within this section serve as the planning framework for the processes that will occur once

station area locations have been determined. The general steps of this process are listed in chronological order (an illustrative flow chart of the overall process is included as Figure TOD-1):

- Designation of the Area of Influence for the Transit Oriented Development Overlay (TOD Overlay) at the time a station location is determined by the transit agency (0.5 mile radius from approved fixed guideway station locations).
- Set thresholds and allow by Transit Station Area Typologies (Table TOD-2), as an overlay to the Future Land Use Matrix.
- Determination, approval, and adoption of specific Station Area Plan Boundaries and typologies for each station. This may be a modified version of the initially designated Area of Influence and will become the fixed boundaries of the TOD Overlay. Implementation of these plans will include City-initiated area rezonings.



**LU Table TOD-2 Tampa and Hillsborough Fixed Guideway – Transit Station Area Typologies\***

Station Type <sup>1</sup>		Maximum Density Range <sup>2</sup>	Maximum FAR Range <sup>3</sup>	Applicable City Planning Dist. & Form <sup>4</sup> / Location <sup>5</sup>	Range of Building Height	Range of Desired Land Uses <sup>6</sup>	Range of Allowable Housing Forms	Transit System Function
High Intensity Urban Station		CBD: Guided by FAR	CBD: Any FAR is acceptable if market feasible	Business Center (CBD)*	FAA Height Limits	Office (general/medical/R&D), Residential, Entertainment, Public/ Semi-Public	High-rise and mid-rise apartments and condos	Intermodal facility/transit hub, Major regional inter-regional destination with high quality local transit feeder connections
								
Mixed Use Regional Stations	Urban 	75-200 du/ac	2.5-7.5	Westshore Planning District*	FAA Height Limits	Office (general/medical/R&D), Retail, Residential, Entertainment, Public/ Semi-Public	High-rise and mid-rise apartments and condos	Regional Destination, Linked with high quality local transit feeder connections.
	Suburban 	40-60 du/ac	1.5-3.5	Business Center (USF)* / Brandon (I-75 area)*	3-12 stories	Office (general/medical/R&D), Retail, Entertainment, Educational, Institutional, Medical, Residential	Mid-rise apartments, condos, and apartment complexes	Regional Destination. Will be served by Park-n-Ride facilities and local high quality transit feeder connections.
Community Center Stations	Urban 	40-60 du/ac	1.5-3.0	Urban Village, Mixed-Use Corridor Village*	2-8 stories	Office (general/medical), Retail, Residential, Entertainment, Public/ Semi-Public	Low to mid-rise apartments, condos, and townhomes	Walk Up Station with potential for localized parking and will utilize local transit connections.
	Suburban 	15-40 du/ac	1.0-2.5	Westchase area*	2-8 stories	Office (general/medical), Retail, Residential, Entertainment, Public/ Semi-Public	Low to mid-rise apartments, condos, and townhomes	Walk Up Station with strong potential for Park-n-Ride and will require local transit connections.
Neighborhood Stations	Urban 	20-30 du/ac	1.0-2.5	Mixed Use Corridor Village, Traditional Neighborhood*	2-5 stories	Office (general/medical), Retail, Residential, Public/Semi-Public	Low to mid-rise apartments, condos, townhomes, and attached dwellings	Local transit feeder system with walk-up stops with limited or no parking.
	Suburban 	10-20 du/ac	0.5-1.5	Brandon (area neighborhoods)*	2-3 stories	Office (general/medical), Retail, Residential, Public/Semi-Public	Low rise, townhomes, attached and small lot detached residential	Local transit feeder system. Walk-up stops with parking.
Employment Center Stations		N/A	0.6-3.0	University Planning District (Business Center - USF)*	3-12 Stories	Office (general/medical/R&D), flex space, support retail, restaurant, lodging, Public/ Semi-Public	N/A	Regional Destination, Linked with high quality local transit feeder connections.
Special Stations		N/A	1.0-2.5	Tampa International Airport, Business Center - Westshore*	FAA Height Limits	Airport, airport related uses and support services	N/A	Regional Destination, Linked with high quality local transit feeder connections.
Park and Ride Stations		N/A	Average: 0.5	Mixed Use Corridor Village* / Community Plan Areas*	N/A	Office (general/medical/R&D)/ Retail	N/A	Capture station for in-bound commuters, Large Park-N-Ride with Local and Express bus connections.

\*Station Type are listed in general hierarchy of intensity with associated typical station characteristics. Maximum Density refer to the number of dwelling units per developable acre as shown in the LU Table. Station Type are defined in general hierarchy of intensity with associated typical station characteristics. Station Types are presented within the corresponding City Form component(s) listed as well as within any higher (more intense) City Form component. Refer to Map 1, Vision Map in Chapter 2 for representation of Overlay and City Form locations. Station Types are listed by corresponding location within the respective jurisdictions of Hillsborough County. Range of allowable uses shall be guided by Table 2 Future Land Use Summary Table in Chapter 3. Residential uses will not be permitted in areas where the underlying Future Land Use is Light Industrial, Heavy Industrial, or MAF (City of Tampa). Increased development potential shall be prohibited in the Residential category. Airport-related location. Photo reference from top to bottom: Tampa, FL CBD-Downtown; Tampa, FL CBD-Downtown; Tampa, FL; Tampa International Airport; Tampa, FL; USF.



As a general overview, there are seven basic station types, High Intensity Urban Node, Mixed-use Regional Node, Community Center, Neighborhood, Park and Ride, Employment Center, and Special; characteristics of each are documented in Table TOD-2. Three of these station types (Mixed-use Regional, Community Center, and Neighborhood) include urban and suburban characteristics, which will be utilized depending on where the station is located within the City.

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

The second step, linking the density, intensity, and range of use thresholds necessary for successful Transit Oriented Development (set forth in Table TOD-2), occurs with the adoption of the Transit Oriented Development Overlay, in accordance with LU Goal 7 and its associated objectives and policies. Those densities, intensities, and range of uses described in Table TOD-2 will be applicable within the Area of Influence.

In order to achieve additional development potential ("TOD bonus"), parcels within the TOD Overlay must provide transit-

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

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















**LU Table TOD-3: Tampa and Hillsborough Fixed Guideway – Components of Station Area\***

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



**LU Table TOD-4: Tampa and Hillsborough Fixed Guideway – Transit Station Design Principals\***

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



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

***Transit Station - Goals, Objectives, and Policies\****

**LU GOAL 7: DEVELOP A TRANSIT SYSTEM THAT SUPPORTS OUR CONTINUED ECONOMIC SUCCESS, ENHANCES LIVABILITY, AND PROMOTES REDUCTIONS IN GREENHOUSE GASES THROUGH THE USE OF ALTERNATIVE TRANSPORTATION MODES.**

**LU Objective 7.1: Establish a process of inter-governmental/agency communication and coordination to plan for a fixed-guideway transit system that creates connections throughout the City of Tampa, Hillsborough County, and to locations throughout the Tampa Bay region.**

**LU Policy 7.1.1:** Prior to the commencement of Station Area analysis for transit oriented development, an Interlocal agreement will be executed defining specific roles and responsibilities for each of the responsible agencies (including but not limited to the City of Tampa, HART, TBARTA, FDOT, Metropolitan Planning Organization, Local Planning Agency) and jurisdictions involved in the planning, design, and

construction of the fixed-guideway transit system and its station areas.

**LU Policy 7.1.2:** The City of Tampa will continue to support the findings and recommendations of the approved HART Alternatives Analyses, and the TBARTA Master Plan and the Hillsborough MPO 2035 LRTP in pursuing the development and implementation of a fixed guideway transit system.

**LU Policy 7.1.3:** Coordinate with the Local Planning Agency (LPA), the Applicable transit agency, and the Metropolitan Planning Organization to designate the appropriate station type, pursuant to Table TOD-2, for specific station locations, considering the unique context of each station area within the entire transit corridor and the regional system.

**LU Objective 7.2: Establish a Future Transit Envelope and Transit Oriented Development Overlay to provide redevelopment of a fixed guideway transit system and station areas.**

**LU Policy 7.2.1:** The TOD Overlay applies only to lands that meet the following criteria:

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



**LU Policy 7.2.2:** The allowable densities, intensities, and ranges of allowable uses for the TOD Overlay are identified in Table TOD-2 Tampa and Hillsborough Fixed-Guideway Transit Station Area Typologies, which is adopted as part of this section.

**LU Policy 7.2.3:** Adopt TOD Zoning Designations consistent with Table TOD-2.

**LU Policy 7.2.4:** A property owner within an Area of Influence may choose from one of the following options:

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

**LU Policy 7.2.5:** Transit Station Area Typologies (Table TOD-2) shall be used as an overlay to the Future Land Use Matrix by defining the densities, intensities, and allowable range of uses that may be achieved, thereby creating the desired land use characteristics needed for successful Transit Oriented Development.

**LU Policy 7.2.6:** In order to achieve additional development potential (“TOD bonus”), parcels within the TOD Overlay must provide transit-oriented amenities in accordance with Table TOD-4 and the methodology set forth in the City’s Land Development Code. This TOD bonus provision will ensure that new development provides transit-oriented

amenities that enhance the quality of life in order to achieve the desired density and intensity needed for successful Transit Oriented Development. Transit- oriented amenities can include, but are not limited to improvements to pedestrian/bicycle facilities and connections, improvements or design amenities that would decrease automobile use and parking demands, provision of a mixture of uses within a unified development, and in- creased accessibility to transit for persons with disabilities.

**LU Objective 7.3: Efficiently plan for new development around transit stations by establishing a consistent methodology, utilizing form-based and transit-based development initiatives to assist in the development of priority Station Area Plans, for the purpose of developing transit-oriented development regulations.**

**LU Policy 7.3.1:** Following the establishment of the initial Area of influence at a determined station location, a specific Station Area Plan Boundary for each station will be defined by the responsible entities as described in an executed Interlocal agreement. The Station Area Plan Boundary will generally include areas within a 0.5-mile walking distance from the transit station. In determining the specific Station Area Plan Boundaries, physical, environmental, and community features, property boundaries, and borders shall be considered, thereby allowing the appropriate expansion or contraction of the Boundary.



**LU Policy 7.3.2:** Station Area Plan Boundaries are subject to Tampa City Council approval. The Station Area Plan Boundaries will become the fixed boundaries of the TOD Overlay, and will fall within the Future Transit Envelope. Any TOD-related zoning change that was approved prior to the adoption of a specific Station Area Plan Boundary shall be included within that Boundary.

**LU Policy 7.3.3:** Establish a consistent methodology, utilizing form-based and transit-based development initiatives to assist in the development of priority Station Area Plans, for the purpose of developing transit-oriented development regulations. Station typology definitions included in Table TOD-2 and a location-specific market study shall provide guidance for the Station Area Plan.

**LU Policy 7.3.4:** The City of Tampa, in coordination with HART, FDOT, or the applicable transit agency, shall begin developing priority Station Area Plans for each station. These plans will, at a minimum, consider those components identified in Table TOD-3, which is adopted as part of this section.

**LU Policy 7.3.5:** Transit oriented development regulations and station area plans shall be consistent with the Comprehensive Plan. These codes, as well as the associated Station Area Plan, will recognize the unsuitable inclusion of residential development in industrial and M-AP future land use designated areas, the community character of stable and historic neighborhoods where increased densities and

intensities may be deemed inappropriate, and those neighborhoods designated Residential-6 where increased development potential shall be prohibited.

**LU Policy 7.3.6:** Pursuant to the local Interlocal agreement the Station Areas shall be analyzed for the purpose of developing transit oriented development regulations. These analyses (Station Area Plans) can either be publicly or privately funded, but their completion must be overseen by a public agency. At a minimum, these plans shall address the components as listed in Table TOD-3 and inform zoning decisions based on this table, to the extent feasible in each unique station area.

**LU Policy 7.3.7:** In addition to those Components of Station Areas documented in Table TOD-3, the Transit Station Area Design Principles in Table TOD-4, which is adopted as part of this section, should also be utilized as a guide in evaluating station areas for appropriate transit oriented development.

**LU Policy 7.3.8:** A public involvement program, that includes community stakeholders, public agencies, and private developers, shall be part of analyzing a Station Area. This process shall include public workshops.

**LU Policy 7.3.9:** During the construction of the fixed-guideway system and following the completion of an analysis of a priority Station Area, a city-initiated area rezoning for parcels within those station areas to transit supportive zoning categories (to be defined in the Land Development Code), will



be completed. These actions will be consistent with the Comprehensive Plan.

**LU Objective 7.4: Utilize the Transit Station Area Design Principles in Table TOD-4 and subsequent policies listed below to guide the development of transit-oriented development regulations and any associated Station Area Plans.**

**LU Policy 7.4.1:** Where applicable, the transit oriented development regulations and any associated Station Area Plan shall recognize neighborhood planning efforts adopted by the City of Tampa including, but not limited to, community vision plans, neighborhood plans, economic development plans, and community redevelopment area plans. These plans shall receive priority consideration in developing these regulations to ensure consistency. However, the existence of a current plan does not preclude change from occurring in station areas as opportunities for development and redevelopment will need to be reevaluated within station areas in order to encourage transit supportive densities and intensities (refer to Table TOD-2). In areas where a Station Type (Table TOD-2) is in conflict with existing adopted plans or categories, Table TOD-2 shall supersede.

**LU Policy 7.4.2:** Where Station Areas are located within or adjacent to Mixed-Use Corridors and Corridor Centers closely coordinate planning efforts to ensure consistency in approach and implementation strategies. Where feasible, combine Station Area Plan efforts with those for the surrounding or

adjacent Mixed-use Corridor Village in order to streamline the process and to encourage participation by stakeholders. Where form based codes pre-exist the Station Area Planning process, amendments to the code may be required during the city-initiated re-zoning phase to ensure that the specific target densities and intensities related to the station typologies will be accommodated.

***Transit Oriented Communities***

New developments provide opportunities to include a full range of housing types, sizes, and prices and include residential units in mixed-use developments. For Tampa to retain and attract businesses and workers, the City must offer an ample supply and a wide variety of housing types for people of all incomes.

**LU Objective 7.5: Encourage Transit Oriented Development that offers a mixture of uses and social services to promote economic development and neighborhood stability.**

**LU Policy 7.5.1:** Promote discussion and a regional commitment to goals for mixed-income and mixed-use housing development along transit lines in forums such as the Tampa Bay Regional Planning Council.

**LU Policy 7.5.2:** Place new residential developments at locations that increase potential ridership on the regional transit system and support the major employment centers.



**LU Policy 7.5.3:** Establish development patterns that combine residential with other compatible uses in mixed-use areas such as the CBD, Business Centers, Urban Villages, Mixed-use Corridors and Corridor Centers.

**LU Policy 7.5.4:** Encourage the development of housing at transit-supportive densities near transit streets, especially where parks or schools are present, to ensure that the benefits of the public’s investment in those facilities are available to as many households as possible.

**ASSETS: ECONOMIC ENGINES**

*Port Tampa Bay*

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

Port Tampa Bay completed its Strategic Plan in late 2010. The Strategic Plan provides the foundation for the long term direction and Mission of the Port, focusing on its major business sectors, supported by the Plan’s Objectives, strategies and action plans. The time horizon is projected to be from 5 – 20 years. The

Port’s Master Plan, last updated in 2008, provides long term guidance for planning, construction, maintenance and rehabilitation of the surrounding infrastructure. The Master Plan’s content includes an inventory of port facilities, terminal capacities, investment requirements and alternative investment plans. The current Master Plan will carry through the horizon year of 2027.

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

With the expansion of the Panama Canal and increased port competition, the Port’s focus will be on the improvement and maintenance of its infrastructure, as the ability to move and store goods will become pivotal in achieving its overall mission. The Port has also acquired additional lands in the South Bay area to accommodate its future industrial, manufacturing and export activities.

Port Tampa Bay continues to be a vital economic engine to the City of Tampa and Hillsborough County’s economy. The Port’s performance continues to move forward, with cruise ship operations accommodating approximately one million passengers a year and a total of over 1.2 million tons of



general cargo for FY2012. The Port also continues to expand its competitive position via its business development and marketing efforts.

**LU GOAL 8.0: MAINTAIN AND ENHANCE TAMPA'S CHARACTER AS IT GROWS AND EVOLVES BY BUILDING UPON ITS ASSETS.**

**LU Objective 8.1: Support and strengthen the role of the Port of Tampa as a major economic engine for the future well-being of Tampa.**

**LU Policy 8.1.1:** Continue to encourage development and redevelopment of the Port of Tampa, and supporting infrastructure to serve the Port, in accordance with the Imagine 2040 City of Tampa Comprehensive Plan, the Port Master Plan and other applicable laws and regulations, in order to promote the orderly growth and development of the Port of Tampa by identifying those areas best suited for Port and maritime related facilities and activities. This will accommodate the growth needs of the Port and the maritime industry, and allow the Port to take advantage of economic development opportunities unique to the City of Tampa and to the Port of Tampa.

**LU Policy 8.1.2:** The Planning Commission staff, in order to provide proper coordination between the City and the Port for adequate review of potential impacts related to the Port Master Plan and the City of Tampa Comprehensive Plan, shall transmit a copy of all plan amendment applications within the

Port Activity Center Area to Port Tampa Bay and the City of Tampa. The Planning Commission staff shall consider and address the comments of Port Tampa Bay and City of Tampa staff in formulating its recommendation.

**LU Policy 8.1.3:** Plan amendment requests within the Port Activity Center will be reviewed and assessed based on the importance of their role in fulfilling the Port's overall mission, as well as their potential economic benefit to the City and region. Review of these areas shall be based on the following prioritization criteria.

- Tier 1 - Locations considered critical to Port operations and the City's economic welfare. Main characteristics consist of: having deep water access and are either part of, or have direct access to the Strategic Intermodal System.
- Tier 2 - Locations Identified as part of the Strategic Intermodal System that have either a Light or Heavy Industrial future land use category.
- Tier 3 - Locations that have either a Heavy or Light industrial future land use designation.

**LU Policy 8.1.4:** Proposed land use amendments for residential and mixed-use development within the Port Activity Center must demonstrate compatibility of the proposed use as it relates to adjacent properties already designated for industrial uses.

**LU Policy 8.1.5:** Adopt and implement specialized regulations, in its land development regulations that will





ensure orderly and compatible development among proposed developments, the Port and maritime-related facilities and activities. Such regulations should include, but not be limited to;

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

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

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

*the Stipulated Settlement Agreement. In the event that the property owner or the property owner’s agent applies for a subsequent Future Land Use Map amendment, the real property will be subject to the Objective and its policies.*

**Tampa International Airport**

Tampa International Airport (TIA) has consistently ranked in the top 10 airports in the world and is lauded for its convenience and ease of use by its clientele. TIA is in the initial stages of its largest expansion in over 40 years. Its role as a major economic engine for Tampa, Hillsborough County, the region and the State continues to grow, servicing over 17 million clients in 2014 with the expansion projected to assist in accommodating 34 million clients by 2033.

**LU Objective 8.2: To promote and protect the utility of Tampa International Airport, the City shall support uses compatible with aircraft operation through the Municipal Airport Compatibility (MAP) land use plan category and FAP zones.**

**LU Policy 8.2.1:** Maintain the lower density and/or intensity of development permitted by the MAP (Municipal Airport Compatibility) plan category for those properties located within or in proximity to Tampa International Air-port, as shown on the adopted land use map.

**LU Policy 8.2.2:** New development shall not obstruct aircraft operations by intersecting the airport’s clear zones, approach zones, transition surface, horizontal surface, and conical surfaces.



**LU Policy 8.2.3:** All building regulations - floor area ratios (FAR) and height - shall be promoted to guarantee the continued efficient operation of the community’s airport and ensure public safety.

**LU Policy 8.2.4:** Include the Hillsborough County Aviation Authority in the Development Review Committee process to maintain open communication channels regarding all petitions for rezoning and special use.

**LU Policy 8.2.5:** Prohibit new construction and redevelopment which inhibits the safe and efficient operation of airport facilities within the runway protection zones for Tampa International and Peter O. Knight Airports.

**LU Policy 8.2.6:** The City of Tampa will continue to coordinate with the Hillsborough County Aviation Authority in promoting land use compatibility in the airport environs through an Interlocal agreement or other mutually acceptable process. At a minimum, the process employed by the City and the Hillsborough County Aviation Authority will include the following, consistent with Chapter 333, F.S.:

- An examination of existing and potential for landfills (a) within 10,000 feet from the nearest point of any runway used or planned to be used by turbojet or turboprop aircraft and (b) within 5,000 feet from the nearest point of any runway used only by piston-type aircraft and the effect of their impact on approach and departure patterns of air- craft;

- An assessment of compatible and incompatible land uses within the existing and future noise contour zones;
- An evaluation of the location of educational facilities within an area which extends 5 miles in a direct line along centerline of the runway, and which has a width measuring one-half of the length of the runway;
- An examination of compatible and incompatible land uses within the run- way approach zones; and
- An evaluation of existing land use and zoning regulations and recommendations/strategies to achieve greater land-use compatibility.

**LU Policy 8.2.7:** In order to continue to promote and protect the utility of Tampa International Airport, the City shall support uses compatible with aircraft operation through the Municipal Airport Compatibility land use plan category

***MacDill Air Force Base***

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

Between 2005 and 2007, MacDill AFB, the City of Tampa and the Ballast Point community worked to develop a consensus on managing development in the MacDill Flight Path. The challenge was to achieve a balance between the operational needs of the base; the protection of the public’s health, safety and welfare; and the preservation and enhancement of the community’s



quality of life. The following policies are the result of that collaborative effort towards achieving that balance.

**LU Objective 8.3: Support and strengthen the role of MacDill Air Force Base by requiring that adjacent development be compatible with airport related activities.**

**LU Policy 8.3.1:** All new residential development within the MacDill Air Force base flight path, also known as the FAP I and II on the future land use map, shall be limited to 10 dwelling units per acre. Any property which received approval from Tampa City Council for a Future Land Use Map amendment or a rezoning prior to the effective date of Objective 8.3 and its associated policies, shall be allowed to develop in accordance with those approvals and the density and/or intensity allowed pursuant to those approvals shall not be reduced pursuant to Objective 8.3 and its associated policies. In the event of any conflict between the provisions and/or conditions of an approved Future Land Use Map amendment or an approved rezoning and Objective 8.3 and its associated policies, the provisions and/or conditions of approval shall prevail.

**LU Policy 8.3.2: RESERVED**

**LU Policy 8.3.3:** Prohibit new construction and redevelopment which inhibits the safe and efficient operation of airport facilities within the Flight Path areas for MacDill AFB.

**LU Policy 8.3.4:** Prohibit future “noise sensitive” development such as residences, schools, hospitals, etc. which does not provide the required noise attenuation features within the noise contour areas adjacent to MacDill AFB which may pose health hazards.

**LU Policy 8.3.5:** New development shall not obstruct aircraft operations by intersecting the airport’s clear zones, approach zones, transition surface, horizontal surface, and conical surfaces.

**LU Policy 8.3.6:** All building regulations (floor area ratios (FAR) and height) shall be promoted to guarantee the continued efficient operation of the airport and ensure public safety.

**LU Policy 8.3.7:** Include MacDill AFB in the Development Review process to maintain open communication channels between City staff and these entities regarding all petitions for rezoning and special use requests generally within these flight areas.

**LU Policy 8.3.8:** MacDill Air Force Base representatives shall be included in the review of all proposed rezoning and plan amendments within the FP I and II Zones.

**LU Policy 8.3.9:** Continue to consult MacDill Air Force Base Air Installation Compatibility Use Zone Report (AICUZ)/Compatibility Use District (CUD) recommendations



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

**LU Policy 8.3.10:** Continue to promote compatible development within the FP I and II Zones through maintenance of reduced densities.

**LU Policy 8.3.11:** The City of Tampa and the Planning Commission shall continue to re-view the impacts of development, their visibility characteristics and penetration of airspace within the MacDill Air Force Base’s approach zones.

**LU Policy 8.3.12:** Prohibit the construction of communication towers and antennas in the FP I and II zones.

**LU Policy 8.3.13:** Continue to protect all access roads (Bayshore Boulevard, Dale Mabry Highway, Manhattan Avenue, and MacDill Avenue) leading to and from the base from private interest road closures in conjunction with established national defense access roads and military evacuation routes.

**LU Policy 8.3.14:** No vertical development shall be permitted in the area mapped on the Adopted 2040 Future Land Use Map as the Clear Zone

**LU Policy 8.3.15:** The City of Tampa shall amend the City of Tampa Code of Ordinances to include noise attenuation measures to achieve an outdoor to indoor Noise Level Reduction (NLR) of a maximum of 30dB for residential development within the Day Noise Level (DNL) contour zones

of the MacDill Air Force 2008 MacDill Air Installation Compatible Use Zone (“AICUZ”) if the DNL is in excess of 70 db, or a lesser db for any portion of the property located in a lower DNL zone.

*Major Medical Facilities:*

**LU Objective 8.4: Support the major medical facilities as providers of public service and as major employers.**

**LU Policy 8.4.1:** Permit office development to infill on vacant parcels or redevelop existing parcels in areas adjacent to St. Joseph Hospital from the south right-of-way line of Martin Luther King, Jr. Boulevard to the south property boundary of those lots fronting the south right of way line of St. Isabel Street between Armenia and MacDill Avenues.

**LU Policy 8.4.2:** Permit office development to infill on vacant parcels or redevelop existing parcels along Habana Avenue between Hillsborough Avenue and Martin Luther King, Jr. Boulevard.

*The Waterfront*

**LU Objective 8.5: Provide public access to the waterfront and provide an open space system, in accordance with the provisions in the Plan, and in accordance with the following policies:**



**LU Policy 8.5.1:** Coordinate with the Parks Department during the land use planning process to ensure that waterfront facilities are available for the projected population.

**LU Policy 8.5.2:** Continue to study and implement open space/public access plans to provide public access to the waterfront and to ensure a coordinated, functional system.

**LU Policy 8.5.3:** Provide public notice for any proposed disposition of City owned waterfront land.

**LU Policy 8.5.4:** The vacating of right of way adjoining the water front shall only be allowed when there is a clear public benefit.

**LU Objective 8.6: For waterfront development, encourage required on-site public space to be designed and maintained as a view corridor or public open space to the water.**

**LU Policy 8.6.1:** Establish appropriate building setback lines from the water's edge and to include public open space.

**LU Policy 8.6.2:** Continue to update and implement development regulations for the design and appearance of waterfront development and public access to the waterfront.

**LU Policy 8.6.3:** Develop regulations to encourage public access corridors to the water's edge where the street grid does not provide public access within reasonable intervals;

people-oriented uses at the ground level; and aesthetic treatment of rooftops and terraces.

**LU Objective 8.7: The redevelopment of established waterfront districts shall be encouraged through the use of such things as, but not limited to strategic planning and implementation studies, incentives, regulatory techniques and overlay districts.**

**LU Policy 8.7.1:** Non-industrial uses within the waterfront land use areas adjacent to Tampa Bay will be encouraged to have water orientation that is accessible to the public and interconnected with adjacent non-industrial land uses where feasible.

**LU Objective 8.8: Promote the redevelopment of the Channel District and the Ybor Channel area.**

**LU Policy 8.8.1:** Encourage transit oriented development on properties adjacent to the TECO Line Streetcar System and located within the Streetcar System's Special Assessment District.

#### ***Industrial Lands - Development and Redevelopment***

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



The definition of industrial is changing. Today, industrial should also include life sciences research high-tech laboratories and flex space just as much as warehouses.

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

There will continue to be demand for industrial land in Tampa over the next twenty years. Most of Tampa’s industrial lands are clustered around its major economic engines: the Port, Tampa International Airport and the University of South Florida.

Industrial jobs provide economy opportunities to Tampa residents whose job prospects are made difficult in a global economy.

**LU Objective 8.9: Recognize industrial lands for their support to key economic engines within the City in order to strengthen Tampa’s role as a regional employment center.**

**LU Policy 8.9.1:** Accommodate a range of employment activity to ensure employment opportunities are available for

the City’s diverse residential population, including maintaining healthy manufacturing and industrial areas.

**LU Policy 8.9.2:** Encourage the continued intensification, and existence of industrial, warehousing, and distribution facilities and provide opportunities for new warehousing/distribution activities in select locations, to provide a range of employment opportunities to Tampa’s residents.

**LU Policy 8.9.3:** Maintain industrial areas that provide for the manufacturing of goods, flex space, and research and development that are attractive, compatible with adjoining non-industrial uses, and well-maintained.

**LU Policy 8.9.4:** Require industrial uses proposed near existing residential areas to have an internal circulation system and other design amenities to limit the impacts of truck traffic on these residential areas.

**LU Policy 8.9.5:** Continue to assist the conversion of existing industrial, warehousing, and distribution facilities to flex space and business incubators (light industrial and research and development uses) that provide new jobs and comparable employment opportunities without the environmental impacts of traditional industrial uses.

**LU Policy 8.9.6:** Continue to encourage new employment centers and industrial development to incorporate accessory



uses such as public open space amenities, transit amenities, child care facilities, and non-office retail uses.

**LU Objective 8.10: Preserve light and heavy industrial areas which are appropriately located in terms of traffic accessibility, minimizing their environmental effects on surrounding areas, and ensuring compatibility with surrounding land uses.**

**LU Policy 8.10.1:** Strict performance standards shall be required for any industrial use located within 200 feet of any water body. Future industrial development along the Hillsborough River is prohibited.

**LU Policy 8.10.2:** Residential uses within industrial land use categories are considered to be non-conforming uses.

**LU Policy 8.10.3:** Development on lands owned by Port Tampa Bay must meet all the applicable objectives and policies contained within the Plan.

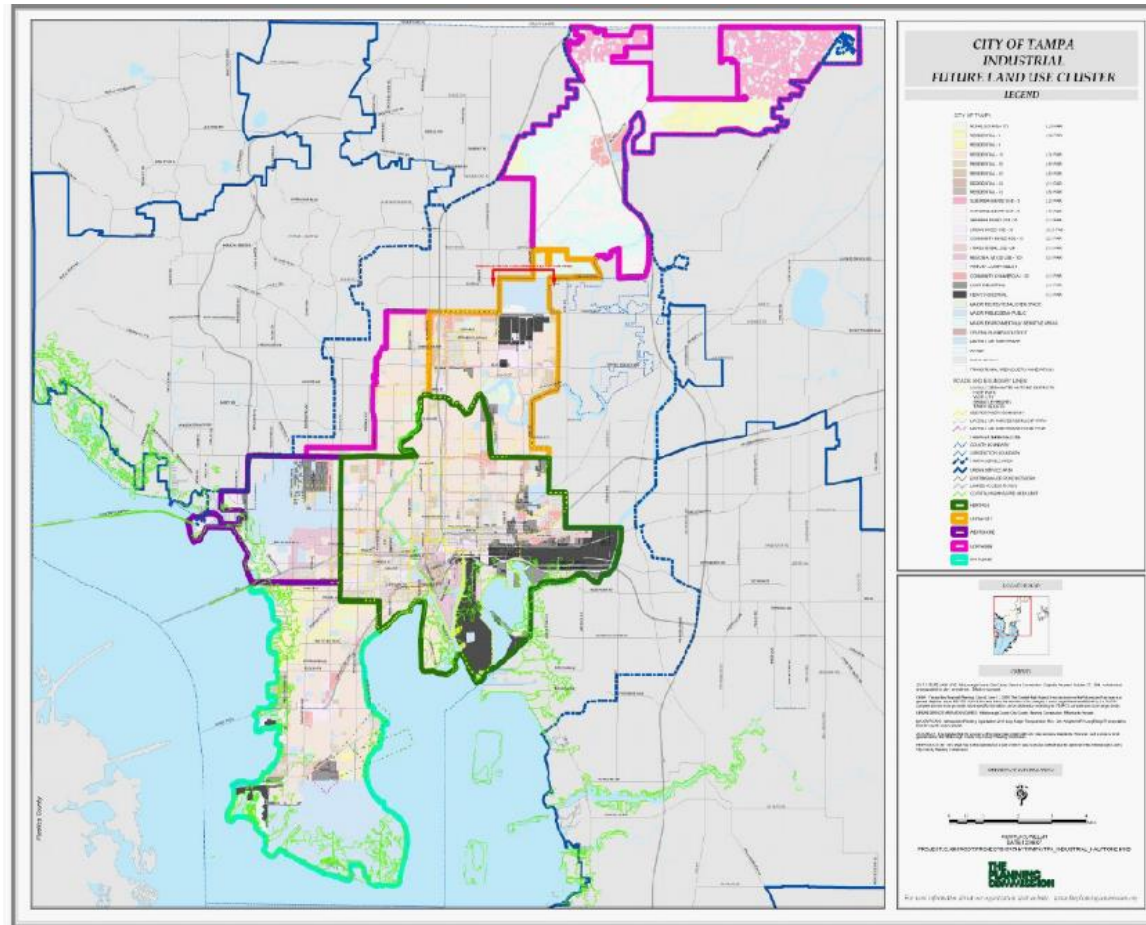
**LU Policy 8.10.4:** Ensure an adequate transportation network for industrial development. People living in residential

neighborhoods abutting industrial uses shall have safe connections through industrial areas if needed (e.g. Port Tampa City to Picnic Island Park).

**LU Policy 8.10.5:** Heavy industrial uses shall have priority over other uses on undeveloped property appropriately designated as heavy industrial.



**LU Figure 4: Industrial Land Cluster to Support Our Economic Engines**





***Rattlesnake Point***

**LU Objective 8.11: Encourage the transition of the Rattlesnake Point Waterfront Area from its current heavy industrial and light industrial use to a residential/commercial mixed-use waterfront community in a safe and fair manner. The Rattlesnake Point Waterfront Area is that area located west of Westshore Boulevard on Tyson Avenue, as shown here.**

**LU Policy 8.11.1:** Protect any future residential and commercial users from the hazardous or toxic heavy industrial uses along Tyson Avenue, the only exit from the peninsula comprising the Rattlesnake Point Waterfront Area, by not allowing any residential uses until the hazardous or toxic heavy industrial uses are permanently relocated (except for Federal government uses) from the Rattlesnake Point Waterfront Area.

**LU Policy 8.11.2:** The City of Tampa will complete an area-wide transition plan ("Transition Plan") for the Rattlesnake Point Waterfront Area. The Transition Plan will identify a vision, strategy, appropriate land mix, densities/intensities, parks and open space opportunities, requirements for waterfront access and any other measures to facilitate the orderly transition of the area to a mixed-use residential/commercial waterfront development community. The City will provide an opportunity for all property owners within the Rattlesnake Point Waterfront Area to participate in the development of the Transition Plan.

**LU Policy 8.11.3:** Permit existing industrial uses on lands designated CMU - 35 sufficient time and opportunity to relocate by allowing those industrial uses to be deemed legally conforming.

**LU Policy 8.11.4:** Notwithstanding policy 6 of this section, no new heavy industrial uses or expansions of currently existing heavy industrial uses shall be permitted on property designated CMU - 35 within the Rattlesnake Point Waterfront Area unless allowed pursuant to land development regulations enacted pursuant to policy 6 or approval of an enforceable development agreement pursuant to policy 7 of this section. This policy shall not apply to existing lawful uses on property within the Rattlesnake Point Waterfront Area which is designated Industrial General (IG) or Industrial Heavy (IH) zoning.

**LU Policy 8.11.5:** For property within the Rattlesnake Point Waterfront Area which is designated CMU-35, allow uses permitted in the Industrial General (IG) zoning district on property that is currently industrial zoned until such time as the parcel is rezoned for residential use. This policy shall not affect the existing lawful uses of other property within the Rattlesnake Point Waterfront Area which is designated Industrial General (IG) or Industrial Heavy (IH) zoning.

**LU Policy 8.11.6:** Amend land development regulations to include criteria for reviewing/ approving requests for rezonings that propose collocation of light industrial and residential/commercial uses once all heavy industrial uses



have been permanently relocated from the Rattlesnake Point Waterfront Area. Such criteria shall include requirements for a site plan rezoning and shall require a development agreement that addresses the timing of development to meet the requirements of policy 1 of this section, mitigation of transportation impacts, and other issues deemed necessary or appropriate by the City. Co-location of industrial uses and residential/commercial is allowed only during the transition period that is established pursuant to a site plan rezoning and attendant development agreement. Otherwise, upon site plan rezoning a parcel to a residential use, industrial uses shall not be allowed as permitted uses or special uses on that parcel.

**LU Policy 8.11.7:** Until such time as the City adopts regulations as provided in policy 6 of this section, no rezoning application on property designated CMU - 35 will be approved unless the property owner and the City enter into a development agreement that: (a) provides for timing of development that accomplishes the objectives of policy 1 above; (b) provides for the mitigation of related impacts consistent with applicable law; and (c) provides for the consideration of reasonable public access to the water- front. If the rezoning is to a district which would allow residential or commercial uses, the site plan and/or development agreement shall re- quire that heavy industrial uses no longer exist in the Rattlesnake Point Waterfront Area (except for Federal government uses) prior to issuance of a building permit. If a specific and detailed enforceable transition plan

is adequately provided for in a development agreement sufficient to assure permanent elimination of the risk of heavy industrial hazardous uses prior to occupancy then such permanent relocation may be required prior to the issuance of a certificate of occupancy rather than a building permit.

**LU Policy 8.11.8:** Notwithstanding if Rattlesnake Point Waterfront Area is located in a Transportation Concurrency Exception Area, any and all rezonings and/ or development agreements shall also address the mitigation of transportation impacts in a manner consistent with the comprehensive plan and all applicable land development regulations. Such mitigation will be separate from the payment of transportation impact fees, but shall be eligible for impact fee credit as and if provided for in City of Tampa Code of Ordinances. The City may allow transportation impacts to be mitigated by way of contribution to mass transit or other multi-modal solutions, if permitted by applicable law.

**LU Policy 8.11.9:** Residential development within the Rattlesnake Point Waterfront Area shall be required to mitigate its impact on hurricane shelter space.

**LU Policy 8.11.10:** Except as otherwise permitted by land development regulations enacted pursuant to policy 6 of this section or an enforceable development agreement approved pursuant to policy 7, no building permits shall be issued for residential uses on property designated CMU-35 in the Rattlesnake Point Waterfront Area until heavy industrial uses (except for Federal government uses) permanently cease



operations within the Rattlesnake Point Waterfront Area, as provided in policy 1 above.

### *Economic Development Overlay: Tampa Green Tech Corridor*

**Purpose and Vision:** Tampa and its partner governments in the region have worked collaboratively on the I-4 Economic Development Corridor Study to identify opportunities to attract high technology jobs that will capitalize on local educational resources, transportation infrastructure, available utilities, and the high quality of life in the Tampa Bay region. The establishment of the Florida “I-4 Green Technology Corridor” builds on the I-4 Economic Development Corridor Study by emphasizing sustainable development. The Tampa Green Tech Corridor represents the portion of the I-4 Green Tech Corridor within Tampa city limits. This corridor is primarily defined by East Fowler Avenue between 30th Street and 50th Street. This is the Tampa Industrial Park/USF Research Park Area. The area is surrounded by three major regional uses—the University of South Florida to the north, the Museum of Science and Industry (MOSI) located in the park on the eastern side and Busch Gardens to the south. The quad hospital complex (James A Haley VA Hospital, Tampa Shriners Children’s Hospital, H. Lee Moffitt Cancer Center and Research Institute and the University Community Hospital) is located north and west of the main campus of the University of South Florida. This corridor represents a critical mass of education, science, medicine, and research in the City of Tampa, which can be further cultivated

to become a vibrant, sustainable, and innovative district that enhances the economic competitiveness of the city.

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

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

- Preserve permit-ready” land within the City of Tampa to attract and support knowledge-based services and research, manufacturing and industrial facilities, including businesses that focus on the creation of green products.
- Attract industries desiring to capitalize on Tampa’s existing local resources, including a skilled workforce and a well distributed infrastructure network with fiber optic service;
- Provide low-cost, time efficient or redevelopment opportunities to establish high-wage jobs near existing population centers;
- Create strategically located employment centers that support and are supported by the substantial investment in



transportation infrastructure and public transit that is underway in the City of Tampa and the region.

- Strengthen the competitive advantages of existing businesses and institutions;
- Link people, places, jobs, and the distribution of goods by means of an unrivaled range of transportation options;
- Establish a regional model for sustainable development patterns and encourage buildings that are aesthetically pleasing and environmentally responsible; and
- Support Tampa’s Green Business Designation program by connecting land use policies with economic development policies.

The City of Tampa Comprehensive Plan: is intended to support the countywide effort to diversify and expand the employment base in Hillsborough County in ways that increase median income and high quality employment opportunities in the 1-4 Corridor including the Tampa Green Tech Corridor.

The proposed edits support the vision and community values by:

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

- Preserving open space and environmentally sensitive lands; and
- Fostering Energy Conservation.

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

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



Program; and encourage buildings that are aesthetically pleasing and environmentally responsible.

**LU Objective 8.12: Preserve the supply of land for industrial research, and office development within the Tampa Green Technology corridor, with the aim of increasing the total number of jobs in the following target industries countywide:**

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




**LU Policy 8.12.1:** The Economic Development Overlay, a future land use overlay, shall be available as an overlay category to the Future Land Use categories and to provide an optional planning strategy to those lands that lie within the


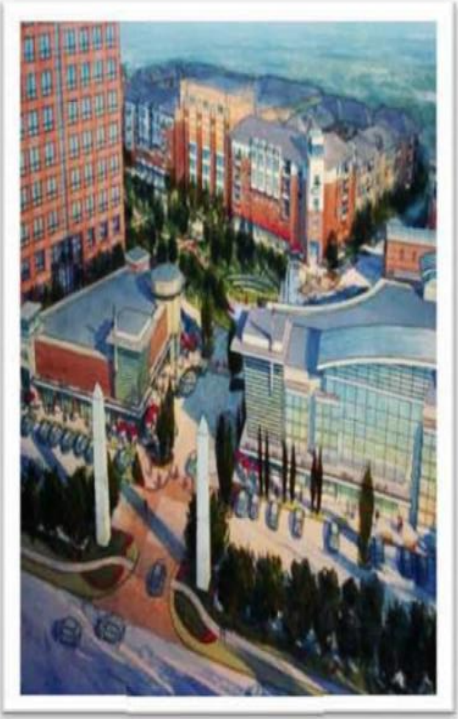
boundary shown on the Future Land Use Map. No future land use map amendments shall be required for development under this future land use category within the mapped areas, provided that it is consistent with the policies established under Objective 8.12. For development within the City of Tampa Economic Development Overlay, the minimum land area shall be one (1) acre of buildable upland within or recently annexed to the City.

**LU Policy 8.12.2:** Encourage private investment that results in the development of the aforementioned “target industries” that helps achieve Objective 8.12 through the use of development incentives. These incentives may be achieved for the target industries that follow those target development patterns identified in Table 2-A.



**LU Table 2-A: Development Patterns**

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

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



**LU Policy 8.12.3:** Adopt land development regulations providing specific requirements that enable the maximum development potential for each of the development patterns in the most appropriate locations. Only those properties within the boundaries of the Economic Development Overlay are eligible for an increase in density/intensity above their underlying land use threshold, to be known as an Economic Development Overlay “bonus”. In order to achieve the bonus potentials as described in Table 2-A, developments within the designated overlay must provide amenities and desired features. This overlay bonus provision will ensure that new development provides amenities and design features such as but not limited to: vertically mixed-use development; energy efficient building design and construction; environmental landscaping techniques; improved mobility and streetscape patterns including bicycle parking/paths that improve the quality of life and the public realm in order to optimize sustainable development for this area. Two general development patterns are allowed within the Economic Development Overlay: Transit Oriented Development (TOD) Employment Center and Corporate Park. The most appropriate development patterns will be determined based on the proposed location and underlying land uses.

The TOD Employment Center offers a concentration of office uses and flex-spaces for target industries with support retail, restaurant and lodging facilities that are secondary to office, research and production uses. TOD Employment Center standards shall be consistent with the City’s multi-modal

transportation policies. Floor Area Ratios (FARs) for this development pattern range from 0.60 up to 3.0 maximum; residential uses are allowed only as support for targeted employment developments and may be considered within 1/8 of a mile from a transit center station with a density range from 12 to 24 units.

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

**LU Policy 8.12.4:** Zoning changes in the Tampa Green Tech Corridor area shall be consistent with the Economic Development Overlay purposes and policies of the Comprehensive Plan. Between the effective date of this amendment and the effective date of a newly-created Tampa Green Tech Corridor Zoning District, a site plan zoning district will be required for all proposed development utilizing the Economic Development Overlay. After the effective date of the Tampa Green Tech Corridor Zoning Districts, rezoning of sites





that meet the minimum lot size requirement will be permitted to rezone to the Tampa Green Tech Corridor Zoning District.

**LU Policy 8.12.5:** Ensure high-quality development through the Land Development Code design standards and the *City of Tampa Comprehensive Plan: Building our Legacy: a Livable City* that results in sustainable development that is compatible with abutting land uses. The land development regulations, that support uses authorized in the Economic Development Overlay will be limited to locations within a defined Economic Development Overlay project, and are not established until primary uses in the category have been built. Compatibility shall be achieved through standards that address the landscaping, height, scale, use and design of target development abutting residential development and environmental features (also see FLUE Compatibility policies). Sustainability shall be achieved through an incentive-based program where site and building practices that address low impact development, energy efficient building design/construction, improved mobility, and ecological conservation will be rewarded with additional Floor Area and other incentives.

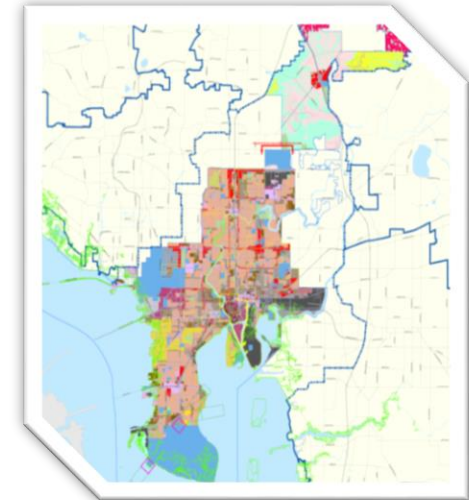
**FUTURE LAND USE**

*Overview*

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

**Future Land Use Map**

The Future Land Use Map is a graphic illustration of the City of Tampa policy governing the determination of its development pattern through the year 2040. The map is adopted as an integral part of this Plan. It contains, by the use of patterns, and symbols, the location for certain land uses, manmade features and the general boundaries of major natural features in addition to other pertinent information required by state law.



Approximate boundaries of all land use plan categories shall be those shown on the automated geographic information system Future Land Use Map(s). These maps can either be accessed from the Planning Commission’s website or a hard copy may be reproduced by the Planning Commission for a nominal fee. The boundaries depicted on the map are general representations and are used to determine approximate land area. Precise land measurements are usually determined by a metes and bounds survey.

The Future Land Use Map is used to make an initial determination regarding the permissible location for various



land uses and the maximum possible levels of residential densities and/or non-residential intensities, subject to any special density provisions and exceptions of the Plan text. The floor area ratio (FAR) outlined in each plan category controls land use intensities. Additionally, each regulation or regulatory decision and each development proposal shall comply with the Goal, Objectives, and Policies of the Plan.

***Future Land Use Plan Categories***

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

The character of each land use category is defined by building type, residential density, functional use, non-residential intensities, or the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive but are intended to be illustrative of the character of

uses permitted within the land use designation. To further refine the range of potentially permissible uses a matrix is adopted as part of Tampa’s Zoning Code which will implement, in part, the intent of the land use categories through the rezoning process. The matrix will identify the zoning districts, and consequently the uses, which may be considered within each category. Due to compatibility policies and other policies, not all of those potential uses are routinely acceptable anywhere within that land use category. Each potential use must be evaluated for compliance with the Goal, Objectives, and Policies of the Plan and with applicable development regulations.

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

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



conformance process that preceded the development of the original Comprehensive Plan (1989).

## DEVELOPMENT STANDARDS

### *Special Areas: General Mixed-use 24*

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

It is expected that over time these areas will transition to development that is compatible with the surrounding neighborhoods.

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

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

Both areas have seen increased interest in residential development over the last few years, as they are within an urban village and are proximate to the downtown.

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

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

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



such land use designation line shall determine the new land use boundary.

***Land Development Regulations – Goals, Objectives, and Policies\****

**LU Objective 8.13:** All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes.

**LU Policy 8.13.1:** Development shall not exceed the densities and intensities as defined by the land use plan categories, and incorporated herein as reference.

**LU Policy 8.13.2:** Each land use plan category shall have a unique set of zoning districts that may be permitted within the land use plan category, as adopted in the Zoning Code. Zoning districts which are not included in the table/ matrix shall neither be applied for, nor approved.

**LU Policy 8.13.3:** Existing regulations governing Planned Development zoning districts may be modified to include recognition of development criteria differing from criteria of comparable Euclidean districts. The regulations shall reflect that the application of the criteria during the rezoning process is negotiable, and that it will be applied on an individual case-by-case basis to ensure the balanced of reasonable

development standards. Planning Development rezoning process is not to be used for the sole purpose of waiving established land Development Regulations.

**LU Objective 8.14:** Implement planning process improvements to reduce undue project delays and provide certainty in the development entitlement process through consistent application of development regulations.

**LU Policy 8.14.1:** Continue to streamline development regulations to remove unnecessary requirements or delays in approving and permitting residential development.

**LU Policy 8.14.2:** Conserve existing housing stock by restoring, rehabilitating, and maintaining housing as one method of conserving physical assets that contribute to a neighborhood’s desired character.

**LU Policy 8.14.3:** Encourage the adaptive reuse of existing buildings for residential use.

***Neighborhoods and Land Use – Goals, Objectives, and Policies\****

**LU GOAL 9.0:** CONTINUE TO DISCOVER AND EMPLOY METHODS THAT WILL ALLOW RESIDENTIAL AND NON-RESIDENTIAL NEIGHBORHOODS TO DEVELOP IN A MANNER THAT PROVIDES A MORE SEAMLESS AND HARMONIOUS TRANSITION OF LAND USE.



*Urban Neighborhoods*

**LU Objective 9.1: Locate higher density housing in or near the downtown core and medium density housing near employment, shopping and transit facilities to support and encourage pedestrian, bicycle and transit trips.**

**LU Policy 9.1.1:** Require that buildings in urban neighborhoods maintain a consistent, overall setback from the public right-of-way in order to create a pleasing definition to the public sidewalk and street.

**LU Policy 9.1.2:** Encourage sensitive design and site planning in urban neighborhoods that mitigates the scale of larger buildings through careful use of building massing, setbacks, facade articulation, fenestration, varied parapets and roof planes, and pedestrian-scaled architectural details.

**LU Policy 9.1.3:** Encourage, where appropriate, higher-density urban neighborhoods to include small public spaces and have tree-lined sidewalks furnished with appropriate pedestrian amenities that provide comfortable and attractive settings to accommodate high levels of pedestrian activity.

**LU Policy 9.1.4:** Encourage the vertical and horizontal integration of a complementary mix of commercial, service and other non-residential uses that address the needs of families and other household types living in urban neighborhoods. Such uses may include daycare and school

facilities, retail and services, and parks, plazas, and open spaces.

***Overall Residential Development and Redevelopment – Goals, Objectives, and Policies\****

**LU Objective 9.2: Ensure that there is an adequate amount of land planned for residential purposes to accommodate the projected population.**

**LU Policy 9.2.1:** Protect, promote and maintain residential neighborhoods, in order to preserve an adequate amount of residential land for existing and future population growth.

**LU Policy 9.2.2:** The impacts of (re)development projects on the existing, physical and social framework and character of the affected area should be recognized and discussed during the development review process.

**LU Policy 9.2.3:** Due to the aging population, encourage appropriate housing options that allow for multiple generations to age in place via the use of granny flats and congregate living facilities.

**LU Policy 9.2.4:** Development of an accessory dwelling unit for extended family arrangements may be considered if it is associated with an owner occupied single family residence that is built on a single deeded lot. For the purposes of calculating density, accessory dwelling units shall not be counted as a separate dwelling unit.



**LU Policy 9.2.5:** Emphasis should be placed on the rehabilitation and recycling of existing building stock when appropriate and also on the development of adaptive reuse programs.

**LU Policy 9.2.6:** Encourage single family attached and multi-family developments to be designed to include orientation of the front door to a neighborhood sidewalk and street.

**LU Objective 9.3: Compatible development and redevelopment to sustain stable, neighborhoods and ensure the social and economic health of the City.**

**LU Policy 9.3.1:** Areas adjacent to, or within, neighborhoods that are planned for non-residential uses shall be developed in a manner which is sensitive and compatible to the affected neighborhood(s).

**LU Policy 9.3.2:** Ensure that all residential properties are maintained to at least the minimum City standards through strict and systematic code enforcement.

**LU Policy 9.3.3:** Continue to implement programs that encourage neighborhoods to take an active role in neighborhood inspection and monitoring by establishing neighborhood groups as first contact.

**LU Policy 9.3.4:** Through the rezoning process, discourage residential development in close proximity to industrial zoned areas with unacceptable levels of noise and/or odor as

defined in the zoning code and rules of the Hillsborough County Environmental Protection Commission.

**LU Policy 9.3.5:** Generally, the location of single family attached housing units shall be limited to the periphery of established single family detached neighborhoods; however, single family attached housing may be considered if it can be demonstrated that they can be integrated with single family detached residential uses by mitigating their negative impacts, if any.

**LU Policy 9.3.6:** Recognize that establishments licensed to sell alcoholic beverages may have potentially, deleterious effects on neighborhoods. In order to partially remedy this situation, the City shall explore, and where appropriate, adopt methods that require the petitioners requesting waivers of the minimum distance requirements related to the sale of alcoholic beverages to provide appropriate mitigation for any adverse impacts they may create upon surrounding uses as set forth in the City code.

**LU Policy 9.3.7:** Ensure that redevelopment and new development provide active and passive recreational facilities and opportunities to meet projected needs of residents.

**LU Policy 9.3.8:** It is the intent of the City that new residential redevelopment projects shall be minimally disruptive to adjacent areas. To achieve this, the City shall assess the potential positive and negative impacts of residential development projects on the physical development



pattern and the character of the surrounding area, and require mitigation of negative off-site impacts.

**LU Policy 9.3.9:** Ensure high quality urban design in neighborhoods by enhancing their distinctive natural, historic and cultural characteristics; strengthen neighborhood connections and reinforce Tampa’s unifying design features such as shade trees in the tree lawns, parkways and the grid system of streets.

**LU Policy 9.3.10:** Modify land use regulations to ensure flexibility to accommodate changing demographics and lifestyles. Allow, and in some places encourage, a diverse mix of housing types and affordable units, essential services, recreation, business and employment, home-based businesses, schools, transportation and open space networks.

**LU Objective 9.4: Accommodate the greatest concentration of housing in desirable, pedestrian-oriented urban areas having convenient access to regional transit stations, where the mix of activity provides convenient access to a full range of residential services and amenities, and opportunities for people to live within walking distance of employment.**

**LU Policy 9.4.1:** Encourage higher-density multifamily development in pedestrian-oriented urban areas with access to transit, a broad range of services and amenities and access to employment to:

- Encourage housing development of a medium to large scale with heights greater than those in low rise areas;
- Accommodate larger scale structures while maintaining the livability of these communities, including measures which minimize the appearance of bulk; or
- Promote high-density residential development in Business Centers and Urban Villages.

**LU Policy 9.4.2:** Permit street level commercial uses serving the needs of the residential population in order to promote an active street environment and allow for greater access to services in high-density areas.

**LU Policy 9.4.3:** Consider allowing additional height in high density multifamily areas for those projects that:

- Provide public open spaces easily accessible to the public; or
- Provide housing affordable to low and moderate-income households; or
- Include workforce housing or inclusionary zoning; or
- Preserve historically or architecturally significant buildings; or
- Provide enhanced transit facilities; or
- Provide more space between towers to decrease view blockage and shadows on adjacent structures and open spaces.



*Single Family Areas*

**LU Objective 9.5: Maintain the stability of existing areas while expanding opportunities for housing choices.**

**LU Policy 9.5.1:** Protect low-density, single family areas that provide opportunities for home-ownership, that are attractive to households with children and other residents, that provide residents with privacy and open spaces accessible to residents.

**LU Policy 9.5.2:** Maintain the character of single-family residential areas and discourage the demolition of single-family residences and displacement of residents, in a way that encourages rehabilitation and provides housing opportunities throughout the City. The character of single-family areas includes use, development, and density characteristics.

**LU Policy 9.5.3:** Provide for different intensities of single family areas to reflect differences in the existing and desired character of single family areas across the City. Allow development that is generally consistent with the levels of infrastructure development and environmental conditions in each area. Include opportunities for low-cost subsidized housing in single- family areas.

**LU Policy 9.5.4:** Utilize single family categories to:

- Maintain the current density and character of existing single-family areas;

- Protect areas of the lowest intensity of development that are currently in predominantly single-family residential use, or that have environmental or infrastructure constraints, such as environmentally critical areas; or
- Respond to community plan policies calling for opportunities for redevelopment or infill development that maintains the single-family character of an area, but allows for a greater range of residential housing types, such as accessory dwelling units

**LU Policy 9.5.5:** Limit the number and types of non-residential uses permitted in single- family residential areas to protect those areas from the negative impacts of incompatible uses.

**LU Policy 9.5.6:** In order to create attractive and affordable rental living opportunities and to provide greater flexibility for homeowners, permit accessory dwelling units in single-family areas, subject to regulations designed to limit impacts and protect neighborhood character.

*Multifamily Residential Areas*

**LU Objective 9.6: Increase the diversity and improve the sustainability of multi-family residential areas.**

**LU Policy 9.6.1:** Encourage the development and retention of a diversity of multifamily housing types to meet the needs of Tampa’s present and future populations.





**LU Policy 9.6.2:** Promote a residential development pattern consistent with the compact city form strategy, with increased availability of housing at densities that promote walking and transit use near employment concentrations, residential services and amenities.

**LU Policy 9.6.3:** Designate as multifamily residential areas, existing areas predominantly occupied by multifamily development, as well as areas where greater residential development is desired to increase housing opportunities and promote development intensities consistent with the city form strategy.

**LU Policy 9.6.4:** Balance the objective to increase opportunities for new housing development to ensure adequate housing for Tampa’s residents with the equally important objective of ensuring that new development is compatible with neighborhood character

#### *Low Medium Density Multifamily Areas*

**LU Objective 9.7:** Provide opportunities for infill development in areas already characterized by low to low medium density multifamily development and create transitions in development intensity between single-family zones and more intensive multi-family or commercial areas.

**LU Policy 9.7.1:** Provide opportunities for attached housing at slightly higher densities than single-family areas.

**LU Policy 9.7.2:** Maintain compatibility with single-family development through limits on the permitted height and bulk of new development.

**LU Policy 9.7.3:** Use low-density multifamily areas to provide for transitional densities between single-family neighborhoods and more intense commercial and residential uses.

**LU Policy 9.7.4:** In order to maintain a consistent and appealing character in low-density multifamily areas seek to ensure, through development standards for low-density multifamily zones that new and converted structures are compatible with existing development and reflective of the character of that development in terms of scale, open space, setbacks, siting and unit orientation.

#### *Moderate Density Multifamily Areas*

**LU Objective 9.8:** Provide for the concentration of housing in areas where public transit and local services are conveniently available and accessible for pedestrians.

**LU Policy 9.8.1:** Use moderate-density multifamily zones in multifamily areas to provide additional housing opportunities, by:

- Encouraging infill projects and conversions of existing buildings which are compatible with existing mixes of



houses and small-to-moderate scale apartment buildings;  
or

- Providing for new residential development at moderate densities which can fill in vacant or underdeveloped sites in neighborhoods with existing moderate density residential structures.

**LU Policy 9.8.2:** Emphasize residential character in the development standards for moderate density multifamily zones and provide for a scale of development and building types that differs from those of single-family and low-density multifamily areas in order to accommodate increased residential densities.

**LU Policy 9.8.3:** Promote denser, residentially-scaled multifamily neighborhoods by permitting building types that allow for multifamily walk-up apartments. These buildings should be designed with height limits and development standards that promote a strong relationship between individual dwellings and the ground level.

**LU Policy 9.8.4:** Accommodate housing at densities sufficient to promote pedestrian activity and frequent transit service, as well as support local businesses providing neighborhood services.

**LU Policy 9.8.5:** Because low-income elderly and low income disabled persons create lesser impacts than the general population, allow an additional 25% increase in

maximum density limits in moderate density multifamily zones for housing these populations to reduce costs.

***Mixed-Income Residential Neighborhoods***

Overall, the City of Tampa attracts and retains a large number of families and households of diverse population and various income levels. Efforts to attract residents to live in Tampa must include the promotion of mixed-income residential development.

**LU Objective 9.9: Continue to promote mixed income residential development in the Westshore, Central and University Planning Districts.**

**LU Policy 9.9.1:** Encourage mixed-use, mixed-income housing development in Tampa’s new downtown areas of West Tampa, Riverfront and Ybor, the downtown core and along transit lines, consistent with the goals of the Comprehensive Plan’s land use and mobility strategies and InVision Tampa Master Plan.

**LU Policy 9.9.2:** Encourage downtown mixed-income rental housing with financing that allows market-rate, workforce and subsidized units of equal quality in the same development.

**LU Policy 9.9.3:** Identify and capitalize on opportunities to develop housing along transit lines that allow ingress and egress from the downtown area.



**LU Policy 9.9.4:** Create, preserve, and provide amenities in the University, Central and Westshore Planning Districts that will provide services for a great urban living space.

**LU Policy 9.9.5:** Encourage economic development/retail opportunities and incentives for the downtown and Channel District CRA districts and surrounding areas.

**LU Objective 9.10: Encourage innovative housing design and increase density to provide a variety of mixed income housing such as land trusts, and shared living spaces.**

**LU Policy 9.10.1:** Balance growth to strive for livable mixed-income neighborhoods throughout Tampa that collectively reflect the diversity of housing types, tenures, and income levels of the region.

**LU Policy 9.10.2:** Improve the balance in the City’s population by attracting a proportionate share of the region’s families with children in order to encourage stabilized neighborhoods and a vital public school system.

**LU Policy 9.10.3:** Expand multi-family and rental housing opportunities in neighborhoods with homeownership rates higher than the regional average.

***Maintaining Healthy Neighborhoods***

Improve and maintain the health, safety, and appearances of Tampa’s neighborhoods.

**LU Objective 9.10: Protect neighborhoods with appropriate land use and zoning regulations to be enforced by the City’s Code Enforcement Department.**

**LU Policy 9.10.1:** Continue to strengthen efforts to reduce repeat offenders, by streamlining the code enforcement process by working with the local court system to institute a “Ticket Code Enforcement Process” for minor code violations.

**LU Policy 9.10.2:** Provide information to landlords regarding all codes pertaining to rental property, including the requirement to obtain a City Rental Certificate from the Business Tax Department.

**LU Policy 9.10.3:** Educate homeowners of the City’s building and property maintenance codes and the importance of keeping property clean and maintained.

**LU Policy 9.10.4:** Continue to streamline the permitting process by making it more accessible and maintaining an up-to-date online permitting process, which is user friendly.

**LU Objective 9.11: Continue programs which are designed to clean and beautify neighborhoods and encourage additional public-private partnerships and self-help programs.**

**LU Policy 9.11.1:** Encourage neighborhood based organizations to work with landlords and absentee owners to address property maintenance, through coordination with the Code Enforcement Department’s Neighborhood Liaison.



Continue the Mayor’s Initiatives with (at least) annual Neighborhood University and Landlord School programs.

**LU Objective 9.12: Maintain vacant lots to current City code requirements to protect the viability of existing neighborhoods, and make these lots more marketable for compatible (re)development.**

**LU Policy 9.12.1:** Continue to maintain all City-owned vacant lots through its Vacant Lot Maintenance Program.

**LU Policy 9.12.2:** Market surplus City-owned vacant lots and offer appropriate properties to associations and community based organizations for redevelopment and income producing opportunities.

**LU Policy 9.12.3:** Continue to provide an updated master list on file of all surplus City-owned vacant lots, including those “for sale” properties and make it available to all neighborhood based organizations and interested parties upon request.

**LU Policy 9.12.4:** Continue to analyze the potential of developing City owned vacant parcels with little or no redevelopment potential for neighborhood parks, playgrounds, or possible “Community Gardens”.

*Housing Affordability and Quality*

**LU GOAL 10: RECOGNIZE THAT COMMUNITY PROSPERITY, NEIGHBORHOOD HEALTH AND**

**REVITALIZATION IS DEPENDENT UPON QUALITY HOUSING FOR ITS CITIZENS.**

**LU Objective 10.1: Continue to support the public/private partnership programs as a means to achieve the following:**

- Provision of affordable housing for all citizens;
- Revitalization and maintenance of, healthy neighborhoods;
- Reuse and protection of historic resources;
- Creation of jobs; and
- Leverage of public and private dollars for Neighborhood redevelopment.

**LU Policy 10.1.1:** Continue to promote the benefits of affordable housing programs and urban neighborhoods.

**LU Policy 10.1.2:** Continue to work with local real estate brokers in order to better market City-owned property for housing redevelopment.

**LU Objective 10.2: Continue the role as a facilitator for improving housing quality and opportunity in all neighborhoods by continuing programs such as the ones described in the policies below.**

**LU Policy 10.2.1:** Continue programs that renovate existing homes through:

- Public-private financial assistance to qualified homeowners;



- Financial assistance for rental unit improvements;
- Below market interest rate programs;
- Historic preservation incentive programs and regulations;
- Educational and informational workshops for homeowners renovating their homes; and
- Relocating structurally sound residences set for demolition to compatible neighborhoods.

**LU Policy 10.2.2:** Continue to generate new home construction and infill housing in neighborhoods by:

- Involving a broad range of lenders and financial institutions, such as banks and credit unions;
- Providing financial and technical assistance to non-profit organizations;
- Assembling developable land for urban subdivisions; and
- Restore and replace deteriorated houses, compatible with the neighborhood’s development pattern.

**LU Policy 10.2.3:** Continue to encourage the revitalization of abandoned properties and renovate buildings for the housing needs of special populations.

- Reuse commercial or institutional buildings for adult congregate living facilities, the homeless, or other group homes were appropriate;
- Expand housing opportunities for the elderly and physically challenged;
- Increase opportunities for mixed-use projects and commercial revitalization;

- Convert duplexes or small apartment buildings for large single family use; and
- Seek public-private partnerships to provide affordable housing.

**LU Policy 10.2.4:** Continue to involve affected residents, neighborhood associations, and the general public when planning for residential land uses.

**LU Policy 10.2.5:** Continue to coordinate projects in and around the Tampa Housing Authority properties in order to:

- Improve neighborhood conditions surrounding public housing;
- Provide affordable properties to reduce the dependency on public housing;
- Maximize use of government funds;

**LU Policy 10.2.6:** Continue the training, technical assistance and financing where necessary for non-profit organizations and Community Development Corporations (CDC’s) involved in housing and revitalization.

**LU Policy 10.2.7:** Continue to explore additional funding sources for small neighborhood serving businesses for start-up, renovation or expansion.

*Public Safety*

**LU GOAL 11: IMPROVE PUBLIC SAFETY IN RESIDENTIAL NEIGHBORHOODS TO PROVIDE A SECURE ENVIRONMENT FOR RESIDENTS.**



**LU Objective 11.1: Promote safer residential neighborhoods through active resident involvement in crime prevention programs.**

**LU Policy 11.1.1:** Continue to support the Neighborhood Watch Program which has been proven effective in reducing crime by:

- Increasing citizen awareness;
- Educating residents on crime prevention strategies; and
- Providing City facilities for program meetings, where possible.

**LU Policy 11.1.2:** Encourage Neighborhood based organizations and Neighborhood Watch groups to work together to reduce crime.

**LU Policy 11.1.3:** Encourage citizens to become involved in addressing the security of their neighborhood streets by requesting them to:

- Identify neighborhood areas needing increased security lighting;
- Promote the use of porch lights and private security lights;
- Tree trimming around street lights, traffic signs and safety devices;
- Participate in the City’s Home Security Audit program and
- Aid other property owners in properly affixing housing numbers.

**LU Objective 11.2: The Tampa Police Department shall continue its efforts to create programs that build partnerships with the community to achieve long-term solutions to neighborhood crime.**

**LU Policy 11.2.1:** Continue to address neighborhood crime problems through City-citizen partnership programs.

**LU Policy 11.2.2:** Continue to seek ways to increase the interaction and sensitivity between citizens and law enforcement officers in fighting neighborhood crime.

**LU Policy 11.2.3:** The Tampa Police Department will continue to implement community policing strategies.

**LU Policy 11.2.4:** Continue to pursue all state and federal public safety funding opportunities for crime prevention and crime fighting.

**LU Objective 11.3: Reduce the present levels of street level drug activities and street gangs in the City of Tampa.**

**LU Policy 11.3.1:** Continue to target problem drug areas and support citizen efforts to work with the police in eliminating street level drug sales.

**LU Policy 11.3.2:** Continue to coordinate police investigations and code enforcement efforts in identifying and eliminating existing and potential crack houses.



**LU Policy 11.3.3:** The Tampa Police Department shall continue to monitor gang activities which are potentially gang related and deploy appropriate strategies.

**LU Objective 11.4: Make neighborhood streets safe for children, pedestrians, bicyclists and motorists.**

**LU Policy 11.4.1:** Develop alternative strategies to reduce speeding, and to discourage trucks and cut-through traffic on residential streets.

**LU Policy 11.4.2:** The City’s Transportation Division shall develop and distribute a Neighborhood Transportation Inspection Checklist to help the City identify within neighborhoods:

- Traffic safety problems;
- Pavement and sidewalk maintenance problems;
- Signal light problems;
- Traffic and street sign problems; and
- Street light needs and outages.

**LU Policy 11.4.3:** Encourage neighborhoods to participate in the City’s Neighborhood sidewalk and Street Light programs by obtaining neighborhood input and consensus on priority locations.

**LU Policy 11.4.4:** Continue to enforce speed limits and monitor police traffic reports to identify speeding and high-accident areas.

*Technical and Financial Assistance*

**LU GOAL 12: ENHANCE AND SUPPORT THE CAPABILITIES OF VIABLE ORGANIZATIONS TO BE SELF-RELIANT AND UNDERTAKE NEIGHBORHOOD IMPROVEMENT PROJECTS.**

**LU Objective 12.1:** Provide opportunities for those neighborhoods interested in taking a more involved role in neighborhood revitalization and preservation by disseminating information about the wide variety of programs available by the City, county and social service agencies.

**LU Policy 12.1.1:** Continue to explore the establishment of organizations such as Community Development Corporations to address neighborhood needs and goals.

**LU Policy 12.1.2:** Encourage private sector grants and sponsorships for neighborhood based organizations and community-based organizations to address neighborhood needs.

**LU Policy 12.1.3:** Continue to support and provide technical assistance to non-profit agencies interested in neighborhood redevelopment and preservation.

**LU Policy 12.1.4:** Working with the private and not-for-profit sectors, continue to provide technical assistance and leadership training for neighborhood based organizations.

**LU Policy 12.1.5:** Continue to solicit participation by neighborhood based organizations in the City’s annual



Community Development Block Grant (CDBG) funding process.

**LU Policy 12.1.6:** Neighborhood concerns should be included in the Hillsborough County Needs Assessment five year report and citizens and neighborhood based organizations should participate in the assessment process.

**LU Policy 12.1.7:** Assist neighborhood based organizations in exploring additional funding sources for neighborhood projects from organizations such as the Children’s Board, the Community Foundation, the Chamber of Commerce and the United Way.

**LU Policy 12.1.8:** Encourage the establishment of neighborhood civic associations through which the exchange of ideas, opinions, and information can be coordinated to best serve the needs of individual neighborhoods. Such action will include technical assistance and support as well as arrange for meeting space in City owned and maintained facilities.

**LU GOAL 13: ENCOURAGE OTHER GOVERNMENTAL AGENCIES, PUBLIC UTILITIES, CABLE COMPANIES AND TAXING AUTHORITIES TO RECOGNIZE THEIR ROLE IN RESPONDING TO NEIGHBORHOOD ISSUES BY THESE AGENCIES IN THE BEGINNING OF PROCESSES TO ENSURE CITIZEN CONCERNS ARE ADDRESSED.**

**LU Objective 13.1: Provide residents with information regarding existing City programs, procedures and services.**

**LU Policy 13.1.1:** Continue regular communication with City residents by:

- Sending public meeting agendas to neighborhood associations listed on the City’s official “Neighborhood Registry”; and
- Distributing brochures on City Services and programs.
- Posting public meeting agendas online at the City’s website;
- Appointing a City staff member to regularly attend and participate in neighborhood meetings to advise on current City policies and regulations.

**LU Policy 13.1.2:** Distribute and update written materials and post on the City’s website any available city services, events, and programs including; The Guide to City Services, Handbook for Tampa Neighborhoods, Tampa Cares and The Guide to Clean Neighborhoods.

**LU Policy 13.1.3:** Explore and implement fiscally appropriate ways to distribute information City-wide, such as:

- Including informational notices with monthly utility bills;
- Placing agendas in public library branches;
- Utilizing of the local and social media (print, television, on-line social sites and radio);





- On-line announcements of neighborhood meetings, events and programs.

**LU Policy 13.1.4:** Continue to conduct City department public workshops, events and conferences and provide citizens opportunities comment and participate.

**LU Policy 13.1.5:** Continue to support the hosting of a neighborhood convention on an annual or bi-annual basis.

**LU Policy 13.1.6:** Continue to provide opportunities for citizens to meet with City elected officials and department heads in their neighborhoods on a regular basis, through the following means:

- The Mayor, senior staff and the City department heads shall continue to attend neighborhood meetings regularly;
- Increase the number of City Council District meetings to at least one meeting each year in each of the single member districts; and
- Institute a “Speakers Bureau” of City staff to attend neighborhood and civic group meetings offering information on the services and programs that affect our City’s neighborhoods.

**LU Objective 13.2: Strengthen the relationship between City hall and neighborhood associations.**

**LU Policy 13.2.1:** Continue to work with neighborhood based associations and umbrella groups to improve Tampa’s neighborhoods.

**LU Policy 13.2.2:** Continue to support the staff position of neighborhood liaison acting as a neighborhood ombudsman coordinating City departments and communicating with residents on neighborhood issues.

- Notifying citizens of pending projects;
- Soliciting citizen concerns;
- Informing citizens of upcoming meetings;
- Holding regular meetings within affected neighborhoods; and
- Providing timely response to citizen concerns.

**LU Policy 13.2.3:** Continue to designate within each department a liaison to coordinate the department’s neighborhood issues.

**LU Policy 13.2.4:** City Council shall continue holding evening public hearings on issues that affect neighborhoods such as:

- Rezoning, and Special Uses Special reports; and
- Code revisions and Comprehensive Plan amendments.

**LU Policy 13.2.5:** The Mayor and City Council shall publicize vacancies on lay boards and committees.

**LU Policy 13.2.6:** The needs of Tampa neighborhoods and the opportunities to improve and maintain those neighborhoods including a detailed analysis of the community’s desired character shall be considered.



Neighborhood area plans will be initiated with the assistance of appropriate agencies and neighborhood organization.

**LU Objective 13.3: Improve the coordination of City services and departments as they affect neighborhoods.**

**LU Policy 13.3.1:** City departments shall institute procedures for keeping citizens informed on issues and projects affecting their neighborhoods and solicit their input on ways to better identify neighborhood issues in the daily performance of City Services such as:

- Tracking and coordinating citizen complaints;
- Ensuring departments update, post and use the City’s “Neighborhood Map” and “Neighborhood Registry”; and
- Beginning the “Street Watch” program to inform residents of pending public works projects.

**LU Policy 13.3.2:** Provide an opportunity for public input in all aspects of capital improvements planning and implementation, particularly prior to and during project development.

**LU Objective 13.4: Ensure that municipal codes remain sensitive to the changing trends and needs of Tampa’s neighborhoods by reviewing them on a regular basis.**

**LU Policy 13.4.1:** Continue reviewing all land development regulations, to ensure consistency with the Comprehensive Plan update.

*Citizen Responsibility*

**LU GOAL 14: WORK TOWARDS RESPONSIBLE GOVERNMENT THROUGH CITIZEN PARTICIPATION.**

**LU Objective 14.1: Residents and neighborhood based groups are encouraged to become active participants in their City government and the decision-making process.**

**LU Policy 14.1.1:** Citizens are encouraged to work with the City and other agencies affecting their neighborhood by:

- Providing input on issues and projects important to the residents;
- Becoming familiar with government policies and procedures;
- Advising elected officials of neighborhood needs, wishes, ideas and “official” positions on neighborhood issues;
- Advocating and participating in neighborhood affairs; and
- Becoming a partner with government and the private sector to improve Tampa’s neighborhoods.

**LU Policy 14.1.2:** Citizens are encouraged to register to vote, and turn out for all elections to ensure a stronger, more representative government.

**LU Policy 14.1.3:** Citizens are encouraged to regularly attend or monitor City Council and City Board meetings, workshops and public hearings.



**LU Objective 14.2: Increase involvement in, and formation of, neighborhood based organizations.**

**LU Policy 14.2.1:** Citizens are encouraged to seek public and private assistance in forming new associations.

**LU Policy 14.2.2:** Neighborhood and other community based organizations should continue to improve communications with other Citizens by:

- Utilizing Government Access Television Channel’s (CCTV) weekly
- Bulletin Board to highlight neighborhood meetings and events;
- Exchanging neighborhood newsletters with other associations;
- Attending neighboring associations meetings; and

Sending newsletters and agendas to utilities, cable companies, taxing authorities, local businesses and other government agencies that affect their area.

**LU Policy 14.2.3:** Neighborhood based organizations should continue to create task forces or committees to work on problems which cross neighborhood boundaries and look for ways to resolve those problems.

**LU Policy 14.2.4:** Community/Neighborhood organizations should provide the City with current information for the neighborhood registry and official neighborhood map, and

to designate an official neighborhood contact person to interact with the City and all outside agencies.

**LU Policy 14.2.5:** Encourage neighborhood based organizations to seek assistance and sponsorships from the business community in order to stretch neighborhood efforts and dollars.

**LU Policy 14.2.6:** Neighborhoods should involve residents, local businesses, non-governmental and governmental groups to assist with programs which focus on fostering a positive image of our urban neighborhoods.

*Private Sector Responsibility*

**LU GOAL 15: INCREASE THE PRIVATE SECTOR'S AWARENESS THAT HEALTHY, ACTIVE NEIGHBORHOODS ARE NECESSARY FOR LONG-TERM ECONOMIC GROWTH.**

**LU Objective 15.1: The private sector is encouraged to strengthen interaction and form partnerships among residents, businesses, non-profit and government organizations in order to address common issues and resolve potential conflicts.**

**LU Policy 15.1.1:** Business organizations, such as the Kennedy Boulevard Council, Westshore Alliance, Downtown Partnership, and the Ybor City Development Corporation, shall consider including, with the assistance of the City, neighborhood input and neighborhood representation on



boards, ad hoc committees and study groups, when appropriate.

**LU Policy 15.1.2:** Encourage real estate and development industry professionals to promote investment and opportunities for urban living.

**LU Policy 15.1.3:** Encourage developers to contact neighborhoods, with the help of the City, to advise residents early in the process of upcoming projects.

**LU Policy 15.1.4:** Encourage private sector and non-profit organizations to communicate with neighborhoods and residents through:

- Hosting programs, classes and events to provide interaction and education on issues of mutual interest;
- Use of the neighborhood map and registry to communicate on issues of concern to neighborhoods; and
- Attendance at neighborhood meetings.

**LU Policy 15.1.5:** Business and professional associations are encouraged to become involved with neighborhoods offering their assistance to help by:

- Offering free or, at reduced rates, goods or services to the needy, poor and elderly;
- Emergency situations;
- Professional assistance; and
- Code enforcement problems.

***Commercial Areas – Goals, Objectives, and Policies\****

**LU Objective 15.2: Develop commercial areas in a manner which enhances the City of Tampa’s character and ambiance.**

**LU Policy 15.2.1:** Encourage the development of commercial uses in character and/or scale with the general look and scale of the community and in context with its culture and history.

**LU Policy 15.2.2:** Create commercial design standards, where appropriate, in order to improve the aesthetic look of the overall area.

**LU Policy 15.2.3:** Mixed-use development is preferred over commercial development.

**LU Policy 15.2.4:** Require commercial uses to be appropriately buffered from any residential development.

**LU Policy 15.2.5:** Develop incentives to encourage the redevelopment of existing commercial structures to enhance building facades, signage, landscaping, general buffering and access management, and the economic viability of retail user. Encourage zero lot line construction for new construction, where appropriate.

**LU Policy 15.2.6:** New commercial development and major commercial renovations shall be encouraged to provide sidewalks in areas where it is practical and feasible for



pedestrian oriented activities. The intent is to encourage pedestrian activity and safety, connect building entrances to public sidewalks and transit stops while also reducing the overall dependence on automobiles.

**LU Policy 15.2.7:** All development and major renovations shall be required to provide exterior building lighting and shade trees along sidewalks to encourage pedestrian activity, and reduce overall dependence on automobiles.

**LU Policy 15.2.8:** Develop incentives to encourage commercial structures to be more than one story and vertically mixed.

**LU Policy 15.2.9:** Make pedestrian level facades facing the street highly transparent with windows and doors that animate public streets and maximize views in and out of the building.

**LU Policy 15.2.10:** Where a fine-grained development pattern exists, build within the existing street, block, and lot configuration of the neighborhood.

**LU Policy 15.2.11:** Coordinate building patterns that cross property lines. This should include the following considerations: Facades that are aligned, similar landscape, Continuous sidewalks and landscape along the building fronts, Compatible scale, materials, signage, and details.

**LU Objective 15.3: Promote parking designs that reduce the presence of vehicles on-site by providing**

**desirable parking lot configurations and where applicable, shared parking concepts.**

**LU Policy 15.3.1:** Promote the design of parking structures designed to resemble adjacent buildings, particularly at pedestrian levels.

**LU Policy 15.3.2:** Where feasible, parking areas, garages, and carports should consider access from an alley or private access road.

**LU Policy 15.3.3:** Develop regulations to discourage surface parking and freestanding garages; encourage architectural integration of parking with the primary structure and adjacent structures, including compatibility in design and appearance.

**LU Policy 15.3.4:** Allow off-site parking where appropriate in urban settings.

**LU Policy 15.3.5:** Design the layout of parking bays within parking lots to facilitate safe and convenient walking to building entrances.

**LU Policy 15.3.6:** Provide a parking credit for the preservation of trees within the parking area.

**LU Policy 15.3.7:** Provide a mechanism for alternative design standards and innovative solutions for landscaping in parking lots.



**LU Policy 15.3.8:** During the development review process re-orient existing curb cuts and/or parking lots/garages, to minimize the negative impacts of non-residential development on adjacent residential uses.

**LU Policy 15.3.9:** Where conditions permit, design communities around and within the existing grid network of streets, or a modified grid, to maintain and/or improve interconnections between neighborhoods and surrounding neighborhood-serving uses.

**LU Policy 15.3.10:** Follow sustainable building practices by encouraging the development of green roofs.

## HISTORIC RESOURCES

### *Historic Resources Overview*

Of all the arts, architecture affects us the most. It is a mirror of culture that frames most human activity. It tells us where we are and who we are as a people; it gives us our sense of place, an identity.

Add to the word “architecture” those of historic landmark, the definition of which includes “a building, a structure, an object or a location of architectural, historical, or archaeological significance to the City, State or nation...,” and you have the visible and touchable history that this element is all about.

We have to ask ourselves, “What visual memories do we have of the City of Tampa? Is it the minarets, the older neighborhoods like Hyde Park, or is it the new downtown buildings?” The point

is that our older resources contribute to our sense of place, our sense of the City, as much as the new gleaming skyscrapers do.

The purpose of this element is to emphasize the importance of the preservation of the past in planning for the future development of the City of Tampa and to combine the requirements pertaining to historic resources into one easy to reference location.

Historic resources must be preserved throughout the City of Tampa, including the coastal planning area. The City of Tampa has taken significant steps to ensure the protection, preservation and/or sensitive reuse of historic resources with the adoption of Historic Resources Element in the Tampa Comprehensive Plan and Historic Preservation Ordinances.

Tampa’s identity as a City is shaped largely by the diversity and evolution of its architectural and landscape styles, dating from the 1880s to the present. Fortunately, some of the architectural heritage of every era remains as part of Tampa’s civic treasury.

Tampa has been certified by the State of Florida as a local government that has met the criteria for administering federal and state historic preservation programs. Tampa’s diverse history is reflected through historic structures. These structures display a variety of architectural detail and uses that collectively build distinct neighborhoods and cultural areas. Currently there are six National Registers of Historic Places Districts and one National Landmark District; of which four are designated as City of Tampa Local Historic Districts. Each district has a period of



historical significance: the time when most of the historic structures within the district were constructed. The structures that were constructed in this period and still retain their historic characteristics are classified as “contributing”. Individual structures that have historic significance that are not located within an historic district are classified as landmark structures. The current National Register of Historic Places Districts are: Hampton Terrace, Hyde Park, Seminole Heights, Tampa Heights, Palmetto Beach and West Tampa. Ybor City is a National Historic Landmark District. The Local Historic Districts are Hyde Park, Seminole Heights, Tampa Heights, V.M. Ybor and Ybor City.

*"We need our buildings to hold our memories for us: It is just that simple. Our architecture, be it houses or churches or whole cities, store history definitively in a way that no library can. In our buildings, we can reach out and touch history. To lose Florida's historic architecture, either willfully or unwittingly, would be to lose our past. We can't afford that."*

***Beth Dunlop, author, Florida's Vanishing Architecture***



### Vision for Success

**Urban Legacy:** Tampa believes historic preservation of significant structures, features and landscapes contributes to its distinctive character, environment, culture, economy and the quality of neighborhoods. Tampa will be vibrant with well-preserved and appropriately used structures representing every era of the City’s history. Quality of life will be enriched by an urban landscape that demonstrates the continuity and evolution of Tampa as a unique place rich in history.

**Neighborhoods:** Preservation and respectful urban design will reinforce the distinctive identities of Tampa’s historic neighborhoods, including structures, landscapes and views.

**Education:** The City will be a living classroom that teaches Tampa’s history and architecture to children and all others who want to learn.

**Economic Development:** By policies that link the values of historic preservation with economic development, Tampa will create jobs, stimulate related retail and services, generate tax revenues, and continue to be a prosperous business location and tourist destination.

**Image:** Well-preserved history will serve Tampa as an excellent public relations tool and a testament to citizens’ commitment to their community.





### *Historic Resources Opportunities*

**Economy:** Tampa's strong economy in the early 2000s made possible significant public and private investment in the conservation, expansion and improvement of its architectural and landscape heritage. The City must consider the cyclical nature of the economy in terms of protecting, managing and maintaining its public assets.

**Design Review:** Since 1989 the number of design review districts in Tampa increased from two to five. Public awareness of design issues has increased.

**Increase in Designations:** Since 1989, the city has designated 2,748 structures and four historic districts by act of City Council.

**Preservation Advocacy:** Advocacy for historic preservation has continued to grow, with some notable successes in the expansion of the Ybor City Historic District, revitalization of the Floridian Hotel and continued revitalization of 7<sup>th</sup> Avenue; the landmark designations of the Old School House and the Captain William Parker Jackson house; and in the area of adaptive reuse, such as the restoration of the old Federal Courthouse into the Meridian hotel, the rehabilitation of the Tampa Water Works pumping station and its transformation into the Ulele restaurant.

**New Development:** Development plans with an increasing awareness that historic design principles are conducive to a high

quality of life and provide neighborhoods with a sense of place and can extend the quality and character of Tampa's historic urban design features.

**Neighborhood Infill:** As infill occurs, traditional and new urban design concepts can be incorporated into new development. This investment will support efforts to restore and maintain existing structures of significance.

**Preservation Plan:** Tampa's Historic Preservation Plan should coordinate and direct City-wide preservation policies.

**Profitable Preservation:** The economic viability of historic preservation is well established and can stimulate interest and support among property owners for reasonable controls.

**Preserving Neighborhood Character:** The increasing need for a broader array of housing options requires a more diverse mix of residential types that are both affordable and complementary to neighborhood character. Conversely, pressure for development of larger houses in neighborhoods of traditionally smaller homes is a challenge to retaining historic neighborhood character and historically significant structures.

**Establishing Context Sensitive Street Design:** Tampa's streets have been carrying more and more traffic. Typically, streets in existing neighborhoods cannot be widened without creating significant impacts on urban design elements such as sidewalks, bike facilities, street trees and landscaped



medians. Balancing the needs for traffic capacity and urban design features remains a challenge.

**Capitalizing on Reuse of Non-Residential Structures:**

The redevelopment of economically obsolete non-residential structures of historical significance can be challenging. The City should coordinate with property owners to retain historically significant structures by providing preservation incentives to ensure that restoration is more profitable than demolition.

**Undesignated Structures:** Many buildings qualifying for landmark designation have not been designated due to owner indifference toward the program and competing development interests. The City can leverage available public funding, by joining with private sector partners.

**Modern Architecture:** The City should increase efforts to protect significant examples of architecture from the second half of the 20th century. Postwar era architecture transformed Tampa, in addition to other cities, towns and landscapes throughout the country. Neighborhoods and architectural styles developed after World War II are maturing, but are often not recognized by the public as being historically significant. These neighborhoods represent an important era in Tampa’s mid-century growth and merit protection.

***Historic Resources - Goals, Objectives, and Policies\****

**LU GOAL 16: RETAIN VALUED REMINDERS OF OUR PAST WHILE DEVELOPING VALUED HISTORIC RESOURCES FOR FUTURE GENERATIONS.**

*Historic Preservation Planning*

**LU Objective 16.1: Preserve Tampa’s historic resources.**

**LU Policy 16.1.1:** Develop design standards for local historically-designated buildings, sites, structures, objects and districts.

*Historic Neighborhoods Preservation*

**LU Policy 16.1.2:** Support historic preservation in neighborhoods.

**LU Policy 16.1.3:** Conduct resource surveys in the development of community plans.

**LU Policy 16.1.4:** Use the community planning process to uncover an area’s cultural values and take steps to honor their significance. These values may be historical associations such as the commemoration of an historical event or recognition of a traditional ethnic neighborhood.

**LU Policy 16.1.5:** Explore the preservation opportunities of post-World War II neighborhoods.



**LU Policy 16.1.6:** Encourage residents and home owners to work with the Historic Preservation agencies to maintain older housing stock and culturally significant structures.

*Public History Education*

**LU GOAL 17: EDUCATE THE CITIZENS ABOUT THE CITY OF TAMPA’S HISTORICAL, ARCHITECTURAL, AND ARCHAEOLOGICAL RESOURCES.**

**LU Objective 17.1: Support increased public awareness of historic preservation through education and marketing.**

**LU Policy 17.1.1:** Encourage partnerships among preservation organizations, including the Historic Preservation Commission, the Tampa Historical Society, the A.I.A. Heritage Committee, the Downtown Tampa Partnership, Tampa Preservation Incorporated, the Florida Trust for Historic Preservation and neighborhood organizations.

**LU Policy 17.1.2:** Support efforts to educate Tampa residents on the importance of historic preservation, and the historic survey and designation process.

**LU Policy 17.1.3:** Continue to support student involvement to secure historic designation for Tampa’s schools, including research, application preparation and public hearings.

**LU Objective 17.2: Implement the recommendations of the Historic Preservation Commission in the identification of Tampa’s historical, architectural and**

**archaeological resources to promote an awareness of the City of Tampa’s heritage. Continue to maintain and expand an inventory of buildings, structures, districts, sites, and objects significant in local, state, and national history, architecture and archaeology.**

**LU Policy 17.2.1:** Provide a survey and evaluation program guided by an established work plan:

- The work plan may reflect plans to inventory and designate a certain number of landmarks and districts in the City of Tampa within a set period of time as is appropriate or as funding allows;
- The systematic survey of sites 50 years old or older should be pursued as funding allows;
- The work plan should also reflect provisions for archaeological surveys indicating specific site surveys, not in a particular timeframe, but in order of their importance, should funds become available, and
- The work plan should include periodic updates of the design standards.

**LU GOAL 18: RECOGNIZE TAMPA’S HISTORICAL, ARCHITECTURAL, AND ARCHAEOLOGICAL RESOURCES IN ORDER TO PROMOTE AN APPRECIATION OF TAMPA’S HERITAGE.**

**LU Objective 18.1: Continue support for the Architectural Review Commission (ARC) to preserve and improve the historic landmarks and Local Historic**



**Districts in the City of Tampa. This Commission oversees this process for the entire City with the exception of the Ybor City Historic District, which has its own architectural review board: the Barrio Latino Commission (BLC).**

**LU Policy 18.1.1:** Funding for the completion and inventory of historic resources should continue to be sought from State and Federal grants and from foundations and private historic associations.

**LU GOAL 19: PROTECT AND PRESERVE TAMPA'S HISTORICAL, ARCHITECTURAL, AND ARCHAEOLOGICAL RESOURCES.**

**LU Objective 19.1: Continue to protect and preserve the City of Tampa's historical resources.**

**LU Policy 19.1.1:** Protect the character of the historic districts by adopting Land Development regulations within the designated boundaries and along the periphery of the districts that ensure that new development does not adversely affect the integrity of the historic resource.

**LU Policy 19.1.2:** Review development requests that may have an adverse effect on the historic character of the historic district, building, site or object, including those requests along the periphery of an historic district due to the fact that development that is in close proximity to historic

resources and is incompatible with those resources can have a negative impact on the historic integrity of the resource.

**LU Policy 19.1.3:** Protect the original urban design principles of the historic districts by ensuring that the historic grid, including streets, alleys and right of ways, are preserved in form and function.

**LU Policy 19.1.4:** Promote the use of alleys for vehicular access to accessory buildings by adopting transportation standards that enable property owners to develop in a manner consistent with historic districts.

**LU Policy 19.1.5:** Ensure that the character of the historic districts is preserved by encouraging primary and secondary building placement that is consistent with the historic references of the district.

**LU Policy 19.1.6:** Protect the integrity of the historic district by requiring that the number of stories of new development and building placement of primary and accessory buildings within an historic district be historically-referenced within the district.

**LU Policy 19.1.7:** Develop standards that allow for the use of Historic Preservation Standard in the City's Transportation Standards in reference to encroachments on historic buildings and in historic districts. The standard will be used to enable the preservation, rehabilitation and reconstruction of historic encroachments, such as balconies, canopies, signs



and character-defining appurtenances in order to maintain and ensure the historic character of the resources.

**LU Policy 19.1.8:** The Historic Preservation Commission, Architectural Review Commission and Barrio Latino Commission should continue to meet the standards of the State of Florida for Certified Local Government status.

**LU Policy 19.1.9:** The Architectural Review Commission shall review all applications for alterations, demolition, relocation, and new construction in historic districts and for rehabilitation, demolition, relocation or additions to individually designated landmarks or historic sites. In the Ybor City Historic District, where this process is under the jurisdiction of the Barrio Latino Commission, the Barrio Latino Commission shall issue Certificates of Appropriateness prior to the City of Tampa's issuance of a building permit, if the work meets its design standards.

**LU Policy 19.1.10:** The Historic Preservation Commission shall develop, maintain and periodically update local district design standards.

**LU Policy 19.1.11:** These standards shall be based on the U.S. Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings," and should be geared specifically to local building characteristics of that particular district.

**LU Policy 19.1.12:** Note that the Secretary's Standards and Guidelines are used as a basis for the development of neighborhood design standards by Certified Local (CLGs) in order to qualify as CLGs.

**LU Policy 19.1.13:** Develop standards that allow for the use of Historic Preservation Standard in the City's code enforcement codes. This standard can be used to ensure the preservation of historic structures through the prevention of the passive demolition of historic structures through neglect and can be incorporated into the City of Tampa codes by reference.

**LU Policy 19.1.14:** Develop historic preservation development standards that reflect the historic patterns of development, especially in regards to lot size, determination of yards, setbacks, building height and building size, including primary and accessory structures. This will enable development that preserves the character of historic districts without unduly subjecting property owners to the variance review process.

**LU Objective 19.2: Continue to research incentives for the adaptive and sensitive use of historic properties.**

**LU Policy 19.2.1:** The Historic Preservation Commission should recommend revisions to the City of Tampa's Code, as necessary, so that historic preservation may help both to revive distressed neighborhoods and to prolong the useful life of individual historic structures.



**LU Policy 19.2.2:** The Architectural Review Commission and Barrio Latino Commission shall continue to review requests for Certificates of Appropriateness for historical structures on a case by case basis and utilize the new procedures adopted for historic resources in the City of Tampa Code.

**LU Policy 19.2.3:** Initiate incentives for the adaptive use of historic structures by:

- Supporting the effort of private non-profit organizations to raise funds for the preservation of historic properties and to assist in the redevelopment of Historic Properties;
- Coordinating with private local preservation groups and the Florida Trust for Historic Preservation in acquiring funding for preservation- related initiatives;
- Promoting community awareness of the advantages of the federal investment tax credits for rehabilitation of historic properties, as well as federal income and estate tax deductions for charitable contributions of partial interest in real property (land and buildings), commonly called "easement donations;"
- Advising prospective property owners and developers about the advantages of the local Ad Valorem Tax Exemption Program for historic structures and of the federal tax credits for rehabilitation of income-producing historic properties;
- Encouraging the use of Community Development Block Grants, Urban Development Action Grants and other federal

- grant programs to further the adaptive use of historic structures and to stimulate reuse in historic districts; and
- Pursuing other appropriate mechanisms.

**LU Objective 19.3: Continue to alert the Historic Preservation Commission staff of the potential destruction of historical, architectural, or archaeological resources in the City of Tampa.**

**LU Policy 19.3.1:** In order to alert the Historic Preservation Commission about the potential destruction of historic landmarks, HPC staff, in coordination with the Land Development Coordination Office, should participate in the review functions of the City’s Development Review Committee for site plans, Comprehensive Plan amendments and Developments of Regional Impact (DRIs).

**LU Objective 19.4: Continue to protect, preserve or use archaeological sites as permitted by the Historic Resources Element and the local Historic Preservation Ordinance.**

**LU Policy 19.4.1:** Continue to permit variances for non-safety related setback requirements and site planning requirements in order to accommodate historic structures or sites within a proposed development.

**LU Policy 19.4.2:** Known historic or archaeological sites shall be shown on site plans submitted for building permits and/or rezoning.



**LU Policy 19.4.3:** The Historic Preservation Commission should give priority to the completion of inventories for historic or archaeological sites within the coastal planning area.

**LU Policy 19.4.4:** Seek the advice of the Historic Preservation Commission for appropriate management of donated historic or archaeological sites, historic artifacts or significant excavated materials it is unable to retain.

**LU Policy 19.4.5:** As an alternative to preserving on site known historic or archaeological resources, the property owner may allow excavation of the site by the Division of Historic Resources or their approved alternate prior to development. Should a site be scientifically excavated, then development may proceed without preserving the site.

**LU Objective 19.5: Continue to implement internal coordination mechanisms among City Departments and agencies in order to facilitate the preservation of historical records.**

**LU Policy 19.5.1:** The Historic Preservation Commission shall work in coordination with the City of Tampa's Archives Program, which is identifying and preserving the City of Tampa's documentary heritage. This information shall be made available to the public.

**LU GOAL 20: DEVELOP TOOLS, MECHANISMS, STRATEGIES AND PLANS FOR THE REUSE AND PRESERVATION OF TAMPA'S HISTORIC RESOURCES.**

**LU Objective 20.1: Continue to seek funding to help stimulate the re-use of inner City historic structures through: identification of barriers to their preservation; strategies for reuse; regulatory and financial incentives for reuse; establishment of funding sources as loan guarantees to aid in the reuse of historic properties; data collection and conceptual architectural design; cost estimating and financial analysis and marketing of these resources.**

**LU Policy 20.1.1:** Continue to find the means to encourage the reuse of historic structures by utilizing the recommendations of community preservation groups, where appropriate and feasible.

**LU Policy 20.1.2:** Continue to develop appropriate financial and policy incentives that will help stimulate reuse and preservation of historic structures. Incentives include, but are not limited to, the implementation of a revolving loan fund program, the implementation and regular evaluation of the City's historic building code standards, transfer of development rights for eligible historic properties and/or a loan guarantee program.

**LU Policy 20.1.3:** Prepare marketing brochures, and other materials for building owners, tenant recruitment and



potential developers in order to stimulate reuse of historic properties.

**LU Policy 20.1.4:** Coordinate with community preservation groups and non-profit corporations to initiate, facilitate and, if necessary, joint venture in the reuse of historic buildings.

**LU Policy 20.1.5:** Continue to administer the City of Tampa Historic Preservation Ad Valorem Tax Exemption Program and Interstate Historic Preservation Trust Fund loan and grant programs as incentives to rehabilitation.

**LU Policy 20.1.6:** In order to formalize the City's historic resources inventory, the City, in conjunction with the Historic Preservation Commission should develop a Tampa Register of Historic Places. The Register, which will be updated on an ongoing basis, will include, but not be limited to, all local properties that the HPC determines meet the criteria for listing.

**LU Objective 20.2: Employ Conservation Overlay Districts as a mechanism to protect special areas of historic, architectural and/or cultural significance to the City's heritage where historic districts are unfeasible.**

**LU Policy 20.2.1:** Develop generalized standards to promote the existing spatial and visual qualities in the conservation overlay districts (for example, height, scale,

orientation, spacing, site coverage, setback and/or exterior features).

**LU Policy 20.2.2:** Continue to use a public involvement process for the designation of Conservation Overlay Districts which incorporates substantial public participation and input.

**LU Policy 20.2.3:** Develop criteria for designation to the Conservation Overlay District Areas.

### General Provisions of the Plan

The intent of the Legislature is to see that the Comprehensive Plan is implemented. In addition to plan implementation, it requires that the Plan identify the five-year monitoring, updating, and evaluation procedures to be followed in the preparation of the required five year evaluation and appraisal reports. The purpose of this Chapter is to describe how the City of Tampa programs, activities and land development regulations will be initiated, modified or continued to implement the Comprehensive Plan in a consistent manner.

One of the tools of implementation for the Tampa Comprehensive Plan is the Future Land Use Map and the land use plan categories. These are followed by other implementation tools that further define the intent of the Future Land Use Map and the land use plan categories.

Plan implementation is also achieved through the Goals, Objectives, and, particularly, the Policies. The intent of the Tampa Comprehensive Plan is to translate the community's





vision of itself into reality. Implementation creates that reality.

Plan implementation is achieved on a day-to-day basis as well as on a year-to-year basis. The day-to-day implementation mechanisms include the general strategies such as defining the land use map and categories, and how density and intensity are calculated and reviewing development petitions for consistency with the plan. Long-term implementation is in the form of specific strategies, and includes those land development regulations which must be amended to achieve Plan consistency, and special studies.

### ***Implementation***

Planning is an ongoing and iterative activity that continues after the long-range comprehensive plan is completed and adopted. Often times, plans fail because they are treated statically and quickly become outdated and irrelevant to their users. Successful planning-guides strategy which, in turn, guides implementation and successful implementation then informs and refines planning which, in turn, informs and refines strategy and so on and so forth.

This ongoing and dynamic relationship of planning and implementation fosters progressive decision making where resources are allocated more holistically, there is greater potential to achieve more win-win solutions with competing interests, and the overall best interests of the community are maximized to the extent possible.

The dynamic that links planning to strategy to implementation and then back around again to planning is evaluation. The broad overall planning directives are evaluated for translation into strategy. Strategy is then evaluated and given direction through implementation. Evaluation of the implementation then tells us if the overall, broader planning is working as originally intended. If not, the original planning purposes and directives are evaluated and refined to adjust to the realities of the implementation. The iterative circle of planning continues.

Strategies at their simplest level are the tasks necessary to carry out the plan. The plan identifies many strategies to start and more may be developed outside of the comprehensive plan. Strategies are developed by bringing in the expertise of people that know about the subject matter and using opportunistic investigation (such as SWOT – Strengths, Weaknesses, Opportunities, Threats analysis) to identify strategies that maximize many different variables. The evaluation of strategy will then rely on working with the experts who understand the subject matter at hand and the methods that can be used to carry them out. For example, the process to evaluate water conservation strategies may involve water engineers, resource planners, environmentalists and budget analysts. Successful evaluation must include a full range of expertise needed to evaluate the strategy.

Implementation is the act of making the strategies reality. The water conservation strategy may be to build a re-claimed water pipeline. Overall implementation of that strategy could be the



actual construction of that pipeline (of which there are many, other interim steps that have to be implemented first). Successful evaluation of implementation includes the experts of the people that designed the steps needed to implement the strategy. That might include engineers, construction workers, private sector businesses that sold the pipe, and water engineers. The end users, such as the public, may also be invited to participate too.

Like the evaluation of strategy, the successful evaluation of implementation must have a full complement of the expertise that was needed to originally create the implementation steps.

It is not expected, nor is it likely to be possible, that this could be accomplished for every planning purpose and directive in the plan. It would be overwhelming. However, to the extent provided for by law, it is very possible that many key planning purposes/directives could be selected and evaluative techniques could be developed within an overall iterative framework. This would ensure that some of the most important areas of the comprehensive plan are being dynamically considered throughout time.

### ***Zoning District/Land Use Designation Matrix***

The future land use plan category sets out the long term development direction for all areas of the City. It is helpful to think of the future land use plan category as an 'umbrella', and underneath that 'umbrella' there are a number of zoning districts which may be considered compatible. For example, in the R-10 land use plan category, there are number of single

family residential zoning districts which may be considered. However, the zoning district/land use designation matrix shows that the light industrial zoning district is not permitted in the R-10 land use plan category. In this case, if someone wanted to rezone to the light industrial zoning district, they would first have to change the future land use plan category (the 'umbrella') to a future land use category that would permit consideration of the light industrial zoning district. This is called a 'plan amendment'. If the plan amendment petition were successful, then that person could then apply for a rezoning to the light industrial zoning district

The purpose of this matrix is to streamline the rezoning process for more effective Plan implementation. While most Plan categories permit the consideration of the Planned Development district, regulations established under the applicable single use zoning districts will serve as guidelines in the review of such projects that are adjacent to residential uses.

### ***Density Calculations***

Density is calculated on a gross residential basis. Net residential acreage is defined as those acres of a development proposal to which the owner has surface development rights for residential uses, community facility uses (e.g., schools, community centers, churches, streets, and utility rights-of-way), public and private parks and recreation sites, and public facilities (e.g., drainage facility and utility sub-stations). Lands for commercial, office, industrial or any other non-



residential uses, conservation and preservation areas as established in the Conservation and Coastal Management Elements, and naturally occurring water bodies shall not be included as part of gross residential acreage. See Density and Intensity Credits for Environmentally Sensitive Areas.

Although a maximum potential density limit has been established by those land use categories permitting residential uses, maximum densities are not guaranteed. Rather, the actual density on a certain parcel depends upon applicable Plan provisions and development regulations relating to the formal development review and permitting process (e.g., zoning, subdivision and environmental regulations).

The maximum number of dwelling units which can be considered on a given parcel for residential development depends on the respective land use category. The maximum number of dwelling units that can be considered is determined by multiplying the gross residential acreage of each land use category of a project times the maximum density allowed by the respective land use category. Whenever the maximum number of dwelling units calculated is a fraction, the number shall be rounded down. For example, 630.5 dwelling units is 630 dwelling units. The only exception to this is when the resulting calculation is less than 1.0, then the calculation shall be rounded up to 1.0 and the development of the lot shall be governed by the applicable zoning district and the non-conforming provisions of the Land Development Regulations.

#### **EXAMPLE:**

100 gross residential acres X 6 dwelling units/acre (maximum density allowed in Residential 6 land use plan category) = 600 dwelling units (potential maximum development)

5,000 square foot lot in Residential 10: 5,000 square feet = 0.115 acres X 10 dwelling units/acre = 1.15 dwelling units which is round down to 1 dwelling unit (potential maximum development)

#### ***Intensity Calculations***

Non-residential developments shall be controlled by the floor area ratio. Lands for residential acreage shall be excluded from the acreage used to determine the maximum floor area ratio.

Although a maximum potential floor area ratio has been established by each land use category, maximum floor area ratios are not guaranteed. Rather, the actual floor area ratio depends on the zoning district, applicable Plan provisions, and development regulations relating to the formal development review and permitting process.

The maximum floor area ratio which can be considered on a given parcel for non-residential development depends on the respective land use category. The maximum floor area ratio that can be considered is determined by multiplying the non-residential acreage of each land use category of a project times the maximum floor area ratio allowed by the respective land use category.

#### **EXAMPLE:**



FAR Calculation for Office In R-20  
 10 total project acres x 0.5 FAR =  
 435,600 sq. ft. x 0.5 = 217,800 sq. ft.

**Credits for Environmentally Sensitive Areas (ESA)**

Environmentally Sensitive Areas (defined as conservation and preservation areas established in the Conservation and Coastal Management Elements) and naturally occurring water bodies within a development proposal shall be included in the density and/or intensity calculation provided that these areas do not exceed 20% of the total project acreage. However, if the ESA exceeds 20% of the total project acreage, then a density or intensity credit shall be given for 25% of the upland (high and dry) acreage.

For the purpose of determining permitted density, water bodies shall be defined to include rivers, lake or pond beds and any other permanently or historically water covered land that occurs naturally at the intended site up to the mean high water level.

Man-made water bodies may be considered for environmentally sensitive area credits if there is a specific written agreement by the developer that the man-made water bodies will be developed as conservation or preservation areas in accordance with the Conservation Element and the Hillsborough County Environmental Protection Agency. Man-made water bodies are those water covered lands, either existing or to be created as part of a proposed development

including land excavation and lake creation as defined in applicable development regulations.

**FORMULA:**

**Environmentally Sensitive Credit**

$$\text{GRA or GNRA} - \text{ESA} = \text{U} \times 25\% = \text{ESC}$$

$$(\text{U} + \text{ESC} \times (\text{du/ac or FAR})) = \text{MDU or NRA}$$

**LEGEND:**

- GRA = gross residential acreage
- GNRA = gross non-residential acreage
- ESA = environmentally sensitive areas acreage
- U = upland acreage

- ESC = environmentally sensitive credit du/ac = dwelling units per acre
- FAR = floor area ratio
- MDU = maximum number of dwelling units
- NRA = non-residential acres

**EXAMPLE:**

**Density Credit in Residential-11**

$$100 \text{ GRA} - 25 \text{ ESA} = 75 \text{ U}$$

$$75 \text{ U} \times 25\% = 18.75 \text{ ESC}$$

$$(75 \text{ U} + 18.75 \text{ ESC}) \times 9 \text{ du/ac} = 843 \text{ MDU}$$

Assuming that a project qualifies for and receives the density bonus with applicable performance bonus standards or a site



plan and has environmentally sensitive areas on more than 25% of the total project acreage, the density shall be calculated using the following formula.

**EXAMPLE:**

***Density Credit Bonus, Residential-10***

$$100 \text{ GRA} - 25 \text{ ESA} = 75 \text{ U}$$

$$75 \text{ U} \times 25\% = 18.75 \text{ ESC}$$

$$(75 \text{ U} + 18.75 \text{ ESC}) \times 10.0 \text{ du/ac} = 937 \text{ MDU}$$

(With total site plan bonus, 10.0 du/ac is the maximum density in the Residential 10 category).

**EXAMPLE:**

***FAR Credit in Suburban Mixed-use-6:***

$$10 \text{ GNRA} - 3 \text{ ESA} = 7 \text{ U}$$

$$7 \text{ U} \times 25\% = 1.75 \text{ ESC}$$

$$(7 \text{ U} + 1.75 \text{ ESC}) = 8.75 \text{ NRA}$$

$$8.75 \times 0.5 = 190,575 \text{ sq. ft.}$$

***Transfer of Development Rights***

Transfer of rights is a legal mechanism that allows for a certain amount of development rights to be transferred from one property to another. Typically, it is used to protect something on the property from which the development entitlements will be transferred. Generally, that 'something', is being protected is part of a greater public purpose. In

other parts of the country, transfer of development rights have been used for things such as: historic preservation, protecting green space, preserving agricultural lands, saving wetlands, reducing development in hazardous areas, such as coastal zones, and focusing growth from area into another.

The development rights being transferred are the amount of development potential above and beyond what is currently built up to the maximum permitted by the underlying future land use plan category. For example, if there is an historic structure that is 5,000 square feet situated on 10,000 square feet of land with a plan category that allows a floor area ratio of 1.5, the maximum amount of development right that could be transferred could be calculated like this:

10,000 square feet of land X 1.5 floor area ratio = 15,000 square feet maximum building potential less 5,000 square feet of building already built there = up to 10,000 square feet maximum development right that can be transferred.

The receiving zone where the transfer of development rights could be used must be carefully determined. It will be an area where growth and change is wanted. The actual transfer of development rights is a private transaction but the government entity that legalized the use of transfer of development rights would have to set up a tracking mechanism.

Transfer of development rights is a complex mechanism and there are legal and market considerations. Successful ones



create market driven opportunity, are included in the City codes, and have receiving zones for the transfer that provide a density bonus and/or less rigorous regulatory review process. The City of Tampa is very interested in creating a transfer of development rights process for historic preservation. There are other public purposes the City may want to explore in the future but, initially, historic preservation is the one in which they are most interested.

***Locational Criteria for Neighborhood Commercial and Residential Office Uses (Residential Land Use Plan Categories)***

Locational Criteria are specific criteria developed to control the location of Commercial and Residential Office uses in areas designated with residential land use categories. The conservation of neighborhoods is a critical component of the Tampa Comprehensive Plan. The following locational criteria have been created to ensure that General Commercial, Neighborhood Commercial and Residential Office uses do not intrude into residential areas. These locational criteria specifically apply to the Residential-6, Residential-10, Residential-20, Residential-35, Residential-50, Residential-83 and Suburban Mixed-use- 3 land use plan categories. The primary function of these residential and suburban residential categories is to provide areas for residential development to occur.

Under the land use classification system, General Commercial, Neighborhood Commercial and Residential Office uses are

eligible for consideration if, among other things, they meet locational criteria described in this section. These standards are applied during the review of proposed rezonings. Properties with existing General Commercial, Neighborhood Commercial and Residential Office zoning shall not be subject to the locational criteria (see also related policies in this element).

Locational-criteria is one consideration in the review process for proposed General Commercial, Neighborhood Commercial or Residential Office rezonings. Other considerations include land use compatibility, adequacy and availability of public services, environmental impacts, adopted levels of service on affected roadways and other applicable policies of the Comprehensive Plan and zoning regulations. Compliance with locational criteria and development standards and other applicable development standards do not guarantee approval of a proposed General Commercial, Neighborhood Commercial or Residential Office rezoning. The following four paragraphs provide a brief explanation of the policies of the Comprehensive Plan and zoning regulations that are used to determine whether a General Commercial, Neighborhood Commercial or Residential Office use is appropriate.

The bullets below specify the Locational Criteria to be applied in each of the residential land use plan categories. Applications for rezonings will not be processed where the following criteria is not met:



Residential-6: All rezonings to Neighborhood Commercial and Residential Office uses in Residential-6 are prohibited.

- Residential-10: All rezonings to Neighborhood Commercial and Residential Office uses in Residential-10 are prohibited unless the proposed rezoning complies with the following provision:
  - Where existing Commercial zoning represents 50 percent or more of a given block face’s zoning pattern and the proposed Neighborhood Commercial or Residential Office zoning represents appropriate infill development then the rezoning may be considered for approval as infill development. This does not guarantee that the rezoning will be approved, only that it may be considered.
- Residential-20, Residential-35, Residential-50, and Residential-83: All rezonings to Neighborhood Commercial and Residential Office uses in these land use categories must meet the following criteria:
  - Neighborhood Commercial or Residential Office rezonings may be considered for approval if all of the following criteria are met:
    - adequate access can be provided to neighborhood commercial and residential office uses without intruding upon the residential section of the neighborhood; and
    - neighborhood commercial uses must have access to a roadway functionally classified as a collector

or higher; or if it is a residential office use, it must have a vehicular access point located no further than 250 feet from a roadway functionally classified as a collector or higher; and

- such uses are located to maintain the vehicular capacity of public roads by discouraging linear (“strip”) commercial and office development and the multiple access points which are likely to accompany such linear commercial and office development; and
- the amount and/or location of existing neighborhood commercial and residential office uses are inadequate to meet the demands of the neighborhood.
- Where existing Commercial zoning represents 50 percent or more of a given block face’s zoning pattern and the proposed Neighborhood Commercial or Residential Office zoning represents appropriate infill development, then the rezoning may be considered for approval as infill development. This does not guarantee that the rezoning will be approved, only that it may be considered.
- Suburban Mixed-use-3: All rezonings to General Commercial in the Suburban Mixed-use-3 plan category must meet the criteria specified below:
  - All proposed general commercial uses shall be clustered at arterial and collector roadway



intersections or be integrated as part of a larger mixed-use planned development.

- Strip development will be discouraged through techniques such as access management and related land development regulations.
- General Commercial uses must be compatible with residential uses through techniques that emphasize integration of uses and by restricting the location of incompatible uses.
- Residential Estate-10: All rezonings to Neighborhood Commercial must meet the criteria listed below:

The maximum amount of neighborhood-service commercial uses permitted in an area shall be as follows:

Major Local/2 Lane or 4 Lane - 5,000 sf

2 Lane/2 Lane - 20,000 sf

2 Lane/4 Lane - 30,000 sf

4 Lane/4 Lane - 40,000 sf

Frontage Width and Building Area for Neighborhood Commercial Uses: Up to 5,000 sf building area - 330 feet

5001 sf to 40,000 sf - 660 feet

The maximum intensity (FAR) of proposed Neighborhood Commercial and Residential Office uses will be determined by the underlying land use in place on a site.

The Ybor City Historic District is exempted from the criteria listed herein as it is a unique area of concern. There are

provisions in the zoning code specific to Ybor City that address Neighborhood Commercial and Residential Office uses.

***Land Use Compatibility***

All proposed General Commercial, Neighborhood Commercial and Residential Office uses must be compatible with existing surrounding development. Neighborhood Commercial and Residential Office uses that would have a negative or blighting influence on adjacent residences shall not be permitted. The viability of neighborhoods and the character (residential or commercial) of the surrounding area will also be reviewed. Any Neighborhood Commercial or Residential Office development approved should provide proper buffering between adjacent land uses.

***Services and Facilities***

All General Commercial, Neighborhood Commercial or Residential Office rezonings must meet the adopted levels of service as provided in the Comprehensive Plan and the Concurrency Management System Ordinance. Additionally, all applicable zoning regulations, health standards, and other applicable regulations must be met.

***Environmental Considerations***

All proposed General Commercial, Neighborhood Commercial or Residential Office rezonings shall only be permitted where it can be demonstrated that environmental damage will not occur. All applicable development regulations of environmental agencies such as Southwest Florida Water Management District (SWFWMD), the Hillsborough County





Environmental Protection Commission (EPC), and the Florida State Department of Environmental Protection (DEP) must be met.

### ***Transportation***

All proposed General Commercial, Neighborhood Commercial or Residential Office rezonings shall only be allowed on roadways meeting the adopted levels of service of the Concurrency Management System Ordinance and the Comprehensive Plan and remain at, or above, those levels of service after completion of development. Transportation studies could assess the impact of the proposed development on adjacent roadways.

### ***CBD Periphery Bonus***

The Central Business District (CBD) periphery boundaries are shown on the Future Land Use map. Projects located within the boundaries of the periphery of the Central Business District (CBD) may be considered for density and intensity bonuses.

Consideration for a CBD periphery bonus shall be given subject to the following criteria:

- Must be a residential or mixed-use project. Mixed-use projects may include, but are not limited to, a mixture of residential, office, and retail uses. Permitted uses are controlled by the underlying land use plan category on the site.

- The density/intensity bonuses will be limited to 100% of the maximum density/intensity permitted within the applicable land use plan category.
- The project desiring to utilize the bonus provision, must be rezoned to the appropriate site plan controlled zoning district to ensure that adequate buffering and any other, applicable mitigation measures are afforded to adjacent uses.

The intensity of projects must be transitioned to protect less intense developments located outside the periphery boundaries. Specific buffering techniques shall be provided within the development regulations. These techniques may include shared park land, intense landscape buffers or feathering of intensity to transition to less intensive development.

### ***Flex Provision***

The land use category boundaries depicted on the Future Land Use Map are precise lines. However, with the flex provision, the land use category boundaries shall be deemed to extend 150 feet beyond the precise line in two circumstances:

- Where the existing zoning district is not permitted in the land use category, but lies within 150 feet of a conforming land use category. The flex provision will be deemed to operate to allow the zoning district to be in conformance with the land use designation.



- Where there is a legally existing non-conforming use which could be made conforming through a rezoning utilizing the 150 foot flex.

In consideration of the rezoning, the following criteria must be met:

- Only properties adjacent to the Plan designation proposed for flexing may be considered).
- It does not violate any Goals, Objectives, and Policies of the Comprehensive Plan for the City of Tampa, Florida.
- It does not extend into M-AP (Municipal Airport District) zoned areas, environmentally sensitive areas, or historic districts.
- It does not disrupt established land use boundaries such as but not limited to railroads, streets, alleys and rear property lines.
- The increased density, intensity, or scale of development is compatible with the adjacent uses.
- It is adequately served or programmed to be served by acceptable levels of community facilities and transportation network.
- It does not extend into Residential-10 or Residential-6 areas.

The Hillsborough County City-County Planning Commission staff has documented which parcels have been made conforming by utilization of the flex provision.

The flex provision described herein shall only apply to parcels made conforming by its provisions on, or before, May 24, 1990 (Ordinance #90-133). However, this flex provision shall not be applied to any additional parcels after May 24, 1990 (Ordinance #90-133). The language herein is for the purposes of providing information’ as the previously adopted provisions of the Tampa Comprehensive Plan and are not readopted.

***Land Use Policy for Limited Access Highways***

In discussing a land use policy for limited access highways, two areas must be considered separately: the actual interchange and the areas simply bordering the highways.

Non-residential uses or higher density residential uses with appropriate buffering may be appropriate at the interchange locations. Surrounding neighborhood character, access potential and future plans for specific interchange area will have influence on any requests for non-residential land use.

The areas bordering limited access highways are clearly in a different situation than the interchange areas because in most cases there is no actual access to the highway from the adjacent land uses.

The major problem with residential land uses along limited access highways is finding a way to effectively mitigate the adverse impacts of the roadways. Many urban communities have limited access highways traversing some of their finest residential neighborhoods. Residential areas presently exist



along the Interstate 275 and Crosstown Expressway in Tampa. Many of these areas continue to be viable neighborhoods.

The issue again is to mitigate the negative roadway impacts through plantings to buffer visual problems and sound and barrier walls where appropriate, with proper aesthetic design consideration. The Florida Department of Transportation (FDOT) will be rebuilding the interstate system through Tampa. Included within this proposal are ideas to buffer impacts of the Interstate through visual design of the highway itself. Any policies should be closely coordinated with FDOT to coordinate Future Land Use and existing neighborhood protection. Actual land use should be related to the interstate only in terms of access. Any decisions related to the impacts of limited access highways should be dealt with through buffering, landscaping, noise and visual barriers and distance separation.

### ***Corridor Planning***

The Intermodal Surface Transportation Efficiency Act of 1991 (Federal Highway Administration, U.S. Department of Transportation) has placed a new emphasis and direction on corridor planning. Three types of corridor planning are included in this section. The first, road widening, is intended to take place at the time that proposed road widening projects are being planned and designed. The second, scenic corridors, addresses unique roadways in the City that have natural characteristics that are worth preserving, and the

third, gateways, address those roadways which serve as entry points into Tampa. The descriptions for each are not mutually exclusive. It is possible to have a road segment that is being proposed for road widening which may also be a scenic corridor and gateway. Scenic corridor and gateway planning can occur at any time, and there need not be any proposed road improvement project planned in order to trigger a need to study them.

### ***Scenic Corridor Designation***

The purpose of the Scenic Corridor designation is to provide a framework for future planning and implementation of standards that can be addressed in the development regulations of the City of Tampa relating to the aesthetic appearance of identified roadways. It will help to preserve and enhance the aesthetic appearance of such facilities with concern for related buffering and landscaping.

Another purpose of the Scenic Corridor designation is to preserve, enhance and expand a system of roadways that will begin to form a boulevard system to connect different neighborhoods within the City. The boulevard system will also form a system of connections between parks and recreational areas and create an open space network throughout the City.



Designation of a Scenic Corridor will be based on the existing and proposed location of a roadway within the community. It will be used to protect and enhance existing arterial and collector roadways where existing land use is predominantly residential. The designation of Scenic Corridor can also be used to protect roadways where significant tree coverage and landscaping already exist from unplanned future commercial development. New roadways planned and the rebuilding of existing roadways through residential areas shall also be considered for Scenic Corridor designation as a method of lessening the impact on existing and proposed neighborhoods.

**Criteria**

The Scenic Corridor designation will be applied to road corridors determined to have scenic qualities of local or City-wide significance (i.e., significant tree coverage.)

Roadways that function as connectors or linkages in the scenic corridor system are also considered for the designation even though their present characteristics would not normally warrant the designation. This will help to unify and connect different neighborhoods in the City with attractive boulevards, improving and enhancing the areas through which they pass.

The Scenic Corridor designation will also be used to protect existing collector and arterial roadways that have residential characteristics that w be desirable to preserve.

**Potential Scenic Corridors**

The following roadways may be considered for designation as scenic corridors based upon the above criteria. This list is not intended to be exhaustive:

• Bayshore Boulevard*	• Westshore Boulevard	• Linebaugh Avenue	• Hillsborough Avenue (Rome to Nebraska)
• Courtney Campbell Causeway*	• Himes Avenue	• Central Avenue	• 40th Street
• Tampa Palms Boulevard	• Bruce B. Downs Boulevard	• Hannah Avenue	
• Interbay Boulevard	• 22nd Street	• Highlands Avenue	
• El Prado Boulevard	• Habana Avenue	• Tampa Street	
• Nuccio Parkway	• MacDill Avenue	• Rome Avenue	
• Sligh Avenue	• 34th Street	• Euclid Avenue	

\* Denotes roadways that are currently designated a scenic roadway.

**Method**

The actual planning for Scenic Corridors should be performed by the City of Tampa in cooperation with Hillsborough County and FDOT with input from citizens’ organizations, the development community and private individuals that would be affected by the Scenic Corridor designation. The implementation can be accomplished through community organizations, developers or the City, depending upon the specific roadway being addressed.

These plans should include street tree planting and landscaping plans implemented by either the City, the private sector, citizen organizations or any combination thereof. Specific distance between street tree, the species required and other appropriate landscaping shall be developed as part



of the zoning code or landscape ordinance, whichever is more appropriate. Consideration of bicycle and pedestrian access should also be considered as part of the Scenic Corridor development plan. Plans for each roadway should address the character, residential, commercial or mixed-use, and require treatments that are most suitable for the area.

The Scenic Corridor designation should attempt to protect roadways which have primarily residential character thought to be desirable. Commercial activities should be limited to established activity centers on those residential roadways. New roadways under construction but designated as Scenic Corridors, or reconstruction or widening projects on existing Scenic Corridors shall require the City to provide a street tree planting plan and mechanisms for implementation to take place as part of the roadway construction/ reconstruction or subsequent private development of the adjacent properties.

Existing roadways that are designated as Scenic Corridors should consider the ultimate design of the roadway in the formulation of the tree planting and landscape plan to be implemented. If the addition of a landscaped buffer zone is not feasible because of existing conditions, then an attempt should be made to incorporate the street tree planting and landscaping within the proposed or existing right-of-way depending on future roadway plans.

**Gateways**

Some roadways have significance as gateways into the City of Tampa, and they should be considered for application of

additional landscaping and street tree planting to enhance their appearance. These roadways may be bordered by a variety of land uses. The additional landscaping and street tree planting can help unify and improve the aesthetics of these Gateway roadways. As with the Scenic Corridor, the implementation of the additional landscaping and street tree planting can help unify and improve the aesthetics of these Gateway roadways. As with the Scenic Corridor, the implementation of the additional landscaping could be accomplished through the public and/or private sector. A plan for planting, however, shall be developed by the public sector with input from the community. The actual planting can either be accomplished in the existing road right-of-way or in a landscaped buffer zone area whichever is more appropriate.

**Potential Gateways**

The following roadways can be considered Gateways into the City of Tampa and may be suitable for additional landscaping and street tree planting. This list is not intended to be exhaustive.

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• Kennedy Boulevard</li> <li>• Gandy Boulevard</li> <li>• 22nd Street Causeway</li> <li>• Courtney Campbell Causeway</li> <li>• Florida Avenue</li> <li>• Nebraska Avenue</li> <li>• Dale Mabry Highway</li> <li>• Interstate 275</li> </ul> | <ul style="list-style-type: none"> <li>• Crosstown Expressway</li> <li>• Martin Luther King, Jr. Blvd.</li> <li>• Hillsborough Avenue</li> <li>• Fowler Avenue</li> <li>• Busch Blvd.</li> <li>• Sligh Avenue</li> <li>• Waters Avenue</li> <li>• Armenia Avenue</li> </ul> |
|---|---|



### *Scenic Transportation Corridors*

**LU Objective 20.3:** Include general, community appearance guidelines into the development review process described in the land development regulations.

**LU Policy 20.3.1:** Enhance the appearance and function of roadways through the designation and establishment of scenic transportation corridors in the City of Tampa. Criteria for the identification and establishment of scenic corridors shall include, but not be limited to, the following:

- To create a boulevard system of roadways to connect different neighborhoods within the City of Tampa;
- To protect existing roadways that exhibit attractive or scenic characteristics;
- To preserve and enhance the aesthetic appearance of roadways through the use of landscaping and buffering;
- To protect existing and future collector and arterial roadways that have residential characteristics that are considered desirable to preserve;
- To use street tree planting as a means to unify and beautify existing and future neighborhoods that are linked or crossed by scenic corridors;
- To protect roadways, where significant tree coverage and landscaping already exist, from unplanned future commercial development; and

- To lessen the impact on existing and proposed neighborhoods from the building of new roadways and the rebuilding of existing roadways through residential areas.

**LU Policy 20.3.2:** Roadways not designated for scenic corridors, but serving as gateways into the City of Tampa, shall be considered eligible for landscaping, buffering, and street tree plantings (similar to scenic corridors) by the City that will unify and enhance their identity as gateway areas.

**LU Policy 20.3.3:** All plans for designating scenic corridors or gateways and their related landscaping plans shall be developed and/or approved by the City only after participation and input from affected citizens, private groups, City departments and agencies, Hillsborough County, and the Florida Department of Transportation.

**LU Policy 20.3.4:** Encourage affected people in these redevelopment areas to organize. Wherever possible, representation should include, but is not limited to, commercial property owners, business tenants, neighborhood associations, residential property owners and renters.

### *Bayshore Boulevard*

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



*determination of the future development of the Bayshore”.*

***Bayshore Study, Hillsborough County Planning Commission 1960.***

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

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

Bayshore Boulevard is a culmination of those fundamental elements identified for the creation of a Livable City. The interconnectedness of the corridor from its elements of open space/public realm, history, art, and culture, to its

contribution to the community’s sustainability, Bayshore Boulevard is and will remain an integral part of Tampa’s heritage. The corridor is more than a road: it is an experience, a destination, a part of Tampa’s identity.

**LU Objective 20.4: Continue to recognize Bayshore Boulevard, from Brorein Street to Gandy Boulevard (“Bayshore Boulevard”), as a regional attractor and a major community asset. Continue to preserve and enhance the balance of the natural and physical environments along Bayshore Boulevard in a manner which will continue to provide the City’s residents, regional neighbors, and national/ international visitors with a unique environmental experience in the core of the urban area.**

**LU Policy 20.4.1:** Consider the development and implementation of land development regulations based on existing development patterns and existing future land use map designation, considering but not limited to building setbacks and height, on site landscape, buffers, and streetscape on the western boundary of the corridor.

**LU Policy 20.4.2:** Promote pedestrian connectivity by completing improvements as feasible and practical to existing sidewalk segments.

**LU Policy 20.4.3:** Examine opportunities to improve pedestrian safety through the establishment of new



pedestrian connections from the western boundary to the Bayshore Boulevard linear park.

**LU Policy 20.4.4:** Encourage the enhancement and expansion of public art through various mechanisms, including but not limited to the City’s Public Art Program, private/public partnerships, and the possible establishment of a grant program for local artists.

**LU Policy 20.4.5:** Consider the creation of a “way-finder” signage program, designed to highlight the distinct character and identity of Bayshore Boulevard, provide directional information to both pedestrian and automobile traffic, and create an increased sense of place.

### *Courtney Campbell Causeway*

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

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

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

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

The Florida Scenic Highways Program was the state Department of Transportation’s response to legislation enacted in the early 1990s that called for measures to “preserve, maintain protect and enhance Florida’s outstanding cultural, historical, archaeological, recreational, natural and scenic resources. To be eligible for scenic designation, the





Courtney Campbell had to meet certain program criteria. The roadway had to “tell a story,” providing a driver with an educational experience drawn from the history, culture, ecology, and recreational resources available. The designation in November 2005, made the Causeway the 14th scenic highway selected by the Florida Department of Transportation and the first in Hillsborough County. The Courtney Campbell Causeway is recognized as a City/County asset with state-wide significance.

**LU Objective 20.5: The natural, recreational, scenic, historic, and cultural resources of the Courtney Campbell Causeway shall be preserved and enhanced for the City of Tampa’s residents.**

**LU Policy 20.5.1:** Continue to support the mission and goals objectives and strategies of the Courtney Campbell Causeway Florida Scenic Highway designation for the causeway located between McMullen Booth Road and Veteran’s Highway.

**LU Policy 20.5.2:** Continue to support efforts to retain the current physical cross sectional character of the causeway reminiscent of its historic origin.

**LU Policy 20.5.3:** Continue to participate in efforts to maintain the natural environment by supporting a coastal-style, native Florida landscape and promoting community partnerships to control litter on the causeway.

**LU Policy 20.5.4:** Support FDOT’s pedestrian, bicycle and transportation initiatives for the causeway including safety enhancements.

**LU Policy 20.5.5:** Continue to participate with the Corridor Management Entity (CME) as an ongoing and effective sponsor and advocate for the Scenic Highway designation process and implementation of improvements.

**LU Policy 20.5.6:** Continue to cooperate with intergovernmental coordination efforts as one of the four governmental entities that include City of Clearwater, Pinellas County, City of Tampa and Hillsborough County.

**LU Policy 20.5.7:** Support the education program efforts for promoting the location and features of the causeway.

**LU Policy 20.5.8:** Support the maintenance and enhancement of the Cause-way as a tourist point of interest.

**LU Policy 20.5.9:** Cooperate with FDOT’s enhancement efforts to improve the visual appearance of the causeway.

**LU Policy 20.5.10:** New development or redevelopment of parcels adjacent to the Courtney Campbell Causeway shall provide appropriate, safe connections to facilitate movement of pedestrians between buildings and pedestrian amenities located within the public right-of-way.



**Land Use Category Matrix\***

Map Color	Category	FAR	Dwelling units/ net acre	Other Considerations	Key Characteristics
<b>RMU-100</b>	<p><b>Regional Mixed Use-100:</b> <i>High intensity/density high-rise residential, major office, and regional serving commercial developments that because of their need for space, significant vehicular access, or intensity of use require locations related to major transportation facilities.</i></p> <ul style="list-style-type: none"> <li>➤ Intensive and general commercial, service, office, and residential uses</li> </ul>	<p>3.0 3.5 with bonus provisions met (mixed use preferred)</p>	<p>75.0 du/acre  Up to 100du/acre with bonus provisions met</p>	<ul style="list-style-type: none"> <li>• Gathering places such as a plaza, courtyard, or park.</li> <li>• High density residential (by either density or the floor area ratio (FAR), whichever calculation is more beneficial to the development).</li> <li>• Professional office.</li> <li>• General and Intensive. Commercial development.</li> <li>• Compatible public, quasi-public, and special uses.</li> <li>• Areawide mix of uses 50% residential, 75% non-residential.</li> <li>• Projects may be determined either by density or floor area ratio (FAR), whichever calculation is more beneficial to the development. If FAR is applied to a residential project to attain maximum density potential, development shall be consistent in character and scale with the surrounding residential built environment.</li> </ul>	<ul style="list-style-type: none"> <li>• A mix of low-, mid- and high-rise buildings (5 to 24 stories) that creates a varied and defined skyline (Building height in local historic districts limited unless approved by ARC (100 feet) or BLC (60 feet));</li> <li>• Building heights that step down to not more than one story higher at the property line than permitted in the adjacent neighborhood unless separated by a roadway, rail corridor, or other setback or buffer;</li> <li>• Buildings that are sited to positively define the public streetscape and civic spaces;</li> <li>• Building facades and entrances that directly address the street and have a high degree of transparency on street-fronting facades;</li> <li>• An interconnected street system that provides greater distribution of traffic and route flexibility;</li> <li>• Vertical and horizontal integration of residential uses;</li> <li>• Public parks and open space areas within walking distance of local residents;</li> <li>• Parking that is integrated into buildings or placed in separate structures;</li> <li>• Minimal or no curb cuts along primary street facades, with side or rear access to parking and service functions;</li> <li>• Broad sidewalks with appropriate pedestrian amenities/facilities;</li> <li>• Street design that integrates safe pedestrian, bicycle, transit and vehicular use and incorporates traffic-calming features and on-street parking; and</li> <li>• Consistent planting of street trees that provide shade and enhance character and identity;</li> </ul>
<b>UMU-60</b>	<p><b>Urban Mixed Use-60:</b> <i>High intensity/density residential, professional office and commercial development. This is the preferred land use category to delineate community center activity centers.</i></p> <ul style="list-style-type: none"> <li>➤ Intensive and general commercial, service, office, and residential uses</li> </ul>	<p>2.0 2-3.25 with bonus provisions met</p>	<p>50.0 du  Up to 60.0du/acre with bonus provisions met</p>	<ul style="list-style-type: none"> <li>• Gathering places such as a plaza, courtyard, or park.</li> <li>• High density residential (by either density or the floor area ratio (FAR), whichever calculation is more beneficial to the development).</li> <li>• Professional office.</li> <li>• General and Intensive Commercial development.</li> <li>• Compatible public, quasi-public, and special uses.</li> <li>• Areawide mix of uses 50% residential, 60% non-residential.</li> <li>• Projects may be determined either by density or floor area ratio (FAR), whichever calculation is more beneficial to the development. If FAR is applied to a residential project to attain maximum density potential, development shall be consistent in character and scale with the surrounding residential built environment.</li> </ul>	<ul style="list-style-type: none"> <li>• Blocks are small and rectangular, allowing for convenient pedestrian access from adjacent areas;</li> <li>• Lot sizes that are typically small and narrow, providing a fine-grained development pattern;</li> <li>• Building heights that generally range from 4 to 10 stories (Building height in local historic districts limited unless approved by ARC (100 feet) or BLC (60 feet));</li> <li>• Building heights that step down to not more than one story higher at the property line than permitted in the adjacent neighborhood unless separated by a roadway, rail corridor, or other setback or buffer;</li> <li>• Buildings sited at or near the sidewalk along the primary street frontage and typically abut one another with limited side yard setbacks;</li> <li>• Building entrances set at the sidewalk along the primary street frontage;</li> <li>• Rear alleys and secondary streets that provide vehicular and service access, with limited driveways and curb cuts on a primary street;</li> <li>• Parking on-street, in individual or shared lots at rear of structures, or screened parking structures;</li> <li>• Transparent building frontages with pedestrian-scaled articulation and detailing;</li> <li>• Moderately wide sidewalks, with street trees, public seating areas, and inviting amenities; and</li> <li>• Public streetscapes that serve as the area's primary open space, complemented by semi-public plazas, courtyards and semi-public sidewalk dining areas.</li> </ul>



**Land Use Category Matrix (Continued)**

Map Color	Category	FAR	Dwelling units/net acre	Other Considerations	Key Characteristics
<b>CBD</b>	<p><b>Central Business District:</b>  <i>High intensity/density high-rise residential, major office, and regional serving commercial developments encourage and maintain the development of Tampa's central core (Central Business District) as the principal governmental, financial, commercial, convention and entertainment center of Hillsborough County</i></p> <ul style="list-style-type: none"> <li>➢ Intensive and general commercial, service, office, and residential uses including apartments and condominiums</li> </ul>	N/A	N/A	<ul style="list-style-type: none"> <li>• Gathering places such as plazas, courtyard, or park;</li> <li>• Compatible public, quasi-public, and special uses;</li> <li>• All development in this designation should have easy access to transit;</li> <li>• Individual developments of 120 feet in height or less are permitted in the Central Business District upon administrative review of site plan and urban design standards. Projects greater than 120 feet can be permitted upon site plan review and urban design review.</li> </ul>	<ul style="list-style-type: none"> <li>• A mixture of mid and high-rise buildings that create a varied and dramatic skyline with no height limit;</li> <li>• Buildings that are sited to positively define the public streetscape and civic spaces;</li> <li>• Building facades and entrances that directly address the street and have a high degree of transparency on street-fronting facades;</li> <li>• An interconnected two way street system that provides for traffic and route flexibility;</li> <li>• Vertical and horizontal integration of residential and commercial/office uses;</li> <li>• Public parks and open space areas within walking distance of residents and visitors;</li> <li>• Parking that is integrated into buildings placed in separate structures or off-site parking, where appropriate and feasible;</li> <li>• Minimal or no curb cuts along primary streets;</li> <li>• Side or rear access to parking and service functions;</li> <li>• Broad sidewalks appointed with appropriate pedestrian amenities/facilities including street furniture, bike racks pedestrian lighting and landscaping;</li> <li>• Street design that integrates pedestrian, bicycle, transit and vehicular use and incorporates traffic calming features and on-street parking; and</li> <li>• Consistent planting of street trees that provide shade, and enhance character, and identity.</li> </ul>
<b>NMU-16</b>	<p><b>Neighborhood Mixed Use-16:</b>  <i>Medium to lower intensity/density uses</i></p> <ul style="list-style-type: none"> <li>➢ Single family and multi-family uses; neighborhood serving office and commercial uses</li> </ul>	0.50 for non-residential uses 0.75 for vertical mixed-use or residential	16 du/acre	<ul style="list-style-type: none"> <li>• Gathering places such as plazas, courtyards, and parks;</li> <li>• Compatible public, quasi-public, and special uses;</li> <li>• To encourage a true mixture of uses, residential development can be guided by either density or FAR.</li> </ul>	<ul style="list-style-type: none"> <li>• Building heights that are generally:                             <ul style="list-style-type: none"> <li>○ NMU-16: 1 to 3 stories</li> <li>○ NMU-24: 1 to 6 stories</li> <li>○ NUM-35: 1 to 8 stories</li> </ul> </li> <li>• Building facades and pedestrian entrances that orient towards the street;</li> <li>• Parking is typically located to the side or rear of buildings, or accommodated in parking structures;</li> <li>• Limited number of curb cuts along collector or arterial streets, with shared and/or rear alley access to parking and service functions;</li> <li>• Appropriately designed, attractive pedestrian streetscape with sidewalks designed to accommodate pedestrian traffic that include transit access, landscaping, lighting, and/or other pedestrian amenities/facilities.</li> </ul>
<b>NMU-24</b>	<p><b>Neighborhood Mixed Use-24:</b>  <i>Low intensity/density uses</i></p> <ul style="list-style-type: none"> <li>➢ Single family and multi-family uses; neighborhood serving office and commercial uses</li> </ul>	0.75 for non-residential uses 1.0 for vertical mixed-use of residential	24 du/acre		
<b>NMU-35</b>	<p><b>Neighborhood Mixed Use-35:</b>  <i>Areas with no clear, identifiable development trend</i></p> <ul style="list-style-type: none"> <li>➢ Single family and multi-family uses; neighborhood serving office and commercial uses</li> </ul>	1.0 for non-residential uses 1.50 for vertical mixed-use of residential	35 du/acre		



**Land Use Category Matrix (Continued)**

Map Color	Category	FAR	Dwelling units/net acre	Other Considerations	Key Characteristics
CC-35	<b>Community Commercial-35:</b> <i>Medium intensity/density horizontal and vertical mixed-use and single-use commercial and residential</i> ➤ Intensive and general commercial, service, office, and residential uses	1.0 1-0-2.0 with bonus provisions met	30 du/acre Up to 35.0 du/acre with bonus provisions met	<ul style="list-style-type: none"> <li>Gathering places such as a plaza, courtyard, or park.</li> <li>Compatible public, quasi-public, and special uses.</li> <li>Development should include a mix of non-residential and residential uses with more intense development near major intersections.</li> <li>Projects may be determined either by density or floor area ratio (FAR), whichever calculation is more beneficial to the development. If FAR is applied to a residential project to attain maximum density potential, development shall be consistent in character and scale with the surrounding residential built environment.</li> </ul>	<ul style="list-style-type: none"> <li>A development pattern with moderate lot coverage, limited side yard setbacks, and buildings sited up to the corridor to create a consistent street wall;</li> <li>More intense mixed-use development at intersections with stepped down residential uses in between;</li> <li>Building heights that are generally 2 to 5 stories;</li> <li>Building heights that are highest at major intersections and lower when adjacent to neighborhoods unless near a major intersection;</li> <li>Building facades and entrances that directly address the street;</li> <li>Buildings with pedestrian-oriented uses such as outdoor cafes located at the street level;</li> <li>Integrated (vertical and horizontal) residential and non-residential uses along the corridors;</li> <li>Parking that is located to the side or behind buildings, or in parking structures;</li> <li>Limited number of curb cuts along arterial streets, with shared and/or rear alley access to parking and service functions;</li> <li>Attractive streetscape with sidewalks designed to accommodate pedestrian traffic that includes appropriate landscaping, lighting, and pedestrian amenities/facilities; and</li> <li>Public and semi-public outdoor spaces such as plazas, courtyards, and sidewalk cafes.</li> </ul>
CMU-35	<b>Community Mixed Use-35:</b> <i>Medium intensity/density horizontal and vertical mixed-use and single-use commercial and residential</i> ➤ Retail, general commercial, service, office, and residential uses				
SMU-6	<b>Suburban Mixed Use-6:</b> <i>Medium to low intensity/density uses</i> ➤ Single family detached and multi-family uses for areas north of Fletcher Avenue	0.5	6 du/acre	<ul style="list-style-type: none"> <li>Accessory second units considered.</li> <li>Limited neighborhood commercial, residential office uses and general commercial uses.</li> <li>Limited townhomes considered in SMU-6.</li> <li>Compatible public, quasi-public, and special uses allowed.</li> <li>Projects may be determined either by density or floor area ratio (FAR), whichever calculation is more beneficial to the development. If FAR is applied to a residential project to attain maximum density potential, development shall be consistent in character and scale with the surrounding residential built environment.</li> </ul>	<ul style="list-style-type: none"> <li>A compact development pattern with buildings sited near adjacent streets to add character and spatial definition to the public realm;</li> <li>Centrally-located gathering places that may include a small park or greenspace, outdoor restaurant/café seating or other publicly accessible area that supports surrounding uses;</li> <li>Building facades and entrances with a high degree of transparency and on street and internal street fronting facades;</li> <li>Building heights that generally range from 1 to 2 stories (taller heights are acceptable if supported by context and market);</li> <li>Integrated (vertical and horizontal) residential and office uses;</li> <li>Separated parking such as between buildings, pedestrian paths, and landscaping;</li> <li>Attractive pedestrian streetscapes both internally and externally with broad sidewalks appointed with appropriate landscaping, lighting, and pedestrian amenities/facilities;</li> <li>Convenient and attractive pedestrian connections from adjoining neighborhoods and transit;</li> <li>Streets designed to integrate and balance safe pedestrian, bicycle, and transit use with efficient vehicular traffic flow;</li> <li>Attractive landscaping of public right-of-way with street trees and other plantings to enhance character and identity; and</li> <li>For areas south of Fletcher, SMU-6 is recommended solely for low intensity office infill.</li> </ul>
SMU-3	<b>Suburban Mixed Use-3:</b> <i>Low intensity/density uses</i> ➤ Single family detached and multi-family uses	0.25	3 du/acre		
GMU-24	<b>General Mixed Use - 24:</b> <i>Areas with no clear, identifiable development trend</i> ➤ Residential, commercial, and light industrial uses	1.5	24 du/acre	<ul style="list-style-type: none"> <li>Single family detached.</li> <li>Multi-family residential.</li> <li>Low to medium intensity office uses.</li> <li>General and intensive commercial uses.</li> <li>Light industrial uses.</li> <li>Compatible public, quasi-public, and special uses allowed.</li> <li>In GMU 24 projects may be determined either by density or floor area ratio (FAR), whichever calculation is more beneficial to the development. If FAR is applied to a residential project to attain maximum density potential, development shall be consistent in character and scale with the surrounding residential built environment.</li> </ul>	<ul style="list-style-type: none"> <li>Some of these areas are within historic urban areas that developed prior to zoning and planning regulations, and application of more specialized land use plan categories will create a large number of non-conforming uses and undue hardships. It is expected that over time these areas will transition to development that is compatible with the surrounding neighborhoods.</li> </ul>
TU-24	<b>Transitional Use - 24:</b> <i>Areas with no clear, identifiable development trend</i> ➤ Residential, commercial, and light industrial uses				



**Land Use Category Matrix (Continued)**

Map Color	Category	FAR	Dwelling units/net acre	Other Considerations	Key Characteristics
HI	<p><b>Heavy Industrial:</b> <i>Manufacturing, research and development, flex space, industry incubators, professional office, and similar uses</i></p> <ul style="list-style-type: none"> <li>➢ Heavy industrial uses</li> <li>➢ Residential development prohibited with the exception of limited accessory residential uses (i.e. on-site security guard)</li> </ul>	1.5	N/A	<ul style="list-style-type: none"> <li>• Industrial or manufacturing that may occur within or outside a building.</li> <li>• General and intensive commercial uses.</li> <li>• Office, retail and service uses that provide support to employees.</li> <li>• This designation should not be located adjacent to a residential neighborhood or center without substantial buffers (parks, greenways, or open space).</li> <li>• Compatible public, quasi-public, and special uses.</li> <li>• This designation provides for uses that may produce loud noise or noxious odors and tends to have a high volume of truck or rail traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• Lot coverage highly variable and dependent upon the needs of a given activity;</li> <li>• High building coverage high (e.g., 50-75 percent) or quite low (e.g., 25 percent or less) in areas where outdoor storage or production processes are the primary activity;</li> <li>• Very large floor plates;</li> <li>• Generally single story buildings, with ceiling heights typically quite high (the equivalent of 2- and 5-story buildings) to accommodate production and storage;</li> <li>• Minimal setbacks;</li> <li>• Front, side, and rear yards may serve as parking, storage, and/or service/loading areas;</li> <li>• Building entrances generally oriented toward the parking lot with little or no relationship with the adjacent street;</li> <li>• Minimal articulation, detailing, and fenestration;</li> <li>• Wide curb cuts and ample internal circulation space permit large trucks to enter and maneuver within individual parcels;</li> <li>• On-street parking, sidewalks, and street trees typically are not provided, or only limited amounts; and</li> <li>• Limited landscaping (e.g., around buildings or buffer yards at property lines).</li> </ul>
LI	<p><b>Light Industrial:</b> <i>Manufacturing, research and development, flex space, industry incubators, professional office, and similar uses</i></p> <ul style="list-style-type: none"> <li>➢ General industrial uses</li> </ul>	1.5	N/A	<ul style="list-style-type: none"> <li>• Light manufacturing, heavy repairs and workshops in various types of processing.</li> <li>• Research Corporate Parks;</li> <li>• Flex-space (industrial structures converting to office or research and design uses).</li> <li>• Office uses.</li> <li>• General and intensive commercial uses.</li> <li>• Compatible public, quasi-public, and special uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Building heights that generally range from 1 to 5 stories;</li> <li>• Building entrances oriented to the primary street frontage rather than to parking areas;</li> <li>• Sidewalks along all streets to accommodate pedestrian movement, with connecting walkways from sidewalks into individual sites;</li> <li>• Bicycle lanes along key roadways;</li> <li>• Transit stops near business park entries;</li> <li>• Location of surface parking behind or to the side of buildings rather than between primary streets and primary street facade;</li> <li>• Transit stops within office parks;</li> <li>• Location of outdoor storage and production yards so that they are screened from public view by buildings, fencing and/or landscaping; and</li> <li>• Easily accessible support uses.</li> </ul>
M-AP	<p><b>Municipal Airport:</b> <i>Development which is compatible with aircraft operation</i></p> <ul style="list-style-type: none"> <li>➢ General and heavy commercial uses, office, and light industrial uses</li> </ul>	0.25-1.5 depending upon proposed use and zoning sub-district	N/A	<ul style="list-style-type: none"> <li>• Compatible public, quasi-public, and special uses allowed.</li> </ul>	<ul style="list-style-type: none"> <li>• Building heights that generally range from 1 to 2 stories within and in close proximity to runways and flight paths. As the distance increases from the runways but still within flight paths, building heights may range to between 4-5 stories;</li> <li>• Separated parking such as between buildings, pedestrian paths, and landscaping;</li> <li>• Increase safety and limit population by maintaining a lower intensity of development and to promote and protect the utility of the airport; and</li> <li>• Applied to airport landing areas and to other surrounding areas in proximity to airport boundaries or operations.</li> </ul>
P/SP	<p><b>Public/Semi-Public:</b> <i>Public and quasi-public uses</i></p>	N/A	N/A	<ul style="list-style-type: none"> <li>• Government buildings.</li> <li>• Public and private schools.</li> <li>• Public colleges.</li> <li>• Community centers;</li> <li>• Public airports.</li> <li>• Public parking structures.</li> <li>• Transportation and utility facilities.</li> <li>• Other compatible public, quasi-public, and special uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Building forms vary due to the variety of activities, though most buildings tend to be fairly large floor-plate, multi-story structures containing meeting rooms, classrooms, offices, and research space. Generally, automobile access and parking are limited to the periphery of an activity in order to create a park-like pedestrian zone. Similarly, recreation facilities such as parks, greenways, stadiums, track, ball fields, and tennis courts are located on the perimeter of the public use.</li> </ul>



**Land Use Category Matrix (Continued)**

Map Color	Category	FAR	Dwelling units/gross acre	Other Considerations	Key Characteristics
R-83	<b>Residential-83:</b> <i>High density uses</i> > Multifamily dwellings	0.65	75 du/acre 83 du/acre with bonus provisions met	<ul style="list-style-type: none"> <li>Limited neighborhood-serving commercial uses consistent with Locational Criteria for Neighborhood Commercial and Residential Office Uses outlined in Chapter 9.</li> <li>Compatible public, quasi-public, and special uses (for example churches, schools, recreational and daycare facilities) are allowed consideration.</li> </ul>	<ul style="list-style-type: none"> <li>Buildings that establish a consistent setback from street that produces a pleasing definition to the public right-of-way (e.g., sidewalk, parkway strip, and street);</li> <li>Building facades and entrances that directly address the street and have a high degree of transparency (i.e., numerous windows) on street-fronting facades;</li> <li>Building heights that generally range from:                             <ul style="list-style-type: none"> <li>3 to 8 stories for Medium Density, and</li> <li>4 to 24 stories for High Density;</li> </ul> </li> <li>An interconnected two-way street system that provides for traffic and route flexibility;</li> <li>Vertical and horizontal integration of complementary non-residential uses;</li> <li>Off-street parking that is integrated into the buildings or placed in separate parking structures;</li> <li>Minimal or no curb cuts along street fronts and facades;</li> <li>Side or rear access to parking and service functions;</li> <li>Broad sidewalks appointed with appropriate pedestrian amenities/facilities;</li> <li>Street design that integrates pedestrian, bicycle, and vehicular use and incorporates traffic calming features and on-street parking;</li> <li>Consistent planting of street trees that provide shade and enhance character and identity; and</li> <li>Public parks and open space areas within walking distance of local residents.</li> </ul>
R-50	<b>Residential-50:</b> <i>Medium density uses</i> > Multifamily dwellings; > Small-lot single family units (duplexes, condominiums, townhomes)	0.6 1.0 for office uses 2.0 in Ybor City	40 du/acre 50 du/acre with bonus provisions met		
R-35	<b>Residential-35:</b> <i>Medium density uses</i> > Multifamily dwellings; > Small-lot single family units (duplexes, condominiums, townhomes)	0.6 2.0 in Ybor City	30 du/acre 35/acre with bonus provisions met		
R-20	<b>Residential-20:</b> <i>Medium and lower density uses</i> > Small-lot single family units (duplexes, condominiums, townhomes); > Multifamily dwellings	0.5 2.0 in Ybor City	18 du/acre 20 du/acre with bonus provisions met	<ul style="list-style-type: none"> <li>Limited neighborhood-serving commercial uses consistent with Locational Criteria for Neighborhood Commercial and Residential Office Uses outlined in Chapter 9.</li> <li>Compatible public, quasi-public, and special uses (for example churches, schools, recreational and daycare facilities) are allowed consideration.</li> </ul>	<ul style="list-style-type: none"> <li>Architectural styles maintain a general continuity throughout each neighborhood;</li> <li>A comprehensive, integrated, and interconnected transportation system, including easily navigable pedestrian and bicycle corridors, and a highly efficient street grid system that facilitates the flow of traffic and overall route flexibility;</li> <li>Pedestrian-scale development blocks that are easy to navigate;</li> <li>Neighborhood services, transit, parkland, and schools within a walkable or reasonable travel distance of local residents;</li> <li>Street design that balances pedestrian/bicycle uses and safety with vehicular circulation;</li> <li>When appropriate, traffic-calming measures are used to promote attractive, pedestrian- and bicycle-compatible street environments; measures may include chicanes, sidewalks with planting strips, decorative/functional lighting, and median refuges;</li> <li>The street tree canopy provides for shade and enhances neighborhood character and identity;</li> <li>Predominantly single-family residential scale and that includes single family units, accessory units and duplexes; and</li> <li>Building heights that generally range from 1 to 3 stories.</li> </ul>
R-10	<b>Residential-10:</b> <i>Low density uses</i> > Single family detached; > Limited townhomes; > Accessory second units	0.35	9 du/acre 10 du/acre with bonus provisions met		
R-6	<b>Residential-6:</b> <i>Low density residential uses</i> > Single Family Detached	0.35	6 du/acre	<ul style="list-style-type: none"> <li>Accessory second units may be considered.</li> <li>Compatible public, quasi-public, and special uses allowed.</li> <li>Neighborhood office and commercial uses prohibited.</li> </ul>	<ul style="list-style-type: none"> <li>Less compact and intense than the urban pattern;</li> <li>Building heights that generally range from 1 to 3 stories;</li> <li>Development may include residential subdivisions, agricultural uses (North of Fletcher Avenue only), and environmental areas;</li> <li>Architectural styles may vary throughout neighborhoods, typically larger scale homes on large lots;</li> <li>An automobile dominant transportation system that may be constrained due to sprawl and forced infill redevelopment in older areas of the City;</li> <li>Pedestrian-scale development blocks that are easy to navigate;</li> <li>Neighborhood transit, parkland, and schools typically accessed by automobile;</li> <li>Street design that typically provides pedestrian paths, but may have limited areas for bicycle travel;</li> <li>When appropriate, traffic-calming measures are used to promote pedestrian safety and reduce automobile pedestrian conflicts;</li> <li>The pattern is more dependent on the automobile for most trips; and</li> <li>There can and may be transit service.</li> </ul>
R-3	<b>Residential-3:</b> <i>Low density residential uses</i> > Single Family Detached	0.35	3 du/acre 6/acre when using Traditional Neighborhood Development (TND)		



**Land Use Category Matrix (Continued)**

Map Color	Category	FAR	Dwelling units/net acre	Other Considerations	Key Characteristics
RE-10	<b>Rural Estate-10:</b> <i>Farms and ranches</i> > Single Family Detached	Neighborhood commercial, office, or multi-use projects shall be limited to 40,000 square feet or 0.25 FAR, whichever is less.	1 unit per 10 acres	<ul style="list-style-type: none"> <li>Neighborhood serving commercial may be considered through a site plan zoning district.</li> <li>Non-residential uses must have frontage on and direct access to an arterial or collector road, as classified on the City's "Roadway Functional Classification System" map.</li> <li>Non-residential uses shall meet established locational criteria for specific land use.</li> <li>No additional increases in density or intensity shall be allowed above the maximums allowed in this category.</li> </ul>	<ul style="list-style-type: none"> <li>Predominance of undeveloped natural areas;</li> <li>Very dispersed general pattern;</li> <li>Widely scattered small-scale convenience-oriented retail;</li> <li>Little employment available;</li> <li>Housing type varies greatly, and may include conventional housing, manufactured housing;</li> <li>Residential uses are often on lots ten (10) acres or larger;</li> <li>Typical subdivision standards - setbacks, sidewalks, street edges and the like - are not appropriate;</li> <li>Rural-residential uses are in relatively informal and irregular development pattern;</li> <li>Transportation network tends to be very loose;</li> <li>Widely dispersed roads;</li> <li>Loose grid pattern with less interconnectedness;</li> <li>Limited transit service, if any;</li> <li>The pattern is more dependent on the auto for most trips; and</li> <li>Public facilities are not available.</li> </ul>
R/OS	<b>Parks, Recreation Facilities Greenways, and Open Space:</b> <i>Parks, recreation facilities, greenways, natural, managed, and cultivated open space</i> > Public or private recreational opportunities to surrounding neighborhoods, communities, and region > Natural parks; Woodlands; Habitat; Floodplains; Areas with permanent open space easements; and Buffers between urban areas	N/A	N/A	<ul style="list-style-type: none"> <li>Parks (such as pocket, neighborhood, community, and regional parks);</li> <li>Greenways and trails; and</li> <li>Golf courses and commercial recreation facilities with an emphasis on outdoor use are also allowed.</li> <li>Compatible public, quasi-public, and special uses allowed.</li> </ul>	<ul style="list-style-type: none"> <li>The intensive public use associated with parks, greenways, and recreation facilities often requires the provision of off-street parking facilities. Sports fields and other facilities may include lighting for evening use, and require the use of amplified sound systems for announcers or music. These uses can generate large crowds, and should be considered when locating these types of facilities near neighborhoods.</li> <li>Preserves natural features, establishes quality living environments, and maintains boundaries and buffers between communities and non-compatible uses and providing for open stormwater retention and detention areas.</li> </ul>
ESA	<b>Environmentally Sensitive Areas:</b> <i>Conservation and preservation areas</i>	N/A	N/A	<ul style="list-style-type: none"> <li>Swamps, marshes, shallow grassy ponds, sinkholes, mangrove forest, natural shorelines, Classes I, II and III waters, wet prairies, sand-pine scrub, significant and essential wildlife habitats, aquatic preserves, marine grass beds, coastal strand and state wilderness areas.</li> </ul>	<ul style="list-style-type: none"> <li>To designate major areas in the City that are conservation or preservation areas. Development in these areas is restricted by Federal, State, and/or local environmental regulations. Development projects will be evaluated for compliance with the adopted Conservation and Coastal Management Elements of the Comprehensive Plan for the City of Tampa. The Environmentally Sensitive Areas designations on the Future Land Use Map are very generalized, represent only major systems and are not exhaustive of all sites. Actual on-site evaluation will be required for specific project review proposed in, or adjacent to, those areas designated on the Future Land Use Map.</li> </ul>

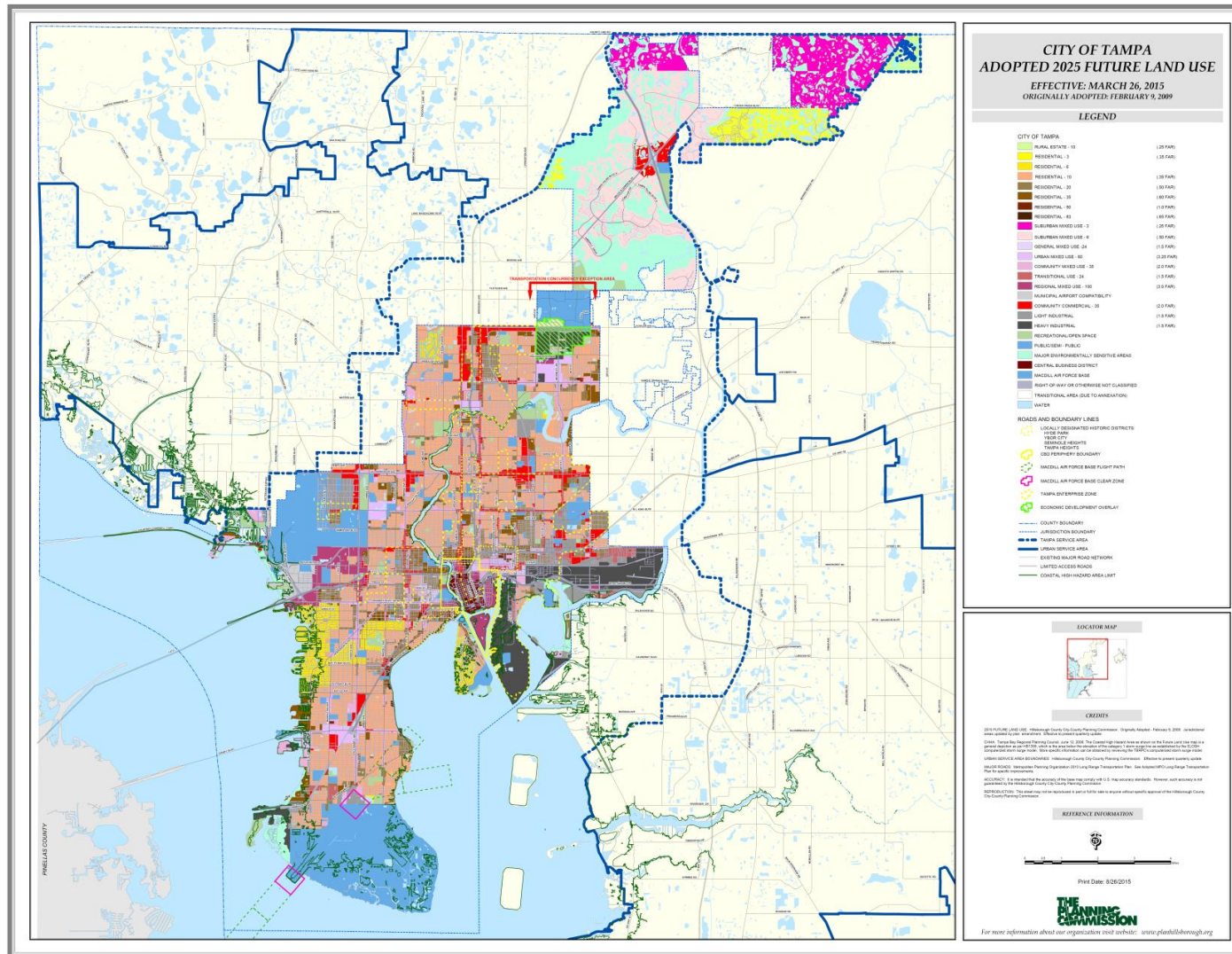
\* For properties that are located within 0.5 mile of a fixed-guideway transit station (light rail, bus rapid transit, etc.), the allowable densities/intensities and range of uses may be subject to the Goals, Objectives, Policies related to the Future Transit Envelope and Transit Station Area Planning. The location and type of fixed-guideway transit stations can be found on the MPO Long Range Transportation 2035 Cost Affordable Transit System Map. The Future Transit Envelope can be found on the Tampa Vision Map.

\*\* R-10 is subject to applicable land development regulations; however density may be increased above the maximum of this designation, within adopted form-based code planning areas.

# "Bonus Provisions" refers to meeting criteria for "Planned Developments" (PD's), as outlined in Chapter 27 of the City's land development code.  
 + FAR may be used to determine residential density.

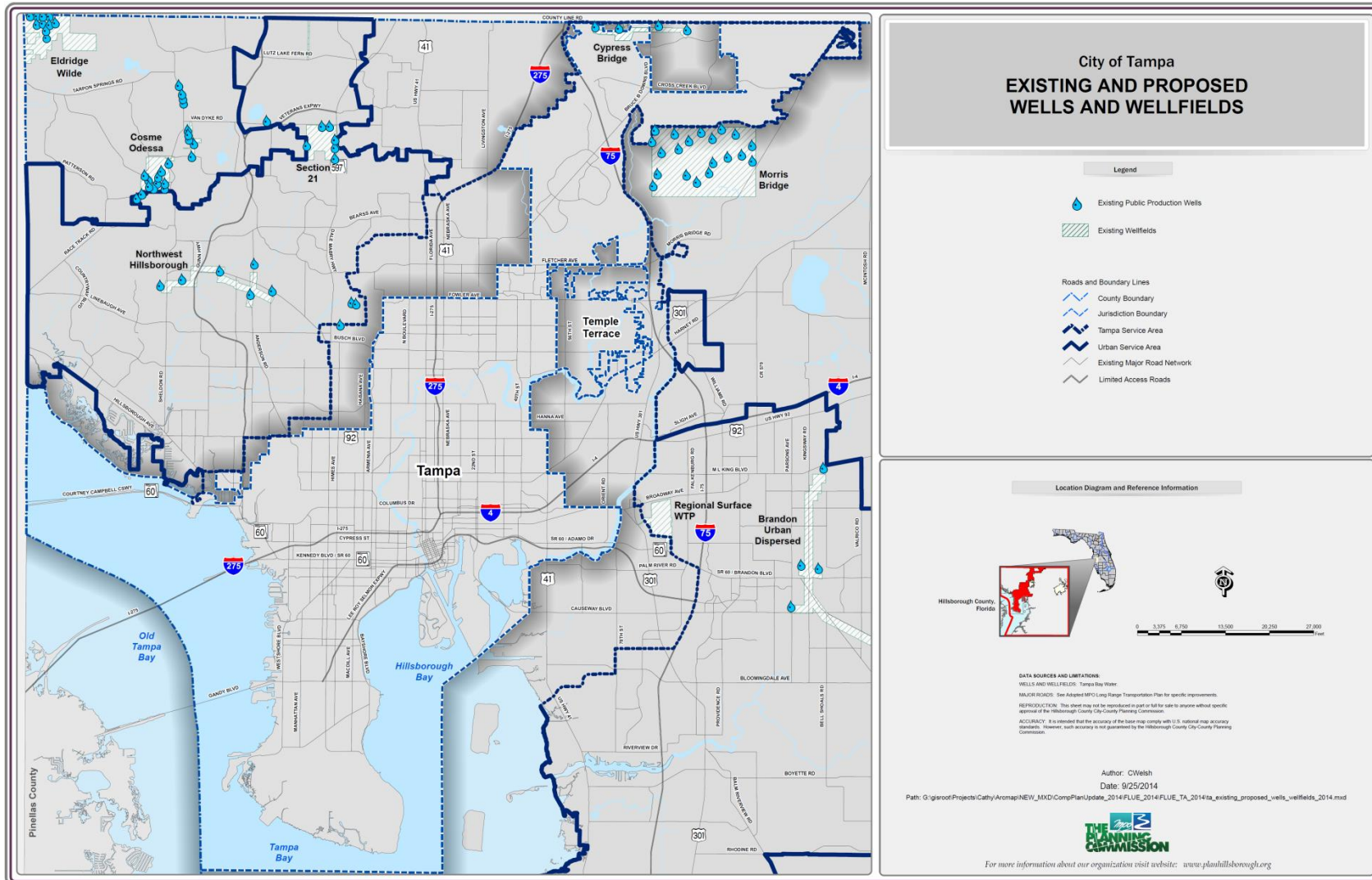


**LU Map 1 - Future Land Use Map\***

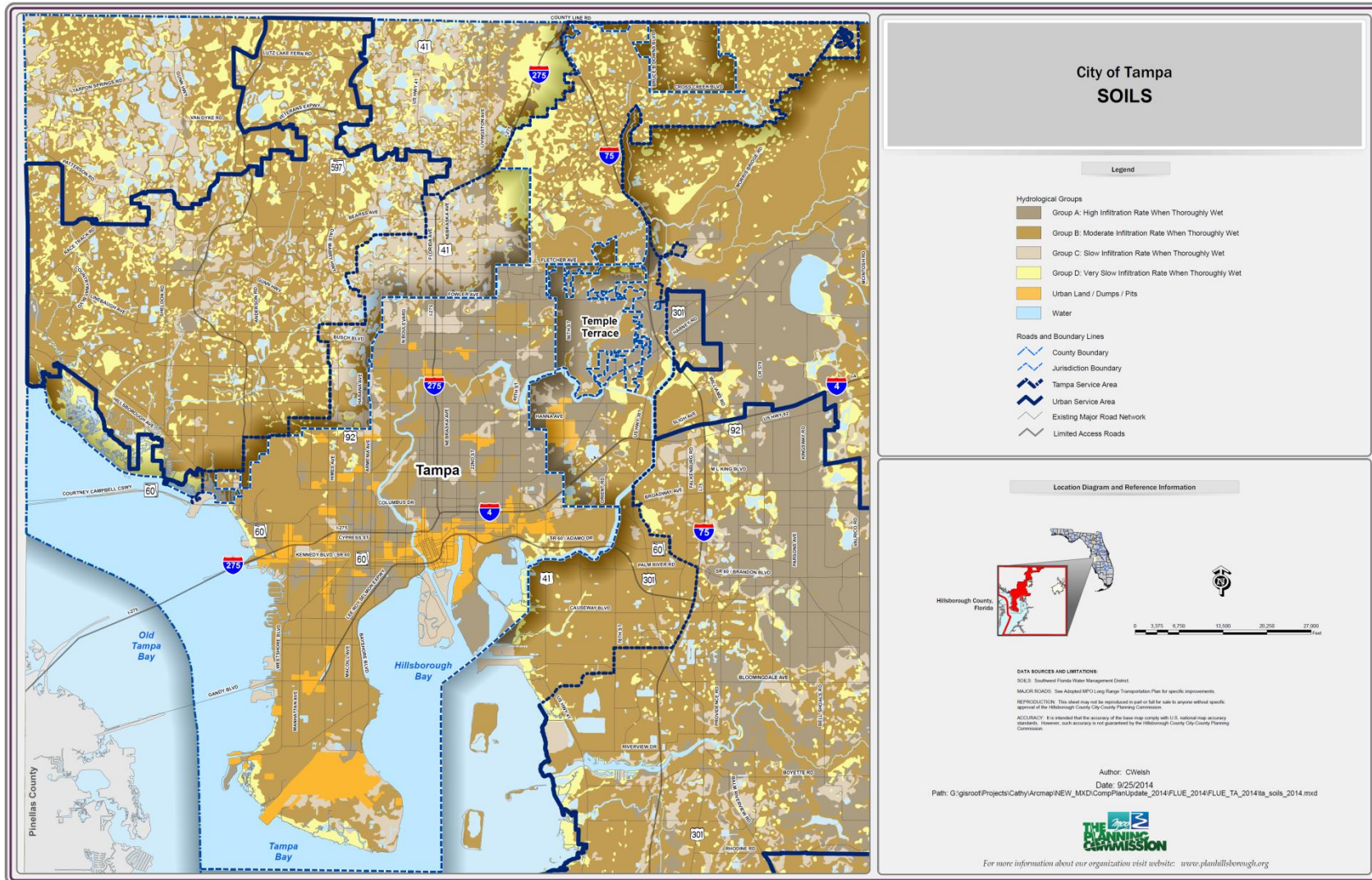




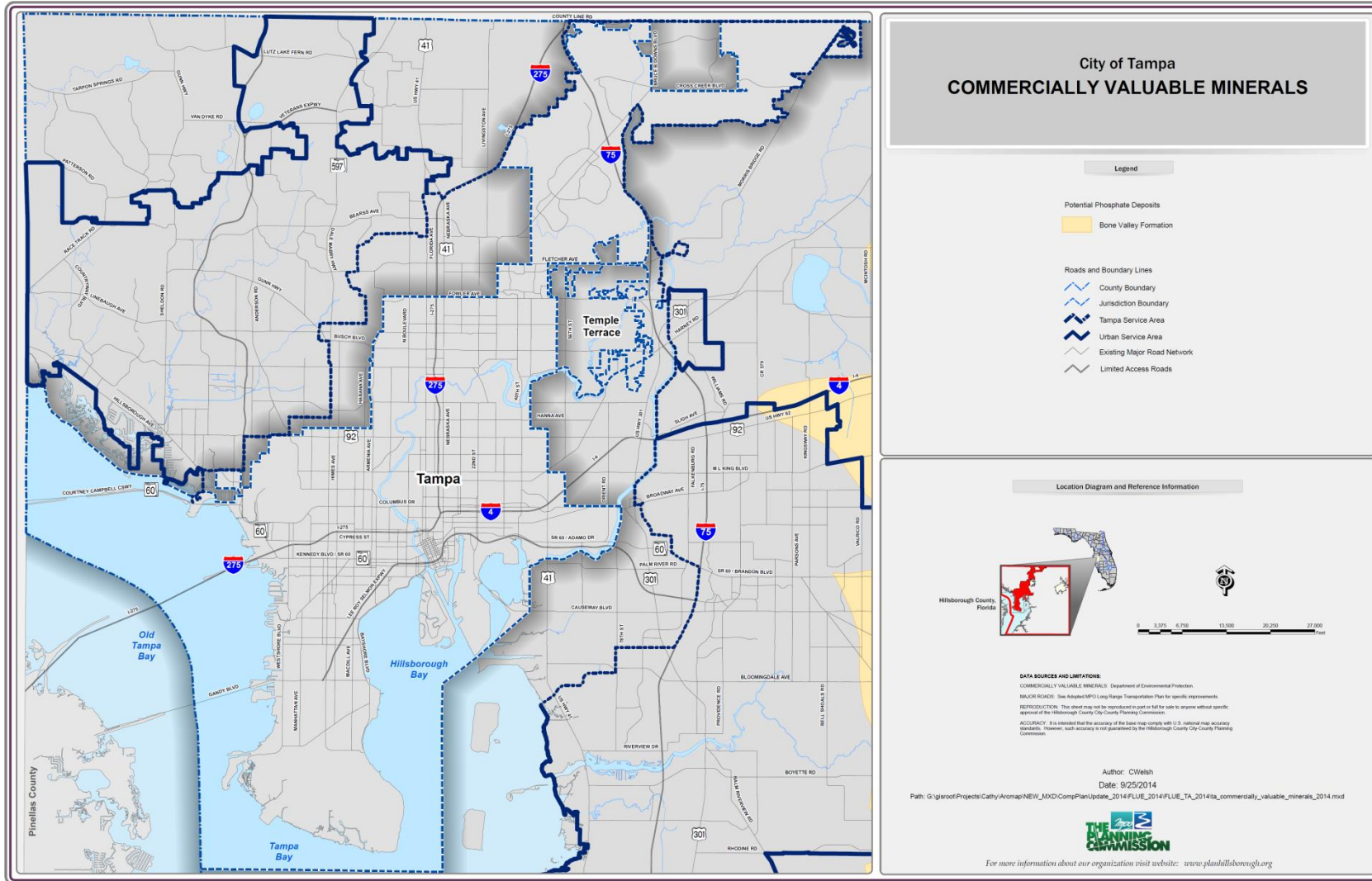
**LU Map 2 – Wellhead Resource Protection Map\***



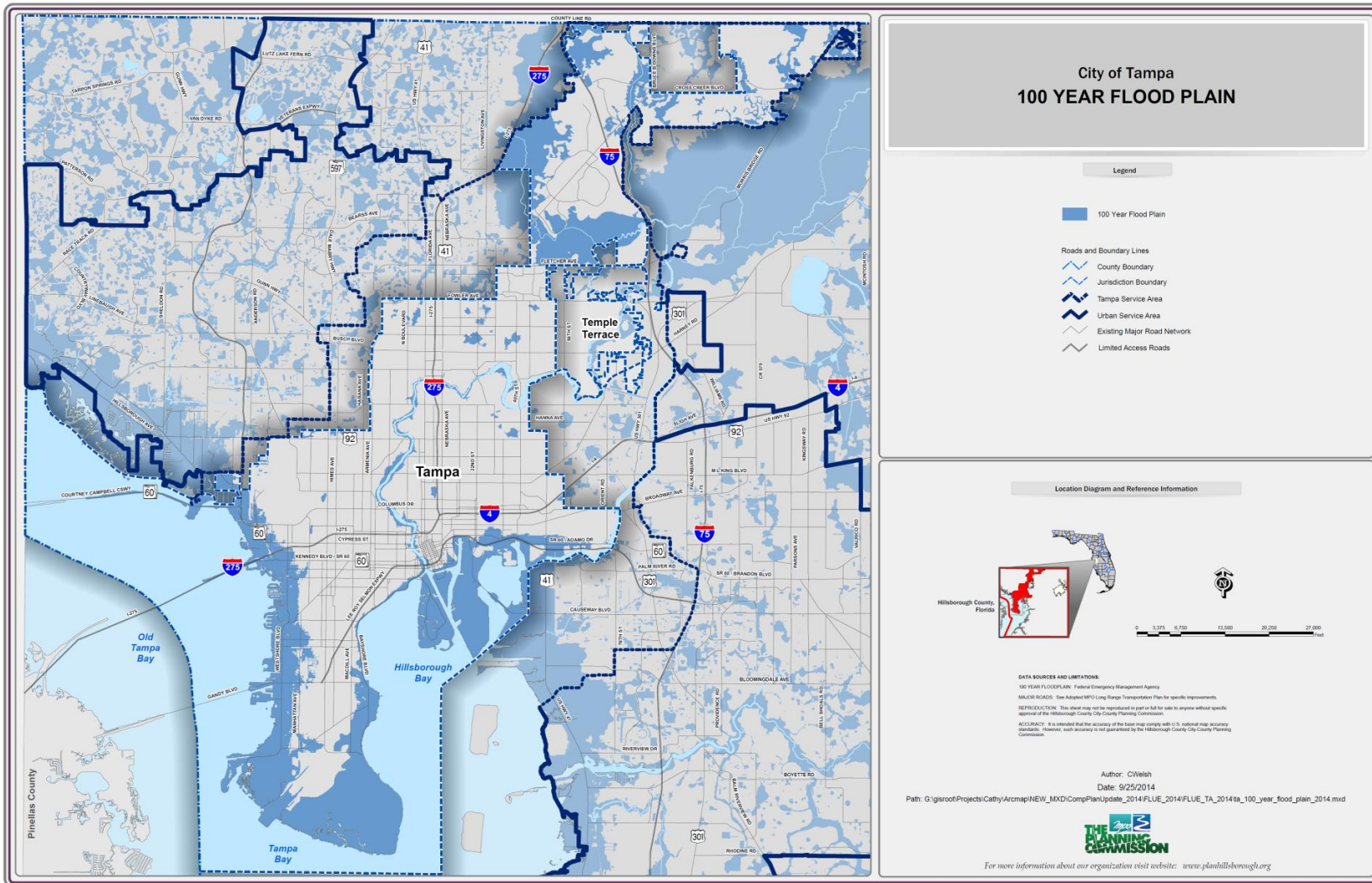
**LU Map 4 – Soils Map\***



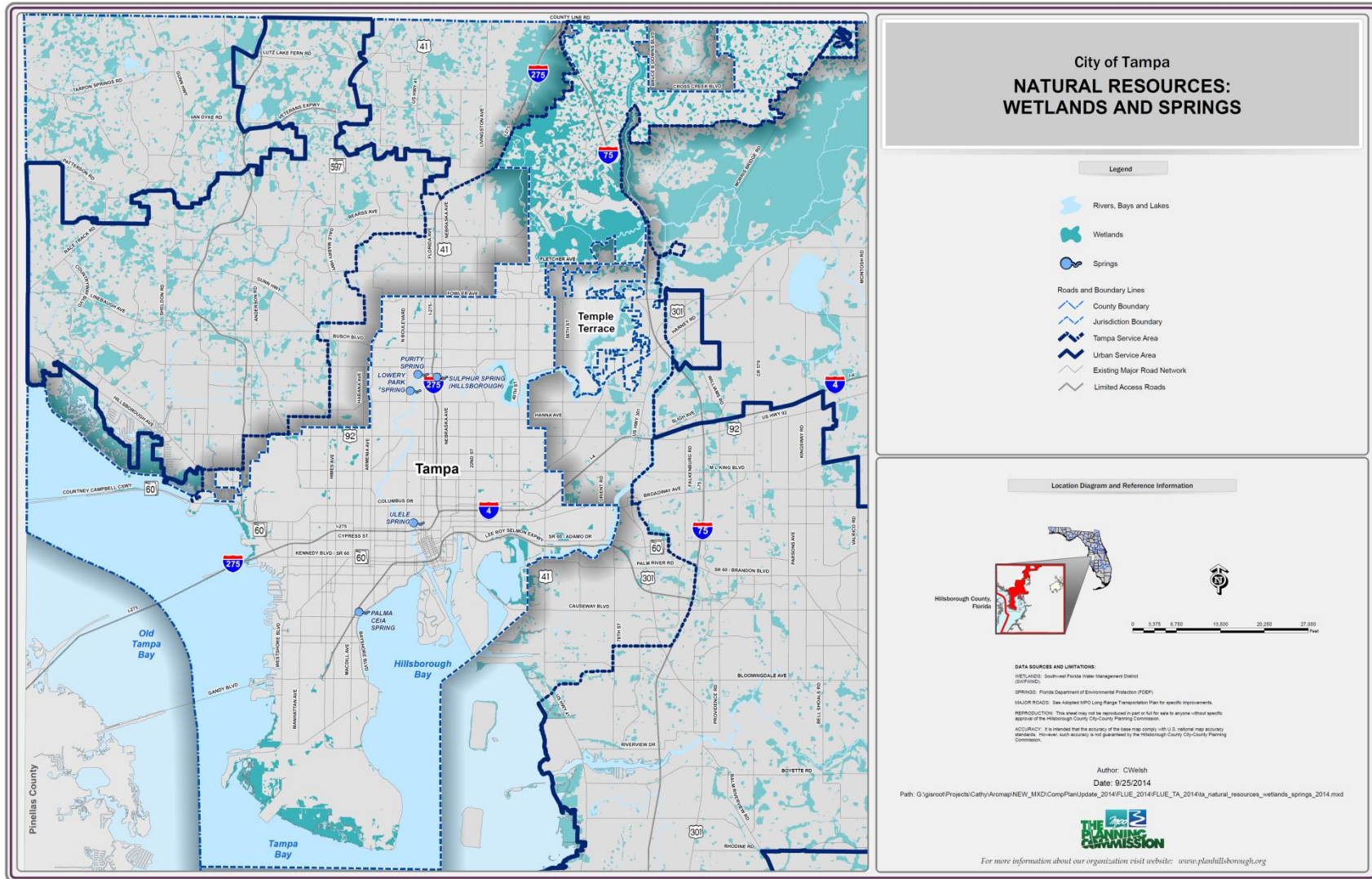
**LU Map 5 – Commercially Valuable Minerals Map\***



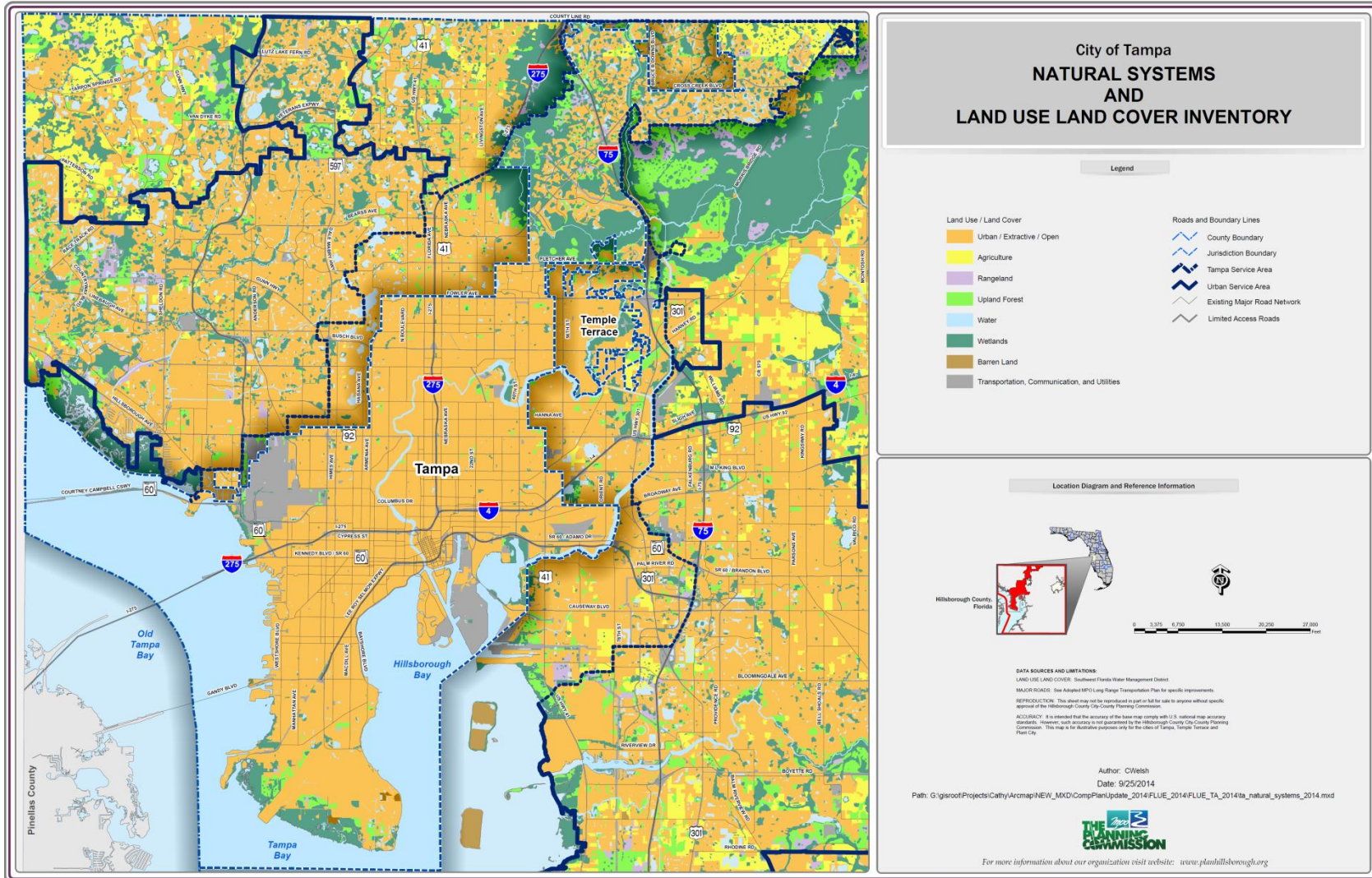
**LU Map 6 – 100 Year Floodplain Map\***



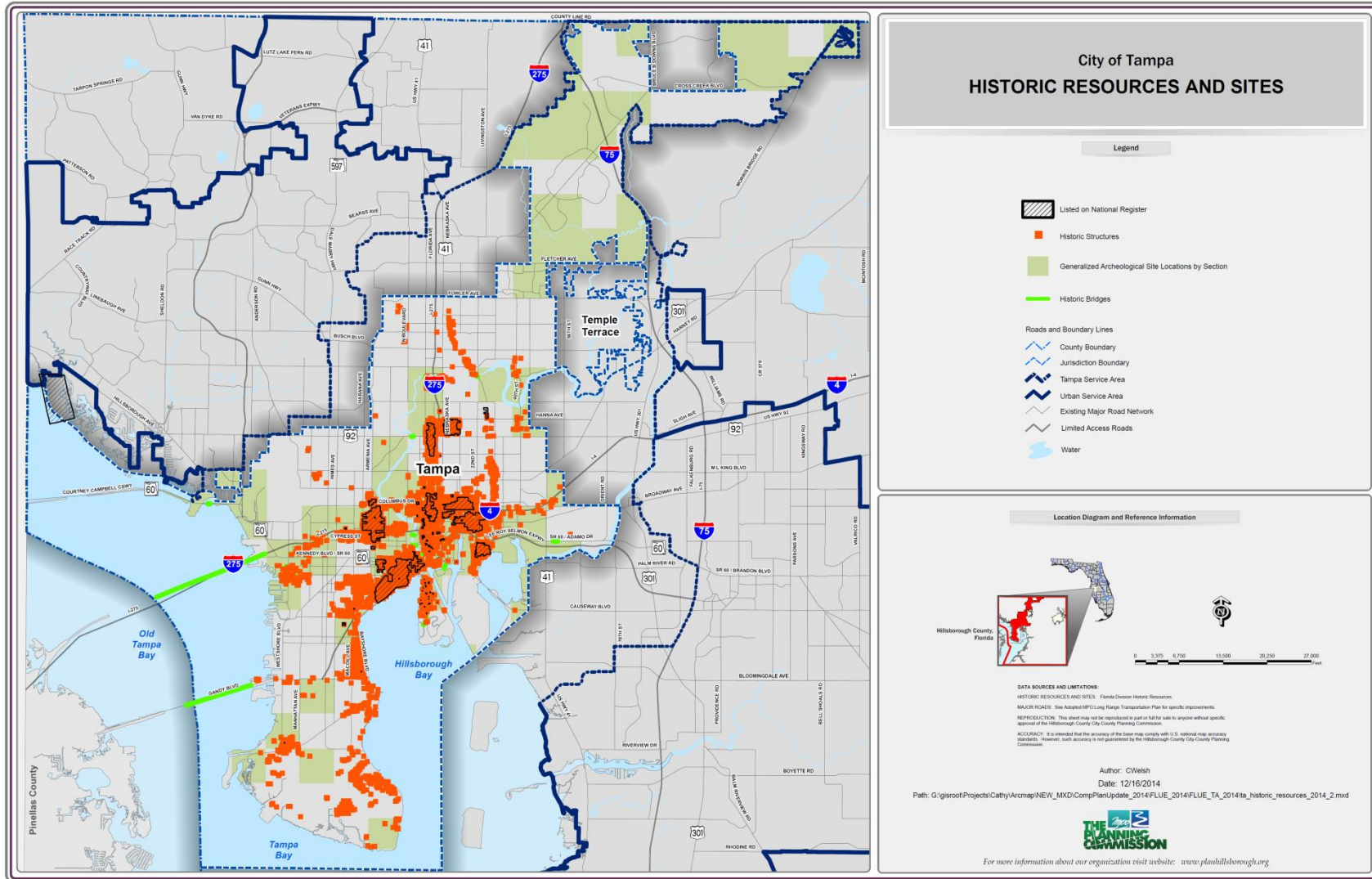
**LU Map 7 – Natural Resources, Wetlands Map\***



**LU Map 8 – Natural Systems and Land Use Cover Inventory Map\***



**LU Map 9 – Historic Resources and Sites Map\***



## Mobility Section

### *Introduction*

Mobility, the potential for movement, refers to a transportation network that is multi-modal (more than one type of transportation), capable of moving people and goods efficiently and interconnected within and between modes.

Our multi-modal system consists of highways and streets, bicycle facilities, pedestrian spaces, freight and people movement facilities, transit, bus, and future rail.

Cities by their very nature have an element of congestion in their mobility systems primarily on the road/automobile-based network. It is unreasonable to think that all congestion can be abated, however, through smart strategies and investments, the overall mobility system can maintain the level of efficiency needed to support a growing and changing city.

Smart Strategies and investments include the following:

- The use of Technology to making transportation systems more efficient
- The use of digital technologies (traffic management centers and advanced traffic management systems) to collect information about highway networks and manage the flow on and off of major road facilities.

- The use of on-line databases can be used to match riders to van pools and car pools, and to support car-sharing and bicycle-sharing services that allow one person access to a variety of cars or bikes any time of the day.
- Providing travelers with better and more accurate information. Today, computerized vehicle tracking and information delivery let public transportation riders know in real time exactly when to expect their bus.





### Vision of Success

- City and community leaders recognize the critical importance of all aspects of mobility for a livable city. (Standard of Success-Mobility is considered in decisions affecting the city’s future.)
- A rail-based transit system is built that links, at a minimum, the Westshore, Downtown and USF business centers. (Standard of Success-a rail-based transit system is under construction on, or before, 2040, the horizon year of this comprehensive plan.)
- There are more choices for people to be mobile today, and as a result, people are more mobile; choices include: rail-based transit, automobile, bus (local bus, bus rapid transit), bicycling and walking. (Standard of Success-User surveys show steady increases in the use of multiple mobility systems.)
- Rapid bus transit is built and local adopted bicycle and pedestrian plans are implemented. (Standard of success-self-explanatory)
- Mobility and land use strategies are inseparable. They support each other and create successful city form. (Standard of Success-Mobility choices are designed to fit the scale of the city form in which they are located (e.g. mixed-use corridor village, business center), and land uses are designed to support the mobility choices.)
- Mobility choices integrate and further the seven principles of a livable city. (Standards of Success-Mobility choices in the city: create a sense of place, are attractive, incorporate healthy open spaces in their design, are used to support a choice of lifestyles, are supported by an integrated mix of uses, provide mobility connections to all other mobility options, and promote economic opportunity).
- Mobility choices are available, accessible and affordable. (Standards of Success-Most people living and working in the city can access mobility choices easily and readily. Mobility choices are affordable to all people, regardless of income.)



***Mobility Goals, Objectives, and Policies\****

***Land and Transportation System Coordination***

**MBY GOAL 1: PROVIDE A MULTIMODAL TRANSPORTATION SYSTEM ADEQUATE TO SUPPORT THE CITY’S GROWTH STRATEGY THROUGH THE COORDINATION OF LAND DEVELOPMENT REVIEW WITH EXISTING AND PLANNED TRANSPORTATION INVESTMENTS AND ADOPTED LEVEL OF SERVICE STANDARDS.**

**MBY Objective 1.1: Encourage downtown revitalization, urban redevelopment, and infill development in a manner that supports the city form concepts articulated in the Vision; is consistent with objectives to provide adequate delivery of multimodal transportation system options; and mitigates adverse traffic impacts to neighborhoods.**

**MBY Policy 1.1.1:** The portion of the city south of Fletcher Avenue shall continue to be designated as a Transportation Concurrency Exception Area (TCEA) and shall be depicted on the Future Land Use Map.

**MBY Policy 1.1.2:** Development shall offset adverse impacts to the roadway network through implementation of, or financial contribution toward specific transportation system improvements.

**MBY Objective 1.2: Prioritize and implement roadway and intersection improvements consistent with the City’s growth projections, land use plan, and urban infill and redevelopment demand.**

**MBY Policy 1.2.1:** Systematically establish and maintain a list of capital projects which increase roadway system capacity, operational efficiency, and safety for all users. This roadway system needs list shall be prioritized based on existing system deficiencies, and the benefit-to-cost ratio of potential improvements as determined by the Transportation Division and shall be coordinated with FDOT and the Hillsborough MPO.

**MBY Policy 1.2.2:** Top priority roadway capital projects shall be included in the City’s Capital Improvements Program (CIP) based on available and projected funds accrued through the City’s gas tax receipts, impact fee revenue, and other revenue streams used to fund transportation capital projects.

**MBY Policy 1.2.3:** When, pursuant to the City’s Land Development Code, a development must make roadway system improvements to offset the adverse transportation system impacts of proposed development, the City’s prioritized list of roadway, transit related and pedestrian system needs shall be the preferred target of developer mitigation payments or in-kind contributions.

**MBY Policy 1.2.4:** Continue to implement a multimodal transportation system impact fee which shall be evaluated periodically to assure that new development is assessed



appropriately for the consumption of roadway system capacity.

*Level of Service*

**MBY Objective 1.3: Establish and maintain level of service standards for roads and public transit service and local facility planning guidelines for pedestrian and bicycle facilities consistent with the City’s growth projections, land use plan, and urban infill and redevelopment strategy.**

**MBY Policy 1.3.1:** The Level of Service for City of Tampa roads is LOS “D”.

**MBY Policy 1.3.2:** Implement planning and funding strategies to achieve benchmark LOS “D” transit service for 80% of persons and jobs City- wide and LOS “D” transit service for 70% of persons and jobs within designated Urban Redevelopment Districts.

**MBY Policy 1.3.3:** Adopt LOS standards established by FDOT Rule for Strategic Intermodal System (SIS) and Transportation Regional Incentive Program (TRIP) Facilities as shown in the table at the end of this element.

**MBY Policy 1.3.4:** All development or redevelopment will be reviewed for consistency with the Comprehensive Plan land use requirements.

**MBY Policy 1.3.5:** Transportation improvement requirements in approved Developments of Regional Impact (DRIs)

shall remain in effect unless the development order is modified to reflect changes in the transportation requirements.

**MBY Policy 1.3.6:** Identify and document specific bicycle and pedestrian links as identified in the Tampa Walk Bike Plans and the Tampa Greenways and Trails Master Plan needs (or other approved pedestrian/bicycle plan) and capital costs necessary to provide Area-wide connectivity within designated Urban Redevelopment districts. This plan shall be updated concurrent with the Hillsborough MPO Long Range Transportation Plan (LRTP).

**MBY Policy 1.3.7:** Coordinate with HART, TBARTA or other public transit providers to identify and document specific transit system needs and capital and operating costs necessary to provide Area-wide Quality of Service “C” within designated Urban Redevelopment districts. This plan shall be updated concurrent with the Hillsborough MPO LRTP and shall be incorporated into subsequent updates of HART’s Transit Development Plan (TDP) Needs Plan or other applicable plans.

**MBY Policy 1.3.8:** Prioritize refinement of the Land Use Plan and pursue the development and implementation of Form Based zoning districts based on designated Urban Redevelopment districts, Mixed-use Corridor Villages and anticipated rail transit corridors and station locations as identified in this plan. Such districts shall establish land use, site, and building design guidelines for development necessary to assure the accessibility of new development to



public transit and support the use of transit and non-motorized transportation modes.

**MBY Policy 1.3.9:** Coordinate with the Hillsborough MPO, TBARTA, Hillsborough County City-County Planning Commission, HART, and FDOT to evaluate the effectiveness of the TCEA through the monitoring of performance measures such as:

- Percent of new development serviced by transit corridors with cost-affordable LOS “C” service delivery or rail transit service;
- Multimodal area-wide quality of service achieved within Urban
- Redevelopment and Urban Infill TCEA Districts;
- Estimated home-based work non-single occupancy vehicle (SOV) mode share;
- Percent of intra-TCEA peak-hour, peak-direction Vehicle Miles Traveled (VMT) using non-Toll components of the SIS against a goal of less than 10% by 2025; and
- Increase in assessed value per acre (adjusted for inflation) within Urban Redevelopment Districts.

**Walk/Bike Network**

**MBY GOAL 2: PROVIDE A SAFE, ACCESSIBLE, AND EFFICIENT WALK / BIKE NETWORK TO FACILITATE WALKING AND BICYCLING TRIPS WITHIN AND BETWEEN NEIGHBORHOODS, AND VILLAGE EMPLOYMENT CENTERS.**

**MBY Objective 2.1: Increase the mileage of on-street bicycle lanes, off-street trails and side-paths, and designated shared-lane bikeways and safe, comfortable and connected pedestrian walkways.**

**MBY Policy 2.1.1:** Develop a citywide pedestrian master plan, or similar tool, to identify needed improvements to the pedestrian network providing safe and accessible routes to schools, transit, and employment and village centers.

**MBY Policy 2.1.2:** Provide appropriate on-road bicycle facilities in accordance with current FDOT, the United States Department of Transportation (US DOT), American Association of State Highway Transportation Officials (AASHTO), and local standards and/or statutes, in transportation projects.

**MBY Policy 2.1.3:** Pursue improvements to existing roadways such as: signage, re-striping, shared-use lanes and appropriate bicycle-sensitive traffic control measures to increase the safety, convenience, and efficiency of the City’s bicycle transportation infrastructure.

**MBY Policy 2.1.4:** Continue implementation of the Walk Bike Plans to integrate bicycle facilities into roadways through the ongoing roadway resurfacing program.

**MBY Policy 2.1.5** Consider the use of traffic management techniques that consider pedestrian movement and safety.



**MBY Policy 2.1.6:** Support the Hillsborough MPO Bicycle and Pedestrian Advisory Committee and the City’s Greenways and Trails Committee to seek feasible off-road facilities throughout the city which utilize/connect to a bicycle-friendly roadway system through the implementation of future phases of the Walk Bike Plan.

**MBY Policy 2.1.7:** Support the inclusion of appropriate bike facilities on all new or reconstructed arterial and collector roadways as demonstrated in the walk/bike plans.

**MBY Policy 2.1.8:** Develop a bicycle network that is continuous, closes gaps in the existing system, and provides access to employment and village centers

**MBY Objective 2.2: Provide well-maintained sidewalk facilities (or equivalent trail facilities) along both sides of all arterials and collectors and along at-least one side of all neighborhood collectors, and local streets.**

**MBY Policy 2.2.1:** Improve connectivity of the multi-use trail network through the walk bike plan, for use by bicyclists and pedestrians as appropriate

**MBY Policy 2.2.2:** Include sidewalks as part of typical section for all roadway designs, and revise existing standards to include pedestrian traffic control devices and pedestrian staging areas in intersection improvement projects and new construction.

**MBY Policy 2.2.3:** Strive to achieve greater connectivity in the street system through implementing a grid or modified-grid street system. Site plans for private development should bring the street grid into the project.

**MBY Policy 2.2.4:** Assist in the coordination of a trail network with the Hillsborough County Greenways Committee, the Tampa Greenways and Trails Advisory Committee, Hillsborough MPO’s Bicycle and Pedestrian Advisory Committees.

**MBY Policy 2.2.5:** Continue to utilize funds from the existing sidewalk trust fund (Sec. 22-104 LDC) to construct new sidewalk facilities, with a primary focus on arterials and collectors.

### *Transit*

**MBY GOAL 3: PROVIDE A SAFE, CONVENIENT, AND EFFICIENT MASS TRANSIT SYSTEM TO PROVIDE FOR MOBILITY THROUGHOUT THE CITY AND SERVE AS A VIABLE ALTERNATIVE TO SINGLE-OCCUPANT VEHICLE TO ACCESS THE CITY’S BUSINESS CENTERS, URBAN VILLAGES, MIXED- USE CORRIDORS, RAIL TRANSIT STATIONS AND NEIGHBORHOODS.**

**MBY Objective 3.1: Coordinate with Hillsborough Area Regional Transit (HART), Tampa Bay Area Regional Transportation Authority (TBARTA), and the Hillsborough MPO to provide Transit Level of Service (LOS) “D” or better fixed route transit service at bus**



**stops within 0.25 miles of 80% of homes and businesses within the City of Tampa.**

**MBY Policy 3.1.1:** For system planning and monitoring purposes, Transit LOS shall be defined by the latest version of the FDOT Transit Capacity and Quality of Service Manual. The City may elect to establish alternative system wide level of service measures as may be necessary to implement transit proportionate fair share or transit impact fee assessments.

**MBY Policy 3.1.2:** The City via established legally defensible mechanisms enables developers to fully or partially mitigate their transportation system impacts through a standardized financial assessment, which may be used to fund transit system costs.

**MBY Policy 3.1.3:** Coordinate with Hillsborough County Policy Leadership Group for a countywide referendum to fund a multimodal transportation system including fixed-guideway transit.

**MBY Policy 3.1.4:** Continue to support the efforts of the HART, TBARTA or other public transit providers, to locate major transit transfer points within major employment centers.

**MBY Policy 3.1.5:** Coordinate transportation plans and programs with HART, the Hillsborough MPO, TBARTA, and FDOT to improve transit service delivery in the City.

**MBY Policy 3.1.6:** Continue to pursue the development of transit initiatives and shall materially contribute to the implementation of a rail transit system.

**MBY Policy 3.1.7:** Continue funding transit capital improvement projects as outlined in the City's Interlocal Agreement with HART and as allowed in the Multimodal Fee.

**MBY Policy 3.1.8:** Coordinate with HART, TBARTA or other public transit providers, and where applicable, Hillsborough County, to maintain the list of Primary Transit Corridors which service the City's designated Urban Redevelopment Area(s) and Mixed-use Corridor.

**MBY Policy 3.1.9:** Right-of-way needs based on Primary Transit Corridors shall be identified and a priority schedule for acquisition established and the establishment of an acquisition funding source.

**MBY Policy 3.1.10:** Develop, through the land development code, mechanisms to provide opportunities for infill and redevelopment to mitigate their transportation system impacts to improve transit corridors.

**MBY Policy 3.1.11:** Continue to coordinate with HART, TBARTA, and where applicable, Hillsborough County, to adopt an interlocal agreement which provides for a mechanism for the City and HART, and, as applicable, Hillsborough County, to mutually commit to the provision of enhanced transit operations along Primary Transit Corridors or other specific



transit corridors for a fixed duration. As part of this inter-local agreement, HART, TBARTA shall report to the City on route productivity and ridership quarterly, activities to boost ridership, equipment used, and on-time performance. HART, TBARTA will not significantly reduce or alter service without prior agreement of the City.

**MBY Policy 3.1.12:** Concurrent with HART's periodic update of the Transit Development Plan (TDP), the City shall document the estimated percent of dwelling units and jobs located in designated Urban Villages that are served by LOS "C" or better fixed-route transit service.

**MBY Objective 3.2: Coordinate with HART, the Hillsborough MPO, TBARTA, FDOT, and neighboring jurisdictions to identify, preserve, and acquire right-of-way for transit corridors.**

**MBY Policy 3.2.1:** The City shall participate in the Hillsborough MPO, TBARTA, and HART process to prioritize transit needs as well as roadway needs when reviewing all highway systems and right-of-way needs for proposed improvements including implementation of BRT facilities such as:

- Bus turn-outs and transit station areas
- Queue-jump lanes
- Dedicated transit thru-lanes/railfacilities

**MBY Policy 3.2.2:** Constrained roadways, though ineligible for two or more general use thru-lane additions, shall be eligible for transit system enhancements including those described above. Dedicated transit lanes constructed pursuant to this policy shall not be retrofitted for use by automobile or truck traffic so long as the subject roadway remains constrained.

#### *Transit-dependent*

**MBY Objective 3.3: Continue participation to provide transit service for transit-dependent and transportation disadvantaged (TD) populations.**

**MBY Policy 3.3.1:** Work with transit planners and providers to achieve a transit system that is 100 percent accessible in accordance with the Americans with Disabilities Act.

**MBY Policy 3.3.2:** Improve mobility by expanding the fixed-route and paratransit systems.

**MBY Policy 3.3.3:** Coordinate with HART to ensure inclusion of TD needs in the Transit Development Plan (TDP) Updates and advocate for more fixed-route service where TD bus pass clients live and work.

**MBY Policy 3.3.4:** Support a safe transportation system by maximizing the availability of bicycle and pedestrian facilities for the TD.



*Neighborhood Livability*

**MBY GOAL 4: PRESERVE NEIGHBORHOOD LIVABILITY AND PROTECT THE NATURAL ENVIRONMENT THROUGH MANAGEMENT OF ROADWAY TRAFFIC AND CONSIDERATION OF THE IMPACTS OF ROADWAY CAPACITY IMPROVEMENTS.**

**MBY Objective 4.1: Identify local and collector streets to form a network of connections to disperse traffic and give people a choice of routes to residential neighborhood destinations such as schools, parks, and village centers.**

**MBY Policy 4.1.1:** Continue to respond to requests to conduct neighbor-hood traffic studies to analyze traffic volumes, accident rates, operational speeds, and traffic characteristics to identify candidates for traffic management strategies.

**MBY Policy 4.1.2:** Identify roadways which pass through primarily residential areas and are likely to be subject to excessive traffic volume due to their orientation with respect to congested components of the arterial roadway network as candidates for functional classification re-designation as “Neighborhood Collectors” roadways. The City will consider periodically re-evaluating the functional classification of these identified candidate roadways.

**MBY Policy 4.1.3:** Coordinate with neighborhood groups and the Hillsborough MPO bicycle and pedestrian

coordinator to develop conceptual neighborhood traffic management plans.

**MBY Policy 4.1.4:** Continue to review the truck route ordinance and associated map to ensure neighborhood traffic concerns associated with truck traffic are addressed.

**MBY Policy 4.1.5:** Continue to collaborate with regional agencies, school districts, community planning groups, community activists, public health professionals, developers, law enforcement officials, and others to better realize the mobility, environmental, and health benefits of walkable communities.

*Roadway Widening and New Roadway Construction*

**MBY Objective 4.2: Minimize impacts of roadway widening projects and ensure compatibility with environmentally sensitive lands and residential and commercial neighborhoods.**

**MBY Policy 4.2.1:** All governmental entities responsible for proposed new road construction, major road widening or other major corridor improvements shall be encouraged to conduct a corridor study prior to any rights-of-way acquisition to assess the impacts to adjacent areas and provide appropriate, cost-effective mitigation mechanisms for adverse impacts. As part of the corridor study, solicit input from adjacent property owners and neighborhoods affected by the road.





**MBY Policy 4.2.2:** New roads shall be routed so as to avoid traversing publicly owned natural preserves, parks and recreation areas and areas identified as essential wildlife habitat and historic districts, except in the case of overriding public interest.

**MBY Policy 4.2.3:** Maintain and periodically update a list of Constrained Roads through plan amendments and updates to the City of Tampa Comprehensive Plan or City Code which shall not be subject to two or more through lane additions and transmit upon update of the Long Range Transportation Plan to the MPO as appropriate.

**MBY Policy 4.2.4:** All road construction projects located within the city including those under other jurisdictions shall meet the minimum City and Southwest Florida Water Management District (SWFWMD) requirements for stormwater retention and treatment as appropriate.

**MBY Policy 4.2.5:** The scale and character of surrounding land use and potential walk/bike opportunities shall be considered in the design and construction of new roadways and the widening of existing roadways.

**MBY Policy 4.2.6:** New roadway construction will be analyzed to determine the feasibility of roadway alignment with location of utility lines for power, gas, water and wastewater, etc.

**MBY Policy 4.2.7:** Consult with the Historic Tampa/Hillsborough County Preservation Board to provide for the consideration of Tampa's historic resources when road expansions and new construction of roadways are proposed.

**MBY Objective 4.3: Provide an opportunity for public input including neighborhoods, businesses, and other interested groups in all aspects of transportation planning and implementation.**

**MBY Policy 4.3.1:** Through proactive neighborhood involvement programs, facilitate registered neighborhood associations to assist in developing transportation strategies for their area and act as liaison between government entities and private citizens in representing the neighborhood's interests.

**MBY Policy 4.3.2:** Work with neighborhood groups, through the utilization of neighborhood town meetings, to educate on the use of alternative modes of transportation other than the single occupancy vehicles as a means to reduce the need to continue to widen roads.

**MBY Policy 4.3.3:** Work with FDOT and Hillsborough County during all phases of the transportation development process to ensure sensitivity and responsiveness to local needs.

**MBY GOAL 5: PRESERVE LIVABILITY, OPTIMIZE THE EFFICIENCY OF THE ROADWAY NETWORK AND**



**PROTECT THE NATURAL ENVIRONMENT THROUGH TRAVEL DEMAND MANAGEMENT AND OTHER SUPPORTIVE STRATEGIES.****MBY Objective 5.1: Support the use of low emissions vehicles and participation in car-pool programs.**

**MBY Policy 5.1.1:** Continue conversion of the City's automobile and light-truck fleet to Ultra Low Emission Vehicle Standards (ULEV) (or contemporary equivalent).

**MBY Policy 5.1.2:** Implement a program to provide discounted or preferred parking privileges at City parking facilities for vehicles which meet or exceed ULEV standards.

**MBY Policy 5.1.3:** Implement discounted and/or preferred parking privileges at City parking facilities for registered High Occupant Vehicles (HOV) registered car-pool participants.

**MBY Policy 5.1.4:** Evaluate the feasibility of implementing, through City ordinance applicable to all development and/or Land Development Code applicable to new development, requirements to reserve preferred parking spaces for ULEV vehicles and/or registered HOVs.

**MBY Policy 5.1.5:** Coordinate with established Transportation Management Organizations (TMO) to disseminate information regarding ULEV and HOV parking incentives and conduct biennial surveys/evaluations of program participation in order to track the effectiveness of the incentive programs.

**MBY Objective 5.2: Decrease single-occupant vehicle (SOV) mode share.**

**MBY Policy 5.2.1:** Allow reduced parking requirements for selected areas which are served by Primary Transit Corridors and meet or exceed area-wide quality of service "D" for pedestrian facilities pursuant to the HART TDP.

**MBY Policy 5.2.2:** Continue to support ridesharing such as carpools, vanpools, and transit through the implementation of park and ride lots as well as through the subsidy of transit passes for City employees.

**MBY Policy 5.2.3:** Encourage new development to participate in transportation demand management (TDM) strategies such as carpooling, vanpooling, parking management, flexible work hours, or provision for walk / bike and transit facilities.

**MBY Policy 5.2.4:** Continue to support the establishment of public/private partnerships such as TMOs to promote TDM strategies and programs, in Business Districts, Urban Villages, and Mixed-Use Corridors.

**MBY Policy 5.2.5:** Educate the public as to the benefits of walking and biking; including those benefits related to improving air quality, reducing energy consumption, reducing congestion, stimulating the economy, and promoting health and physical fitness.



**MBY Policy 5.2.6:** Work with area TMOs (Tampa Downtown Partnership, Westshore Alliance, TBARTA Commuter Services and the New North Transportation Alliance) to encourage employers to provide appropriate supportive facilities and services for pedestrians and bicyclists, including showers, lockers, commuter centers, and secure bicycle parking.

**MBY Policy 5.2.7:** Create an exchange ratio of bicycle parking spaces to car parking spaces. Consider the provision of amenities such as secure storage and locking, weather protection of bicycles, shower heads and clothes storage lockers in private developments in exchange for required motor vehicle parking spaces.

**MBY Policy 5.2.8:** Work with the Hillsborough MPO Bicycle and Pedestrian Advisory Committee and area TMOs to develop and implement a public information program to promote bicycle use in conjunction with other modes of transportation.

**MBY Policy 5.2.9:** Periodically evaluate non-SOV mode share using one or more of the following procedures or comparable alternative methods:

- Document journey to work data obtained from the decennial census;
- Concurrent with the Hillsborough MPO Long Range Transportation Plan (LRTP) update cycle, evaluate the ratio of peak hour vehicle miles below service capacity for roadways within the City of Tampa and compare them to regional population and employment control totals; or

- Concurrent with HART's TDP update cycle evaluate City-wide transit passenger miles as a ratio of City-wide vehicle miles of travel with the goal of reducing per capita vehicle miles traveled.

#### *Safe, Convenient and Efficient Roadway System*

**MBY GOAL 6: PROVIDE A SAFE, CONVENIENT, AND EFFICIENT ROADWAY SYSTEM WHICH EFFECTIVELY SUPPORTS INTRA-CITY TRAVEL.**

**MBY Objective 6.1: Reduce the per capita number of bicycle and pedestrian crashes within the City of Tampa by a minimum of 10%.**

**MBY Policy 6.1.1:** Maintain adequate data, conduct necessary studies, implement appropriate countermeasures, coordinate with relevant agencies, and monitor progress necessary to facilitate the reduction of the number of crashes.

**MBY Policy 6.1.2:** Consider a range of improvements such as wider sidewalks, more visible pedestrian crossings, enforcement, pedestrian lighting, bicycle lanes, pedestrian trails, and educating children on traffic safety.

**MBY Policy 6.1.3:** Coordinate with implementing agencies to ensure that roadway capacity improvements will increase pedestrian or bicyclist exposure (i.e., travel-lane additions along roadway segments or turn lane additions at intersections).



**MBY Policy 6.1.4:** Through the land development review process and consistent with guidelines established by the transportation technical standards reduce the width and frequency of new development driveway openings to improve the safety of pedestrians and bicyclists traveling along the surface arterial and collector roadway network.

**MBY Policy 6.1.5:** Continue to coordinate with the Florida Department of Transportation, Community Traffic Safety Team (CTST), applicable law enforcement agencies, and appropriate public education agencies to facilitate a coordinated approach to bicycle and pedestrian traffic safety including efforts to educate pedestrians, bicyclists, and motorists regarding bicycle and pedestrian traffic laws, rights, and responsibilities.

**MBY Policy 6.1.6:** Provide bicycle safety improvement programs based on the priority system and recommendations established in the Walk/Bike Plan and the Tampa/Hillsborough Greenways and Trails Master Plan.

**MBY Policy 6.1.7:** Maintain on-road bikeways, separated bicycle facilities and sidewalks to keep them clean and in good repair to accommodate adequate and safe bicycling and walking.

**MBY Policy 6.1.8:** Prepare an annual report summarizing the prior calendar year bicycle and pedestrian crash history and documenting implementation of traffic operations. This report shall provide a numerical indicator to assess the progress

towards reducing the per capita number of bicycle and pedestrian crashes within the City of Tampa by a minimum of 10% by 2040. A copy of this report shall be provided to Tampa City Council and the Hillsborough MPO Bicycle and Pedestrian Advisory Committee.

**MBY Objective 6.2: Reduce the motor vehicle injury crash rate along the surface arterial and collector roadway network by a minimum of 5%.**

**MBY Policy 6.2.1:** Continue to maintain data necessary to assess roadway safety performance and support engineering, enforcement, and education countermeasure implementation including but not limited to traffic volume data for major roadway network facilities and geographically referenced crash report data and digital crash report archives for injury crashes occurring within the City limits.

**MBY Policy 6.2.2:** Continue to identify high accident locations (intersections and segments) on the arterial and collector roadway network.

**MBY Policy 6.2.3:** Identify locations on the arterial and collector roadway network with a high incidence of crashes corresponding with the FDOT Strategic Highway Safety Plan (SHSP) Emphasis Area crash types. The SHSP is the State's plan to improve safety on Florida's roadways pursuant to Federal Highway Administration (FHWA) Requirements. The SHSP emphasis areas are:



- Aggressive Driving;
- Intersection crashes;
- Vulnerable road users (bicyclists, pedestrians, and motorcycles);
- Lane departure crashes;
- Impaired driving;
- At-risk drivers (aging road users and teen drivers);
- Distracted driving; and
- Traffic records

**MBY Policy 6.2.4:** Continue to perform needed and requested roadway traffic control, traffic safety studies and other roadway maintenance activities within established guidelines.

**MBY Policy 6.2.5:** Evaluate and document the safety impacts of proposed roadway capacity projects including impacts to bicycle and pedestrian safety.

**MBY Objective 6.3: Maintain operational efficiency of the arterial and collector roadway network and support the operational efficiency of the Strategic Intermodal System (SIS) highway facilities through optimization of parallel and supporting arterial roadways.**

**MBY Policy 6.3.1:** Review and update all roadway corridor signal timing and progression plans to increase the operational efficiency of the roadway network.

**MBY Policy 6.3.2:** Continue to coordinate with the Florida Department of Transportation (FDOT) to identify specific State Highway System signalized intersections for potential improvements to signal timing and phasing to enhance efficiency and safety.

**MBY Policy 6.3.3:** Continue to work with FDOT to upgrade the current computerized traffic control system, upgrade signal controller and communications equipment, and implement intelligent transportation systems (ITS) solutions in order to enhance traffic operations efficiency.

**MBY Policy 6.3.4:** Coordinate with FDOT to identify and designate arterial roadways that provide parallel capacity to the SIS system as “SIS Corridor Arterials” and shall work with FDOT on an ongoing basis to develop and implement access management plans which identify items including, but not limited to:

- Opportunities to implement raised center medians to increase roadway safety and operational efficiency;
- Opportunities to consolidate driveway openings to provide for a more secure pedestrian environment and reduce “friction” introduced by turning vehicles; and
- Opportunities to retrofit adjacent commercial properties to enable cross access for vehicles and pedestrians

**MBY Policy 6.3.5:** Continue to coordinate with FDOT District 7 to maintain traffic operating efficiency along SIS Corridor Arterial Roadways.



**MBY Policy 6.3.6:** Coordinate with FDOT District 7 to develop access management and traffic operations plans for roadways adjacent to limited access highway ramps, which include but are not limited to:

- Revision of driveway placement and/or configuration to reduce friction and facilitate exit ramp clearance; and
- Identification of potential surface roadway geometric or traffic operations improvements to improve ramp efficiency and/or safety.

**MBY Policy 6.3.7:** Incorporate implementation of SIS Corridor Arterial Access Management Plans into Land Development Review procedures.

**MBY Policy 6.3.8:** Continue to assist FDOT, the Tampa-Hillsborough Expressway Authority (THEA), TBARTA, and other relevant agencies to enhance the SIS through contributions of publicly owned right-of-way and/or financial contributions as deemed appropriate by the City.

**MBY Policy 6.3.9:** Support FDOT, THEA and the Florida Turnpike Enterprise in the planning and implementation of High Occupancy Vehicle (HOV) lanes or express toll lanes within Hillsborough County.

**MBY Policy 6.3.10:** Evaluate the peak-hour peak-direction operating speed, duration of congestion, and average delay per vehicle on the following arterial roadway corridors as an indication of operating efficiency of the roadway system:

- Gandy Boulevard from Dale Mabry Highway to Bridge Street
- Kennedy Boulevard from the Hillsborough River to Westshore Avenue
- Columbus Drive/Boy Scout Boulevard from Howard Avenue to Westshore Boulevard
- Hillsborough Avenue from I-275 to Hoover Boulevard
- Hillsborough Avenue from 50th Street to I-275
- Dale Mabry Highway from Gandy Boulevard to Kennedy Boulevard
- Dale Mabry Highway from I-275 to Hillsborough Avenue
- Florida Avenue from I-275 to Fowler Avenue
- 40th Street from Columbus Drive to Fowler Avenue
- Busch Boulevard from 40th Street to I-275
- Busch Boulevard from I-275 to Armenia Avenue
- Bruce B. Downs Boulevard from Bearss Avenue to I-75
- Bruce B. Downs Boulevard from I-75 to Cross Creek Boulevard



**MBY Table: Constrained Roadways\***

District	District Roadway Link	From	To	Type	Deficient LOS Conditions	Comments
CET	Armenia Ave	Sligh Ave	Busch Blvd	2LD	Physical constraints /Community Concerns	COT changed from 4D to 3D. Constrained from Waters to Busch extend to Sligh. Rather than widen add a median and left turn lanes.
CET	50 <sup>TH</sup> Street	I-4 Ramp	Melbourne	4LD	Physical Constraints	
CET	43 <sup>RD</sup> Street	Hanna Ave	Sligh Ave	2LU	Physical Constraints	
CET	13 <sup>TH</sup> St. Ext	4 <sup>TH</sup> Avenue	Nuccio Ave	4LD	Physical Constraints	
CET	Kennedy Blvd.	Himes Ave	Henderson Blvd	4LD	Physical Constraints	
CET	Kennedy Blvd	Henderson Blvd	MacDill Ave	4LD	Physical Constraints	
CET	Kennedy Blvd	MacDill Ave	Howard Ave	4LD	Physical Constraints	
CET	Anderson Rd.	Hillsborough Ave	Hoover	4D	Physical Constraints	Propose removing this constraint because it is a logical extension of Cargo Rd. and the rail car is moving to Winter Haven.
CET	Columbus Dr.	50 <sup>th</sup> St	Broadway	2LE	Physical Constraints	
CET	Columbus Dr.	Boulevard	Tampa St	2LU	Physical Constraints	
CET	M L K Jr. Blvd.	Himes Ave	I-275	4LD	Physical Constraints	
CET	M L K Jr. Blvd.	Highland Ave	Tampa St	4LU	Physical Constraints	
CET	M L K Jr. Blvd.	Marguerite St	Nebraska Ave	4LU	Physical Constraints	
CET	Broadway Ave	Columbus Dr.	City Limits	4LU	Physical Constraints	
CET	Busch Blvd	Dale Mabry	Boulevard	4LU	Physical Constraints	
CET	13 <sup>TH</sup> Street Ext	4 <sup>TH</sup> Avenue	Nuccio Pkwy	4LD	Physical Constraints	
CET	Sligh Ave	Armenia Ave	Florida Ave	4LD	Community Concerns	
CET	Sligh Ave	Nebraska Ave	15 <sup>th</sup> St	2LU	Community Concerns	
CET	Waters Ave	City Limits	Nebraska Ave	4LD	Community Concerns	
CET	Fowler Ave	Florida Ave	I-275	6LD	Physical Constraints	
CET	Hanna Ave	Nebraska Ave	City Limits	2LU	Community Concerns	
CET	Hillsborough Ave	Rome Ave	Hillsborough River	6LD	Physical Constraints	
CET	Himes Ave	Hills. Ave	Henry St	2U	Physical Constraints	



District	District Roadway Link	From	To	Type	Deficient LOS Conditions	Comments
INB	Dale Mabry Hwy	Bay to Bay	Kennedy Blvd	4LU	Physical Constraints/ Community Concerns	
INB	Bayshore Dr.	Platt St	Brorein St	2LO	Physical Constraints	
INB	Euclid	Manhattan	Bayshore	2LU	Community Concerns	
INB	Westshore Blvd	Gandy Blvd	Beach Park Dr.	2LU	Physical Constraints/ Community Concerns	
INB	Lois Ave	Swann Ave	Kennedy Blvd	2LU	Community Concerns	
WS	Courtney Campbell	Rocky Point Dr	Eisenhower Blvd	6LD	Physical Constraints	
WS	M L K Jr. Blvd	Lois Ave	Dale Mabry	2LU	Physical Constraints	
WS	Tampa Bay Blvd	Lois Ave	Dale Mabry Hwy	2LD	Physical Constraints/ Community Concerns	And Himes to Armenia: 2U
WS	Westshore Blvd	M L K Jr. Blvd	Hillsborough Ave	2LU	Physical Constraints	
WS	Kennedy Blvd	Dale Mabry	Himes Ave	4LD	Physical Constraints/ Community Concerns	
WS	Lois Ave	I-275	Cypress	4LD	Community Concerns	
WS	M L K Jr. Blvd	Dale Mabry	Himes Ave	6LD	Physical Constraints	
WS	Himes Ave	Columbus Dr	M L K Jr. Blvd	4LD	Physical Constraints	
	Broadway Ave (CR574)	62 <sup>ND</sup> St	US HWY 301	2U	Physical Constraints CoT (Columbus to city limits)3D	Divided segment into 2 sections. TED=62 <sup>ND</sup> to Tampa E Blvd
	Columbus Dr.	52 <sup>nd</sup> St	62 <sup>nd</sup> St	2U	Physical Constraints (50 <sup>TH</sup> to Broadway)-3D	
	Dale Mabry Hwy	Hillsborough Ave	City Limits	6D	Physical Constraints (Hillsborough to Van Dyke)	SIS 2040 unfunded.
	Hillsborough Ave	Hillsborough River	Central Ave	4D	Physical Constraints	Recommend extending constrained limits to 40 <sup>th</sup> St based on MPO corridor study
	Hillsborough Ave	Central Ave	40 <sup>TH</sup> ST	6D	Physical Constraints	
	MacDill Ave	AFB	Bay to Bay	2U	Physical Constraints	
	Kennedy Blvd/SR 60	Memorial Hwy	Church St	6D	Physical Constraints	
	Maydell Dr	City Limits	Adamo Dr.	2U	Physical Constraints	Purpose constrained based on Palm River Community Plan





District	District Roadway Link	From	To	Type	Deficient LOS Conditions	Comments
	Westshore Blvd	I-275	Boy Scout Blvd	4D	Physical Constraints	Propose constrained based on Westshore Alliance request; TED=Kennedy to Spruce



Map 4. Westshore TCEA Urban Redevelopment Area Detail Map

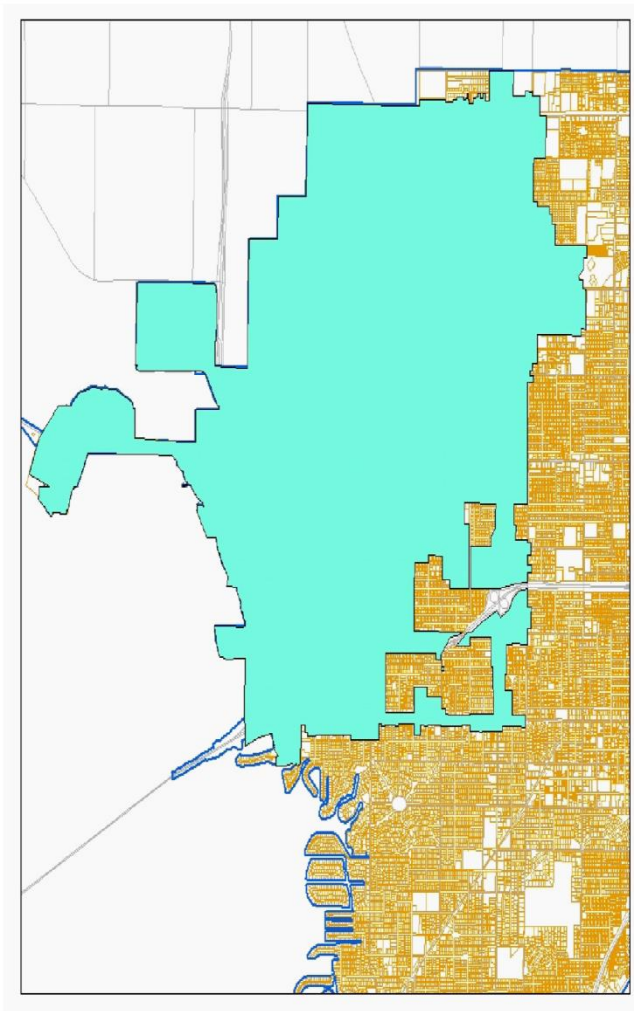
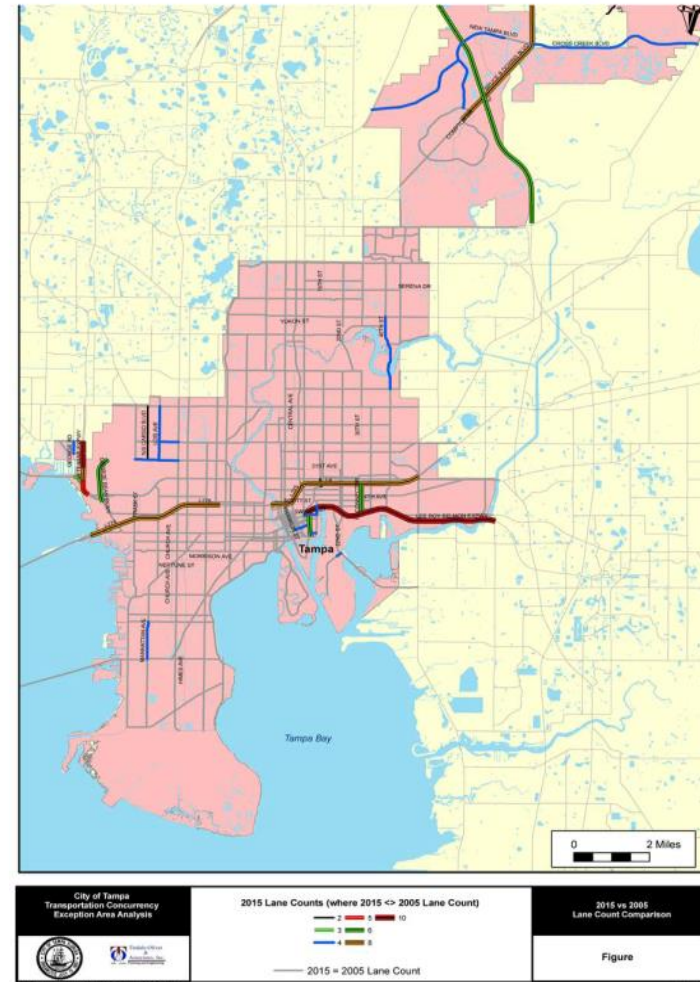
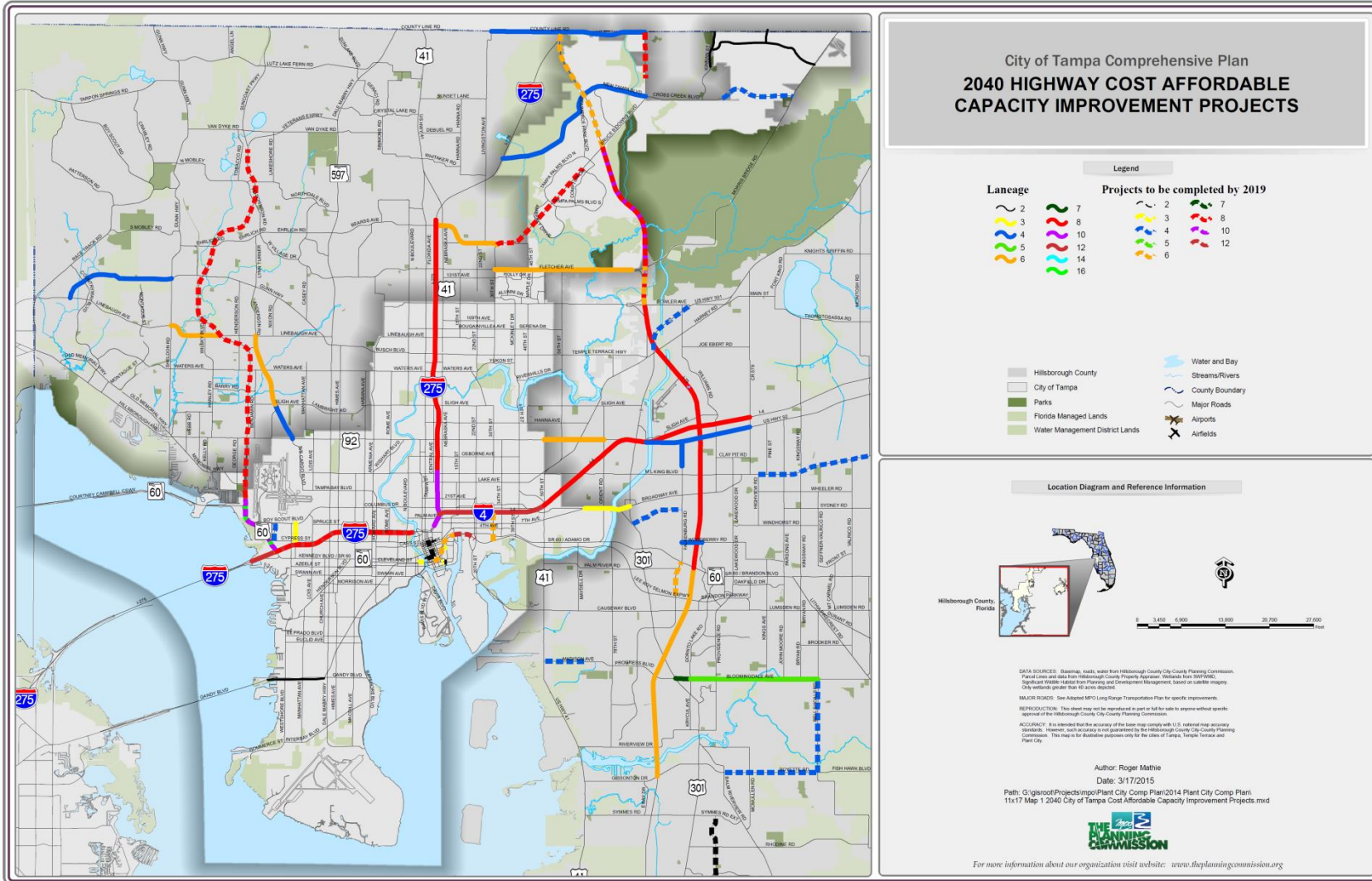


Figure 9. 2005 – 2015 Major Road Network Cost Affordable Improvements



**MBY Map 1 – 2040 Highway Cost Affordable Capacity Improvement Projects\***



## Neighborhoods/Community Plans

The City of Tampa currently recognizes over 100 neighborhood associations. Neighborhoods reflect the City's diverse heritage and provide a range of living choices. Tampa Heights, the City's first residential suburb, dates back to the 1880's with its Victorian styled homes. Port Tampa City reflects Tampa's maritime heritage and the Port was the embarkation point for the invasion of Cuba in the Spanish American War. Neighborhoods such as Seminole Heights and Hyde Park reflect the historic character of the 1920's. Palma Ceia and Forest Hills offer golf course living. Carver City, amid 20th century neighborhoods, is in the heart of the state's largest office district.

### *Character*

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

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

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

### **THERE ARE FIVE TYPES OF RESIDENTIAL DEVELOPMENT PATTERNS:**

#### *Urban Pattern*

Targeted to a broad range of income levels, including multi-family town homes, apartments and condominiums This development pattern distinguishes itself from other areas because of its higher density, compact, vertical living environment in relatively small geographic areas.

#### *Traditional Pattern*

Areas in older parts of the city typically developed prior to World War II. Characteristics include pedestrian orientation, sidewalks, street trees, and street furniture; on-street parking; small, regular lots; limited open space; buildings close to or at the front property line; predominance of alleys; low degree of building separation; neighborhood- scale businesses scattered throughout the area.

#### *Suburban Pattern*

Post World War II areas share some of these characteristics, but during this period, as the automobile became the

dominant mode of travel, pedestrian, bicycle, and transit access became less of a consideration, and sidewalks were no longer routinely provided. All residential areas however possess a distinct identity through architectural style, lot and street design.

**Contemporary Pattern**

Characterized by low pedestrian orientation, little or no transit, high-open space, high to moderate degree of building separation, predominantly residential with scattered civic buildings and varied street patterns, often curvilinear.

**Rural Pattern**

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

**Neighborhoods/Community Plans - Goals, Objectives, and Policies\***

**NE GOAL 1: EVERY NEIGHBORHOOD WILL BE A DESIRABLE PLACE TO LIVE.**

**NE Objective 1.1: 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.**

**NE Policy 1.1.2:** Continue to 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.

**NE Policy 1.1.3:** Continue to promote the design of complete and well-structured neighborhoods whose physical layout and land use mix promote walking, biking, and transit; reduce vehicle trips; foster community pride; enhance neighborhood identity; ensure public safety; are family friendly, and address the needs of all ages and abilities.

**NE Objective 1.2: Strengthen the positive attributes and distinctive character of each neighborhood to help sustain Tampa as a healthy, vital City.**

**NE Policy 1.2.1:** Strengthen the sense of place in each neighborhood with adequate and well-designed, public facilities such as libraries, schools, recreation centers, fire stations and streetscapes.

**NE Policy 1.2.2:** Continue to support public art and historic preservation as a focus for neighborhood identity and pride.

**NE Objective 1.3: Engage neighborhood residents and organizations in collaborative efforts to share information, solve problems and plan for the future.**

**NE Policy 1.3.1:** Develop and implement a comprehensive communications plan that outlines roles and responsibilities of City agencies, neighborhood organizations, residents, community institutions and businesses potentially affected by proposed actions. The plan should:

- Require timely communications among City agencies and between the City and other parties;
- Provide guidelines for discussions and interactions among interested parties;
- Require communications processes to be inclusive (e.g., multilingual);
- Identify City resources (services, programs and funding) for the project; and
- Evaluate the qualitative and quantitative outcomes of the process.

**NE Policy 1.3.2:** Take a leadership role in developing a mutually responsive communications network among City agencies, neighborhood groups, citizens, community institutions and businesses to identify neighborhood concerns and to address them openly, thoughtfully and fairly.

**NE Policy 1.3.3:** Enable citizens to share information and interact with City agencies by using up-to-date communication technologies.

**NE Policy 1.3.4:** Expand the use of mediation as a tool for resolving neighbor-to-neighbor and institutional conflicts.

**NE Policy 1.3.5:** Recognize that every neighborhood has assets that identify that neighborhood and contribute to the well-being of the people who live there. Understand what those are and look for opportunities to enhance them and leverage them for neighborhood improvement. Assets include trees, large yards, schools, people and independent businesses.

**NE Policy 1.3.6:** The physical layout of a neighborhood should encourage walking, bicycling and transit use, be safe, family friendly, usable by people of all ages, encourage interaction between people and be a sense of pride.

**NE Policy 1.3.7:** Recognize that there are different development patterns. They have been defined generally as: urban, traditional, suburban, contemporary and rural. Each has sustainability standards that must be used.

**NE Policy 1.3.8:** Accommodate the City's existing and future housing needs through maintenance of existing residential neighborhoods and the creation of new residential neighborhoods.

**NE Policy 1.3.9:** Relate new buildings to the context of the neighborhood and community.

**NE Policy 1.3.10:** Where a fine-grained development pattern exists, build within the existing street, block, and lot configuration of the neighborhood.

## Community Planning

### *Communication, Partnership, Participation*

Community planning gives everyone the opportunity to participate in shaping the future of their neighborhoods – to guide inevitable changes. By bringing people together to resolve specific planning issues, community planning can assure participants that changes will improve their neighborhoods, making them more livable and sustainable.

Community planning is a collaborative and systematic planning approach utilized by the City, to bring key stakeholders together for consensus-building exercises, in order to identify a focused vision for a defined area and set forth clear standards that guide the physical form of development of that area. Key stakeholders include all appropriate City and external regulatory agencies, transit authorities, utility agencies, and those individuals and groups that make up the community planning area. Community plans are based on defined geographical areas of the city, and may include several components of the City Form, such as Business Centers, Urban Villages, Mixed-Use Corridors, Mixed-use Centers, Transit Stations and Neighborhoods.

Community planning takes an in-depth look at a community based on one or more issues relevant to that community: the factors that created its present state (including an asset inventory); the opportunities and challenges it has today and form recommendations to guide future change to reach

some desired end state. Ideally, the process should include extensive public involvement.

### **PAST TYPES OF COMMUNITY PLANNING PROCESSES**

#### *Traditional Neighborhood Plans*

Typically based on many issues important to the community, these plans usually identify the assets and challenges facing a community, in addition to visioning and goal setting processes. These plans are accepted by resolution by Tampa City Council, recognizing the efforts, concerns and recommendations made by neighborhood stakeholders. (e.g., Ballast Point, Davis Islands, Hyde Park and Tampa Heights).

The following section summarizes the core goals or vision for the aforementioned traditional neighborhood plans.

#### *Ballast Point Goals*

- Maintain the overall low density residential character of the neighborhood
- Support appropriately scaled commercial and multifamily uses along major corridors
- Seek government support and cooperation with MacDill Air Force Base with the neighborhood
- Maintain the residential character of streets and promote pedestrian connectivity
- Promote neighborhood appropriate lighting
- Promote recycling, water reuse and stormwater management to reduce impacts on the natural environment

- Promote parks and recreational opportunities in the neighborhood

### *Davis Islands Vision*

- Davis Islands has a small town character with a strong community identity that has been protected and enhanced over time
- There are many choices for traveling around Davis Islands as well as to and from the Islands, including walking, running, skating, bicycling, boating, driving, bus, and air travel. All of these choices are maintained with facilities located and built in harmony with the community
- Islanders are a healthy, mobile and physically active group of people, and the public parks, recreation facilities and open spaces are well used and enjoyed
- Buildings are predominately low- scale in height, oriented to the sidewalks, and designed to be pedestrian friendly, with some higher scale pre-existing buildings present
- The Islands unique history and heritage are embraced by residents, and historic structures and design elements are protected voluntarily
- The village center is the heart of the community Islanders come to the village often to shop, dine, socialize and celebrate. It is one of the places that embody the Islands' small town feeling and character
- Islanders enjoy their traditions and celebrations, and they strengthen their sense of community through participation

### *Hyde Park Goals*

- To coordinate the redevelopment of the Hyde Park area with that of the Tampa Urban Core and other parts of the City.
- To provide a guide for the orderly and balanced redevelopment of the neighborhood, and to generally locate land uses with provide for preserving the historic character of the area.
- To employ the concept and techniques of urban design in the planning, designing and development of Hyde Park in order to enhance the physical and visual appearance of the community as a unique area which will create a distinct image in the minds of the local citizens and visitors alike.
- To encourage a sufficient volume and variety of sound housing in various price ranges to meet existing and anticipated population demands with emphasis on the restoration and renovation of existing residential structures.
- To provide a circulation system, coordinated with land use and densities, adequate to accommodate movement.
- To provide a basis for the location and programming of public services and utilities, and to encourage coordinated phasing of public facilities and private development

### *Tampa Heights Vision*

- Tampa Heights is a safe neighborhood with easy access to many different parts of town where housing choices are



diverse and available for people of all incomes and cultures

- Historic businesses and housing remain preserved and protected. The streets are “dressed up” with trees, sidewalks, fountains and statues that compliment stately homes, brick streets and granite curbs
- The mixed-use development projects proposed in South Tampa Heights have now been built and there is now a pleasant waterfront character to the community that everyone can enjoy for living working, parks, waterfront access and marinas
- Tampa Heights is now part of the City’s trolley system and there is easy access for us to all of the business and entertainment facilities in downtown Tampa. Tampa and Florida Avenues have been transformed into 2-way pedestrian friendly streets

### ***University Square Vision and Goals***

- Residents desire a community that is safe, clean, vibrant, and is viewed as a welcome place to live, work and play. Terrace Park/University Square stakeholders aspire to one day have a community with quality housing, a clean, safe environment, improved access to recreational areas and government services and increased economic development opportunities
- Transform Busch Boulevard, Nebraska Avenue and Fowler Avenue corridors through beautification programs
- Enhance and create an identity for the community and establish attractive gateways

- Increase the home-ownership rate in the community to reduce rental dwellings
- Provide business incentives & assistance to area businesses
- Reduce crime and improve public safety via the establishment of neighborhood watch groups and increased street lighting

### ***Community Redevelopment Area (CRA) Plans***

CRA plans are based on Community Redevelopment Area state statutory requirements that define slum or blighted areas and typically address physical and economic issues. Areas designated CRAs are eligible to set up tax-increment financing districts to assist in the generation of funds that may be appropriated for a variety of infrastructure improvements and other needs of the CRA district as allowed by state statute. (e.g., Central Park Village, Channelside, Downtown, Drew Park, Tampa Heights, West Tampa, East Tampa, and Ybor City).

### ***Other Plan Types***

More generalized than Community Redevelopment Area and Traditional Neighborhood Plans, these plans can provide a good basis in planning for a community. (e.g., Seminole Heights Business District Strategic Plan, Sulphur Springs Neighborhood Improvement Strategy with Tampa Economic Development Plan, West Tampa Economic Development Plan).

The main features of the aforementioned plans are highlighted within this Comprehensive Plan strictly for informational purposes as to past planning efforts and are a

valuable tool for providing context for future planning efforts. The CRA Plans and Community Plans for Seminole Heights and 40<sup>th</sup> Street can be viewed in their entirety at the City's website, [Tampagov.net](http://Tampagov.net). Other plans mentioned can be found at the Planning Commission Library.

### *Role of Community Plans*

The City has embarked on an innovative and progressive approach to community planning by creating the Community Planning through Form-Based Codes Program. Reaching out and engaging citizens to help shape the look and feel of their communities is vital to the success of this program. A Community Plan will be created for each community based on this program. Many of the objectives and policies in this chapter guide this program, and helped form the associated planning process.

The Community Plans that are derived from the Community Planning process via the Form-Based Codes Program, shall be used to guide future decision-making for those specific areas of the City.

### *Opportunities*

Community Planning offers many opportunities to support Tampa in becoming a more livable and sustainable city, including:

- Focusing on existing and emerging city forms and use form-based codes to retain the best of each neighborhood and support more sustainable, compatible mix of uses within neighborhoods.

- Honoring residents' sense of identity and belonging and respect differences to help neighborhoods become part of a socially cohesive region. Residents know 'who we are', and 'how we work together' so their participation is essential to define the needs of the City's diverse neighborhoods. The City will help residents preserve their specialness and will not use a "one-size-fits-all" approach to community planning and development.
- Addressing neighborhood needs and concerns in a broader geographic context rather than merely through fragmented efforts within an area of the City. The community planning process cannot succeed if each area is viewed in a vacuum. Residents in the community planning process must view each neighborhood as part of the larger City and a contributor to the wider needs of the entire community. The district designation is a model of neighborhood organization, with each district being comprised of a number of smaller neighborhoods. But they effectively represent the shared concerns and interests within large areas of the City.
- Using neighborhood design and the community planning process to promote social interaction, participation and a sense of community identity for residents.
- Fostering a choice of housing types - from apartment living to traditional suburban homes - to allow for changing families and lifestyles. The most desirable neighborhoods are those that offer a compatible, well designed mix of housing types.

- Continuing the legacy of parks and parkways, as well as the tradition of excellence in architecture established in its earliest neighborhoods.
- Promoting stewardship. To be good stewards, we must protect and maintain our legacies, both natural and human-made. These include our parks, scenic corridors and recreation systems. Historic buildings, districts and landscapes add immeasurably to the quality of our City. Tampa’s historic architectural legacies are valued, and much has been accomplished in preservation and reuse of these structures and districts.
- Establishing and maintaining functional, safe, attractive connections. The streets, trails and scenic corridors that physically link our community and its neighborhoods are part of our legacy and must be designed and maintained to promote livability.
- Requiring quality design for public and private improvements. To be livable and admired, all of the components of the City — its infrastructure, buildings and open spaces — must function well and be attractive individually, while combining to create meaningful, beautiful places. The primary urban design challenge of the early 21st century will be to integrate elements of Tampa’s traditional urban design character into redeveloping areas and into new, more compact mixed-use areas.
- Emphasizing communication and partnership. The Comprehensive Plan seeks to improve the quality of life

within neighborhoods by building on their distinctive assets.

### ***Community Plans – Goals, Objectives, and Policies\****

#### **NE GOAL 2: PRESERVE AND REINFORCE THE STABILITY AND DIVERSITY OF THE CITY’S NEIGHBORHOODS AS DESIGNATED URBAN VILLAGES.**

**NE Objective 2.1: Maintain past planning efforts that allow for moderate growth and change in order to attract and retain long term residents and business and insure the City’s residential quality and economic vitality.**

**NE Policy 2.1.1:** Consider the recommendations of the following Neighborhood Plans: Ballast Point, Davis Islands, West Tampa, Ybor City, East Tampa and Tampa Heights in the development of future Community Plans.

**NE Policy 2.1.2:** Recognize that past neighborhood plans include valuable content, such as community asset inventories, challenges and opportunities, and documentation of community desires.

**NE Policy 2.1.3:** Consider the recommendations of Community Redevelopment Area plans and the InVision Tampa Plan as a guide to accommodate significant proportions of Tampa’s future growth.

**NE Policy 2.1.4:** Continue to foster collaborative relationships between citizens and the City.

**NE Objective 2.2: The future of community planning will utilize form-based code initiatives to assist in the development of a Vision Plan and creation of a community-specific Form Based Code for each Community Planning area.**

**NE Policy 2.2.1:** The following general methodology will be used when conducting a Community Planning project and development of the associated form based code: define the planning area, develop a timeline and scope of work, identify key stakeholders, host a charrette in the community, carefully document community input and create a Vision Plan, map the Vision, translate the Vision into a form based code.

**NE Policy 2.2.2:** The City, when developing a Form Based Code based on approved Vision Plans, shall include at a minimum, the following components: a regulating plan, building form standards, and public realm/streetscape standards.

**NE Policy 2.2.3:** Develop community plans for those areas of the City expected to experience significant growth. Each plan should reflect the neighborhood's history, character, current conditions, needs, values, vision and goals.

**NE Policy 2.2.4:** In areas not expected to take significant amounts of growth (areas of Stability) encourage limited

scopes of work that focus on specific issues or concerns, rather than broad multi-focused planning processes.

**NE Policy 2.2.5:** Define clearly the role that adopted community plan goals, objectives, and policies, community plan work, plan matrices, and recognized community plans play in the City's decision-making and resource allocation.

**NE Policy 2.2.6:** Build strong, effective strategies for developing and implementing community plans.

**NE Policy 2.2.7:** Recognize community planning and implementation as critical tools for refining and turning into a reality the vision of the Comprehensive Plan.

**NE Policy 2.2.8:** Give all community members the opportunity to participate in shaping the future of their neighborhoods.

**NE Policy 2.2.9:** Establish basic guidelines for creating and updating community plans that ensure an inclusive, collaborative and effective approach.

**NE Policy 2.2.10:** Provide guidelines for things such as: developing public participation processes, making plans with realistic expectations, and monitoring implementation of the plans over time.

**NE Policy 2.2.11:** Community planning processes and plans may vary, reflecting the different characteristics, interests and

perspectives of community members, while meeting basic guidelines for community planning.

**NE Policy 2.2.12:** Encourage collaborative community planning that involves simultaneous consideration of City and neighborhood goals and strategies, and includes representatives for both the City and neighborhoods working together.

**NE Policy 2.2.13:** Maintain consistency between community plans and the Comprehensive Plan. In the event of an inconsistency between the comprehensive plan and a proposed community plan, consider either amendments to the comprehensive plan which are consistent with its core values, or amendments to the community plan.

**NE Policy 2.2.14:** Use the City’s community planning process to identify the assets, clarify residents’ goals and integrate all neighborhoods into the fabric of the City.

**NE Policy 2.2.15:** Establish priorities for small area planning based on the following criteria, focusing first on neighborhoods characterized by one or more of the following:

- Evidence of disinvestment; deteriorating housing; and high vacancy, unemployment and poverty rates.
- A great amount of change is occurring or anticipated.
- Need for public facilities and/or physical improvements.
- Opportunities for infill or redevelopment.

- Opportunities to influence site selection, development or major expansion of a single large activity generator.
- Opportunity for development in conjunction with a transit station.

**COMMUNITY PLANS – VISIONS FOR THE FUTURE**

Pursuant to the goals, objective, and policies of this section, Community Plans that are derived from the *Community Planning through Form-Base Codes Program*, shall be used to guide future decision-making for these specific areas of the City, and may be referenced within the appendices of the non-adopted section of the Comprehensive Plan or the City of Tampa Code of Ordinances.

***Greater Seminole Heights Vision Plan – Goals, Objectives, and Policies\****

**NE GOAL 3: THE GREATER SEMINOLE HEIGHTS VISION PLAN HAS BEEN DEVELOPED AS THE COMMUNITY PLAN FOR THIS AREA. THE VISION PLAN, AS WELL AS THE FOLLOWING OBJECTIVES AND POLICIES, SHALL BE USED TO GUIDE THE FUTURE GROWTH, DEVELOPMENT, PUBLIC IMPROVEMENTS, AND DECISION-MAKING OF THE DESIGNATED COMMUNITY PLANNING AREAS.**

### ***Seminole Heights Urban Village (a.k.a. Greater Seminole Heights Planning Area)***

The City facilitated planning charrettes and visioning sessions with area property owners and stakeholders to generate a community-driven Vision Plan. The planning area is comprised of three (3) neighborhood associations and one (1) business guild, all of which are well organized and engaged with City government. The Hillsborough County City-County Planning Commission completed a strategic business plan in 2005 in coordination with area businesses. This visioning process expands on the ideas of the 2005 study and encompasses the collective voices of these groups, further developed in concert with input and guidance from both public sector and private-sector professionals.

The planning area is a blend of several key components that make up the larger city form of Tampa. The area offers cultural and historical references, a diverse population, a defined and well-traveled street grid, multiple bus transit lines (including the planned Bus Rapid Transit), stable/traditional residential areas, a complete public school system, eclectic architecture, an integrated parks system, significant natural resources, and linear commercial corridors. Its proximity to the City center, coupled with limited commercial business diversity along the corridors, creates excellent redevelopment opportunity for neighborhood serving uses and the evolution of improved activity nodes. The nodes identified on the Vision Plan Map form a “ladder”, which over time will serve to bridge the

physical and social divide caused by the interstate system, and ultimately reconnect the community.

**NE Objective 3.1: Develop objectives and policies that guide reuse, redevelopment, and infill development in the Seminole Heights Urban Village that meet the Vision Plan of the community and associated Vision Plan Map.**

**NE Policy 3.1.1:** The Vision Plan and associated Vision Plan Map shall be used as guides for any Comprehensive Plan text amendments or proposed changes to the future land use map, to achieve the vision of the area, consistent with the goals, objectives and policies of the Tampa Comprehensive Plan.

**NE Policy 3.1.2:** Use the Vision Plan Map as the guide to create the Regulating Plan and associated land development regulations (form-based code) for the area to ensure the community’s vision is achieved.

**NE Objective 3.2: Maintain land development regulations for the Seminole Heights Urban Village that focuses redevelopment and infill development to specific nodes and corridors that achieve the desired density and intensity in those areas.**

**NE Policy 3.2.1:** Development within boundaries of designated nodes is eligible for an increase in density and/or intensity above the maximum land use category threshold, in an amount not to exceed 25%, known as a “Node bonus”. In

order to achieve a Node bonus, developments within the designated node must provide amenities. This Node bonus provision will ensure that new development provides amenities such as but not limited to vertically mixed-use development, enhanced land- and street-scape and bicycle parking/paths that enhance the quality of life and the public realm, in order to achieve the desired density and intensity needed in this vibrant urban community.

**NE Policy 3.2.2:** Designated nodes are measured on a radius from the center point of roadway intersection and include a “Neighborhood Node” (1/4 mile radius) and a “Community Node” (1/2 mile radius).

***The “Neighborhood Nodes” are as follows:***

- Intersections of Florida Avenue with Broad Street, Sligh Avenue, Hanna Avenue, Hillsborough Avenue, Osborne Avenue, and Dr. Martin Luther King, Jr. Boulevard;
- Intersections of Nebraska Avenue with Broad Street, Hanna Avenue, Osborne Avenue;
- Intersection of 15th Street and Osborne Avenue;
- 22nd Street and Sligh Avenue;
- North Boulevard and Dr. Martin Luther King, Jr. Boulevard.

The “Community Nodes” are as follows:

- Intersections of Nebraska Avenue with Sligh Avenue, Hillsborough Avenue, and Dr. Martin Luther King, Jr. Boulevard.

**NE Policy 3.2.3:** Detached residential (single-family) uses located immediately adjacent to and with vehicular access to collector or arterial roads may be used for an office/live-work use, subject to criteria and definitions set forth in the land development regulations.

**NE Objective 3.3: Within the Seminole Heights Urban Village, focus both public and private planning and financial resources to create tangible, functional, and sustainable connections between nodes, commercial areas, public uses, and residential areas, through the installation of wide sidewalks, bicycle lanes, and on-street parking, where appropriate.**

**NE Policy 3.3.1:** When designing improvements to the existing street grid, target available public and private funds to create necessary connections between community assets, as depicted in the Vision Plan, by including bicycle lanes, sidewalks, street and pedestrian lighting, and on-street parking.

**NE Policy 3.3.2:** When designing improvements to the existing street grid, target available public and private funds to install necessary traffic calming mechanisms.

**NE Policy 3.3.3:** When designing improvements to the existing street grid, target available public and private funds to the restoration of existing brick streets.

***40th Street Planning Area Vision Plan – Goals, Objectives, and Policies\****

**NE GOAL 4: THE 40TH STREET PLANNING AREA VISION PLAN HAS BEEN DEVELOPED AS THE COMMUNITY PLAN FOR THIS AREA. THE VISION PLAN, AS WELL AS THE FOLLOWING OBJECTIVES AND POLICIES, SHALL BE USED TO GUIDE THE FUTURE GROWTH, DEVELOPMENT, PUBLIC IMPROVEMENTS, AND DECISION-MAKING OF THE DESIGNATED COMMUNITY PLANNING AREAS.**

***40th Street Corridor-Mixed-use Corridor Village (a.k.a. 40th Street Planning Area)***

The City facilitated planning charrettes and visioning sessions with area property owners and stakeholders to generate a community-driven Vision Plan. The planning area is comprised of four (4) neighborhood associations and one (1) Task Force, all of which are well organized and engaged with City government. The Hillsborough County Metropolitan Planning Organization completed a corridor/land use plan in 2000 in coordination with area property owners. This Vision Plan more comprehensively addresses the ideas of the 2000 study and encompasses the collective voices of area groups, further developed in concert with input and guidance from both public sector and private sector professionals.

The planning area is a blend of several key components that make up the larger city form of Tampa. The area offers cultural and historical references, a diverse population, a defined and well-traveled street grid, multiple bus transit lines, stable and

transitional residential areas, several public schools, eclectic architecture, an integrated and vast parks/open space system, significant natural resources, and linear commercial corridors. The recent reconstruction of the 40th Street corridor creates excellent redevelopment opportunity for neighborhood serving uses and the evolution of improved activity nodes. The nodes identified on the Vision Plan Map have been identified in conjunction with the corridor roundabouts, which create natural gathering points for both the adjacent residential areas and pass-by traffic.

**NE Objective 4.1: Develop objectives and policies that guide reuse, redevelopment, and infill development in the 40th Street Planning Area that meets the respective Vision Plan of the communities and associated Vision Plan Map.**

**NE Policy 4.1.1:** The Vision Plan and associated Vision Plan Map shall be used as guides or any Comprehensive Plan text amendments or proposed changes to the future land use map, to achieve the vision of the area, consistent with the goals, objectives, and policies of the Tampa Comprehensive Plan.

**NE Policy 4.1.2:** The City shall use the Vision Plan Map as the guide to create the Regulating Plan and associated land development regulations (form-based code) for the area to ensure the community's vision is achieved.

**NE Policy 4.1.3:** All amendments to the Comprehensive Plan, Future Land Use Map, amendments to land development



regulations, rezoning, and development of land that may affect a historic district or landmark structure, must adhere to the goals, objectives, and policies contained in the Comprehensive Plan, including but not limited to those set forth in this Chapter, and all applicable land development regulations related to historic preservation.

**NE Objective 4.2: Develop land development regulations for the 40th Street Planning Area that focuses redevelopment and infill allowing potential increases in densities and intensities for well-designed, and appropriately seated reuse, redevelopment, and infill development projects in those areas.**

**NE Policy 4.2.1:** Development within boundaries of designated nodes is eligible for an increase in density and/or intensity above the maximum land use category threshold, in an amount not to exceed 25%, known as a “Node bonus”. In order to achieve a Node bonus, developments within the designated node must provide amenities in accordance with the methodology set forth in the City’s Land Development Code. This Node bonus provision will ensure that new development provides amenities that enhance the quality of life and the public realm, in order to achieve the desired density and intensity needed in this vibrant urban community.

**NE Policy 4.2.2:** Designated nodes are measured on a radius from the center point of roadway intersection and

include a “Neighborhood Node” (1/4 mile radius) and a “Community Node” (1/2 mile radius).

#### **40TH STREET PLANNING AREA**

The “Neighborhood Nodes” are located at the following the intersections:

- 40th Street and Hanna Avenue:
- 40th Street and Riverhills Avenue:
- 40th Street and Yukon Street.

**NE Policy 4.2.3:** Within the 40th Street planning area detached residential (single-family) uses located immediately adjacent to and with vehicular access to collector or arterial roads may be used for an office/live-work use, subject to criteria and definitions set forth in the land development regulations.

**NE Objective 4.3: Focus both public and private planning and financial resources to create tangible, functional, and sustainable connections between nodes, commercial areas, public uses, and residential areas, through the installation of wide sidewalks, bicycle lanes, and on- street parking, where appropriate.**

**NE Policy 4.3.1:** When designing improvements to the existing street grid, target available public and private funds to create necessary connections between community assets, as depicted in the Vision Plan, by including bicycle lanes,

sidewalks, street and pedestrian lighting, and on-street parking.

**NE Policy 4.3.2:** When designing improvements to the existing street grid, target available public and private funds to install necessary traffic calming mechanisms.

**NE Policy 4.3.3:** When designing improvements to the existing street grid, target available public and private funds to the restoration of existing brick streets.

## **CHILDREN & LIVABILITY**

Children are the future of our nation and every community's greatest asset. How well they thrive towards becoming active and concerned citizens in the City they were raised in and don't become another city's asset will be determined by how well their City has provided for them. City leaders must be aware of the next generation's needs based on social and economic trends and the ever increasing changes in technology.

Hillsborough County had a school enrollment of over 200,000 students in 2013, making it the eighth largest school district in the nation. Where these future citizens, business owners and leaders decide to call home will be based largely on decisions made today.

### *Diversity*

Children comprise 24% of the City's population, approximately. More than a third of Tampa's children are African American,

one fifth is Hispanic and one in ten is of one or more other races. The City must ensure that all children enjoy the same opportunities for successful lives in the community.

### *Economic Status*

One in four, or 25%, of Tampa's children under the age of 5 are living at or below the poverty level, with 52% belonging to single mothers. Public and Private sector agencies must work in concert towards resolving the nutritional, health, education and other challenges associated with this issue.

## **NE GOAL 5: THAT THE CITY OF TAMPA WILL BE KNOWN AS A CITY THAT IS GOOD FOR CHILDREN.**

### **NE Objective 5.1: Create a livable City that offers a variety of choices to attract and retain young workers and families.**

**NE Policy 5.1.1:** Promote a multimodal public transit system and provide quality walking and cycle routes that will be popular choices for children, families and parents with young children.

**NE Policy 5.1.2:** The City, in the role of a facilitator, shall continue to promote opportunities for children to access recreation, leisure and art activities across the City, in public facilities such as libraries, museums, zoos and parks.

**NE Policy 5.1.3:** Continue to promote leadership programs, such as the Mayor's Youth Corp, that introduce

high school students to public service and gives them a voice in shaping our community.

**NE Policy 5.1.4:** Encourage children and youth to be involved in creating and participating in community projects that promote involvement and community pride.

**NE Policy 5.1.5:** Continue to support events where children and families can have fun in their community, mix with a wide range of age groups and ethnicities, and build understanding of cultural difference.

**NE Policy 5.1.6:** Recognize that the arts play an important role, create a vibrant community and make a significant impact in the lives of children; continue a partnership with the Hillsborough County School District, the Unsinkable Molly Brown Foundation and the Mayor's Arts Education Fund.

**NE Policy 5.1.7:** The City shall continue to cooperate with federal and state wildlife protection agencies and the Hillsborough County School Board to implement a public education program on the need to protect and manage the habitats of threatened and endangered species, and species of special concern

**NE Policy 5.1.8:** Promote injury prevention and road safety through initiatives like encouraging children to learn to swim and to be safe as cyclists and pedestrians.

**NE Policy 5.1.9:** The City shall continue to support standards in land development regulations that address the

location and excessive concentration of locally unpopular land uses such as, group homes, landfills, jails, parole offices, work release facilities, power-lines and public housing.

**NE Policy 5.1.10:** Promote mentoring programs that help children with reading, writing and other schoolwork through continued partnership with agencies such as the School District of Hillsborough County and Big Brothers Big Sisters.

**NE Policy 5.1.11:** Continue to support efforts to provide community facilities in Neighborhood Centers that provide medical services and food programs for children and their families.

**NE Policy 5.1.12:** Support the efforts of the Hillsborough County School Board to develop and fund strategies which will improve academic achievement and reduce the drop-out rate for low income students.

**NE Policy 5.1.13:** Assist the Hillsborough County School Board and other community based organizations in identifying and securing funding sources for drop-out prevention and academic improvement programs.

**NE Policy 5.1.14:** Continue to develop and implement programs in conjunction with the private sector, to encourage low income students to stay in school and investigate career choices.

**NE Policy 5.1.15:** Support the efforts of the Hillsborough County School Board to make school facilities accessible

during hours when school is not in session for remedial and continuing education programs, and community functions which are not in conflict with school board policies.

**NE Policy 5.1.16:** Continue to encourage and consider incentives that promote the development and expansion of daycare services for low and moderate income families and encourage employer-sponsored daycare.

**NE Policy 5.1.17:** Continue to seek funding to operate school-age recreation centers and programs in low income populated areas.

**NE Policy 5.1.18:** The City will continue to support the implementation of out-patient treatment, residential treatment (extended care) and drug treatment programs.

## Public School Facilities Section

### *Public School Facilities Overview*

The School District of Hillsborough County (SDHC) provides public school facilities throughout the City and the remainder of Hillsborough County. The goals, objectives, and policies of this Public School Facilities Element were developed in collaboration with the School District, Hillsborough County, Plant City and Temple Terrace. This element was developed with the assistance of, and as a model for the Department of Community Affairs.

Consistent with Section 163.3177(12)(g), Florida Statutes, the Public School Facilities Element includes future conditions maps showing existing and anticipated schools over the five-year and long-term planning periods. Maps in the back of this chapter depict existing and anticipated elementary, middle and high schools over the five-year, ten-year and twenty-year planning timeframes.

### *Public School Facilities Challenges*

Adoption of state school concurrency requirements by the legislature in 2005 led to the selection of SDHC to develop a model for school concurrency. The local governments and the school district have addressed some of the most difficult challenges as part of that process, working together to develop common policies that address the unique needs of different areas of the County. As the City and other

jurisdictions in Hillsborough County implement school concurrency, they will face additional challenges, including:

Securing adequate school sites to accommodate increased enrollment in infill areas. With insufficient land to accommodate projected residential growth in the City, the school district will have increasing difficulty competing for and acquiring adequate school sites to accommodate growth. This will require a coordinated effort on the parts of the City and the school district to work assemble land and design schools on smaller sites.

Maintaining consistency between school elements. As each jurisdiction encounters different challenges, there will be the tendency for local governments to modify their school facilities elements in different ways. While distinctions should be recognized, ongoing coordination will be required to ensure that the plans support statutory requirements for uniform levels of service.

### *Public School Facility – Goals, Objectives, and Policies\**

#### *Coordinate and Maintain High Quality Education*

**PSF GOAL 1: THE CITY OF TAMPA (THE CITY) SHALL COORDINATE WITH THE SCHOOL BOARD OF HILLSBOROUGH COUNTY (THE SCHOOL BOARD) TO ENSURE PUBLIC SCHOOL FACILITIES ARE OF THE HIGHEST QUALITY AND MEET THE NEEDS OF THE CITY’S EXISTING AND FUTURE POPULATION.**



### *Population Projections*

**PSF Objective 1.1: Staff representatives from the City, Planning Commission, and other local jurisdictions will meet annually to coordinate and base their local governments’ comprehensive plans and school facilities plans on consistent projections.**

**PSF Policy 1.1.1:** The City and the School Board shall coordinate and base their plans on consistent projections, including population projections that are developed in coordination with the Planning Commission, and student enrollment projections (district-wide and by concurrency service areas) that are developed by the School Board with the agreement of the Florida Office of Educational Facilities. The School Board’s student enrollment projections shall consider the impacts of development trends.

### *Growth and Development Trends*

**PSF Objective 1.2: Staff representatives from the City, Planning Commission, and other local jurisdictions will meet annually to report growth and development trends.**

**PSF Policy 1.2.1:** The City, with the assistance of the Planning Commission, shall report on growth and development trends within the City to the School Board. The School Board will use the information to distribute student enrollment by concurrency service area to make the most efficient use of public school facilities.

### *School Facility Siting and Availability*

**PSF Objective 1.3: Support the School District in its effort to provide for, locate and expand public schools in a coordinated manner ensuring the planning, construction, and opening of educational facilities are coordinated in time and place, concurrent with necessary services and infra- structure and ensuring compatibility and consistency with the Comprehensive Plan.**

**PSF Policy 1.3.1:** Coordinate with the School Board to assure that proposed public school facility sites are consistent with the applicable land use categories and policies of the comprehensive plans. Pursuant to Section 1013.33, Florida Statutes, the City will consider each site plan as it relates to environmental, health, safety and welfare concerns, as well as the effects on adjacent property. In addition the City will develop with the School Board mutually acceptable guidelines for the selection of future school sites including, but not limited to, aspects related to:

- Acquisition of school sites which allow for future expansions to accommodate future enrollment and other facility needs which promote the City’s development and redevelopment objectives and are deemed beneficial for joint-uses, as identified by the School Board and the City; and
- Coordination of the location, phasing, and development of future school sites to ensure that site development occurs



in conjunction with the provision of required infrastructure to serve the school facility.

**PSF Policy 1.3.2:** Public schools may be considered in any future land use plan category except the Environmentally Sensitive Area category.

**PSF Policy 1.3.3:** Assist the School Board to determine appropriate sites for schools by identifying sites that could be used as a potential catalyst or leverage for redevelopment efforts in the surrounding area.

**PSF Policy 1.3.4:** Development and redevelopment of school sites shall be minimally disruptive as possible to adjacent areas. In order to achieve this, the City shall assess the potential impacts of these uses on the physical development pattern and the character of the surrounding area, and require mitigation of negative off-site impacts, consistent with the provisions of the *Tampa Comprehensive Plan*.

**School Siting Procedures**

**PSF Policy 1.3.5:** Per state statutes the Hillsborough County School Board is required to notify applicable municipalities at least 60 days prior to acquiring or leasing property that may be used for a new public educational facility. The City shall notify the board within 45 days if the site proposed for acquisition or lease is consistent with the land use categories and policies of the comprehensive plan.

**PSF Policy 1.3.6:** The City and other appropriate agencies shall review the Hillsborough County School Board’s proposed educational facilities and site plans, and the off-site impacts for consistency with the local comprehensive plan and land development regulations.

**PSF Policy 1.3.7:** Evaluate proposals for new schools and expansions to existing schools to determine that capacity within the public facility systems is available concurrent with the impacts of development. Public facilities include sewer, potable water, solid waste, recreation and open space, stormwater drainage and transportation.

**PSF Policy 1.3.8:** The City and School Board will jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation, expansion or closure of an existing school, and will enter into a written agreement as to the timing, location, and the party or parties responsible for constructing, operating and maintaining the required improvements.

**PSF Policy 1.3.9:** Evaluate proposals for new schools and expansions to existing schools to determine that impacts to the natural environment have been minimized and mitigated.

**PSF Policy 1.3.10** Evaluate proposals for new schools and expansions to existing schools to determine that capacity within the public safety systems including police, fire,



emergency medical services is available concurrent with the impacts of development.

**PSF Policy 1.3.11:** Review proposed school sites shall include the Land Development Coordination Department and the Traffic Engineering Department to ensure that impacts on the transportation system are adequately planned for in advance of school construction.

*Enhance Community Design*

**PSF Objective 1.4:** Enhance community and neighborhood design through effective school facility design and siting standards and encourage the siting of school facilities so they serve as community focal points and so they are compatible with surrounding land uses.

**PSF Policy 1.4.1:** Coordinate with the School Board in order to provide consistency between the City’s comprehensive plan and public school facilities programs, such as:

- Greater efficiency for the School Board and the City by the placing of schools to take advantage of existing and planned roads, water, sewer, parks, and drainage systems;
- Improved student access and safety by coordinating the construction of new and expanded schools with road and sidewalk construction programs;
- The location and design of schools with parks, ball fields, libraries, and other community facilities to take advantage of shared use opportunities; and,

- The expansion and rehabilitation of existing schools so as to support neighborhoods and redevelopment.

**PSF Policy 1.4.2:** The School Board, as one of the largest holder of historic resources within the County, shall preserve, maintain and continue to use historic schools. Where continued use is not feasible, every effort should be made to provide for the adaptive reuse of these locally significant historic buildings.

*Compatibility*

**PSF Policy 1.4.3:** Ensure that adjacent neighborhoods have the opportunity to provide input into the school redevelopment and siting process.

**PSF Policy 1.4.4:** In the planning, siting, land acquisition, development, or renovation of school facilities, elementary schools should be located and used as focal points for the neighborhood in which they are located.

**PSF Policy 1.4.5:** Afford School Board representatives the opportunity to review and comment on proposed developments adjacent to schools.

*Shared Use and Co-location*

**PSF Policy 1.4.6:** The City and School Board shall continue to create opportunities for the shared-use and co-location of school sites and City facilities with similar facility needs, such as libraries, parks and recreation facilities, and health care facilities.





***Bicycle and Pedestrian Access***

**PSF Policy 1.4.7:** Work with the MPO and the School Board to identify safety improvements adjacent and contiguous to school facilities.

**PSF Policy 1.4.8:** In the planning, siting, land acquisition, development, or renovation of school facilities, the City of Tampa and the Hillsborough County School Board shall ensure safe access from neighborhoods to schools, including the application of the Safe Paths to Schools Program administered by the Florida Department of Transportation.

**PSF Policy 1.4.9:** The City, in coordination with the School Board, shall implement the following strategies:

- New developments adjacent to school properties shall be required to provide a right-of-way and a direct safe access path for pedestrian travel to existing and planned school sites, and shall connect to the neighborhood’s existing pedestrian network;
- For new development and redevelopment within 2 miles of an existing or planned school, the City shall require sidewalks (complete, unobstructed, continuous with a minimum width of 5 feet) along the property for the corridor that directly serves the school, or qualifies as an acceptable designated walk or bicycle route to the school;
- In order to ensure continuous pedestrian access to public schools, priority will be given to cases of hazardous walking conditions pursuant to Section 1006.23, Florida Statutes, and specific provisions for constructing such facilities will

be included in the schedule of capital improvements adopted each fiscal year;

- Evaluate school zones to consider safe crossing of children along major roadways, including prioritize areas for sidewalk improvements including: schools with a high number of pedestrian and bicycle injuries or fatalities, schools requiring courtesy busing for hazardous walking conditions, schools with significant walking populations, but poor pedestrian and bicycle access, and needed safety improvements; and
- Coordination with the MPO Long Range Transportation Plans to ensure funding for safe access to schools including: development of sidewalk inventories and the list of priority projects coordinated with the School Board.

**PSF Policy 1.4.10:** Where appropriate the City of Tampa shall provide bike lockers and/or properly designed and constructed bicycle racks at major destinations (i.e., business districts, parks, schools, libraries, retail/commercial areas) and major transit connections (i.e., park & ride lots, commuter centers).

***Emergency Shelters***

**PSF Policy 1.4.11:** Coordinate with the School Board and the County on efforts to build new school facilities, and facility rehabilitation and expansions, to be designed to serve as and provide emergency shelters as required by Section 1013.372, Florida Statutes.



***Land Use and School Facility Coordination***

**PSF Objective 1.5:** Manage the timing of new development to coordinate with adequate school capacity, as determined by the School District of Hillsborough County.

**PSF Policy 1.5.1:** Take into consideration the School Board comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments as provided for in s. 163.3177(6) (a), F.S, and developments of regional impact as provided in 380.06, F.S.

**PSF Policy 1.5.2:** Where capacity will not be available to serve students from the property seeking a land use change or development of regional impact approval, the City will coordinate with the School Board to ensure adequate capacity is planned and funded to accommodate the future students or that the applicant has provided adequate mitigation to offset inadequacies in anticipated school capacity. Where feasible, in conjunction with the plan amendment early dedications of school sites shall be encouraged. To ensure adequate capacity is planned and funded, the School Board’s long range facilities plans over the 5-year, 10-year and 20-year periods shall be amended to reflect the needs created by the land use plan amendment.

**PSF Policy 1.5.3:** Manage the timing of new development to coordinate with adequate school capacity, as determined by the School Board of Hillsborough County.

***Implement Public School Concurrency***

**PSF GOAL 2:** ASSURE THE FUTURE AVAILABILITY OF PUBLIC SCHOOL FACILITIES TO SERVE NEW DEVELOPMENT CONSISTENT WITH THE ADOPTED LEVEL OF SERVICE STANDARDS. THIS GOAL WILL BE ACCOMPLISHED RECOGNIZING THE SCHOOL BOARD’S STATUTORY AND CONSTITUTIONAL RESPONSIBILITY TO PROVIDE A UNIFORM SYSTEM OF FREE AND ADEQUATE PUBLIC SCHOOLS, AND THE CITY’S AUTHORITY FOR LAND USE, INCLUDING THE AUTHORITY TO APPROVE OR DENY COMPREHENSIVE PLAN AMENDMENTS, REZONINGS OR OTHER DEVELOPMENT ORDERS THAT GENERATE STUDENTS AND IMPACT THE CITY’S SCHOOL SYSTEM. THE CITY SHALL PROVIDE AND MAINTAIN, IN A TIMELY AND EFFICIENT MANNER, ADEQUATE PUBLIC FACILITIES FOR BOTH EXISTING AND FUTURE POPULATIONS, CONSISTENT WITH AVAILABLE FINANCIAL RESOURCES.

***Level of Service Standards***

**PSF Objective 2.1:** The City, through its implementation of the concurrency management system, shall ensure that the capacity of schools is sufficient to support residential subdivisions and site plans at the adopted level of service (LOS) standards within the period covered by the 5-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the



**Interlocal Agreement agreed upon by the School Board, and the local governments within Hillsborough County.**

**PSF Policy 2.1.1:** The LOS standards set forth herein shall be applied consistently by all the local governments within Hillsborough County and by the School Board district-wide to all schools of the same type.

**PSF Policy 2.1.2:** The uniform, district-wide level-of service standards are initially set using the Florida Inventory of School Houses (FISH) capacity formulas identified in the Capital Improvements Element, at the following levels:

**Level of Service Standards**

Type of School	Level of Service Standard
Elementary	100% of permanent FISH capacity*
Middle	100% of permanent FISH capacity*
K-8	100% of permanent FISH capacity*
High	100% of permanent FISH capacity*
Special Purpose	100% of permanent FISH capacity*

*\*As adjusted by the school board annually to account for measurable programmatic changes. "Measurable programmatic changes" mean changes to the operation of a school that has consistent and measurable capacity impact including, but not limited to, double sessions, floating teachers, year-long schools and special educational programs.*

**PSF Policy 2.1.3:** If there is a consensus to amend any level of service, it shall be accomplished by the execution of an amendment to the Interlocal Agreements for School Facilities Planning and Siting by all parties and the adoption of amendments to the County's and each City's comprehensive

plan. The amended level of service shall not be effective until all plan amendments are effective and the amended Interlocal Agreements are fully executed. No level of service shall be amended without a showing that the amended level of service is financially feasible, supported by adequate data and analysis, and can be achieved and maintained within the period covered by the 5-year schedule of capital improvements.

**PSF Policy 2.1.4:** In the event that a designated concurrency service areas (CSA) cannot meet the adopted level of service within the 5 year period covered in the Facilities Work Plan as specified above, that CSA will be identified through a plan amendment as a backlog facilities and an interim standards will be developed and will apply. The level of service standard within these designated areas, over the period covered by the 10-year schedule of improvements, will be improved to the district-wide standard.

**School Concurrency Service Areas**

**PSF Objective 2.2: Establish School Concurrency Service Areas, as the area within which an evaluation is made of whether adequate school capacity is available based on the adopted level of service standards.**

**PSF Policy 2.2.1:** The School Concurrency Service Areas (CSAs) for the City shall be coterminous with the school attendance zones for elementary, middle and high schools as incorporated in the background data and analysis of the PSFE.



For special schools and charter schools, the concurrency service area shall be district-wide.

**PSF Policy 2.2.2:** Future amendments to the CSAs, other than periodic adjustments to school attendance zones, may be accomplished by the School Board only after review and comment by the local governments within Hillsborough County, as provided, for in the Interlocal Agreement for School Facilities Planning and Siting. However, if there is agreement to amend the concurrency service area to establish boundaries other than those that are coterminous with school attendance zones, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and by the amendment to the comprehensive plan. No concurrency service area shall be amended without a showing that the amended concurrency service area boundaries are financially feasible.

**PSF Policy 2.2.3:** Concurrency service areas shall be established and subsequently modified to maximize available school capacity and make efficient use of new and existing public schools in accordance with the level of service standards, taking into account minimizing transportation costs, limiting maximum student travel times, the effect of desegregation plans, achieving socio-economic, racial and cultural diversity objectives, and recognizing the capacity commitments resulting from the local governments' within Hillsborough County's development approvals for the CSA and for contiguous CSAs.

**PSF Policy 2.2.4:** Concurrency service areas shall be designed so that the adopted level of service will be able to be achieved and maintained within the five years of the capital facilities plan, and so that the 5-year schedule of capital improvements is financially feasible. Plan amendments are required for changes to the concurrency service area other than modifications to school attendance zones.

**PSF Policy 2.2.5:** Local school capacity will be protected, by limiting new development from adjacent concurrency service areas from taking capacity if the school's enrollment plus capacity reserved through school concurrency agreements/ certificates is 95% or greater of FISH capacity. Capacity improvements within the first 3 years of the School District's Work Plan as described in this element must also be included when determining the actual capacity of a school.

#### *Process for School Concurrency Implementation*

**PSF Objective 2.3: In coordination with the School Board, the City will establish a joint process for implementation of school concurrency which includes applicability and capacity determination and availability standards, and school capacity methods. The City shall manage the timing of residential subdivision approvals and site plans to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency.**



**PSF Policy 2.3.1:** The issuance of final subdivision and site plan approvals for residential development shall be subject to the availability of adequate school capacity required by Section 163.3180(6)(b)(c), F.S. and the maintenance of adopted Level of Service (LOS) standards.

#### *Applicability Standards*

**PSF Policy 2.3.2:** School concurrency applies only to residential development or a phase of residential development requiring a subdivision plat approval, site plan, or its functional equivalent, proposed or established after August 8, 2008.

**PSF Policy 2.3.3:** The following residential development shall be considered exempt from the school concurrency requirements:

- Single family lots of record having received final subdivision plat approval prior to August 8, 2008, or single family subdivision plats actively being reviewed at the time of adoption of the PSFE that have received preliminary subdivision approval and/or subdivision construction plan approval and there is no lapse in the development approval status.
- Multi-family residential development having received final site development plan approval prior to August 8, 2008, or multi-family site development plans actively being reviewed at the time of adoption of the PSFE that have received preliminary site development plan approval and/or

site development construction plan approval and there is no lapse in the development approval status.

- Amendments to residential development approvals, which were previously approved prior to August 8, 2008, and which do not increase the number of students generated by the development based on the student generation rates for each school type.
- Age restricted 55 plus developments that are subject to deed restrictions prohibiting the permanent occupancy of a resident under the age of fifty five (55). Such deed restrictions must be recorded and must be irrevocable for a period of at least thirty (30) years.
- Group quarters that do not generate students, including residential facilities such as local jails, prisons, hospitals, bed and breakfast, motels and hotels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dorms exclusive of married student housing, and religious non-youth facilities.

#### *Capacity Determination Standards*

**PSF Policy 2.3.4:** The City will amend its Concurrency Ordinance to establish the application procedures and process for evaluating school capacity and making concurrency determinations.

**PSF Policy 2.3.5:** The City may approve a concurrency determination application earlier in the approval process, such as at the time of preliminary subdivision, preliminary site plan approval or development agreement authorized by s.



163.3220 – 163.3243, if requested by the applicant. The City shall consider the School Board’s findings and recommendations on concurrency determinations, allocations of capacity, and appropriate mitigation including proportionate share mitigation commitments.

**PSF Policy 2.3.6:** The School Board shall conduct a concurrency review that includes findings and recommendations of whether there is adequate school capacity to accommodate the proposed development for each type of school within the affected CSA consistent with the adopted LOS standard.

- Adequate school capacity is the circumstance where there is sufficient school capacity, based on adopted LOS standards, to accommodate the demand created by a proposed development.
- The School Board’s findings and recommendations shall address whether adequate capacity exists for each level of school, based on the level of service standards, or if adequate capacity does not exist, whether appropriate mitigation can be accepted.
- If mitigation can be accepted, the School Board’s findings shall identify the accepted form of mitigation that is consistent with the policies set forth herein.
- The City will issue a concurrency determination based on the School Board written findings and recommendations.

**PSF Policy 2.3.7:** The School Board shall determine whether there is adequate capacity to accommodate a proposed development based on the level of service standards.

***Availability Standard***

**PSF Policy 2.3.8:** Approve a subdivision plat or site plan for residential development when:

- The School Board’s findings indicate adequate school facilities will be in place or under actual construction within three (3) years after the issuance of the subdivision plat or site plan for each level of school;
- Adequate school facilities are available in an adjacent CSA and the impacts of development shall be shifted to that area, and when reviewing development, new development from adjacent CSAs cannot take capacity if the school’s enrollment is 95% or greater of FISH capacity; or
- The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the final plat or site development plan, as provided in the Proportionate Share Mitigation Objective and supporting policies.

**PSF Policy 2.3.9:** In evaluating a subdivision plat or site development plan for concurrency, programmed improvements in years 1-3 of the 5-year schedule of improvements shall be considered available capacity for the project and factored into the level of service analysis provided that the School District has identified a suitable site (pursuant



to the terms of the Interlocal Agreement) to construct the project and that the programmed improvement will be in place or under actual construction within three (3) years after the issuance of the subdivision plat or site development plan. Any relevant programmed improvements for which a suitable site has not been identified by the School District (pursuant to the terms of the Interlocal Agreement) or will not be in place or under construction within the first 3 years of the 5-year schedule of improvements shall not be considered available capacity for the project unless funding for the improvement is assured through School Board funding to accelerate the project, through proportionate share mitigation, or some other means of assuring adequate capacity will be available within 3 years. The School Board may use re-locatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed.

***Proportionate Share Mitigation***

**PSF Objective 2.4: The City shall provide for mitigation alternatives that are financially feasible and will achieve and maintain the adopted level of service standard consistent with the adopted School Board’s financially feasible Work Program.**

**PSF Policy 2.4.1:** Mitigation shall be allowed for those developments that cannot meet the adopted level of service standards. Mitigation options shall include options listed below for which the School District assumes operational responsibility through incorporation in the adopted School

Board’s financially feasible Work Program and which will maintain adopted level of service standards.

- The donation, construction, or funding of school facilities sufficient to offset the demand for public school facilities created by the proposed development;
- The creation of mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits. Capacity credits shall be sold only to developments within the same concurrency service area or an adjacent concurrency service area;
- Establishment of a Charter School with facilities constructed in accordance with the State Requirements for Educational Facilities (SREF) and consistent with the School District of Hillsborough County’s Prototype Educational Specifications in use at the time of construction; and
- Establishment of an Educational Benefit District.

**PSF Policy 2.4.2:** Mitigation must be directed toward a permanent capacity improvement identified in the School Board’s financially feasible Work Program, which satisfies the deficiencies created by the proposed development consistent with the adopted level of service standards. Re-locatable classrooms will not be accepted as mitigation. In no event, shall an improvement be smaller in size than a single classroom. Type 2 Modular Units shall not be considered relocatables for the purpose of proportionate share mitigation.



**PSF Policy 2.4.3:** Mitigation shall not be required when the adopted level of service cannot be met in a particular concurrency service area if the needed capacity for the development is available in one or more contiguous concurrency service areas and the impacts of the development shall be shifted to that concurrency service area provided that impacts may not be shifted if the adjacent school's enrollment plus capacity reserved through school concurrency agreements/certificates is 95% or greater of FISH capacity. Capacity improvements within the first 3 years of the School District' Work Plan as described in this element must also be included when determining the actual capacity of a school. Where more than one concurrency service area is available to accommodate student impacts, the School Board shall evaluate how the impacts of that development shall be shifted. Measures to maximize capacity including modifications to concurrency service areas in lieu of shifting development impacts can be considered.

**PSF GOAL 3: CONCURRENCY SERVICE AREAS WHICH ARE NOT ADJACENT TO EACH OTHER IN ANY PHYSICAL LOCATION BUT ARE SEPARATED BY A MAJOR WATER BODY (E.G. TAMPA BAY, HILLSBOROUGH BAY) ARE NOT CONSIDERED TO BE "ADJACENT" OR "CONTIGUOUS" FOR THE PURPOSE OF "SHIFTING" THE IMPACTS OF NEW DEVELOPMENT PURSUANT TO THIS ELEMENT AND THE INTERLOCAL AGREEMENT.**

**PSF Objective 3.1:** Mitigation shall be directed to projects on the School Board's financially feasible Work Plan that the School Board agrees will satisfy the demand created by that development approval, and shall be assured by a legally binding development agreement between the School Board, the City, and the applicant which shall be executed prior to the City's issuance of the final subdivision plat or the final site plan approval. If the School Board agrees to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation on its Work Program during the next scheduled update to the Facilities Work Program.

**PSF Policy 3.1.1:** The applicant's total proportionate share obligation to resolve a capacity deficiency shall be based on the following: multiplying the number of deficient student stations needed to serve the development by the State average costs per student station at the time of construction (pursuant to Chapter 1013.64 FS) for each school type. The State average cost per student station includes school facility construction costs, contract costs, legal and administrative costs, fees of architects and engineers, furniture and equipment and site improvement costs. It does not include the cost of land purchase or lease, extraordinary site preparation costs, hurricane hardening of structures and off-site infrastructure costs that are typically borne by the school district that may be necessary to serve the school. Costs for these items shall be included as part of the proportionate share calculations as appropriate. Pursuant to Section





163.3180(13)(e)(2), F.S., the applicant’s proportionate-share mitigation obligation shall be credited toward any other impact or exaction fee imposed by local ordinance for the same need, on a dollar-for-dollar basis, at fair market value.

**PSF Policy 3.1.2:** At the time of initial adoption of this element, the student generation rates are those found in the Comprehensive Impact Fee Study June 2004. The student generation rates shall be reviewed periodically in conjunction with a review of the School Impact Fee in order to maintain consistency when calculating the impacts of new residential developments on school facilities. Professionally accepted methodologies and current housing & and population data will be used to review the generation rates.

**PSF Policy 3.1.3:** The provision that limits shifting the impacts of developments to adjacent concurrency service areas (CSA) in cases where the receiving CSA is at or exceeds 95% of capacity, shall continue to be reviewed regularly by a committee that includes the various stakeholders to determine the impacts of the provision.

*Monitoring and Evaluation of Public Schools Facilities Element*

**PSF GOAL 4: THE CITY SHALL STRIVE TO CONTINUALLY MONITOR AND EVALUATE THE PUBLIC SCHOOLS FACILITIES ELEMENT IN ORDER TO ASSURE THE BEST PRACTICES OF THE JOINT PLANNING**

**PROCESSES AND PROCEDURES FOR COORDINATION OF PLANNING AND DECISION-MAKING.**

**PSF Objective 4.1:** On an ongoing basis, the Planning Commission shall evaluate the comprehensive plan with the public facilities plans of the school board in an effort to ensure consistency with the comprehensive plan.

**PSF Policy 4.1.1:** The City and the School Board will coordinate during updates or amendments to the City’s Comprehensive Plan and updates or amendments for long-range plans for School Board facilities. Amendments to the Public School Facilities Element shall occur prior to December 1st of each year.

**PSF Policy 4.1.2:** The Planning Commission is the lead agency responsible for monitoring and evaluation of the comprehensive plan. Consistent with the Interlocal Agreement, the School Board, the County and municipalities will meet annually to discuss issues related to the effectiveness of implementing the Public School Facilities Element and Interlocal Agreement and discuss recommendations for change.

**PSF Policy 4.1.3:** As a result of the annual meeting described in Policy 4.1.2, the School Board staff will lead the preparation of a report which will summarize the effectiveness of the Interlocal Agreement and summarize any recommendations regarding amendment to the Agreement or



related documents proposed in the Joint Meeting. The School Board staff will be responsible for the final preparation of the report and distribution to the Chair of the elected body and/or Mayor of each local government, the Chair of the Planning Commission and the Chair of the School Board. The report may also be presented to any of the local government bodies and the Council of Governments (COG) as requested.

**Policy 4.1.4:** If the annual report identifies the need for any amendments to the Interlocal Agreements or if there are recommendations for other changes related to the coordination of land use and school facilities planning, a meeting with the Council of Governments (COG) shall be requested by the Superintendent of Schools or designee through the appropriate coordinating staff at the City of Tampa. The proposed amendments will be presented to the COG for input and allow the opportunity for public comment on the proposed amendments before they proceed to each elected or appointed body for review and processing.



## Housing Section

### *Housing Overview*

It is important for Tampa’s economic viability to have available housing options for a growing population and a work force having various income levels. Tampa has approximately 100 neighborhoods, all with unique characteristics. As Tampa continues to grow, the strength of these neighborhoods and the quality of their housing stock become critical components to achieve balanced development and a sustainable living environment. The ultimate goal is to offer residents a variety of housing choices that accommodate various income levels and address the need for decent and affordable housing, strong neighborhoods, personal safety, adequate infrastructure, employment opportunities, access to public transportation or mass transit, and good schools.

A safe, secure, and affordable living environment serves as a catalyst for many factors that contribute to a high quality of life. The quality of available housing has significant consequences for the health and well-being of Tampa’s children and families, workforce, and elderly. Tampa’s overall goal is to support a sustainable quality of life, which can only occur with the availability of affordable and decent housing.

New construction has increased the housing stock in Tampa, however the need for housing for the elderly, the mentally and physically challenged, the homeless and veterans is growing every day. Increasingly, the lack of affordable units with

supportive services is placing special needs populations at risk of becoming homeless.

Existing residents in established neighborhoods are often resistant to new development as it is perceived as changing a neighborhood’s character. Higher-density and rental housing are examples that prove the most challenging for developers to incorporate into such areas.

### *Housing - Goals, Objectives, and Policies\**

**HSG GOAL 1: PROVIDE A RANGE OF HOUSING OPTIONS BY 2040 TO ADDRESS THE FUTURE HOUSING NEEDS OF TAMPA’S DIVERSE POPULATION.**

#### *Provision of Affordable Housing*

**HSG Objective 1.1: Provide additional housing units to serve moderate income, low income and very low income households by 2040.**

**HSG Policy 1.1.1:** Work with existing Community-Based non-profit organizations to provide affordable housing opportunities.

**HSG Policy 1.1.2:** Continue to work with the residents of lower income areas within the City, to increase rehabilitation efforts to minimize code enforcement liens and further deterioration of the housing stock and neighborhoods.



**HSG Policy 1.1.3:** Continue to allocate a percentage of its state funding for new multi-family housing in very low, low and moderate income areas.

**HSG Policy 1.1.4:** Continue to promote awareness of the availability of federal and state funds to provide deferred payment and low interest loans in very low, low and moderate income areas.

**HSG Policy 1.1.5:** Provide incentives such as development density bonuses, expedited permitting for affordable housing, and eco-friendly “green” sustainable building standards to encourage developers to include affordable housing in large scale residential projects.

**HSG Policy 1.1.6:** Continue to promote the use of the most feasible, safe, and energy efficient systems and methods for constructing very low to moderate- income housing.

**HSG Policy 1.1.7:** Continue collaboration among housing agencies such as Tampa Housing Authority, Housing Finance Authority, faith-based organizations, Hillsborough County and state housing offices, not-for profits, and private developers to develop housing opportunities.

**HSG Policy 1.1.8:** Continue to work with nonprofit partners to integrate very low-income housing units into predominantly market-rate housing projects.

**HSG Policy 1.1.9:** Encourage regional approaches to providing affordable housing

**HSG Policy 1.1.10:** In coordination with private organizations, develop permanent and transitional housing that is affordable for extremely low and very low income households and special needs populations.

**HSG Policy 1.1.11:** Promote the preservation and development of a sufficient supply of housing affordable to extremely low-income individuals and households with children in order to reduce or prevent homelessness.

**HSG Policy 1.1.12:** Provide opportunities throughout the City for emergency shelters and transitional housing for people who are homeless.

**HSG Policy 1.1.13:** Continue to utilize federal and state subsidies to the fullest to meet the needs of low income residents.

#### *Mixed Income Communities*

**HSG Objective 1.2: Continue to promote mixed-income communities as a way to stabilize neighborhoods and provide a variety of housing to meet resident’s needs.**

**HSG Policy 1.2.1:** Physically revitalize and modernize dilapidated and outdated projects with home ownership opportunities combined with multi-family rental and retail space.

**HSG Policy 1.2.2:** Support the Tampa Housing Authority’s mixed-income housing developments wherever possible,



recognizing that financial and service programs may be essential to those projects.

**HSG Policy 1.2.3:** Ensure that a full range of housing from including temporary shelters, to transitional, and to permanent housing for renters, and ownership opportunities are available, with appropriate supportive services for those who need them.

#### *Adequate Sites to Accommodate Housing Needs*

**HSG Objective 1.3:** Ensure that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Tampa’s households now and in the future in all neighborhoods.

**HSG Policy 1.3.1:** Designate sufficient land for residential development to accommodate Tampa’s share of regional household growth.

**HSG Policy 1.3.2:** Limit residential development in areas designated as industrial use.

**HSG Policy 1.3.3:** Continue to monitor residential development to ensure there are adequate sites to accommodate demand.

**HSG Policy 1.3.4:** Encourage new housing on vacant, infill, or underutilized land.

**HSG Policy 1.3.5:** Develop new partnerships that provide the mechanisms to increase private investment in, and production of, housing.

**HSG Policy 1.3.6:** Continue to develop a comprehensive strategy for providing additional workforce housing, serving moderate to middle income workers in Tampa. Promote the location of workforce housing close to employment and/or multimodal transportation facilities.

#### *Sustainability*

**HSG Objective 1.4:** Promote the reduction of greenhouse gas emissions by encouraging “green” housing design standards that will enhance livability and sustainability.

**HSG Policy 1.4.1:** Encourage housing that supports sustainable development patterns by promoting the efficient use of land, “green” housing design criteria, conservation of natural resources, easy access to public transit or other efficient modes of transportation, access to services and parks, resource efficient design and construction practices, and the use of renewable energy resources.

**HSG Policy 1.4.2:** Use resource efficient technologies and materials in housing construction that increase the useful life of new and existing housing.



*Preservation of Existing Housing*

**HSG Objective 1.5: Develop and maintain programs that identify substandard housing and provide a range of options to correct housing code violations.**

**HSG Policy 1.5.1:** Provide educational and training programs on basic housing maintenance procedures and techniques.

**HSG Policy 1.5.2:** Ensure that all owners, managers, and residents of housing units within the City maintain the safety, durability, and livability of the units.

**HSG Policy 1.5.3:** Support neighborhood cleanup programs. Protect housing from excessive off-site environmental impacts including pollution, noise, vibration, and odors, with landscaping and streetscape screenings.

**HSG Policy 1.5.4:** Support stabilization programs that help people stay in their homes.

**HSG Policy 1.5.5:** Expand the availability of financing mechanisms that enable middle income households to buy and rehabilitate houses in existing Tampa neighborhoods.

**HSG Policy 1.5.6:** Support public and private actions that improve the physical and social environment of areas that have experienced disinvestment in housing, that have a concentration of low-income households, or that lack infrastructure.

**HSG Policy 1.5.7:** The City will continue to use State and Federal funding to assist in the rehabilitation of housing in very low-, low and moderate income areas within the City.

*Equity and Fair Housing*

City and State agencies and governmental programs support a range of services for low- and moderate-income renters, owners, new home buyers, and special needs residents.

**HSG Objective 1.6: Ensure opportunities to secure safe, decent and affordable housing is provided without discrimination to all residents of the City of Tampa.**

**HSG Policy 1.6.1:** Continue to ensure freedom of choice in housing type, tenure, and neighborhood for all, regardless of race, color, age, gender, familial status, sexual orientation, religion, national origin, source of income or disability.

**HSG Policy 1.6.2:** Support programs that increase opportunities for minorities, low income people, and people in protected classes to gain access to housing throughout the region.

**HSG Policy 1.6.3:** Prohibit discrimination in selling, renting, leasing, or subleasing residential real estate on the basis of an individual's race, color, age if over 18, gender, marital status, familial status, sexual orientation, religion, national origin, source of income, or disability.



**HSG Policy 1.6.4:** Ensure the development of housing accessible to people with physical limitations, and the adaptation of existing homes to improve accessibility for people with disabilities

**HSG Policy 1.6.5:** Priority shall be given to provide housing for very-low and low-income families and special needs populations.

**HSG Policy 1.6.6:** Ensure that new affordable housing fosters a sense of community through architectural design using features that promote interaction. This will enable growth to be accommodated throughout the City without adversely affecting existing neighborhood character.

**HSG Policy 1.6.7:** Expand the supply of housing that is accessible for people with disabilities.

**HSG Objective 1.7: Provide housing opportunities for the elderly, mentally disabled, physically disabled other special classes of persons, and other groups protected by the American Disabilities Act, in single, multiple or congregate living facilities.**

**HSG Policy 1.7.1:** Encourage through development incentives the establishment of congregate living facilities throughout the City, that are easily accessible to medical services, transportation, and other necessary support systems, and comparable in density and physical character to that of surrounding residential uses.

**HSG Policy 1.7.2:** Congregate living facilities (CLF) may be considered in any land-use plan category that permits residential uses. The maximum allowable number of beds shall be determined by the following, whichever is most beneficial:

- Calculate maximum building square footage permitted by using the floor area ratio of the applicable FLU category; or
- Use the maximum bed count for a home-based/family care facility, as defined by State Law.
- The State determines the maximum number of licensed beds in a CLF; however, that number shall not exceed the maximum as established via the aforementioned calculation methods.

**HSG Policy 1.7.3:** Enable people who are aging to remain in their own neighborhoods as their needs change by supporting shared housing, accessory dwellings, adult foster homes, and other assisted residential living arrangements.

**HSG Policy 1.7.4:** Allow the City's housing to be adapted to enable households to remain in the same home or neighborhood throughout their different life cycles.



## Infrastructure Section

### *Public Facilities*

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

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

- Development orders will be issued provided facilities are in place as shown in the City of Tampa's 5-year schedule for the Capital Improvements Program budget.

### ***Infrastructure – Goals, Objectives, and Policies\****

**INF GOAL 1: PROVIDE ADEQUATE PUBLIC INFRASTRUCTURE TO SUPPORT NEW GROWTH AND MAINTAIN EXISTING DEVELOPMENT IN A TIMELY AND FISCALLY RESPONSIBLE MANNER.**

**INF Objective 1.1: Continue to coordinate the orderly provision of public facilities with public and private development activities in a manner that is compatible with the fiscal resources of the City through the continued implementation of the Concurrency Management System.**

**INF Policy 1.1.1:** Continue to use regulations to ensure that there are adequate amounts and types of land available for the development or extension of new public facilities and utilities to support new development.

**INF Policy 1.1.2:** Public facilities and utilities shall be located to:

- Maximize the efficiency of services provided;
- Minimize their cost;



- Minimize their impacts upon the natural and historical environments; and
- Minimize social and neighborhood disruptions.

**INF Policy 1.1.3:** Any required transportation improvements shall be implemented with minimal land use, social, historical and environmental disruption.

**INF Policy 1.1.4:** Development proposals shall consider effective multi-modal transportation systems, including provisions for carpooling, vanpooling, mass-transit and bicycling.

**INF Policy 1.1.5:** Encourage provisions for safe bicycling in all land use plan categories.

**INF Policy 1.1.6:** Pursue the development of appropriate incentives (e.g., increased densities/intensities) for the dedication of public facilities or for improving existing public facilities.

**INF Policy 1.1.7:** The corporate limits of the City of Tampa shall be designated as an Urban Service Area, as defined by the Department of Economic Opportunity.

**INF Policy 1.1.8:** Provisions for impacts (other than development orders) including, but not limited to, application for vested rights, beneficial use review, and enforceable agreements allowing a developer to provide the necessary

facilities concurrent with the impacts of development, will be established in the City of Tampa’s Land Development Regulations.

**INF Policy 1.1.9:** Following the adoption of the Comprehensive Plan, the City shall complete an evaluation of its concurrency management system and shall amend applicable sections of the Plan to address any deficiencies

**INF Policy 1.1.10:** The extension of public facilities and utilities into areas of the City which are underserved or without service shall be guided by the Capital Improvements element to ensure that adequate capacity and land is available for public facilities and utilities to support new development, and the use of land in the City of Tampa shall be managed by approving development proposals only if the public facilities are provided concurrent with the impacts of the development.

**INF Policy 1.1.11:** Consistent with State Statutes, public health and safety, sanitary sewer, solid waste, drainage, adequate water supplies, and potable water facilities shall be in place and available to serve new development no later than the issuance of a certificate of occupancy.

**INF Policy 1.1.12:** Land use shall maximize the use of available public facilities and minimize the need for new facilities.

**INF Policy 1.1.13:** Concentrate infill redevelopment and new development with priority given to areas where capacity is available within each public facility through agencies and programs, such as, but not limited to, the Community Redevelopment Agency and data.

**INF Policy 1.1.14:** The location and construction of public facilities may be considered in any land use plan category.

**INF Policy 1.1.15:** Coordinate growth consistent with adopted master plans for designated major institutions located throughout the City.

**INF Policy 1.1.16:** Promote development within environmentally appropriate areas such as previously developed land, infill lots, and/or remediated brownfields.

**INF Policy 1.1.17:** Permit limited amounts of development consistent with the desire to maintain the general intensity of development that presently characterizes the multifamily, commercial, and industrial areas outside of urban centers and villages and direct the greatest share of growth to the urban centers and villages.

**INF Policy 1.1.18:** Promote a residential development pattern consistent with the compact city form strategy, with increased availability of housing at densities that promote walking and transit use near employment concentrations, residential services and amenities.

## Potable Water Section

### *Potable Water Overview*

The purpose of the Potable Water Section is to assure that necessary public potable water facilities and services correlate to the City’s future land use projections. The City’s potable water facilities is a system of structures designed to collect, treat, or distribute potable water, and include , treatment plants, reservoir, pump station, storage and distribution mains.

The long term planning horizon for the actions contained in this section is the year 2030. The Section has been prepared through an intensive coordination with all Utilities Departments, the Planning Department, and the Hillsborough County City-County Planning Commission.

### ***Potable Water - Goals, Objectives, and Policies\****

**PW GOAL 1: PROVIDE A RELIABLE, EFFICIENT AND COST-EFFECTIVE WATER SYSTEM WHICH DELIVERS THE ADEQUATE QUANTITY AND QUALITY OF WATER TO SATISFY DOMESTIC, INDUSTRIAL, COMMERCIAL, INSTITUTIONAL, AGRICULTURAL AND FIRE PROTECTION PURPOSES WITHOUT COMPROMISING THE SUSTAINABILITY OF THE CITY’S WATER RESOURCES.**

**PW Objective 1.1: Appropriately plan for the City’s Water Facilities to address current and future demands.**

**PW Policy 1.1.1:** Identify, evaluate, and select the most cost– effective means of ensuring an adequate water supply including surface water supply, maximizing reclaimed water use, demand reduction, conservation, and peak saving through system integration, and sensible purchase of treated water from Tampa Bay Water.

**PW Policy 1.1.2:** Ensure that Water Facilities are planned in a consistent manner with the City’s Comprehensive Plan.

**PW Policy 1.1.3:** Ensure that Water Facilities are planned with the actions defined within the Regional Water Supply Plan prepared by the Southwest Florida Water Management District.

**PW Objective 1.2: Ensure that the Potable Water System has adequate facilities maintenance and capacity to satisfy the existing and projected demand.**

**PW Policy 1.2.1:** Provide regular inspection and preventive maintenance for the water facilities as required.

**PW Policy 1.2.2:** The water treatment facilities shall supply water which meets all applicable federal, state, regional and local standards.

**PW Policy 1.2.3:** Develop and maintain an aggressive rehabilitation and replacement program directed at the older portions of the utility’s existing system.



**PW Policy 1.2.4:** Continue to monitor current and future developments and will determine required improvements to accommodate these developments.

**PW Policy 1.2.5:** Provide treated water to the water distribution system at adequate volume and sufficient pressure to satisfy the demands of the water consumer.

**PW Objective 1.3: Assure that adequate Levels of Service are provided by water facilities within the Water Service Area for existing and future populations.**

**PW Policy 1.3.1:** The Potable Water Level of Service standards established for the City and described in the Capital Improvements Section shall be used in determining the availability of facility capacity and demand.

**PW Objective 1.4: Improve the efficiency of the City's water conservation and demand reduction programs in order to reduce per capita consumption of potable water.**

**PW Policy 1.4.1:** Continue its program to research, develop and promote efficient, economically feasible and environmentally sensitive water use and conservation techniques and promote their implementation.

**PW Policy 1.4.2:** Continue to reduce potable water consumption by water conservation rates, conservation codes, operational measures, landscape and irrigation

efficiency programs, educational initiatives, research and evaluation, and reuse alternatives.

**PW Policy 1.4.3:** Encourage the use of the lowest quality water reasonably available, which is environmentally safe and suitable to a given use, in order to reduce the unnecessary use of potable water. The City shall improve its water conservation efforts to include a water reuse component which includes the reuse of stormwater, treated effluent or other sources, as feasible.

**PW Policy 1.4.4:** The use of reclaimed water will continue to be encouraged in order to reduce the demand for potable water.

**PW Policy 1.4.5:** Continue to expand its distribution of reclaimed water to new development when and where it makes good business sense.

**PW Policy 1.4.6:** Continue its distribution of reclaimed water to industry.

**PW Objective 1.5: Maintain equitable and financially sound fees and rate structures to support fiscal and capital programs necessary to sustain and develop adequate potable water system facilities.**

**PW Policy 1.5.1:** The potable water system shall be a self-sustaining, utility enterprise, and the Water Department's fees, rates and charges shall be based on sound economic and engineering practices.



**PW Policy 1.5.2:** The Water Department fees, rates and charges shall cover all system operating costs, programmed projects in the Capital Improvements Element (CIE) and estimated funds for emergency repairs.

**PW Policy 1.5.3:** Charges for potable water system usage shall reflect all operation costs consistent with the amount of water demanded by each system user.

**PW Policy 1.5.4:** Explore applicable local, state and federal grants to help to finance the Water Department's programs.

**PW Policy 1.5.5:** Annually monitor whether the costs of acquiring, interconnecting and upgrading the facilities to current standards will be offset by the existing and projected rate base of the utility.

**PW Objective 1.6: Prioritize and schedule major water facilities improvements as a component of the capital improvement program.**

**PW Policy 1.6.1:** Implement the Five-Year Water System Capital Improvement Program (CIP) which shall be updated annually and amended as appropriate.

**PW Policy 1.6.2:** Evaluation for funding and scheduling within the CIP should be in accordance with the following criteria:

- Improvements which are necessary to protect the health, safety and environmental integrity of the City.
- Improvements which are necessary to meet existing deficiencies in capacity or performance or reliability.
- Cost-effective improvements to expand capacity maximize operational efficiency and increase productivity.
- Improvements to optimize use of existing facilities and raw water sources.

**PW Objective 1.7: Coordinate and cooperate with state and federal agencies to insure a safe and sufficient water supply to be provided at a cost-effective rate.**

**PW Policy 1.7.1:** Coordinate with other City departments on planning capital improvements projects in order to reduce costs and promote efficient use of resources.

**PW Policy 1.7.2:** Continue to participate and assist Tampa Bay Water, the Southwest Florida Water Management District and the U.S. Environmental Protection Agency in developing innovative techniques to augment existing water supplies to provide for future needs.



## Wastewater Section

### *Wastewater Overview*

The purpose of the Sanitary Sewer (Wastewater) Section is to assure that necessary public sanitary sewer facilities and services correlate to the City’s future land-use projections. Sanitary sewer facilities “mean structures or systems designed for the collection, transmission, treatment, or disposal of sewage and include trunk mains, interceptors, pump stations, force mains, treatment plants and disposal systems.” For the purpose of this document the Sanitary Sewer Section should be understood as the Wastewater Section.

The long term planning horizon for the actions contained in this element is the year 2030. The Section has been prepared through an intensive coordination with all Utilities Departments, the Planning Department, and the Hillsborough County City-County Planning Commission.

### ***Wastewater - Goals, Objectives, and Policies\****

**WW GOAL 1: PROVIDE RELIABLE AND EFFICIENT COLLECTION, TRANSMISSION, AND TREATMENT OF ALL WASTEWATER DISCHARGED INTO THE CITY’S WASTEWATER COLLECTION SYSTEM IN A MANNER THAT PROTECTS THE PUBLIC’S HEALTH AND SAFETY AND THE EXISTING NATURAL RESOURCES.**

**WW Objective 1.1: Ensure that wastewater facilities are in place to accommodate new development and population growth within the Wastewater Department’s service area.**

**WW Policy 1.1.1:** Monitor development and will determine improvements needed to provide wastewater service to these developments.

**WW Policy 1.1.2:** Provide for the extension of gravity sewers, force mains, and neighbor collection systems when requested and paid for by the property owner(s).

**WW Policy 1.1.3:** Require developers to provide on-site and off-site improvements needed to connect to the City wastewater system when new projects are proposed. The developer will be required to pay all costs to design and construct these improvements.

**WW Policy 1.1.4:** Require developers to construct or share in the cost of wastewater infrastructure improvements when adequate capacity in the current system is not available.

**WW Policy 1.1.5:** Require all new developments with the City limits to apply for wastewater service prior to issuance of building permits. Waste- water facilities required for the development must be in place prior to the issuance of certificate of occupancy.



**WW Policy 1.1.6:** Annually update and project facility demand and capacity information based on existing flow and approved commitments for wastewater service.

**WW Objective 1.2: Ensure that the Wastewater collection system has adequate maintenance and capacity to accommodate existing and future demands.**

**WW Policy 1.2.1:** The Wastewater Level of Service standards established for the City’s wastewater collection system and described in the Capital Improvements Section shall be used in determining the availability of facility capacity and demand.

**Table 9. Level of Service for Wastewater Collection System**

District	Capacity (mgd)
Interbay	40.5
Central	50.0
West River	57.0
Main Outlet	32.5
S.E.& Causeway	32.0

**WW Policy 1.2.2:** Provide regular inspection and preventative maintenance of all wastewater collection facilities including pumping stations, main trunks, transmission lines, interceptors, etc.

**WW Policy 1.2.3:** Repair and replace deteriorated lines and manholes as needed to prevent the interruption of the transmission of wastewater.

**WW Policy 1.2.4:** The replacement of wastewater collection facilities shall be prioritized according to the following categories:

- Immediately repair pumping stations that have failed and sewer lines, which have collapsed causing an interruption of service, or have the potential for causing overflows. In this category priority will be first given to pumping stations and lines which are responsible for conveying the most flow (i.e., trunk & interceptors), then to the smaller pumping stations and smaller diameter neighborhood collector lines. Bypass pumping or bypass lines will be used to maintain uninterrupted service until the line can be repaired.
- Large pumping stations and large diameter trunk and interceptor lines which are nearing the end of their useful life as determined by routine inspection and repair records would be targeted for total replacement or rehabilitation and placed on the 5 year Capital Improvement Program/Capital Improvement Element (CIP/CIE) list.
- Small pumping stations and neighborhood collection lines which are nearing the end of their useful life as determined by routine inspection and repair records would be targeted for total replacement or rehabilitation and placed on the 5 year CIP/CIE list.



**WW Objective 1.3: Maintain the Howard F. Curren Advanced Wastewater Treatment (AWT) Plant at an acceptable level of service.**

**WW Policy 1.3.1:** The level of service for the treatment plant is set by the permitted discharge limits as described in the Capital Improvements Section.

**WW Policy 1.3.2:** Annually monitor the performance of the established level of service and capacity of the Advanced Wastewater Treatment Plant, and seek ways to expand its reclaimed water production and distribution.

**WW Policy 1.3.3:** Provide regular inspection and preventative maintenance of treatment plant equipment and facilities.

**WW Policy 1.3.4:** Repair and replace deteriorated equipment and equipment that is nearing the end of its useful life as needed to provide sufficient treatment of wastewater.

**WW Policy 1.3.5:** Dewater and dispose of sludge in the most cost effective and environmentally acceptable manner as possible.





## Solid Waste Section

### *Solid Waste Overview*

The purpose of the Solid Waste Section is to assure that necessary public solid waste facilities and services correlate to the City’s future land use projections. “Solid waste facilities” means structures or systems designed for the collection, processing or disposal of solid wastes, including hazardous wastes, and transfer stations, processing plants, recycling plants, and disposal systems.

The long term planning horizon for the actions contained in this section is the year 2030. The Section has been prepared through an intensive coordination with all Utilities Departments, the Planning Department, and the Hillsborough County City-County Planning Commission.

### *Solid Waste Opportunities*

The following have been identified as opportunities within the Department of Solid Waste and Environmental Program Management 10-Year Comprehensive Plan:

Improving community awareness about waste resource management. Despite the current efforts developed by the Department of Solid Waste and Environmental Program Management such as displaying a comprehensive amount of information on the web, preparing and distributing manuals and brochures, developing “in school education programs for

recycling”; etc. more resources need to be dedicated in this area.

Expanding current recycling programs. The City has done an excellent job on promoting curbside recycling; however, the program needs to be expanded to apartment and condominium complexes, as well as businesses such as manufacturing and packaging companies.

Evaluating the financial feasibility of collecting waste for the New Tampa Area. The current solid waste service area does not include the New Tampa area. To improve the economy of scale for the City’s McKay Bay Refuse-to-Energy Plant, the Department of Solid Waste and Environmental Program Management will conduct feasibility studies and develop a pro forma to evaluate the impact of providing residential and commercial collection within the New Tampa area. This action would assume the incorporation of approximately 42,481 residents with an additional waste generation of 138 tons per day or 50,393 tons a year.

Addressing long-term disposal capacity to accommodate growth. Over the next 15-years growth within the City will be accommodated through redevelopment and infill which will impact current disposal capacity. According to the solid waste capacity analysis conducted by Arcadis, the City’s Engineer of Record, the City of Tampa will accommodate expected growth until 2030, however, it is necessary to start developing a strategy to increase disposal capacity within the next ten years. By 2030,



the City will have 17.4 percent of capacity left considering the current population projections and generation of 6.5 pounds per person per day.

**Solid Waste Challenges**

Illegal dumping is a major problem that raises significant concerns with regard to safety, property values, quality of life and the aesthetics within the City. Illegal dumping is the disposal of primarily non-hazardous materials in a non-permitted area to avoid the cost and inconvenience of proper waste disposal. Areas used for illegal dumping are easily accessible to people, especially children, who are vulnerable to the physical (protruding nails or sharp edges) and chemical (harmful fluids or dust) hazards posed by wastes.

The City spends over \$569,000 annually to remove illegally dumped waste. The City must develop effective programs to reduce the volume of waste illegally dumped and the overall cost associated with collecting illegally dumped waste.

**Solid Waste - Goals, Objectives, and Policies\***

**SW GOAL 1: PROVIDE A LONG-TERM, COST-EFFECTIVE, AND INTEGRATED SOLID WASTE MANAGEMENT SYSTEM DESIGNED TO PROVIDE A SAFE AND EFFICIENT SOLID WASTE COLLECTION AND DISPOSAL FOR THE CITY’S DESIGNATED SERVICE AREA.**

**SW Objective 1.1: Ensure the ability of the City’s waste management system to address both short-term and long-term collection needs.**

**SW Policy 1.1.1:** Update the *Solid Waste 10-Year Comprehensive Plan*, every three years to ensure that the department is reaching its goals.

**SW Policy 1.1.2:** The Department of Solid Waste and Environmental Program Management will participate on any Emergency Management Strategy in coordination with other City departments to direct both the preparation for and course of action during tropical storms, hurricanes, or other natural disasters.

**SW Objective 1.2: Maintain, monitor and maximize the use of facilities and equipment to ensure the adequate provision of solid waste services.**

**SW Policy 1.2.1:** Periodically assess the status and long-term efficacy of the major components of its integrated solid waste management system. This report should address the following areas: waste collection and disposal capacities, per capita waste generation rates, waste reduction goals and calculations, permit renewals, facilities and equipment inventory and condition, and recommendations concerning the correction of any noted deficiencies through capital projects.



**SW Policy 1.2.2:** Monitor the performance of any contract operator within the solid waste management system (including the McKay Bay Refuse-to-Energy Facility) relative to the respective operations contract and undertake appropriate actions to assure continued safe, efficient, and effective operation.

**SW Objective 1.3: Adjust the City’s integrated solid waste management system to include progressive means of collection and disposal as technology becomes available.**

**SW Policy 1.3.1:** Investigate, assess, and consider for implementation those solid waste management programs, technologies and facilities which can be shown to efficiently and effectively reduce the quantity of solid waste requiring disposal or improve the City’s existing solid waste management system, in accordance with applicable federal and state laws and regulations, and local ordinances.

**SW Objective 1.4: Obtain adequate treatment and disposal capacity to meet existing and future demands.**

**SW Policy 1.4.1:** Annually monitor the performance and capacity of the City’s Solid Waste facilities in comparison to established levels of service.

**SW Policy 1.4.2:** The Solid Waste Level of Service (LOS) standard established for the City and described in the Capital

Improvements Section shall be used in determining the availability of infrastructure capacity and demand.

**SW Objective 1.5: Maintain a sound fee structure to offset the costs of capital projects and programs necessary to, sustain and develop an adequate solid waste management system.**

**SW Policy 1.5.1:** Develop, as needed, an evaluation of the solid waste user fees.

**SW Policy 1.5.2:** Research and consider the implementation of a volume-based “pay as you throw” program for residential collection to encourage the reduction of waste and offset disposal costs.

**SW Policy 1.5.3:** Prioritize and schedule major solid waste improvements as a component of the capital improvements program (CIP) to insure that capacity is available at the time of development. Improvements will be evaluated under the following criteria:

- Improvements which are necessary to protect the health, safety and environmental integrity of the community;
- Improvements which are necessary to comply with the policies of this Plan and applicable federal, state and county regulatory requirements;
- Improvements which are necessary to meet existing deficiencies in capacity or in performance. These include the



retrofit of deteriorating facilities which fail or threaten to fail to meet health, safety or environmental standards;

- Improvements which promote the recycling or reuse of materials prior to disposal;
- Improvements which have been identified in adopted functional plans and address system details which are beyond the scope of the comprehensive plan for solid waste and are consistent with the goals, objectives, and policies of the comprehensive plan; and
- Cost-effective improvements to expand capacity, maximize operational efficiency, and increase productivity.

**SW Objective 1.6: Provide for the safe and efficient collection of residential and commercial solid waste, and proper placement, in an aesthetically satisfactory manner within solid waste service areas.**

**SW Policy 1.6.1:** Provide containerized residential collection service to all residential units.

**SW Policy 1.6.2:** Continue to expand fully automated collection service in those areas constructed to permit automated service.

**SW Policy 1.6.3:** Provide commercial bin and compactor service to those customers who are required by City ordinance to use such services.

**SW Policy 1.6.4:** Continue to research, consider, and implement innovate methods to prevent the unauthorized and illegal disposal of solid waste.

**SW Policy 1.6.5:** Maintain a transfer station at the McKay Bay Complex to receive white goods, yard waste and large bulky waste items.

**SW Objective 1.7: Ensure that the City’s solid waste processing and disposal facilities are operated so that they protect the public health, safety and environment.**

**SW Policy 1.7.1:** Direct all processable (burnable) waste to the McKay Bay Refuse-to-Energy (RTE) Facility up to the facility’s capacity.

**SW Policy 1.7.2:** Maintain a full service scale house and transfer station facility that meets customer demands and improves traffic flow.

**SW Policy 1.7.3:** The landfill shall receive those items that cannot be reused, composted, recycled, or processed for volume reduction in a technologically reasonable and economically practical manner, as well as any waste that exceeds the capacity of the RTE facility.

**SW Objective 1.8: Coordinate and cooperate with appropriate county, state, regional, and federal agencies in implementing or extending the solid waste programs.**



**SW Policy 1.8.1:** Coordinate the management of solid waste with Hillsborough County in an effort to reduce landfill demand pursuant to the Florida Waste Management Act.

**SW Policy 1.8.2:** Coordinate solid waste programs and service provision with other utilities departments.

**SW GOAL 2: REDUCE THE VOLUME OF SOLID WASTE SENT TO THE LANDFILL IN ORDER TO MAINTAIN PUBLIC HEALTH, ENVIRONMENTAL QUALITY, AND LAND USE COMPATIBILITY.**

**SW Objective 2.1: Meet the waste reduction goals set forth in the Solid Waste’s 10-Year Comprehensive Plan prepared by the Department of Solid Waste and Environmental Program Management.**

**SW Policy 2.1.1:** The Department of Solid Waste and Environmental Program Management will implement advanced methods to reduce the volume of non-processable waste, thereby reducing the volume of waste landfilled annually.

**SW Objective 2.2: Separate and recycle materials easily retrieved from the waste stream and distinct loads such as yard waste and white goods.**

**Table 13. Solid Waste Reduction Goals**

Year	Reduction Goal	Target Disposal Rate
FY 2012/2013	5 percent	1.10 tons/person/year
FY 2017/2018	12 percent	1.02 tons/person/year

**SW Policy 2.2.1:** Continue to provide curbside household recycling service to all single family, residential customers.

**SW Policy 2.2.2:** Consider pilot programs to improve recycling rates (e.g., adding types of materials to the curbside collection program, creating recycling drop-off centers, etc).

**SW Policy 2.2.3:** Coordinate with multi-family and condominium complexes to encourage recycling activities.

**SW Policy 2.2.4:** Continue to seek out and utilize grants for local governments from the State of Florida Department of Environmental Protection to initiate and maintain waste recycling and separation programs.

**SW Policy 2.2.5:** Research and consider recycling ash products from the McKay Bay Refuse to Energy Facility.

**SW Objective 2.3: Reduce municipally generated solid waste generation by implementing recycling programs**



**for local government and utilizing recycled products when possible.**

**SW Policy 2.3.1:** Maintain a waste reduction and recycling program for municipal offices and facilities to reduce the City’s solid waste disposal needs.

**SW Policy 2.3.2:** Encourage the purchase of recycled materials consistent with its adopted municipal purchasing policy.

**SW Policy 2.3.3:** Coordinate with Hillsborough County Public Schools to improve public school waste reduction and recycling efforts.

**SW Objective 2.4: Educate the public on methods to reduce waste through consumer choice and recycling behavior.**

**SW Policy 2.4.1:** Establish a program to educate the public about consumer choice of “environmentally friendly” products and products with minimal packaging in order to reduce the amount of waste entering the landfill.

**SW Policy 2.4.2:** Maintain and periodically update a program to educate the public about recycling programs and backyard composting.

**SW Policy 2.4.3:** Participate in school and community programs designed to educate the public about the benefits of waste reduction and recycling.

**SW Policy 2.4.4:** Maintain and periodically update a program to provide technical assistance to public and private sector entities within the City regarding the development and implementation of waste reduction and recycling projects, including recyclable material buy back centers.

**SW GOAL 3: MAINTAIN A PROGRAM DESIGNED TO REDUCE THE PRESENCE OF TOXIC, IGNITABLE, CORROSIVE, REACTIVE, OR CARCINOGENIC SUBSTANCES IN THE CITY’S SOLID WASTE STREAM WHILE PROPERLY MANAGING AND DISPOSING OF KNOWN HAZARDOUS WASTES.**

**SW Objective 3.1: Continue to evaluate and implement methods to reduce the presence of hazardous substances in the waste stream.**

**SW Policy 3.1.1:** Conduct and encourage programs designed to reduce hazardous substances in the waste stream through public education.

**SW Policy 3.1.2:** Disseminate educational materials to the public on the proper storage, treatment, handling, transportation, and disposal of household hazardous waste.

**SW Policy 3.1.3:** The City will not knowingly collect nor transport hazardous waste from regulated hazardous waste generators.

**SW Policy 3.1.4:** Conduct a Commercial Waste Survey, as required in the private collection contract, which requires that



private haulers interview their customers and update the information within a two year period to identify potentially hazardous and/or special wastes. The City will conduct the interviews of commercial customers served by municipal collection services. This survey is an ongoing process, with new waste generators periodically added to the list of surveyed firms.

**SW Objective 3.2: Maintain a hazardous waste management program.**

**SW Policy 3.2.1:** Train designated Department of Solid Waste and Environmental Program Management personnel to identify hazardous wastes and implement emergency notification procedures.

**SW Policy 3.2.2:** Encourage environmentally responsible siting of local hazardous waste-transfer facilities which are properly permitted within reasonable travel distance to City of Tampa residences and businesses.

**SW Policy 3.2.3:** Prohibit any solid or hazardous waste landfills or dumps which might adversely affect the Hillsborough River or its tributaries.

**SW Policy 3.2.4:** The City's Fire Department will provide City-wide emergency response for hazardous waste accidents or spills through its HazMat Response Team.

**SW Objective 3.3: Coordinate the management of hazardous waste with local, state, and federal governments to ensure the health and safety of the City's population and environment.**

**SW Policy 3.3.1:** Coordinate hazardous waste management activities with other governmental entities such as the Environmental Protection Commission of Hillsborough County and the Florida Department of Environmental Protection.

**SW Policy 3.3.2:** Refer suspected hazardous waste violations to the State of Florida Department of Environmental Protection.

**SW Policy 3.3.3:** Adhere to all applicable state and federal regulations in the collection, transportation and disposal of its own hazardous waste and materials.

**SW Policy 3.3.4:** Cooperate, as appropriate, with Hillsborough County and the Florida Department of Environmental Protection, to facilitate the establishment of a local program to facilitate the safe and convenient collection of household hazardous materials.



## Stormwater Management Section

### *Stormwater Management Overview*

The purpose of the Stormwater Section is to assure that necessary public stormwater facilities and services correlate to the City’s future land use projections. Drainage facilities or stormwater management facilities are a system of man-made structures designed to collect, convey, hold, divert or discharge stormwater, and includes stormwater sewers, canals, detention structures, and retention structures.

The long term planning horizon for the actions contained in this section is the year 2030. The Section has been prepared through coordination with all Utilities Departments, the Planning Department, and the Hillsborough County City-County Planning Commission.

### ***Stormwater Management - Goals, Objectives, and Policies\****

**SM GOAL 1: PROVIDE A STORMWATER SYSTEM WHICH PROTECTS LIFE, PROPERTY AND THE NATURAL ENVIRONMENT.**

**SM Objective 1.1: By 2020, provide a stormwater system for 98% of the City that prevents structural flooding for the 1% or 100-year, 24-hour (volumetric) storm.**

**SM Policy 1.1.1:** Determine the ability of the City’s stormwater system to protect structures from the 1% (100-year, 24-hour) storm.

**SM Policy 1.1.2:** Master Drainage Plans shall be formulated to provide a minimum of Level C service during the 100-year, 24-hour storm.

**SM Objective 1.2: Implement a capital improvement plan to improve flood control and water quality.**

**SM Policy 1.2.1:** Plans for addressing intensity-sensitive structural flooding problems will be checked against the 100-year (1%) intensity for potential impacts.

**SM Policy 1.2.2:** Identify remaining critical storm flooding problems and develop plans for addressing them.

**SM Policy 1.2.3:** Continue to develop prioritization system based on project costs and benefit.

**SM Objective 1.3: Continue to coordinate the extension of or an increase in the size of major stormwater conveyance systems with other utility organizations utilizing the same right-of-way or easement, and with other drainage organizations that may be responsible for, or share in the utilization of the improved system.**

**SM Policy 1.3.1:** Continue to use the existing coordinating system between the City’s Transportation Division, Water





Department, Sanitary Sewer Department, private development and the Stormwater Management Division for all planned significant projects.

**SM Policy 1.3.2:** Coordinate with the Florida Department of Transportation on future capital improvements which that agency will be implementing.

**SM Policy 1.3.3:** Coordinate with other utilities and private development.

**SM GOAL 2: PROVIDE ADEQUATE STORMWATER FACILITIES TO CONTINUE THE IMPROVEMENTS IN THE QUALITY OF RECEIVING WATERS.**

**SM Objective 2.1: Development and redevelopment in the City will be regulated to minimize or eliminate negative off-site water quality impacts.**

**SM Policy 2.1.1:** Construction will be regulated to ensure silt and sediment is contained on site to lessen impacts on receiving waters, by various methods including swales and maintaining setbacks.

**SM Policy 2.1.2:** Stormwater management for development and redevelopment in the City will be regulated by standards at least equal to SWFWMD Chapters 40D-4, 40D-40 and 40D-400 and the Department of Environmental Protection.

**SM Policy 2.1.3:** For projects on sites greater than 10,000 square feet, stormwater regulations will require treatment and attenuation for the entire site for new development and from the area of new construction for redevelopment.

**SM Objective 2.2: Decrease pollutant loadings from existing stormwater management systems to ensure continued recovery of the receiving waters.**

**SM Policy 2.2.1:** Participate in Basin Management Action Plans for waters within its boundaries issued Total Maximum Daily Loads.

**SM Policy 2.2.2:** Vacating petitions will be reviewed giving consideration for the potential of the implementation of stormwater treatment facilities at the site.

**SM Policy 2.2.3:** Continue to cooperate with the development community and other agencies in implementing water quality improvement projects.

**SM GOAL 3: PROTECT GROUNDWATER RESOURCES FROM DEGRADATION BY STORMWATER.**

**SM Objective 3.1: Address stormwater management in basins which depend upon sinkhole discharge.**

**SM Policy 3.1.1:** Retrofit quality controls on those stormwater systems discharging into designated aquifers where economically feasible and of significant benefit.



**SM Policy 3.1.2:** Continue to ensure no new untreated discharge into existing sinkholes.

**SM Policy 3.1.3:** Areas added to the contributing basins of sinkholes will be treated to at least the level required for Class I water-bodies.

**SM GOAL 4: ENSURE EXISTING STORMWATER FACILITIES ARE OPERATING AT OPTIMAL CAPACITY.**

**SM Objective 4.1: Continue to improve the regular stormwater facility maintenance program.**

**SM Policy 4.1.1:** Continue to obtain maintenance easements for existing systems which lack them to allow for mechanical maintenance.

**SM Policy 4.1.2:** Continue to remove accumulated sediments from retention and detention ponds to allow continued use of these facilities.

**SM Policy 4.1.3:** Continue to remove silt and vegetation from ditches and storm sewers to ensure design capacity is maintained.

**SM Policy 4.1.4:** Stormwater system administration, operation and maintenance shall be self-sustaining, with rates based on sound economic and engineering principles.

**SM Objective 4.2: Critical stormwater facilities will be inspected to determine their need for replacement or rehabilitation.**

**SM Policy 4.2.1:** Develop an inspection program for older storm sewers greater than 36" in diameter or which drain more than 50 acres in order to correct deficiencies before they become serious problems.

**SM Policy 4.2.2:** Place pumping stations on a rehabilitation schedule.

**SM GOAL 5: ENSURE THAT EXISTING STORMWATER FACILITIES ARE CAPABLE OF MEETING THE PROJECTED DEMAND BY LIMITING THE IMPACT OF NEW DEVELOPMENT.**

**SM Objective 5.1: Ensure development does not lower the service level of the City's system or create additional pollutant loading.**

**SM Policy 5.1.1:** Design of stormwater management facilities shall be based on the criteria established in the Stormwater Management Technical Standards Manual.

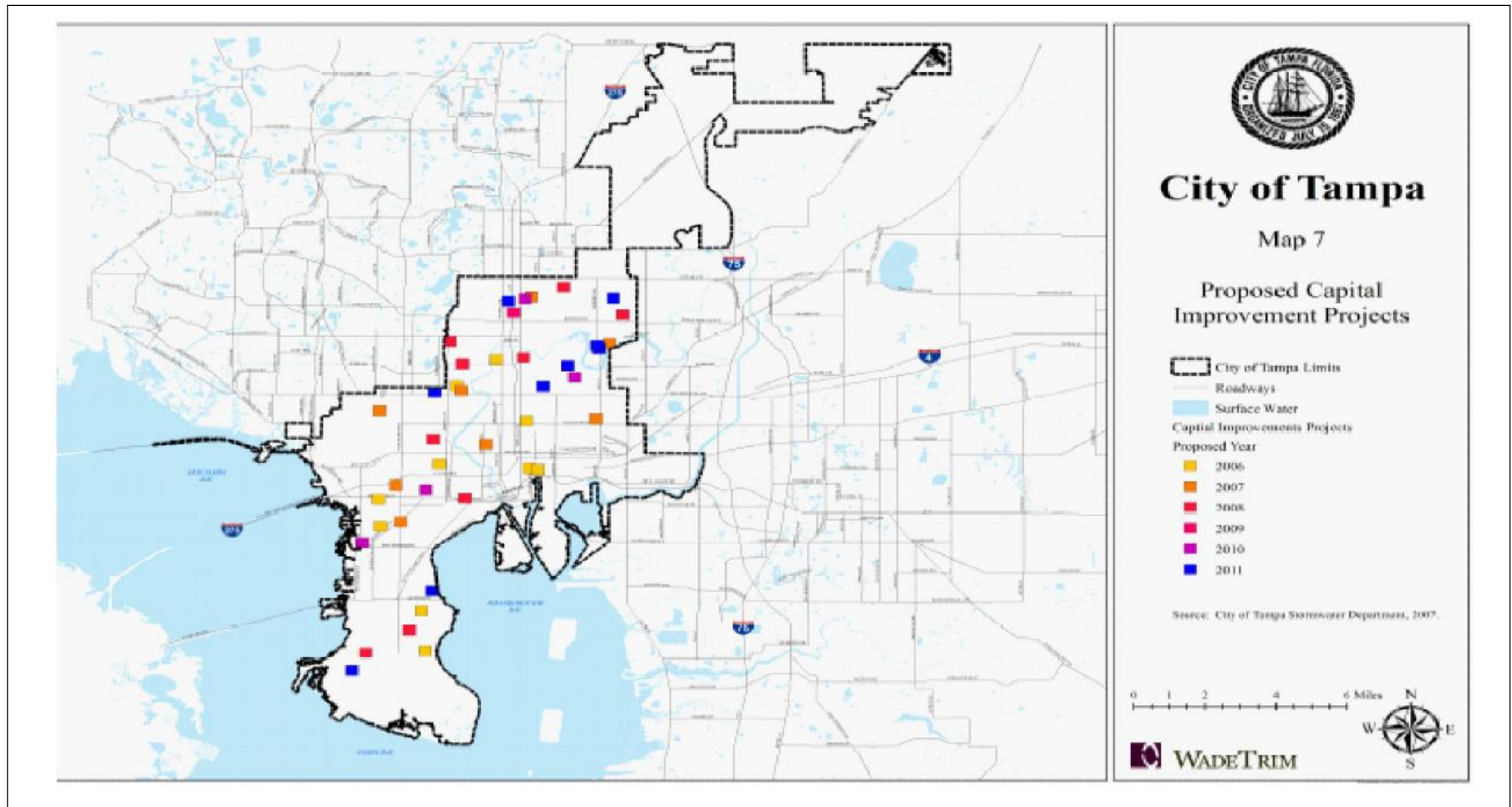
**SM Policy 5.1.2:** New development which exceeds 50% impervious will be regulated to ensure its post-development runoff to City systems does not exceed the pre-developed discharge volume and/or rate to ensure the level of service of the existing stormwater system is not compromised.



**SM Policy 5.1.3:** Stormwater quality standards for new and redevelopment will be based upon F.A.C. 62-40.432 (4) [State Water Policy]. The quality standard for existing stormwater management systems will be the quality of existing flows.



***SM Map – Stormwater Proposed Capital Improvements  
Projects\****



# Natural Spaces

## *Understanding our Environment and Natural Resources*

Managing, conserving and protecting our environment and natural resources require the collective vision of the people who make Hillsborough their home. We shall conserve and preserve our open space and natural resources and ensure these areas will be appreciated for future generations. To achieve these goals, Hillsborough’s collective energy should be focused appropriately to define what will be a lasting legacy – our environmental resources. Those of us who are invested in Hillsborough, whether that investment is to live here, work here, or play here, collectively care about our natural resources and their conservation, preservation and stewardship. It is important to maintain this diversity while being the economic and cultural epicenter of Florida’s West Coast.

A key component of our *Natural Spaces* is the relationship between quality of life, economic development, and natural environments. Understanding and strategically managing this ongoing relationship is critical to improving our quality of life and economic vitality. The diversity of our built and natural environment creates a range of opportunities for residents to

enjoy and recreate. These natural resources and recreational amenities create a community that attracts and retains the workers who will empower and energize our economy. Our community must be committed to ensuring our unique natural resources are maintained for future generations to enjoy and integrate this goal into the decision-making process of growth management.

This Comprehensive Plan can serve as a tool to evaluate new development requests, direct capital improvement expenditures, preserve and conserve natural habitat and environmental resources, and provide guidance in public policy in a way that ensures that Hillsborough continues to be the community that its citizens desire.

In this section, the framework for environmental protection will be established in the goals, objectives, policies and strategies that will manage the “Natural Spaces” in which our community can thrive and continue to grow as the center of the Tampa Bay region along Florida’s west coast. This section is comprised of the following sections which set forth the policy directions for **Coastal Management, Environmental (Conservation), and Recreation and Open Space**.

## Coastal Management

### *Coastal Management Overview*

The coastal environment is an integral feature of living in Tampa and in the Tampa Bay region. It is dynamic, diverse and maintained by a complex web of physical and ecological systems. This goal aims to provide a management framework for a range of environments including water and submerged lands of oceanic and estuarine water bodies, shorelines adjacent to such water bodies; coastal barriers; living marine resources; marine wetlands; water-dependent or water-related facilities on oceanic or estuarine waters, public access facilities to oceanic beaches or estuarine shorelines; and all lands adjacent to such occurrences where development activities would impact the integrity of the above-mentioned land or water body shallow sheltered estuarine systems bordered by intense urban and commercial development, beaches. For effective management of the coastal environment, it is essential that all authority, management, and administration functions be integrated across this line. The coastal environment has a variety of natural and physical values which give it a unique natural character. However the natural character of the coast can be progressively modified through the adverse individual and cumulative effects of inappropriate subdivision, use and development, both within the coastal marine area and on the adjacent land in the coastal environment.

### *Coastal Management Opportunities*

The coastal environment is part of Tampa's identity and is one of the major amenities of the area. It is also the most susceptible area to damage during major storms. Planning for the Coastal Planning Area provides the opportunity to restrict development activities where such activities would damage or destroy coastal resources, protect human life, and limit public expenditures in areas subject to destruction by natural disaster. The objectives are to ensure that development in the Coastal Planning Area does not prohibit public accessibility to the coast, that human life is not endangered, that hurricane public shelter space is available to residents, that evacuation route levels of service do not deteriorate so that safe and timely evacuation is adversely impacted, that water-dependent and water-related land uses are given priority, that public expenditures do not encourage growth in coastal high hazard areas, and that public decisions will include consideration of coastal hazards in each land use and public infrastructure decision-making process.

### *Coastal Management Challenges*

#### **Minimizing Storm Risks**

A major storm carries with it potential costs. Depending on the severity of the storm, the threat to human life and the costs to public, private, financial, and natural resources can be substantial. While the City of Tampa has been fortunate that no major hurricane has severely impacted the area for decades, the potential does exist.



In Tampa, the area most susceptible to natural disasters is the Coastal Planning Area, an area that encompasses nearly 50% (39,189 acres) of the City. Within this area, the risk of being impacted by damaging wind and flooding increases for those properties located closer to the shoreline.

The amenities of Hillsborough and Tampa Bays have made the City of Tampa one of the more desirable places to live and work in Florida. Located within one of the most populated counties in the State and having a long history of developing and using the coastal area, it is not surprising that the City's Coastal Planning Area is nearly built-out (96% developed). Future development in the Coastal Planning Area will be in the form of redevelopment and infill projects. The reuse of the many brownfield sites in the City can aid in this refill and redevelopment.

The challenge in planning for this growth is to ensure that future development occurs in a manner that minimizes risk from potential hurricanes, existing and future population can be safely evacuated and sheltered during times of emergency, and the City can rebuild following a disaster to better withstand future disasters. In meeting this challenge, regulatory, acquisition, planning and incentive based strategies include:

- Discourage density increases outside of desired areas of development and allow some flexibility where:
  - The increase in density is minimal;

- There is little or no increase in evacuation times;
- Adequate shelter capacity exists; and
- No net gain in population in Coastal High Hazard Area.
- Reduce the potential risk of damage and loss of life by:
  - Acquiring (when feasible) vulnerable properties in the Coastal High Hazard Area; and
  - Preserving and expanding open space along the waterfront
- Creating a more disaster resistant community by:
  - Requiring new development to build and damaged structures to re-build to withstand potential hurricane impacts;
  - Establishing procedures to guide redevelopment following a catastrophic disaster;
  - Limiting public infrastructure improvements in vulnerable areas; and
  - Evaluating and strengthening land development regulations, where appropriate.

***Coastal Management - Goals, Objectives, and Policies\****

**CM GOAL 1: PRESERVE, PROTECT, RESTORE, AND APPROPRIATELY MANAGE THE NATURAL RESOURCES OF THE COASTAL PLANNING AREA TO MAINTAIN OR ENHANCE ENVIRONMENTAL QUALITY FOR PRESENT AND FUTURE GENERATIONS. TO THIS END,**



**RESTRICT DEVELOPMENT THAT WOULD DAMAGE OR DESTROY COASTAL RESOURCES AND SHALL STRIVE TO PROTECT HUMAN LIFE AND LIMIT PUBLIC EXPENDITURES IN AREAS SUSCEPTIBLE TO DESTRUCTION BY NATURAL DISASTERS.**

*Coastal High Hazard Area*

**CM Objective 1.1: Direct future population concentrations away from the Coastal High Hazard Area (CHHA) so as to achieve a no net increase in overall residential density within the CHHA.**

**CM Policy 1.1.1:** The CHHA is hereby defined as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

**CM Policy 1.1.2:** The boundary of the CHHA is shown on the Future Land Use Map and shall be the basis for boundary determinations as called for by policies in the Comprehensive Plan.

**CM Policy 1.1.3:** The following shall apply for purposes of evaluating plan amendments and rezonings:

- If 50% or more of a parcel of land is located within the Coastal High Hazard Area, then the entire parcel shall be considered within the Coastal High Hazard Area.
- Isolated areas that are defined by the SLOSH model to be at higher elevations and are surrounded by the CHHA or

by the CHHA and a body of water shall be considered within the Coastal High Hazard Area.

**CM Policy 1.1.4:** For purposes of evaluating development proposals or site plans, if any portion of the proposed building footprint is in the Coastal High Hazard Area, then the entire parcel shall be considered within the Coastal High Hazard Area.

**CM Policy 1.1.5:** Plan amendments within the Coastal High Hazard Area shall be limited to uses that are water enhanced, water related, water dependent, or which have been shown to support the Tampa Port Authority Master Plan.

**CM Policy 1.1.6:** Limit new development in the Coastal High Hazard Area to uses that are vested or shown on the Future Land Use Map and defined in the Urban Design and Land Use Element.

**CM Policy 1.1.7:** Prohibit the location of new “special needs” facilities in the Coastal High Hazard Area, including adult congregate living facilities, hospitals, nursing homes, homes for the aged and total care facilities.

**CM Policy 1.1.8:** Expansion of existing “special needs” facilities, including adult congregate living facilities, hospitals, nursing homes, homes for the aged and total care facilities in the Coastal High Hazard Area may be considered if an evacuation and shelter space plan is approved by the County Emergency Management Department.





*Hurricane Evacuation and Shelters*

**CM Objective 1.2: Maintain and reduce hurricane clearance times within the City as a component of maintaining and reducing evacuation times for Hillsborough County and the Region.**

**CM Policy 1.2.1:** The Level of Service (LOS) Standard for shelter space shall be 20 square feet per person seeking public shelter. Populations seeking public shelter shall be calculated at 20% of the total potential evacuees.

**CM Policy 1.2.2:** Rezoning in the Coastal Planning Area that increase the number of residential units shall mitigate the impact on shelter space demands based on the shelter space LOS.

**CM Policy 1.2.3:** Conduct an annual review of new development in the Coastal Planning Area, and coordinate with Hillsborough County and the Tampa Bay Regional Planning Council to monitor impacts on hurricane shelter capacity and evacuation times.

**CM Policy 1.2.4:** Encourage public education through advertisements in the media other communication devices on the location of public shelters that are accessible to the residents of Coastal Planning Area.

**CM Policy 1.2.5:** Proposed plan amendments which would increase densities within the Coastal Planning Area shall demonstrate no negative impacts on hurricane evacuation

times, routes and shelter demands. Proposed plan amendments that will increase hurricane evacuation times shall mitigate impacts (such as, but not limited to, providing transportation improvements, agreements with HART to provide emergency evacuation service, or emergency van pools).

**CM Policy 1.2.6:** Evacuation routes which are located in the Coastal High Hazard Area and are subject to flooding shall be improved to the extent feasible to ensure the safe passage of evacuees in the event of mandatory evacuation.

*Hazard Mitigation*

**CM Objective 1.3: Create a more disaster resistant community by mitigating the potential impacts associated with hurricanes and severe weather events.**

**CM Policy 1.3.1:** All new buildings or structures shall meet the requirements of the Florida Building Code for wind, flood proofing and storm surge protection.

**CM Policy 1.3.2:** Continue its participation in the National Flood Insurance Program in conformance with Public Law 93-288 and the Community Rating System Program.

**CM Policy 1.3.3:** Give priority to acquiring land in the Coastal High Hazard Area to increase open space, recreation opportunities, public access, and to reduce the risk of property damage from potential disasters.



**CM Policy 1.3.4:** Any structure within the 100-Year Floodplain that is damaged in excess of the limits established by FEMA's definition of substantial damage (50% rule) shall be rebuilt to meet or exceed all current building code requirements, including those enacted since the construction of the structure.

**CM Policy 1.3.5:** For new development, underground utilities, such as telephone, television, cable and electrical systems, are required except in those circumstances where the economics, physical constraints, and/ or the surrounding area make the provision of underground utilities impractical.

**CM Policy 1.3.6:** Evaluate recommendations contained in Interagency Hazard Mitigation Reports and modify, where appropriate, the Future Land Use Map, land development regulations and/or building codes so that future development will better withstand natural disasters.

**CM Policy 1.3.7:** Develop strategies to identify and address issues related to climate adaptation in cooperation with the EPC, the Planning Commission, and other agencies.

### *Public Investments*

**CM Objective 1.4: Minimize the impacts and costs to the City as a result of a disaster by limiting the amount and type of public infrastructure investments in the Coastal High Hazard Area.**

**CM Policy 1.4.1:** Limit public expenditures for infrastructure within the Coastal High Hazard Area to those projects that can demonstrate:

- The expenditure is for restoration or enhancement of natural resources or public access; or
- The expenditure is for storm water management facilities; or
- The expenditure is for flood-proofing potable water and sanitary sewerage facilities; or
- The expenditure is for the development or improvement of public roads and bridges which are in the City of Tampa or Hillsborough County MPO Long Range Plan or the facility will serve a crucial need by ameliorating the evacuation time of residents of the City of Tampa; or
- The expenditure is for a public facility of overriding public concern as determined by the City Council (e.g. the expansion of the treatment plant); or
- The expenditure is for reconstruction of seawalls that are essential to the protection of existing public facilities or infrastructure; or
- The expenditure is for land application of treated effluent (irrigation) of public and private open spaces; or
- The expenditure is for infrastructure to serve existing port-related uses, new port-related development or port-related development consistent with the Tampa Port Authority Master Plan.



*Post Disaster Redevelopment*

**CM Objective 1.5: Develop a post-disaster recovery and redevelopment plan which minimizes or eliminates the future risk to human life, including public and private property from natural disasters.**

**CM Policy 1.5.1:** Upon declaration of a local emergency, appoint and convene a Redevelopment Task Force (RTF) comprised of representations of City departments to deal with special issues and problems of redevelopment following a major natural disaster.

**CM Policy 1.5.2:** Guidelines, including the following, will be implemented in the event of disaster:

- Reestablish public infrastructure service delivery first to those areas where it will serve the most people and/or to areas where there may be significant threats to health, safety and welfare (e.g. contaminated potable water);
- Suspend local government development review/permitting fees, and implement abbreviated development review procedures to expedite rebuilding in accordance with State law and Florida Building Code;
- Permit the development of temporary, modular housing that meets City codes to serve displaced residents;
- Impose local curfews, where appropriate;
- Open up public buildings and grounds to provide shelter for the homeless and distribution centers for goods and services; and

- Permit rebuilding pre-existing, conforming uses back to the original densities/intensities and uses only if it can be done to meet current FEMA flood damage control regulations and Florida Building Code.

*Construction Standards*

**CM Policy 1.5.3:** New construction of buildings on beaches shall be required to meet all FEMA development standards.

**CM Policy 1.5.4:** The use of seawalls and rip rap to stabilize beach shoreline is prohibited unless it can be demonstrated that without it, beach erosion would pose serious threats to human life and property. Tampa City Council will make that determination based upon the analysis of an engineer.

*Water Dependent/Related Uses*

**CM Objective 1.6:** Water Dependent and Water Related Uses will be directed into suitable areas that meet or exceed applicable criteria established in this element and that are compatible with the Urban Design and Land Use Element.

**CM Policy 1.6.1:** Give priority to locating active Water Dependent and Water Related Uses within the Coastal Planning Area which are designated Light or Heavy Industrial on the Future Land Use map. Water dependent and water related uses which are not industrial in nature may also be considered in other parts of the Coastal Planning Area in accordance with the Coastal Management strategies.



**CM Policy 1.6.2:** In the Coastal Planning Area which is not planned for Light or Heavy Industrial uses on the Future Land Use map, the following guidelines shall be applied in order to minimize any potential siting conflicts between Water Dependent/Water Related Uses and those uses which are not water dependent or related:

- The proposed use shall not significantly degrade the natural and/or man-made environment;
- The proposed use shall not contribute to the use of land or water resources in an inappropriate manner;
- The proposed use will not result significantly in the reduction of economic or recreational vitality of the surrounding area;
- The proposed use will not adversely affect the roadway network within the Coastal Planning Area, inhibiting the expeditious and safe evacuation of the Coastal Planning Area; and
- The proposed use will not significantly disrupt the long-term desired land use patterns.

**CM Policy 1.6.3:** Development and redevelopment proposals which are considered to be either water dependent, related or enhanced must ensure that endangered native flora and fauna must be protected, relocated or mitigated.

**CM Policy 1.6.4:** Coordinate with Hillsborough County in evaluating City-County partnerships and developing strategies to preserve and expand marina, boat access and boat slips.

**CM Policy 1.6.5:** Pursue the development of a long-term working water-fronts program to develop and implement strategies to preserve and expand commercial working waterfront lands and enhance recreational use and enjoyment of the waterfront.

### *Marinas*

**CM Policy 1.6.6:** Existing ports and marinas shall be targeted for concentrations of water-related (marine service) land uses. In areas subject to the Tampa Port Authority Master Plan, development and redevelopment of land uses which are consistent with the Tampa Port Authority Master Plan shall be encouraged. Existing public and private marina sites shall be encouraged to expand prior to siting new marina facilities. The exception to this Policy is a redevelopment proposal which includes a marina as an accessory use, integral to the redevelopment plan so that without said marina, the redevelopment proposal would not be viable.

**CM Policy 1.6.7:** The following criteria shall serve as the City's marina siting guidelines:

### *Support Services (Utilities/Public Facilities)*

- **Adequate Uplands/Access:** Marinas shall demonstrate that they have sufficient upland area to accommodate all needed utilities and marina support facilities with minimal environmental impacts. Only facilities providing parking areas that minimize stormwater runoff and mitigate pollution shall be permitted.



- **Adequate Traffic Capacity:** Applicants shall demonstrate that the adjacent area and on-site roadways have the capacity to accommodate the projected number of users.
- **Sewage Capacity:** All new marinas shall provide adequate capacity to handle sewage in accordance with State standards, either by means of on-site pump-out and treatment facilities or line connection to a treatment plant. Applicants shall document the availability and capacity of the above sewage facilities to handle the anticipated volume of wastes. All marinas with fueling facilities should provide pump-out facilities at transient dock or each fuel dock if transient dock is not available. Marinas which serve live-aboards or overnight transient traffic shall provide shower, restroom and sewage treatment facilities at each marina facility at the dock. Facilities of 50 slips or more shall provide permanent pump-out facilities. Marinas with existing transient facilities will be grandfathered in. If transient facilities are installed, shower, restroom and sewage treatment facilities would be required. This also applies to live-aboard facilities. On the Hillsborough River, facilities of 20 slips or more shall provide permanent pump-out facilities. No grinders or other type of sea toilets will be allowed in marinas; only self-contained heads will be allowed.
- **Spill Containment:** All applicants shall provide documentation of their capability to respond rapidly and effectively to contain any spills of petroleum or other hazardous materials within the boundaries of leased area.

Fueling facilities shall be designed to contain spills, and a leak detection system is required pursuant to state law.

#### *Resource constraints (Environmental Considerations)*

- **Sensitive Areas:** In the following sensitive areas, the applicant shall be required to demonstrate that a marina is clearly in the public interest and in accordance with all pertinent rules of appropriate regulatory agencies before approval to build is granted:
  - Aquatic preserves;
  - Outstanding Florida Waters;
  - Class I waters;
  - Class II waters;
  - Marine Sanctuaries;
  - Estuarine Sanctuaries;
  - Manatee Sanctuaries or Critical Manatee Habitats;
  - Areas approved or conditionally approved by the Florida Department of Environmental Protection (FDEP) for shellfish harvesting;
  - Other highly productive and/or unique habitats as determined by FDEP, based on vegetation and/or wildlife species, and
  - Areas designated on the FDEP's Environmental Sensitivity Index Maps as contained in the U.S. Coast Guard's Sector St. Petersburg Area Contingency Plan for Oil and Hazardous Substances Pollution.



- **Hurricane Evacuation and Protection:** Applicants shall document sufficient capacity to provide maximum practicable protection of the contents of the proposed premises from damages caused by wind and wave forces resulting from hurricanes. Structures shall comply with all applicable coastal construction codes. Applicants shall demonstrate the ability to evacuate persons and vessels by area roadways (by documenting traffic capacities) and by area waterways.
- **Water Quality:** A specific lease condition for any new, renewed, or expanded docking facility for 50 or more boats shall require that the lessee maintain water quality standards as provided by Chapter 403, Florida Statutes. To assure compliance, the lessee shall maintain a water quality monitoring program approved by the (FDEP). Water quality data shall be periodically reviewed by the EPC, the Tampa Port Authority and FDEP. If it can be determined that the docking facility and/or the riparian uplands are causing water quality violations, the lessee shall be given written notice to correct the problem within 120 days. If the lessee fails to do so, the lease shall be subject to cancellation by the Tampa Port Authority with the resultant removal of the docking facilities. The City shall request the cooperation of the Tampa Port Authority in enforcement of these provisions through its regulatory and submerged land programs.
- **Water Depth:** Preference shall be given to docking facilities in locations having adequate water depths to accommodate the proposed boat use. A minimum water depth of 4-feet mean low water shall be required. Greater depths shall be required for those facilities designed for or capable of accommodating boats having greater than a 3-foot draft. These depth requirements shall also apply to the area between the proposed facility and any natural or other navigation channel, inlet or deep water, where necessary, marking of navigational channels may be required.
- **Access/Dredging:** Preference shall be given to docking facilities which require minimal or no dredging or filling to provide access by canal, channel or road. This restriction applies to widening or deepening any existing canal or channel, but not to regular maintenance dredging and filling to meet depth standards of existing canals or channels. Preference shall be given to marina sites adjacent to naturally maintained channels.
- **Environmental Restoration:** In reviewing applications for new docking facilities, or for renewal of existing leased facilities, an effort shall be made to identify ways to improve, mitigate or restore adverse environmental impacts caused by previous activities. This may include shallowing dredged areas, restoring wetlands, natural shorelines or submerged vegetation or making navigable channels. Such mitigation or restoration could be required as a condition of approval for new, renewed or expanded facilities.
- **Cultural Resource Protection:** Facilities must demonstrate no adverse impact on archaeological or historic properties.
- **Access Markers:** Immediate access (ingress and egress) points shall be delineated by channel markers, indicating



speed limits and any other applicable regulations. The City will cooperate with the U.S. Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission to ensure that signs indicating the potential for the presence of the West Indian manatee are posted in appropriate places.

- **Erosion Prevention:** On sites with historically erosion-prone shorelines, applicants shall ensure that appropriate shoreline protection measures (as determined by FDEP) will be taken.

**CM Policy 1.6.8:** Ports and marinas shall be given incentives to redevelop if derelict conditions exist and public access shall be encouraged in ports and marinas in appropriate areas.

**CM Policy 1.6.9:** Live-aboards shall comply with all City regulations.

*Economic Considerations*

- **Proximity to Population/Navigable Water Bodies:** Preference shall be given to facilities which are within reasonable traveling distance of a significant population of marina users, as determined by FDEP’s Marina Needs Analysis, by roadway and by waterway. Preference shall also be given to facilities which have access to a large navigable water body.
- **Economic Need:** Priority shall be given to facilities which document significant economic need for the proposed facilities at that site.

- **Public Access:** Preference shall be given to facilities which will be open to the public on a “first come, first served” basis.

*Community Compatibility Considerations*

- **Community Impacts:** Facilities must demonstrate no adverse impacts to surrounding communities and neighborhoods.

*Evacuation Planning*

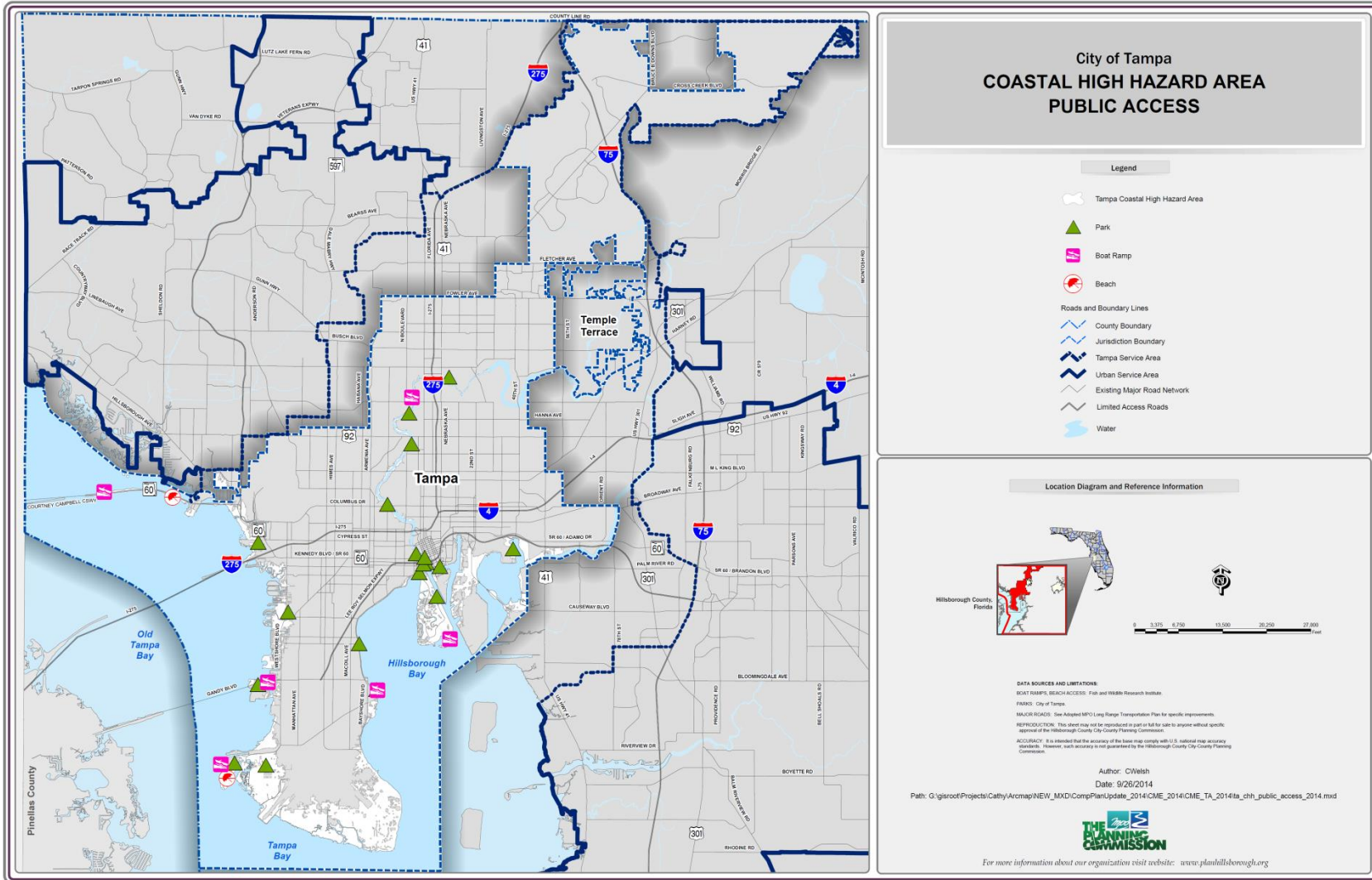
**CM Objective 1.7:** Provide a transportation system that permits safe evacuation in the event of man-made or natural disasters, within the parameters established in Tampa Bay Regional Planning Council’s evacuation study.

**CM Policy 1.7.1:** Continue coordination and cooperation with the Tampa Bay Regional Planning Council’s (TBRPC) efforts of hurricane evacuation.

**CM Policy 1.7.2:** The City of Tampa will continue to work with FDOT, the Hillsborough MPO and Hillsborough County to ensure a priority is placed on maintaining the capacity of highways that are designated as regional evacuation routes.

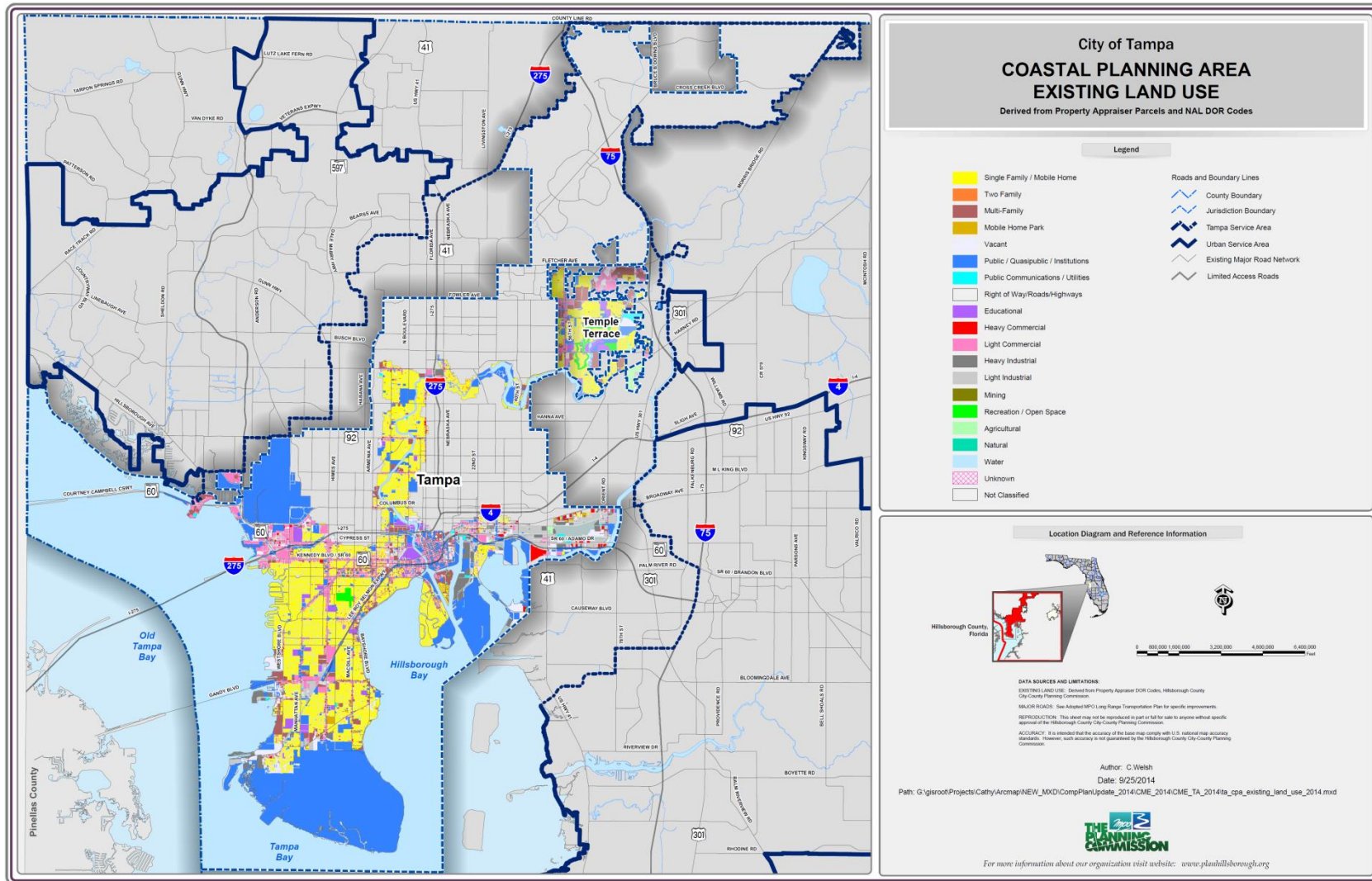


**CM Map 1 – Coastal High Hazard Area Public Access Map\***

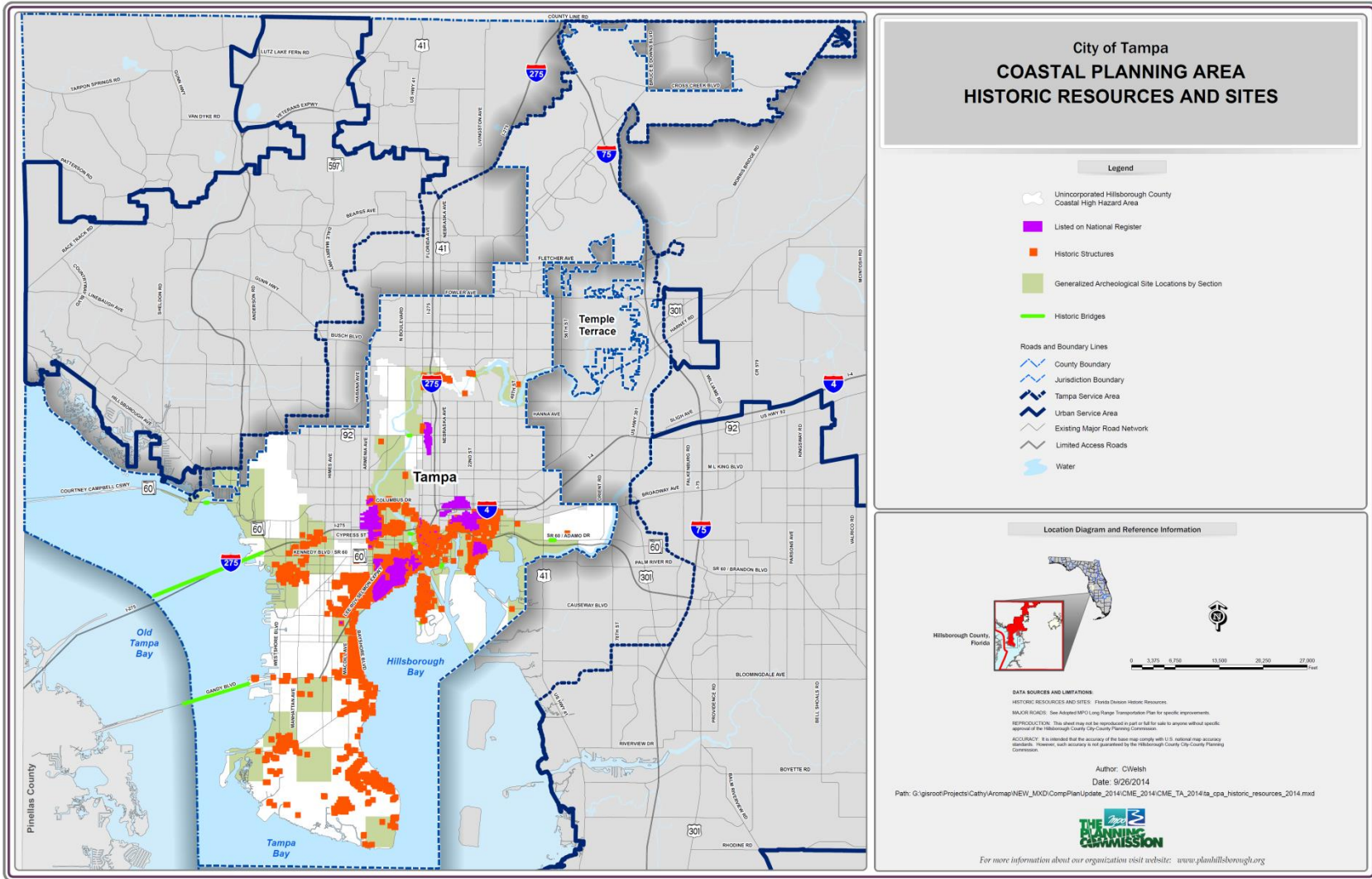




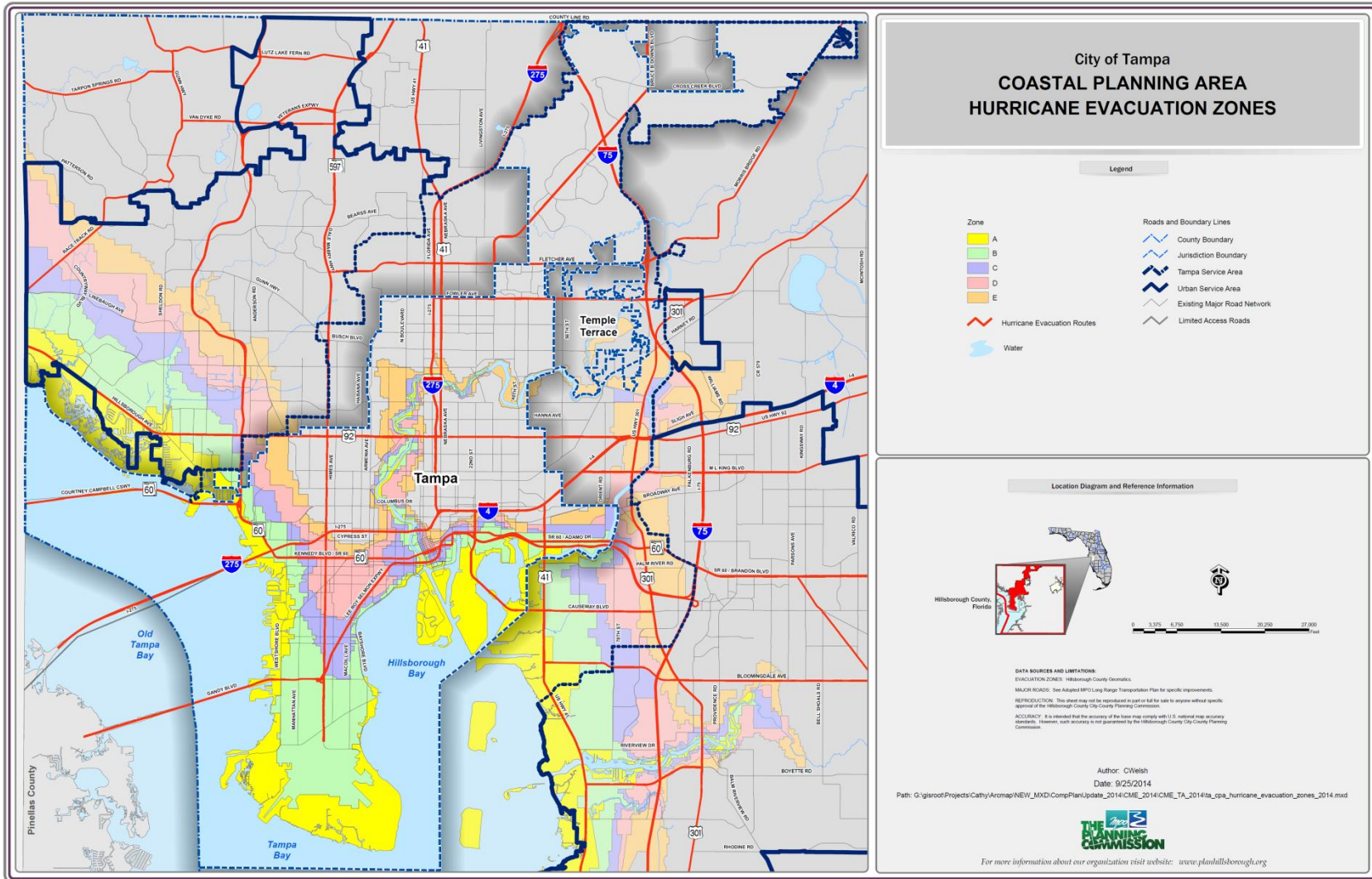
**CM Map 2 – Coastal Planning Area Existing Land Use\***



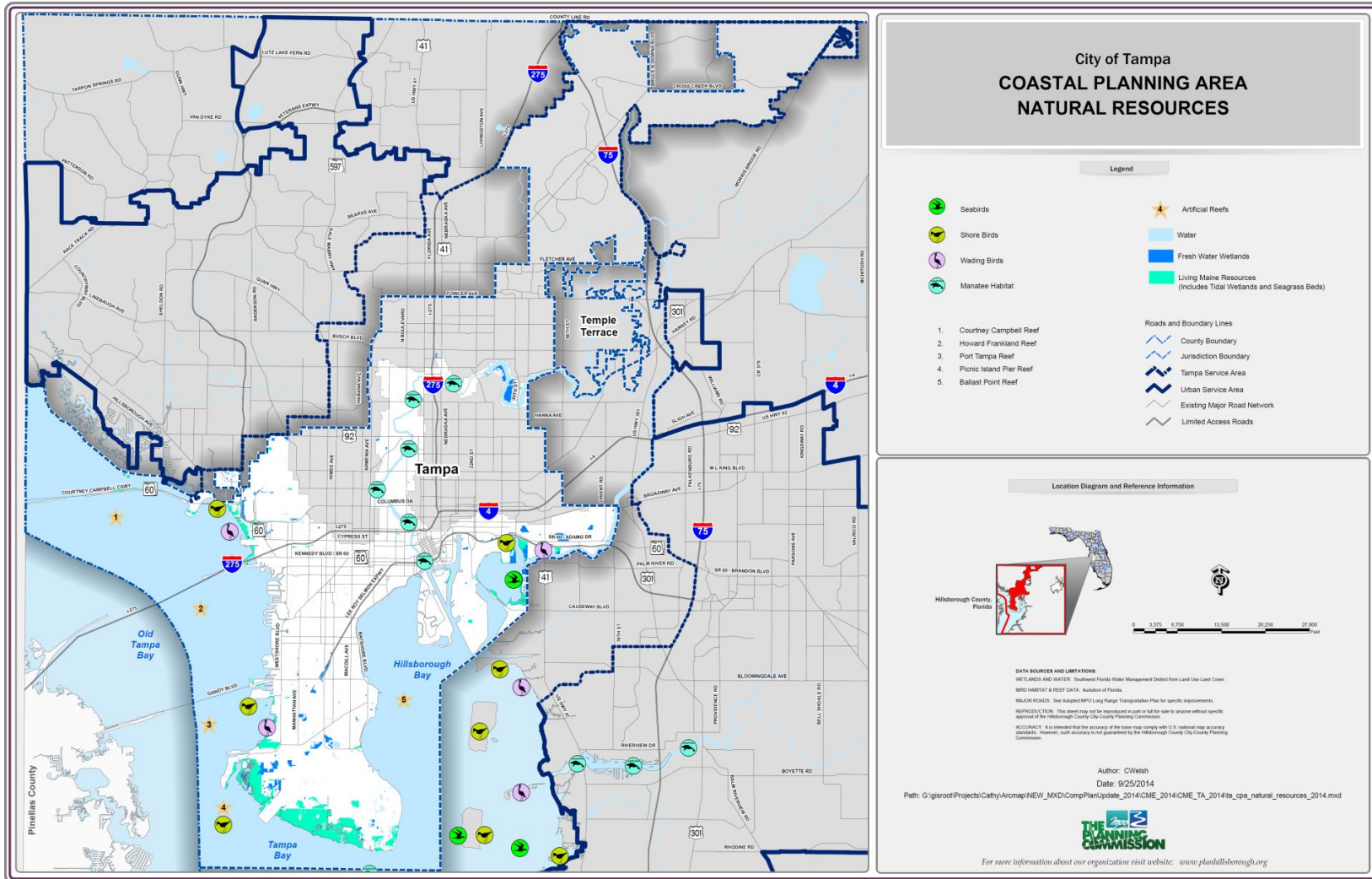
**CM Map 3 – Coastal Planning Area Historic Resources and Sites\***



**CM Map 4 – Coastal Planning Area Hurricane Evacuation Zones\***



**CM Map 5 – Coastal Planning Area Natural Resources\***



## Environmental Section

### *Environment Overview*

Tampa's residents consistently cite the City's open spaces, natural landscapes and clean environment as key contributors to their quality of life. A healthy environment is fundamental for creating a livable and prosperous City, providing clean air to breathe, clean water to drink and a continuous supply of natural resources. Poorly managed growth can have significant impacts on the natural environment and can lead to loss of vegetation and ecological areas. Removing trees to make space for development and additional hard surfaces increasing stormwater run-off into the bays are both particular problems for Tampa and the Tampa Bay region.

The City has made progress in creating a more sustainable environment for its residents, particularly in the following areas:

- **Air quality:** Tampa regularly complies with the majority of federal air quality standards.
- **Water conservation:** The City has implemented numerous water-saving measures, including the South Tampa Area Reclaimed Water (STAR) program.
- **Water quality:** The Hillsborough River Interlocal Planning Board and Keep Tampa Bay Beautiful have focused tremendous human investment in improving water quality in the river and its tributaries, increasing their importance as natural and recreational assets for the City.

Improvements in stormwater and wastewater treatment have helped clean up pollution problems inherited from the late 1960s and early 1970s.

- **Recycling:** City-sponsored curbside recycling was available in most of the City by the end of 2005.
- **Brownfields Redevelopment:** Industrially contaminated sites are gradually being cleaned up and reused. Cleaning up and reinvesting in Brownfield properties facilitates job growth, utilizes existing infrastructure, increases local tax bases, removes development pressures on undeveloped land as well as both improving and protecting the environment.

### *Environment Opportunities*

Despite the progress that has been made in recent years, there are many opportunities to improve the City's sustainability, including:

- **Growth management:** A Livable City plan, with its emphasis on mixed-use developments, promoting transit and reshaping transit corridors offers opportunities to shape transit-oriented developments and offers tremendous opportunities for sustainable development.
- **Renewable energy:** Sufficient renewable energy resources exist within the Tampa Bay region to offer viable alternatives and achieve greater sustainability. Tampa has more than 300 days of sunshine a year for solar energy. The full value of resources has not yet been realized.



- **Recycling and Waste Reduction:** Expanding current recycling programs. The City has done an excellent job on promoting curbside recycling; however the program needs to be expanded to apartment and condominium complexes, as well as businesses. Recycling has become mandatory in some Florida cities. The City of Tampa may conduct a study to evaluate the potential impacts of this alternative.

*Environment Challenges*

The City has many obstacles to overcome as it endeavors to become more sustainable, including:

- **Identifying and Measuring Success:** Achieving sustainable development requires system wide changes that are measurable and have community support. The development of realistic, publicly supported sustainability targets will require significant public education and consensus-building.
- **Managing Continued Growth:** The City must find ways to effectively manage the projected increases in population and employment. In addition to overcoming the land availability challenges cited in the Land Use Element, the City must minimize the negative impacts of increasing population and expanding commerce throughout the metropolitan region on environmentally sensitive lands and other open spaces, and their effects on air quality, water quality, and water supplies.
- **Developing Pro-Environment Attitudes:** Influencing individuals to make even more “green choices”

in their daily lives will require ongoing education and reinforcement.

- **Balancing Economic Costs and Benefits:** Environmental protection measures often add front-end costs to development projects, industrial production, and consumer-oriented products and services. The City will need to coordinate with Local, State and Federal agencies, as well as the private sector, to quantify the true economic costs and benefits and develop means to support viable environmental action.
- **Renewable energy:** Tampa, like the rest of the country, is heavily reliant on fossil fuels as an energy source. The rising cost of a particular energy source can have an impact on people’s behavior and encourage the use of other renewable energy sources. Renewable energy choices such as wind and solar power, as well as techniques to increase energy efficiency must increase in the 21st century to diminish demand for fossil fuels.

*Air Quality*

Good air quality is important to protect our health, our natural and built environments and our economy.

- **Health:** The health of citizens in the community can be greatly affected by the quality of the air. Pollutants like tiny airborne particles and ground level ozone can trigger respiratory problems, especially for people with asthma. Air pollution can also aggravate health problems for children, the elderly and others with heart or respiratory diseases.



Some toxic chemicals released in the air such as benzene or vinyl chloride are highly toxic and can cause cancer, birth defects, long term injury to the lungs, as well as brain and nerve damage. And in some cases, breathing these chemicals can even cause death. However, the Tampa Metropolitan Area enjoys overall good air quality and rarely experiences days that are considered unhealthy. The Environmental Protection Commission of Hillsborough County (EPC) maintains air monitoring stations around Hillsborough County and notifies the public when the local air quality is a concern.

- **Natural and Built Environment:** Toxic air pollutants and the chemicals that form acid rain and ground-level ozone can damage trees, crops, wildlife, lakes and other bodies of water, and harm fish and other aquatic life. Air pollution also damages buildings, monuments, and statues.
- **Economy:** Air pollution can lead to illness and potentially lost days at work and school. Air pollution can also reduce agricultural crop and commercial forest yields and interfere with aviation and other forms of transit.

***Environmental - Goals, Objectives, and Policies\****

**ENV GOAL 1: TO BE A SUSTAINABLE, LIVABLE CITY THROUGH THE CONSERVATION, PROTECTION AND IMPROVEMENT OF THE CITY’S AIR, WATER, NATURAL SYSTEMS AND LIVING RESOURCES.**

**ENV Objective 1.1: Take the appropriate actions toward compliance with all national and state ambient air quality standards and local pollution control efforts.**

**ENV Policy 1.1.1:** Actively promote the reduction of total motor vehicle emissions, through the use of the media, in land use planning, land development regulation, and the use of alternative fuels.

**ENV Policy 1.1.2:** When planning and implementing transportation system improvements, the City may give priority to traffic flow improvements that reduce air pollution concentrations, particularly in areas where ambient standards are violated.

**ENV Policy 1.1.3:** Assist in the coordination of programs that implement employer-option transportation control measures that reduce peak-hour vehicle use, such as flexible work hours, employer based car-pooling and compressed work weeks.

**ENV Policy 1.1.4:** Support the enforcement of the Rules of the EPC relating to air pollution, including Chapter 1-10 Noise Pollution, as amended.

**ENV Policy 1.1.5:** Abide by EPC’s jurisdiction in the regulation of open burning for land clearing and land management purposes to avoid burning during periods of



elevated pollution levels or unfavorable meteorological conditions.

**ENV Policy 1.1.6:** Locate new industrial point sources of air pollution appropriately to prevent deterioration of ambient air quality.

**ENV Policy 1.1.7:** Continue the existing program to promote energy conservation measures, through techniques such as recommending building orientation that maximizes energy efficiency, to foster the use of alternative energy sources, such as solar, where appropriate, to reduce the demand for electricity, and to minimize power plant emissions from the burning of fossil fuels.

**ENV Policy 1.1.8:** Cooperate with EPC and FDEP in assessing any negative air quality impacts associated with solid waste to energy facilities (e.g., ash and dioxin impacts) as well as hazardous waste transfer, storage, treatment and disposal facilities.

**ENV Policy 1.1.9:** Promote public education efforts dealing with air quality issues through City-sponsored media activities and facilities.

**ENV Policy 1.1.10:** Cooperate with Hillsborough County, as appropriate, in promoting greater coordination, communication and cooperation among federal, state, and local agencies and governments in seeking regional compliance with ambient air quality standards.

**ENV Policy 1.1.11:** Give priority to the location of clean, non-smokestack industries in new industrial developments.

**ENV Policy 1.1.12:** Cooperate with the National Weather Service and EPC to develop and implement a rapid method of notifying the public of air pollution episodes which endanger public health.

**ENV Policy 1.1.13:** Continue to convert the City's fleet and re-fueling infrastructure to alternative fuels.

### *Natural Systems and Living Resources*

Native plants and vegetation are found in the natural community that is suited to the soil, topography, and hydrology of a particular site. The use of appropriate native vegetation in local landscaping can help achieve water conservation goals, preserve diverse habitat even in urban areas, greatly reduce maintenance costs for landscaping, and protect property values. Retention and incorporation of the vegetation of this community in the landscaping plans of development projects reduces the need for extensive irrigation and the use of pesticides and fertilizers. Native plant communities also provide water quality treatment and flood attenuation benefits.

The Tampa/Hillsborough County metropolitan area, due to its size, extensive estuarine shoreline, and location in a transitional climate zone (temperate to sub-tropical), contains representative examples of over half of the major plant communities in the state. The Hillsborough River corridor, New Tampa, portions of MacDill AFB and McKay Bay constitute major





contiguous stands of natural habitat in the City. Although wetland protection laws have slowed the destruction of wetland habitat, Tampa is still losing natural habitat, especially mesic and xeric (upland) habitats.

Some native species of plants and animals are able to adapt to man's changes to the environment, but a great many are dependent on specific natural habitat types or large, relatively undisturbed areas of diverse habitats. These plants and animals, which cannot withstand extensive changes in their environment, comprise the vast majority of the State's endangered and threatened species.

**ENV Objective 1.2: Continue to review all land development applications and apply land development regulations to ensure the protection of the attributes, functions and amenities of the natural environment.**

**ENV Policy 1.2.1:** Environmentally sensitive areas shall be protected.

**ENV Policy 1.2.2:** Monitor the latest research in wetlands management techniques including *Hillsborough County Wetland Ecological Buffers: Technical Advisory Group Report of Findings, February 2012*, and evaluate its use in the City.

**ENV Policy 1.2.3:** Monitor and mitigate the cumulative impact of future developments.

**ENV Policy 1.2.4:** Through the land planning and development review processes, require the provision of wildlife corridors, and restrict the fragmentation of large natural plant communities which provide significant wildlife habitat.

**ENV Policy 1.2.5:** Use techniques, which may include clustering and transfer of development rights, to protect environmentally sensitive areas.

**ENV Policy 1.2.6:** In the development review process, require the protection of representative stands of upland native plant communities.

**ENV Policy 1.2.7:** Minimize the use of fill as a means of meeting minimum flood elevations in order to reduce the destruction of native plant communities and maintain natural drainage patterns and water table levels.

**ENV Policy 1.2.8:** The City may require the maintenance of higher levels of service for public infrastructure (e.g., roadways) as a means of reducing densities and clustering development intensity away from environmentally sensitive areas.

**ENV Policy 1.2.9:** Require development petitioners to develop and implement habitat management plans as part of their development approval, where appropriate.



**ENV Policy 1.2.10:** New road rights-of-way shall be designed to avoid traversing significant and essential wildlife habitat unless there is no reasonably feasible and prudent alternative and the roadway design incorporates design features for the safe passage of wildlife.

**ENV Policy 1.2.11:** Design features for wildlife crossings shall be appropriate for the wildlife species expected to utilize the crossing and shall be designed in accordance with the recommendations of the Florida Fish and Wildlife Conservation Commission. Road reconstruction or widening within significant wildlife habitat shall also incorporate design features for the safe passage of wildlife.

**ENV Policy 1.2.12:** Continue to require the conservation and protection of existing native vegetation in new development projects.

**ENV Policy 1.2.13:** The Development Review Committee shall consider the presence of environmentally sensitive lands in formulating their recommendations for development.

**ENV Policy 1.2.14:** Development proposals may be considered for density/intensity credits for protecting environmentally sensitive areas on-site.

**ENV Policy 1.2.15:** Coordinate with EPC for evaluation of sites containing wetlands.

**ENV Objective 1.3: Appropriately use, protect and conserve native vegetative and animal habitat.**

**ENV Policy 1.3.1:** Promote the acquisition, retention and management of natural areas to preserve environmental, recreation and other public benefits.

**ENV Policy 1.3.2:** Cooperate with adjacent local governments to conserve, appropriately use, or protect vegetative communities located within more than one local jurisdiction.

**ENV Policy 1.3.3:** Proposed wildlife corridors will be coordinated with established and planned wildlife corridors in adjacent jurisdictions.

**ENV Policy 1.3.4:** Continue to ensure the protection of significant and essential wildlife habitat by:

- Maintaining an Upland Habitat Protection Map for the protection of such resources;
- Requiring verification of the presence of significant wildlife habitat and essential wildlife habitat and any other salient features the City deems appropriate;
- Maintaining minimum and maximum thresholds for the protection of wildlife habitats;
- Permitting a range of complementary land use mechanisms that can be used to protect wildlife habitats and/or mitigate hardships, including, but not limited to:
  - setbacks,
  - clustering and
  - transfer of development rights;



- Identifying and protecting wildlife corridors from fragmentation;
- Providing for the review and recommendation of the Florida Fish and Wildlife Conservation Commission;
- Providing for the safe passage of wildlife across rights-of-way;
- Requiring Management Plan Agreements;
- Requiring a project compatibility adjacent to nature preserves; plan for development proposed; and
- Requiring conservation and preservation area designations to be maintained in perpetuity.

**ENV Policy 1.3.5:** In the event of annexations, ensure the protection of identified, significant wildlife habitats.

**ENV Policy 1.3.6:** Maintain a tracking process for offset mitigation/compliance efforts.

**ENV Policy 1.3.7:** Protect and conserve significant wildlife habitat, and shall prevent any further net loss of essential wildlife habitat in the City.

**ENV Policy 1.3.8:** Work to maintain and increase the abundance and distribution of listed species.

**ENV Policy 1.3.9:** In consultation with the Florida Fish and Wildlife Conservation Commission, protect and require mitigation for impact to areas identified as essential wildlife habitat.

**ENV Policy 1.3.10:** Restrict development activities that adversely affect areas identified as essential wildlife habitat. Where development activities are proposed in such areas, the City may require site-specific wildlife surveys and other field documentation, as needed, to assist in assessing potential impacts.

**ENV Policy 1.3.11:** On-site preservation shall be considered the most desirable alternative to protect upland habitat and plant and wildlife species.

**ENV Policy 1.3.12:** Protect the County’s east/west wildlife corridor greenway, connecting Cypress Creek and the Hillsborough River.

**ENV Policy 1.3.13:** Consult with and consider the recommendations of the Florida Fish and Wildlife Conservation Commission in determining the issuance of, and conditions to be placed on, land development approvals that would impact upon listed species. Conditions of approval shall ensure the maintenance and, where appropriate, increase the abundance and distribution of populations of such species.

**ENV Policy 1.3.14:** Recommend specific management and recovery strategies for key listed species identified by the Florida Fish and Wildlife Conservation Commission and the U.S. Fish and Wildlife Service, and assist in their implementation. These management techniques shall also be



incorporated into the management plans of natural preserve lands owned or managed by the City.

**ENV Objective 1.4: Lands subject to Florida Administration Commission Final Order No. AC- 93-087 that are annexed into the City of Tampa – Development must be clustered in order to increase the amount of open space acreage for preservation of natural resources (including significant wildlife habitat, aquifer recharge, floodplains and other resources).**

**ENV Policy 1.4.1:** A minimum of 25% of a parcel shall be set aside as open space. If more than 25% of a project or parcel is classified as one or more of the natural resources listed above, then additional lands, i.e. those in excess of 25%, must also be preserved, to a maximum of 50% of the entire site. There is one exception. All wetlands must be preserved even if the wetland acreage exceeds 50% of the total site acreage unless otherwise approved for impact and mitigation by the appropriate regulatory agencies.

**ENV Policy 1.4.2:** Open space shall include all, or as much as possible, of the most significant, productive, or sensitive natural resources areas on the site. The siting of development shall be controlled to minimize impacts on the functions of the open space and the natural resources therein.

**ENV Policy 1.4.3:** Clustering will be identified on detailed site plans in a compact and contiguous fashion. Types of uses

allowed in the open space areas must be consistent with the preservation of significant wildlife habitat and biologically functioning and integrated with the habitat. Examples of permitted uses include conservation, mitigation areas, nature observation, hiking, stormwater systems, landscaping, and pedestrian and bike trails.

**ENV Policy 1.4.4:** Wherever feasible and functionally possible, required open spaces for individual projects shall be integrated into a green way system, particularly when contiguous parcels have already been identified or reserved for such purposes, such as but not limited to a wildlife corridor, bicycling, hiking, inline skating, and horseback riding.

**ENV Policy 1.4.5:** Lands dedicated for the preservation of natural resources shall be dedicated and maintained in perpetuity.

**ENV Policy 1.4.6:** A maintenance plan for the open space shall be provided by the land holder at the time of final development plan certification. The lands may be privately maintained or maintained by another entity capable and committed to its management.

**ENV Objective 1.5: Continue to encourage Florida friendly landscaping principles that promote the natural function of soils, the conservation of water resources and enhance the City's identity.**



**ENV Policy 1.5.1:** Require the use of at least 60% native plants in new developments and redevelopments.

**ENV Policy 1.5.2:** Require that public planting areas feature native and Florida friendly landscaping plants and design in accordance with the Urban Forest Management Plan.

**ENV Policy 1.5.3:** Continue the use of native plant species in landscaping demonstration projects for the purposes of educating the public, on the benefits of maintaining native wildlife populations and conserving water.

**ENV Policy 1.5.4:** Distribute and periodically update a recommended native plant listing and other educational materials to increase public awareness on the benefits of utilizing native plant species in landscape projects. Suggested information can be found at: [floridanativeplants.com](http://floridanativeplants.com) and [fnps.org/plants](http://fnps.org/plants).

**ENV Objective 1.6: Continue to seek acquisition of ecologically valuable land through environmental land acquisition programs.**

**ENV Policy 1.6.1:** Support the Environmental Lands Acquisition and Protection Program (ELAPP) to acquire lands containing a diversity of natural habitat types to ensure maximal diversity of wildlife species.

**ENV Policy 1.6.2:** Continue to support and encourage public acquisition of natural preserves under federal, state, and regional programs.

**ENV Policy 1.6.3:** During the acquisition of natural preserve lands, give priority to acquiring the optimal acreage needed to maintain the integrity of the natural plant communities or ecological units involved, and to establish a countywide system of interconnected wildlife corridors.

**ENV Policy 1.6.4:** Cooperate in the management of natural resources on publicly-owned City lands, as appropriate, with the U. S. Fish and Wildlife Service, the Florida Fish and Wildlife Conservation Commission, FDEP, SWFWMD, University of Florida, and EPC.

**ENV Policy 1.6.5:** Promote the varied (multiple) use of natural preserves, in a manner compatible with the protection of wildlife habitat, to provide for passive recreation, watershed protection, erosion control, maintenance or enhancement of water quality, aquifer recharge protection, or other such natural functions.

**ENV Policy 1.6.6:** Through the land use planning process, restrict incompatible development activities adjacent to publicly-owned or managed natural preserves.



**ENV Policy 1.6.7:** Management plans will be prepared for newly acquired natural preserves within three years of acquisition, in accordance with ELAPP criteria.

**ENV Policy 1.6.8:** Promote, through appropriate signs and information, public education on the benefits of natural preserves, to eliminate the problems of human intrusion into preserves designated for limited public access.

**ENV Policy 1.6.9:** Continue to implement the natural resource management plan for McKay Bay and its adjacent natural tidal wetlands.

### *Surface Water Quality*

Surface water provides a potable water supply source, stormwater drainage and storage, freshwater and wetland habitat and recreation. Surface water is impacted by water quantity and water quality. The surface water quantity is a product of precipitation, surface runoff, a groundwater base-flow component and the consumptive use of water. The quality of surface water bodies in the City of Tampa has been degraded in past decades due to a variety of unregulated water uses and adjacent land uses. The most prominent sources of water pollution have included point source discharges of domestic and industrial wastewater and urban stormwater runoff. Surface waters in the City may intermittently contain large quantities of sulfates, chlorides, nitrates, fluorides, total dissolved solids (TDS), total hardness and color. In addition, periodic high coli form concentrations preclude water contact sports (i.e., swimming) in many rivers and streams, especially

during the summer months. The sources of high coliform concentrations include stormwater runoff and occasional overflows from sewage collectors.

The most effective way to improve the quality of impaired waters is through a community-based watershed management effort. Rule-adopted Total Maximum Daily Loads (TMDLs) may be implemented through a Basin Management Action Plan (BMAP). BMAPs contain actions to reduce and prevent pollutant discharges through various cost-effective means.

**ENV Objective 1.7: Comply with, and assist with, the implementation of the Florida Department of Environmental Protection's Basin Management Action Plan for the Hillsborough River Basin and the Southwest Florida Water Management District's Surface Water Improvement and Management Implementation Program (SWIM).**

**ENV Policy 1.7.1:** Oppose the downgrading of any surface water body classifications within City boundaries to accommodate lower standards. Support the upgrading of surface water body classifications where it can be demonstrated that improved water quality conditions will prevail in the future.

**ENV Policy 1.7.2:** Continue its existing program to research, develop and promote efficient and environmentally



sensitive water use and conservation techniques and encourage their use, where appropriate.

**ENV Policy 1.7.3:** Continue to cooperate with EPC, SWFWMD, and other appropriate entities monitoring surface water quality, particularly for those sampling sites relevant to protecting water quality within the City's reservoir, in order to monitor compliance with state water quality standards.

**ENV Policy 1.7.4:** Activities which are contrary to the long term mitigation of the dissolved oxygen problem in the lower Hillsborough River or which exacerbate the adverse impacts of dissolved oxygen to the Bay are prohibited.

**ENV Policy 1.7.5:** Cooperate with EPC and FDEP, as appropriate, to improve monitoring and compliance enforcement of all point and non-point source discharges (NPDES permits), as required by applicable law.

**ENV Policy 1.7.6:** Monitor emerging state-of-the-art stormwater treatment techniques and shall cooperate with the SWFWMD and local Universities to ensure that water quality objectives are met through the most appropriate and effective technologies.

**ENV Policy 1.7.7:** Continue to promote and distribute public education information that addresses the impacts of improperly managed lawn litter and fertilizer-herbicide-

pesticide applications on surface water quality to homeowner and lawn and landscaping businesses.

**ENV Objective 1.8:** Continue a comprehensive surface water protection program that shall include the determination of Surface Water Resource Protection Areas (SWRPAs) surrounding surface water bodies used as part of the public potable water supply system and establish criteria for restrictions and prohibitions to be applied within the SWRPAs.

**ENV Policy 1.8.1:** Surface water bodies designated as part of the potable water supply system shall be protected by a SWRPA which is based on the 100-year flood plain and any setbacks as may be required by law/regulation to protect the surface water resource. The City shall maintain SWRPAs using available data and analysis, on a map adopted as part of the Future Land Use Map (FLUM) series.

**ENV Policy 1.8.2:** Protect existing and planned future sources of public potable water supply through the regulation and/or prohibition of land use activities and chemicals that have been established to be significant threats to the present or future use of such natural resources for potable water purposes.

**ENV Policy 1.8.3:** Continue to research opportunities that will lead to elimination of direct discharge of urban run-off in



the designated Class 1 Surface Water areas of the Hillsborough River.

**ENV Policy 1.8.4:** Maintain a permitting, inspection and enforcement program for the City's surface water protection program.

**ENV Policy 1.8.5:** No additional areas shall be designated with industrial land use plan categories within the SWRPAs.

**ENV Policy 1.8.6:** Regulate land uses along the Tampa Bypass Canal in a manner that protects the potable water supply.

**ENV Policy 1.8.7:** In the event of annexations, ensure the protection of identified Surface Water Resource Protection Areas.

### *Wetlands*

Wetlands are among the most productive ecosystems in the world and are valuable to us for many reasons:

- Wetlands improve water quality by removing and sequestering pollutants and sediments in the water.
- Wetlands store floodwaters, acting like natural sponges and slowing down the force of flood and storm waters as they travel downstream.
- Wetlands offer habitat for wildlife. Many migratory birds and other wildlife found in Florida depend on the ecological settling of wetlands for their survival.

- Wetlands support biodiversity. The variety of living organisms found in wetlands contributes to the health of our planet and our own lives possible by ensuring our food supply, regulating the atmosphere and providing raw materials for industry and medicine. Many natural products found in our economy come from wetlands, including shellfish.
- Wetlands provide valuable open space and create wonderful recreational opportunities. Hiking, fishing, boating and bird watching are just a few of the activities people can enjoy in wetland areas.

**ENV Objective 1.9: Protect and restore wetland communities to preserve Tampa's rich biodiversity and heritage.**

**ENV Policy 1.9.1:** Continue to apply a comprehensive planning-based approach to the protection of wetlands which includes:

- The protection identification, classification and mapping of significant wetlands ecosystems through the designation of the Environmentally Sensitive Areas on the Future Land Use Plan map;
- Application of policies, actions, and other means, such as coordination with the EPC, to protect their function;
- No net loss of wetland functions associated with projects located within the City;
- Continued efforts to achieve a measurable increase in functionally restored wetland acreage through the





restoration of degraded natural wetlands, or recreation of wetlands.

**ENV Policy 1.9.2:** Continue to work with the EPC, SWFWMD, the Florida Department of Environmental Protection and the Tampa Bay Estuary Program to achieve a measurable annual increase in restored wetland acreage. It shall be the City’s intent to maintain wetland functions.

**ENV Policy 1.9.3:** All development shall comply with the provisions of Environmental Resource Permit Rules, administered by the Southwest Florida Water Management District and the Florida Department of Environmental Protection, and Chapter 1-11, Rules of the Environmental Protection Commission of Hillsborough County to achieve a no net loss of wetland or other surface water functions.

**ENV Policy 1.9.4:** The use of techniques that mirror nature in filtering pollutants and pro-viding habitat in drainage alterations, including Low Impact Development, shall be allowed and encouraged in land development regulations to improve water quality.

**ENV Policy 1.9.5:** Through the land planning and development review processes, restrict net encroachment into the 100-year floodplain of significant wetland and riverine systems in accordance with the provisions of the Environmental Resource Permit Rules, administered by the

Southwest Florida Water Management District and the Florida Department of Environmental Protection.

**ENV Policy 1.9.6:** Cooperate with the EPC, the U. S. Army Corps of Engineers, the Florida Department of Environmental Protection and the Southwest Florida Water Management District, to implement wetland compensatory mitigation and restoration programs to ensure no net loss of wetland functions within City limits.

**ENV Policy 1.9.7:** Minimize the disturbance of wetlands and allow their use only as a last resort and for purposes compatible with long-term maintenance of their natural functions and environmental benefits. Activities that eliminate wetlands shall provide mitigation preferably within City of Tampa Limits.

**ENV Policy 1.9.8:** Continue to protect and preserve major wetlands within Environmentally Sensitive Areas designated on the Future Land Use map.

**ENV Policy 1.9.9:** Development is prohibited within designated wetlands as delineated by the EPC, except for the following:

- Construction of timber boardwalks for direct access to water bodies, wildlife management structures, foot-bridges, observation decks, and similar structures requiring only minimal dredging or filling; shoreline



stabilization with rip rap where ongoing erosion is documented or

- Activities approved by the Environmental Protection Commission of Hillsborough County pursuant to an approved mitigation plan.

**ENV Policy 1.9.10:** All proposed development adjacent to wetlands shall provide adequate buffers to protect wetlands and surface waters.

**ENV Policy 1.9.11:** Through the land development review process, promote the use of desirable native wetland plant species for the creation of wetland habitat and for biological filtration and assimilation of pollutants in newly constructed stormwater retention and detention ponds. In no case will the use of native vegetation or creation of wetlands diminish the requirements for water quality attenuation or quality treatment.

**ENV Policy 1.9.12:** Support the protection of the wildlife habitat attributes of the floodplain of the Hillsborough River through a comprehensive Floodplain Management Program, including measures and procedures to protect the natural flood assimilating capacity.

**ENV Policy 1.9.13:** Continue to pursue alternative means of financing water quality improvements and/or wetland restoration strategies including, but not limited to, increased federal and state grant applications, increased permit and

impact fees, pollution recovery funds and special local taxes where appropriate.

**ENV Policy 1.9.14:** In cooperation with the EPC and other applicable agencies, at a minimum, consider the type, function and condition of wetlands as early as possible in the land development review process to determine the suitability of a site for development.

### *Hillsborough River*

The Hillsborough River, Tampa's greatest natural asset, was the foundation on which the City's industrial prosperity was built. The use of the River mirrored the decline in traditional industries in Tampa, leaving a legacy of physical and visual dereliction. In recent years, development activity has drawn attention to the River's potential to once again play an important role in securing the future prosperity of the City. The Strategy for the River involves the reconnection of the City with the River through improved infrastructure, transport and design.

The Hillsborough River is the most important surface water resource in the City of Tampa. The River provides a multitude of critical functions in the community, including: a source of potable water, a natural storm drainage system, a source of municipal and agricultural irrigation, a fish and wildlife habitat, a recreational and scenic amenity, and a commercial transportation medium. Until recent years, the Hillsborough River has accommodated these multiple uses with a minimum of conflict. However, population growth places unprecedented



demands upon these river functions. The Hillsborough River is a viable environmental, recreational, commercial and aesthetic asset to the community therefore, growth pressures must be controlled. A comprehensive and unified multi-jurisdictional river management program is needed to protect the multiple community assets of the Hillsborough River for future generations. This following section comprises the City of Tampa's Hillsborough River Master Plan pursuant to Chapter 86-335, Laws of Florida.

**ENV Objective 1.10:** In cooperation with Hillsborough County and the City of Temple Terrace, preserve the water quality and quantity of the Hillsborough River, maintain its potability as a Class I water body as designated by the FDEP and conserve its use under all future supply and demand scenarios.

**ENV Policy 1.10.1:** Continue to inspect surface water management systems to assure permit conditions are met.

**ENV Policy 1.10.2:** Continue to retrofit stormwater outfalls to the river to replace concrete conduits with vegetated detention facilities.

**ENV Policy 1.10.3:** The City will not allow new urban stormwater management systems that discharge into the Hillsborough River to violate state mandated water quality treatment standards.

**ENV Policy 1.10.4:** Through the land development review process, prevent the further destruction of desirable natural system buffers on the Hillsborough River and its major tributaries, unless found to be in the overriding public interest. The overriding public interest test, found in the Definitions section of this plan, provides criteria to guide City Council in the decision-making process.

**ENV Policy 1.10.5:** Develop a contingency plan to eliminate or mitigate the adverse impacts of any discharge of raw sewage to the Hillsborough River. The plan shall include a system of public notification in the event of a threat to public health and welfare.

**ENV Policy 1.10.6:** Continue to prohibit any solid waste landfills and hazardous waste dumps and other potentially hazardous uses that may adversely affect the river and its tributaries.

**ENV Policy 1.10.7:** Assist in preventing potential contamination by the effluent disposal system within the Hillsborough River's drainage basin, and prevent incidental discharges by maintaining redundancy systems where appropriate and give budget priority to maintaining sewer lines that would directly impact the river.

**ENV Policy 1.10.8:** In cooperation with EPC, where possible, identify pollution sources and develop policy by which to eliminate or mitigate the effects of such sources.



**ENV Policy 1.10.9:** Continue to prevent pollution of the receiving waters. Among other things, the City will 1) Restrict the introduction of any foreign matter (including, but not limited to, trash, debris, garbage, fill, construction materials, organic or inorganic pollutants, pesticides, fertilizers, acids, medical wastes, and petroleum products), whether by action or inaction, to any public drainage system; 2) Certify that damaging, obstructing or interfering with the operation of any public drainage system qualifies as a “public nuisance”; and 3) the City shall lead by example by preventing pollution from City owned land.

**ENV Objective 1.11: Control erosion and the propagation of nuisance vegetation in the Hillsborough River. In order to maintain and restore natural shorelines, a minimum of 300 feet of natural shoreline shall be restored or permanently protected annually.**

**ENV Policy 1.11.1:** Continue to implement a program of shoreline improvement and restoration on publicly-owned or controlled riverfront lands including:

- The creation or restoration of vegetated shorelines on public lands;
- Removal of exotic nuisance plant species from natural and filled shorelines; and
- The replacement of existing seawalls and rip-rap with naturally sloped and vegetated shorelines.

**ENV Policy 1.11.2:** Continue to update and distribute a homeowner’s guide to shoreline management to instruct property owners in the proper care and maintenance of riverfront property.

**ENV Policy 1.11.3:** Prohibit the construction of new vertical seawalls along the upper Hillsborough River, upstream from Fletcher Avenue and shall promote the replacement of vertical seawalls with naturally sloped and vegetated shorelines in the middle and lower river unless found to be in the overriding public interest. The overriding public interest test, found in the Definitions section of this plan, provides criteria to guide City Council in the decision-making process.

**ENV Policy 1.11.4:** Except for exotic nuisance species, the cutting of trees and significant natural vegetation along the river shoreline shall be minimized through the Land Development Code.

**ENV Policy 1.11.5:** Support and participate in the monitoring of the Hillsborough River’s shoreline conditions by directing personnel to report to the appropriate authorities any illegal or unsafe conditions observed while in the course of assigned duties. Examples would include unsafe structure such as derelict docks, non-permitted water-oriented construction, dumping of trash/debris or cases of wildlife harassment.

**ENV Objective 1.12: Continue to cooperate with State and federal programs to provide for improved boat**



**traffic control in the Hillsborough River, and shall minimize public use conflicts and nuisances by promoting the enforcement of water safety laws.**

**ENV Policy 1.12.1:** To enhance public safety and natural resources, continue to establish and post marine regulatory speed zones, where appropriate, including in the vicinity of marinas, bridges, marine structures, navigable constricted areas and in areas of the river where manatees are known to inhabit.

**ENV Policy 1.12.2:** Due to shallow water, blind curves and hardened shores, prohibit water skiing and related activities between the Hillsborough Avenue Bridge and the City dam.

**ENV Policy 1.12.3:** Require that all watercraft operate within the same regulations with exceptions as provided by the City.

**ENV Policy 1.12.4:** In cooperation with the U. S. Coast Guard, the Florida Fish and Wildlife Conservation Commission, and Hillsborough County deploy adequate law enforcement personnel to ensure proper enforcement of boating safety and speed laws.

**ENV Policy 1.12.5:** To promote public safety and to protect the Hillsborough River's environmental attributes, establish appropriate speed limits on the river downstream of the City of Tampa dam. A general speed limit on the river upstream

of Fletcher Avenue, within the City of Tampa, shall be Slow Down/Minimum Wake, which is consistent with the craft speed established by Hillsborough County for that area of the river.

**ENV Policy 1.12.6:** Post informational signs providing relevant information to users of public access points regarding river conditions and regulations.

**ENV Policy 1.12.7:** Assist in the enforcement of marine craft operational safety regulations through routine maritime patrols, requiring that motorized watercraft yield the right-of way to non-motorized watercraft, particularly in the vicinity of the University of Tampa.

**ENV Policy 1.12.8:** The City recognizes the Hillsborough River as providing manatee habitat and will take action necessary to protect conditions important to the survival of this endangered species in the river. Such actions may include but are not limited to information/educational signs, marine craft speed regulations, protection of known food sources, the maintenance of fresh water flow from springs and the dam and the sensitive operation of existing water control structures and the sensitive design/operation of any new water control structures.

**ENV Policy 1.12.9:** Continue the regulation of noise that is excessive, loud, disturbing and unnecessary, created by watercraft on the Hillsborough River.



**ENV Policy 1.12.10:** Develop regulations for the use of airboats and personal watercraft, particularly focusing on the impacts such craft have relating to noise nuisance and wildlife disturbance on the Hillsborough River.

**ENV Policy 1.12.11:** In recognition of the designation of a portion of the Hillsborough River that flows within or along the City's jurisdictional limits as the Alan Wright Hillsborough River Blueway and a state recreational trail (canoe), recognize the special character of that part of the river and shall not take any action which will impair its use as designated by the City or the State.

**ENV Objective 1.13: Seek a multi-jurisdictional effort to develop regulations for the construction and placement of marine structures in the Hillsborough River. This effort is to be in cooperation with the Tampa Port Authority, EPC and the building department of Hillsborough County.**

**ENV Policy 1.13.1:** The Building Department shall only permit construction on the river by contractors licensed and bonded for marine construction.

**ENV Policy 1.13.2:** Participate in the distribution of a pamphlet detailing proper marine construction. This effort is to be in cooperation with the Tampa Port Authority, EPC and the building departments of the City of Temple Terrace and Hillsborough County.

**ENV Policy 1.13.3:** Except for ramps, docks, seawalls, rip rap, improvements to existing bridges or projects that provide a public benefit, coordinate with the Tampa Port Authority and EPC to restrict all new construction that would extend waterward beyond the banks, over the river.

**ENV Policy 1.13.4:** Support concentrating future public and commercial marinas in the urban core, downstream of Columbus Drive, to enhance the control of river traffic, to reduce the effects of boat traffic to the river and to provide nearby access to the bay.

**ENV Policy 1.13.5:** The number of docks in single family zoning districts shall be limited to one per zoning lot. Shared ownership of docks is encouraged in all new subdivisions adjacent to the river. Shared ownership may be accomplished by construction on the property line or by establishing the dock(s) as common property.

**ENV Policy 1.13.6:** In multi-family zoning districts the number of docks permitted shall be calculated by dividing the zoning lot's linear feet of river frontage by 100. Where multiple docks are permitted, they shall be clustered with a maximum separation of 30 feet between docks. Each dock shall contain no more than two berths.

**ENV Objective 1.14: In order to maintain or improve the character, retain the natural functions, and maximize the public benefits of the river corridor, the following principles will be applied to all**



**development/ redevelopment projects proximate to the Hillsborough River during the land development review process.**

**ENV Policy 1.14.1:** The following principles shall be applied by the City to all proposed development/redevelopment projects that have frontage along the Hillsborough River:

- Development must be sensitive to and consistent with the unique character of the urban core, lower, middle and upper river, as defined in the River Corridor Overlay Study
- Strict environmental performance standards will be applied to:
  - Eliminate activities that will pollute the river or alternatively, Require mitigation thereof in accordance with applicable stormwater and environmental regulations;
  - Reduce or eliminate the need for a seawall or other hardened shoreline (except within the urban core) by providing alternative erosion control designs, or making the control structure environmentally-friendly;
  - Promote visual access of scenic aspects of the corridor;
  - Promote Florida Friendly Landscape principles and prohibit noxious exotic species and minimize and restrict non-native species in landscaping;
  - Require site plan approval; and

- Minimize adverse environmental and/or aesthetic impacts, provide technical standards and guidelines consistent with the unique character of the urban core, lower, middle and upper river for, or otherwise restrict, certain uses i.e., parking lots, parking structures, truck service roads, loading docks, warehouses, manufacturing plants, ship building and repair, dredging equipment operators, and heavy uses.

**ENV Objective 1.15: Continue to develop a “green” river corridor, as identified in the Hillsborough River Master Plan and Hillsborough River Study, through the implementation of the following policies.**

**ENV Policy 1.15.1:** Give priority to acquiring vacant riverfront parcels through fee simple purchase or other alternatives including, but not limited to, conservation easements, transfer of developments rights, and post-acquisition disposition mechanisms.

**ENV Policy 1.15.2:** Continue to ensure careful consideration of vacating petitions involving dead end roads on the riverfront and evaluate them on a case-by-case basis for using these rights-of-way for passive, open space, stormwater retention and controlled vehicle access for specific development.

**ENV Policy 1.15.3:** Continue to implement its plan to link all publicly owned or controlled land within the river corridor



into a linear greenbelt system to include limited pedestrian ways and bicycle paths, where appropriate.

**ENV Objective 1.16: Maintain public access to the river in appropriate areas.**

**ENV Policy 1.16.1:** Ensure that its fair share of the Boating Improvement Trust Fund is available to fund the repair and improvement of existing public boat ramps.

**ENV Policy 1.16.2:** Continue to designate and post parking restrictions at public boat ramps, limiting the number of spaces available for vehicles and trailers. Vehicles and trailers parked in non-designated areas shall be in violation.

**ENV Policy 1.16.3:** Encourage new riverfront development or redevelopment in the urban core to incorporate public riverfront access in the site plan design.

**ENV Objective 1.17: Continue to preserve the wildlife habitats and archaeological resources within the river corridor and to identify and protect new archaeological resources.**

**ENV Policy 1.17.1:** Wetlands and uplands with significant wildlife habitat or unique environmental features such as springs or sinkholes shall be preserved through permitting processes and public education programs and balanced with other areas of overriding public interest.

**ENV Policy 1.17.2:** Aquatic weed control shall be limited to those situations where navigation of the river by small boats is restricted, and where potable water intakes are impeded.

**ENV Policy 1.17.3:** Support the recommendations of the Florida Fish and Wildlife Conservation Commission received for consideration during plan review processes, for preventing or mitigating potential development impacts on fish and wildlife resources.

**ENV Policy 1.17.4:** To obtain permits for development in the river corridor, specific site reviews must be conducted to identify essential and significant habitat and plans for preservation of habitat. Encourage Hillsborough County, City of Temple Terrace and other permitting agencies to coordinate such activities in the permitting process.

**ENV Policy 1.17.5:** Prohibit future development and related activities that destroy or endanger fish, wildlife, or game populations or affect their abilities to thrive unless there are other objectives of overriding public interest. In cooperation with other local governments and agencies, participate in a coordinated effort to educate the public concerning the protection of wildlife.

**ENV Policy 1.17.6:** Continue to pursue federal and State funds and permits to improve water quality conditions in the lower river. This program will ensure that dredge spoil is disposed of in an environmentally safe manner, and that living resources in Tampa Bay are not adversely impacted.





**ENV Policy 1.17.7:** Continue to establish and implement local ordinances that relate to identified recreational activities to prevent and control public disturbances and destruction of fish and wildlife populations in the river corridor.

**ENV Policy 1.17.8:** Continue to provide trash receptacles and restrooms at public boat launching facilities to minimize floating debris and water quality problems.

**ENV Policy 1.17.9:** Continue to hold periodic river clean ups.

**ENV Policy 1.17.10:** Archaeological sites along the Hillsborough River shall be evaluated in terms of State of Florida or federal criteria to determine eligibility for listing on the National Register of Historic Places. Eligible sites shall be preserved or excavated and documented prior to destruction.

**ENV Policy 1.17.11:** Work in cooperation with SWFWMD expeditiously in implementing the Minimum Flows and Levels and the Lower Hillsborough River Recovery Policy.

**ENV Policy 1.17.12:** Continue to pursue technologies that limit the influx of debris, oil, and other runoff from storm drainage and that increase dissolved oxygen.

**ENV Policy 1.17.13:** Promote environmental sustainability within neighborhoods by educating and encouraging residents to adopt environmentally friendly ways of living, such as

recycling, water conservation, use of renewable resources, and low-impact methods of transportation.

**ENV Policy 1.17.14:** Pursuant to Chapter 86-335, Laws of Florida, cooperate with the Hillsborough River Interlocal Planning Board and Technical Advisory Council in the performance of its mission by providing information and staff coordination and participation.

#### *Living Marine Resources /Coastal Marine Habitat*

Besides food, marine living resources provide products including ornamental marine life, raw materials, and medicines. Direct uses also include non-consumptive uses such as ecotourism, recreation, and research. Without sustainable management of these nature-based tourist attractions, economic potential can diminish or be lost entirely.

Research and experience have shown that the bounty of the ocean is not limitless. Increasing population and the accompanying expansion of human activities have the capacity to diminish the ocean's productivity in numerous ways. The ocean's living resources and the benefits derived from them are threatened by fisheries operations, chemical pollution and eutrophication (excessive richness of nutrients), alteration of physical habitat, and invasions of exotic species. Looming on the horizon are new threats caused by ozone depletion and human-induced climate change, whose potential negative impacts on whole ecosystems add further to the impact of already existing threats caused by other human activities.



**ENV Objective 1.18: Maintain and enhance the abundance and diversity of living marine resources in Tampa Bay.**

**ENV Policy 1.18.1:** Coordinate with the Marine Fisheries Commission and the Florida Marine Patrol, as appropriate, to restrict fishing activities in areas where marine fishery stocks or habitat have been, or are expected to be, excessively depleted.

**ENV Policy 1.18.2:** Recommend disapproval to appropriate entities for dredging and filling, or other development activities, on submerged lands containing significant sea grass habitat, except in cases of overriding public interest, and seek to restore sea grass coverage.

**ENV Policy 1.18.3:** Assist the FDEP and the U. S. Fish and Wildlife Service in the implementation of protective and recovery programs for the West Indian manatee and other threatened or endangered marine species or species of special concern.

**ENV Policy 1.18.4:** Protect manatees that frequent the Hillsborough River and Tampa Bay by maintaining habitat and prohibiting activities that endanger them.

**ENV Policy 1.18.5:** Restrict the unmitigated channelization or hardening of natural stream courses and tidal creeks, except in cases of overriding public interest or ongoing

demonstrated loss of property due to erosion. Restore streams and creeks where an opportunity presents itself.

**ENV Policy 1.18.6:** Support the protection of natural coastal shorelines as a means of providing habitat, reducing erosion and maintaining water quality and prohibit the unmitigated hardening and bulk-heading of natural coastal shorelines except in cases of overriding public interest or ongoing demonstrated loss of property due to erosion.

**ENV Policy 1.18.7:** Participate in the Southwest Florida Water Management District's Surface Water Improvement and Management program (SWIM) and the Tampa Bay Estuary Program.

**ENV Objective 1.19: Maintain or improve the estuarine environmental quality of Tampa Bay and control the adverse impacts of development and redevelopment on water quantity by:**

- **Continued implementation of the Stormwater Management Element, which meet, or exceed, state requirements;**
- **Continued compliance with all applicable requirements for discharge standards for the City's sewer treatment plant; and**
- **Continued membership, support and participation on inter jurisdiction boards, such as the Agency on Bay Management, which are created to address the estuarine environmental quality of Tampa Bay.**



**ENV Policy 1.19.1:** Continue to cooperate with the EPC to ensure that a scientifically defensible surface water quality monitoring program for Tampa Bay is maintained or expanded, in order to monitor progress towards compliance with State water quality standards.

**ENV Policy 1.19.2:** Dredge and fill operations within the Coastal Planning Area may be considered for activities, such as but not limited to, those which facilitate the continued use of existing channels, activities associated with appropriate water-dependent uses, activities which are consistent with the Tampa Port Authority Master Plan but are not inconsistent with the Tampa Comprehensive Plan, and activities which correct environmental problems, or other appropriate activities. The City, through the Planning Commission's review of Tampa Port Authority permits and through other forums, shall coordinate, as appropriate, with the Port Authority in actions consistent with the items below.

- Coordination of the long-term plans of ports, governmental agencies, and private interest for disposal of dredged material so as to minimize adverse environmental and social impacts while maintaining a viable maritime industry in the region. This plan should encompass a period of not less than 25 years, giving equal consideration to all disposal alternatives.
- Maximization of the useful life of existing dredged material disposal areas through improvements to and protection of

containment structures, and through the development of a state-of-the-art dewatering program.

- Maximization of the beneficial use of appropriate dredged material for beach nourishment and identified habitat needs in a manner which balances the impacts to affected natural and human communities with compensatory mitigation.
- Protection of unique and irreplaceable natural resources from the adverse effects of spoil disposal.
- Facilitation of the development and use of innovative and more efficient spoil disposal methods which reduce environmental impacts and financial costs of spoil disposal.
- An environmentally acceptable system for deep water offshore disposal of non-toxic dredge spoil material, even where costs of doing so exceed direct costs of in-bay disposal, so as to relieve pressures for inshore filling for reasons other than habitat creation, and to minimize the economic burden of purchasing upland disposal sites.
- Maximization of the multiple uses of dredged material disposal areas for recreation and wildlife habitat while maintaining their utility as disposal areas.
- Reduction of the need for maintenance dredging through proper placement and maintenance of disposal areas.
- Minimization of the economic burden on the region's maritime industry while pursuing the environmental and social objectives.



**ENV Policy 1.19.3:** Submit projects for stormwater improvements to the SWFWMD in compliance with Surface Water Improvement and Management Program criteria. Provide additional supplemental funding if required to implement projects receiving SWIM funding.

**ENV Policy 1.19.4:** Continue to maintain membership on the Agency on Bay Management, an advisory committee to the Tampa Bay Regional Planning Council and SWFWMD.

**ENV Policy 1.19.5:** Cooperate with the SWFWMD to ensure that minimum freshwater flows are scientifically determined and maintained, in order to support optimal diversity and productivity in estuarine wetlands, when public water supply quantities are not jeopardized.

**ENV Policy 1.19.6:** Continue to comply with, and fully enforce, applicable regulations for the Howard F. Curran waste water treatment plant.

**ENV Policy 1.19.7:** Continue its program to research, develop and promote efficient and environmentally sensitive water use and conservation techniques and require their use by the private sector, in accordance with future study results.

**ENV Policy 1.19.8:** With the appropriate regulatory and management agencies, support the implementation of a comprehensive and coordinated management plan for Tampa Bay.

### ***Estuarine Management***

The entire shoreline of the City of Tampa borders on the Tampa Bay estuary. Tampa Bay is the largest open water estuary in the State of Florida with over 3 million people living in the three counties bordering its shores. Tampa Bay was once one of the nation's most biologically productive and diverse estuaries. However, piecemeal urbanization around and within the Bay over the last 150 years has resulted in broad scale environmental degradation.

Habitat loss has resulted in declining populations of economically important fish and shellfish including a complete collapse of fisheries for scallops and oysters, and major declines for bait shrimp, spotted sea trout and red-drum. The environmental deterioration of Tampa Bay can be attributed to the cumulative effects of numerous perturbations including: direct habitat destruction from dredging and filling, and the hardening of shorelines for coastal development; degradation of water quality and eutrophication resulting from the discharge of municipal and industrial effluents, and stormwater runoff; and the reduction of natural freshwater inputs due to the impoundment and withdrawals from rivers and streams.

**ENV Objective 1.20: Protect, conserve, enhance and restore remaining coastal wetlands, living marine resources and wildlife habitat in the Tampa Bay estuary.**

**ENV Policy 1.20.1:** Wetlands and wildlife habitat will be protected by the Environmental Resource Permit Rules



administered by SWFWMD and FDEP, and the Wetlands Rules administered by EPC, as well as the City's Code.

**ENV Policy 1.20.2:** Cooperate with EPC, the U.S. Army Corps of Engineers, the FDEP and SWFWMD, as appropriate, to implement wetland compensatory mitigation and restoration programs as required by applicable laws to ensure no net loss of tidal wetland functions in association with projects located within City limits.

**ENV Policy 1.20.3:** In cooperation with EPC, SWFWMD, the Agency on Bay Management and the FDEP, seek funds to restore and recreate natural inter-tidal areas (e.g., salt marshes, mangrove forest, and mud flats).

**ENV Policy 1.20.4:** Allow in its land development regulation and promote through counseling the development of passive recreational facilities (e.g., boardwalks) in coastal wetlands and flood plains where it can be demonstrated that such facilities will not have adverse impacts on water quality and/or fish and wildlife attributes.

**ENV Policy 1.20.5:** Require land developments within the Coastal Planning Area to preserve tracts of native upland plant communities, including those that provide habitat, as a means of buffering tidal wetlands from the adverse impacts of development, such as noise, increased stormwater runoff, and visual intrusion.

**ENV Objective 1.21:** To ensure that all discharges to natural surface water bodies in the Tampa Bay watershed shall comply with state water quality standards for their designated use.

**ENV Policy 1.21.1:** Oppose the reclassification of any surface waters of Tampa Bay within City boundaries to acknowledge lower water quality conditions that cannot be improved, unless necessary to protect the public health, safety or welfare. Support the re-classification of surface waters of Tampa Bay to accommodate higher standards, where it can be demonstrated that improved water quality conditions will prevail in the future.

**ENV Policy 1.21.2:** Continue to develop and use environmentally acceptable effluent disposal alternatives to surface water discharge into Tampa Bay and its tributaries, including but not limited to reuse for irrigation and industrial purposes.

**ENV Policy 1.21.3:** Cooperate with the appropriate regulatory agencies in requiring that developments identified as sources of water pollution establish and implement water quality management plans that eliminate or improve discharges into Tampa Bay (e.g., municipal and industrial point sources).

**ENV Policy 1.21.4:** Provide improved domestic wastewater treatment service to coastal areas where persistent water



quality problems are clearly attributable to poorly functioning septic treatment systems.

**ENV Policy 1.21.5:** Cooperate with the regulatory agencies responsible for developing a nutrient monitoring and control program for those land uses located adjacent to Tampa Bay and its tributaries that are likely to contribute significant nutrient loadings. At a minimum, the program shall require the implementation of Best Management Practices (BMPs) for controlling nutrient loadings, including retrofitting if needed, to meet specific alternative criteria as established by the Surface Water Improvement Management (SWIM) Program.

**ENV Policy 1.21.6:** Continue to participate in a public education program aimed at residential homeowners that addresses the impacts of improperly managed lawn litter and fertilizer/herbicide/pesticide applications on the surface water quality of Tampa Bay.

**ENV Policy 1.21.7:** Require that existing developments planned for expansion, modification or replacement in the coastal area provide or support stormwater treatment improvements within the affected drainage basin where treatment facilities are lacking. Require retrofitting of stormwater treatment facilities in coastal areas lacking such facilities.

**ENV Policy 1.21.8:** Where consistent with the Surface Water Improvement and Management (SWIM) Plan for Tampa Bay, consider the dredging and removal of polluted

estuarine sediments, clean filling deep-dredged areas, and other means of improving adjacent estuarine water quality.

**ENV Policy 1.21.9:** Develop, update and implement its approved Action Plans, and any amendments thereof, pursuant to the Tampa Bay Estuary Program (TBEP) interlocal agreement dated February 1998, and consistent with the applicable goals of the Comprehensive Conservation and Management Plan (CCMP) for Tampa Bay. This includes the goal of reducing the cumulative nitrogen loads in Tampa Bay.

#### *Beaches and Dunes*

Beaches are a vital resource for coastal protection (sheltering low lying areas from flooding; protecting cliffs, historic shingle accumulations and dunes from direct wave attack) and an important tourism resource bringing valuable income to the region. Their effective management will help to ensure that residential and commercial properties are protected, attracting people to the region and helping to maintain a thriving commercial life. Beaches are also part of our Identity.

In its natural state, the low energy shoreline of the Tampa Bay estuary is generally characterized by tidal marsh and mangrove growth rather than by beaches or dune systems found in other locations in Florida. Due to the relatively low wave energy occurring in Tampa Bay, erosion of sandy beaches has generally not been a problem.

To provide public recreational access to the Bays surrounding Tampa, man-made beaches have been created in various



locations. There are three significant, man-made public beaches in the City:

- Ben T. Davis Beach on the Courtney Campbell Causeway (S.R. 60),
- Picnic Island Beach and
- Seaplane Basin Beach on Davis Islands.

**ENV Objective 1.22: To protect the beaches in the City, establish construction standards that will minimize further impacts of man-made structures to those beaches and restore altered beaches.**

**ENV Policy 1.22.1:** Limit use of beaches and shorelines to appropriate ocean-oriented recreational and educational functions, and natural resource preservation.

**ENV Policy 1.22.2:** Maintain or improve the existing, natural condition of the three public beaches in the City.

**ENV Policy 1.22.3:** Coordinate with the State to implement state-of-the-art beach and dune stabilization techniques where appropriate.

**ENV Policy 1.22.4:** The specific and cumulative impacts of development and redevelopment upon wetlands, water quality, water quantity, wildlife habitat, and beach and dune systems shall be limited by: strict maintenance of existing setback requirements, adherence to stormwater detention

requirements, retaining all publicly owned natural habitats in their undeveloped state and transfer of development rights.

**ENV Policy 1.22.5:** Prohibit the destruction or degradation of natural inter-tidal and sub-tidal vegetative communities in the development of new man-made estuarine beaches except in the case of overriding public interest.

*Lakes*

Lakes are important natural and community resources that serve as scenic and recreational amenities while performing a number of beneficial environmental functions. Lakes serve as important fisheries and as parts of wildlife habitat mosaics, providing sources of food for a variety of wildlife, including listed species, as well as to filter and attenuate (reduce, slow down) stormwater and provide reliable recharge to the surficial and, in some cases, the Floridian aquifers. They also serve as sources of scenic beauty and provide various forms of recreation. Lakes are an important part of Tampa’s natural heritage as well.

**ENV Objective 1.23: Maintain or improve the ecological integrity of natural lakes and ponds.**

**ENV Policy 1.23.1:** Strive to achieve water quality consistent with Class III (or better) standards for all natural lakes. (Class III standards provide for the propagation and survival of fish and wildlife and imply good water quality.)



**ENV Policy 1.23.2:** Maintain and manage wetlands associated with lakes for optimum fisheries and other environmental values.

**ENV Policy 1.23.3:** In conjunction with EPC, condition land use approvals and regulate activities affecting lakes such that the lake will continue to provide the optimum number and types of uses maintaining or improving the lake's existing environmental quality, in accordance with established development standards and regulations.

**ENV Policy 1.23.4:** Where present, existing natural areas on lake shorelines shall be retained in a natural state. Minimal encroachment for physical access to the water shall be permitted, such that the landowner retains reasonable beneficial use of the property without degrading the lake's existing environmental quality. Developmental activities should be compatible with the adjacent natural or built environment and sensitive to the need to provide maximum natural/open space proximate to the lake.

**ENV Policy 1.23.5:** A development project's potential impacts on a lake's existing environmental quality shall be assessed during the planning and development review process. Standards ensuring compatibility with maintaining or improving the lake's existing environmental quality shall be developed and applied.

### *Ground Water Quality*

The City of Tampa is underlain by a two-layered freshwater aquifer system which includes the surficial and Floridian aquifer systems. The Floridian aquifer is the most productive freshwater aquifer system in the area, and is the primary source of potable groundwater supplies. Urbanization in areas of high recharge/contamination potential, particularly in the Tampa Palms area, may pose unacceptable threats to the long-term water quantity and quality within the potable aquifer system. Furthermore, the proliferation of underground storage tanks and other potential sources of groundwater contamination may ultimately pose a significant cumulative threat to the quality of both the City's and County's potable groundwater supplies. Improved mapping of areas of high aquifer recharge/contamination potential, and increased monitoring of groundwater quality, are needed at the federal, state and regional level, particularly by the Southwest Florida Water Management District (SWFWMD) and the Florida Department of Environmental Protection (FDEP), which administers the program that funds the clean-up of water supply pollutants. In addition, scientifically defensible land use regulations and performance standards for development activities in areas of high recharge/contamination potential must be developed by the appropriate agencies to protect groundwater quantity and quality for future generations.

The City's jurisdiction and involvement in the development and implementation of groundwater protection strategies and regulations is limited to encouraging and supporting sound





protection strategies. FDEP and SWFWMD have primary jurisdiction relative to groundwater regulation through various state and regional programs and regulations. The EPC has a limited groundwater monitoring program. However, while most aspects of maintaining groundwater quality and quantity are beyond the direct authority and jurisdiction of the City, the following objectives, policies, measures and actions constitute the City's approach toward maintaining groundwater quality and quantity.

**ENV Objective 1.24: Assist the State in ensuring that discharges comply with groundwater quality standards through the mechanisms outlined in the following policies.**

**ENV Policy 1.24.1:** Consider the best available hydrogeological information (e.g., Florida Aquifer Vulnerability Assessment (FAVA) maps that estimate potential aquifer contamination or Water Resource Assessment Project studies), and may require the collection of site-specific hydrogeologic data when assessing the impacts of proposed land use changes and developments in areas of suspected high aquifer recharge/contamination potential. This information shall be used in the land use planning and development review process.

**ENV Policy 1.24.2:** Continue its ongoing program to direct federal and State matching funds, as well as private funds, to

the implementation of clean-up actions for all identified major sources of groundwater pollution.

**ENV Policy 1.24.3:** Support the implementation of all state regulations that prevent groundwater contamination in areas of high aquifer recharge.

**ENV Policy 1.24.4:** Support the designation of G-1 (class of groundwater for potable water use) aquifers that effect City water supplies, wherever it can be demonstrated that hydrologic conditions warrant extra protection. Oppose the downgrading of groundwater classifications except in cases of overriding public interest.

**ENV Policy 1.24.5:** Through the land development review process, prohibit development or land alteration activities which breach the confining layers of the Floridian aquifer.

**ENV Policy 1.24.6:** Cooperate with EPC and FDEP to promote compliance with the Underground Storage Tank (UST) program, especially in areas of demonstrated or suspected high recharge/contamination potential.

**ENV Objective 1.25: Continue a comprehensive wellhead protection program that shall include the determination of wellhead resource protection areas (WRPAs) surrounding potable water supply wells and criteria for restrictions and prohibitions to be applied**



**within the delineated Wellhead Resource Protection Area.**

**ENV Policy 1.25.1:** Public potable water supply wells include public water wells and aquifer storage and recovery (ARS) wells that are intended for drinking, culinary or domestic purposes, and are permitted by a consumptive/water use permit with a daily amount of 100,000 gallons-per-day (gpd) or greater.

**ENV Policy 1.25.2:** Maintain wellhead resource protection areas using available data and analysis, on a map adopted as part of the Future Land Use Map (FLUM) series.

**ENV Policy 1.25.3:** Protect existing and planned future wellheads of public potable water supply wells through the regulation and/or prohibition of land use activities and chemicals that have been established to be significant threats to the present or future use of such wells for potable water purposes.

**ENV Policy 1.25.4:** Establish a permitting, inspection and enforcement program for the City's wellhead protection program.

**ENV Policy 1.25.5:** No additional areas shall be designated with industrial land use plan categories within the WRPAs.

**ENV Policy 1.25.6:** Protect the potable water wells regulated by the FDEP in Florida Administrative Code Chapter 62-521, as amended. These wells serve at least 15 service

connections used by year-round residents or regularly serves at least 25 year-round residents. The protection measures will apply within a 500 foot radial setback from the potable water well.

**ENV Policy 1.25.7:** In the event of annexations, ensure the protection of identified Wellhead Resource Protection Areas.

***Water Quantity***

Potable water is supplied to the consumers in the City of Tampa water service area from a combination of sources, including the Hillsborough River reservoir system and Sulphur Springs. Future population projections indicate that water demands will significantly increase over the next several decades. At the same time the water demands of industry and commerce will continue to compete for the same potable water supply. Because identified potable water supply sources are limited and the cost of developing new sources and distribution systems is high, prudent conservation measures need to be developed and implemented now. Development and implementation of a comprehensive water conservation program will allow the City to continue to rely on current potable water supply sources into the future.

***Water Conservation***

**ENV Objective 1.26: Strive to reduce potable water demands consistent with state and regional targets through the conservation, reuse, and enhancement of groundwater and surface water supplies, and prevent environmental degradation.**



**ENV Policy 1.26.1:** Continue to cooperate with Hillsborough County, the Southwest Florida Water Management District, and Tampa Bay Water, in their efforts to develop an accurate and precise methodology for estimating and communicating groundwater and surface water supply and demand projections. The City shall assist, as appropriate, toward the study of “safe yield” the volume of groundwater which can be drawn from public water supply aquifers without adverse environmental impacts surface water limitations through the appropriate application of the water budget equations and other means.

**ENV Policy 1.26.2:** Continue to develop and promote educational programs for water conservation through partnerships with the SWFWMD and local initiatives.

**ENV Policy 1.26.3:** Assist the SWFWMD, in developing and enforcing water conservation measures and programs.

**ENV Policy 1.26.4:** To support a sustainable environment, expand the distribution of reclaimed water.

**ENV Policy 1.26.5:** Assist the SWFWMD in identifying free flowing artesian discharges (e.g., abandoned wells, breaches in the confining layer), and support the plugging or capping of such discharges to prevent the unrecoverable loss of potable water.

**ENV Policy 1.26.6:** Protect water quality by restricting activities and land uses which would adversely affect the quality and quantity of identified water sources used as a source of public water supply.

**ENV Policy 1.26.7:** As one tool to maximize the conservation of potable water, maintain the escalating user fee rate scale for potable water use.

**ENV Policy 1.26.8:** Through the land planning and development review processes, consider the requirement of aquifer recharge easements where such mitigation is appropriate.

**ENV Policy 1.26.9:** Through the land development review process, promote the use of stormwater retention or keeping facilities rather than detention or holding facilities in areas of high aquifer recharge potential where it can be shown that the quality of stormwater is sufficient to prevent degradation at the receiving aquifer.

**ENV Policy 1.26.10:** Restrict, through land development regulations, the use of deep-well injection as a method of effluent disposal, except where it can be demonstrated that such disposal will have no adverse impact upon existing or potential potable water aquifers.

**ENV Policy 1.26.11:** Through the land development review process, promote the application of Florida Friendly



Landscaping principles and landscaping as a water conservation measure.

### **Urban Forestry**

Mature tree canopy is a vital community and environmental asset that is appreciated and desired by residents in new and established neighborhoods alike. The protection and supplementation of this tree canopy is a necessity in order to sustain the resource and maintain the environmental benefits, such as cooler temperatures, that the mature canopy provides.

Statistics from the Executive Summary of the 2011 Urban Forest Analysis include:

*"Tree canopy covered 32% of the City in 2011. An additional 32% of the land area was covered by other vegetation, indicating large areas potentially available for tree planting." "Pollution removal by trees and shrubs was 1,163 tons/year and valued at \$9.9 million/year. Pollutants include carbon monoxide, ozone, sulfur dioxide, nitrogen dioxide and particulate matter less than 10 microns. Carbon storage was 619,000 tons and valued at \$44.1 million. Oxygen production was 127,000 tons/year and associated avoided carbon emissions valued at \$578 thousand/year. Avoided cost of stormwater management was \$10.8 million/year as a result of the estimated interception of 162 cubic feet/year of rainfall by leaves of trees. Compensatory value was \$1.83 billion."*

*"Unlike other public infrastructure components, properly planted and maintained trees increase in value over time."*

*– American Public Works – 2007 "Shaded neighborhoods and well-landscaped yards have a positive economic influence on real estate values, timeliness of house sales and neighborhood desirability." - 2011 UF Management Plan.*

### **ENV Objective 1.27: Protect and enhance the tree canopy consistent with the Urban Forest Management Plan.**

**ENV Policy 1.27.1:** Provide 1000 trees annually to preserve and augment the community's canopy and sustainability.

**ENV Policy 1.27.2:** Recognize the Urban Forest Management Plan as the 20 year Strategic Plan for the Management of Tampa's Urban Forest, establishing adaptable, quantifiable, and science-based strategies for maintaining and expanding the Urban Forest.

**ENV Policy 1.27.3:** Implement the recommendations of the Preferred Alternatives for Action derived from the Urban Forest Management Plan every five years.

**ENV Policy 1.27.4:** Continue to conduct the five year update of the Urban Forest Analysis to support the Urban Forest Management Plan and provide detailed scientific information for the economic and ecological values of the Urban Forest.

**ENV Policy 1.27.5:** Continue to promote the Tree and Landscape Ordinance as a key element in retention and



provision of private and public plant materials to support sustainable development principles of tree preservation, and minimal impact to the existing site resources.

**ENV Policy 1.27.6:** Consider the community's street trees as infrastructure. All efforts will be made to preserve and protect these trees as a community and private property asset in accordance with the Urban Forest Management Plan.

**ENV Policy 1.27.7:** Public/private beautification efforts on public property shall continue, but only when private maintenance agreements have been executed.

**ENV Policy 1.27.8:** Require provision of open space in the private development process through various performance incentives and tools, including but not limited to form-based zoning, cluster zoning, planned development review, dedication of easements for public access, and on-site transfer of development rights.

**ENV Objective 1.28: Maximize the retention and enhancement of the City's mature native shade tree canopy for the environmental value and for the contribution to quality of life.**

**ENV Policy 1.28.1:** Seek to maintain and increase environmentally beneficial plant life.

**ENV Policy 1.28.2:** Develop a "greening" program with a goal of increasing tree cover in areas of concentrated

vehicular use where the urban heat island effect could be mitigated through planting trees and shrubs.

**ENV Policy 1.28.3:** Toward reducing the energy requirements of new buildings, the land development review process will incorporate a review of how trees and shrubs could be oriented on a construction site to reduce cooling loads by taking advantage of evapotranspiration and shade.

**ENV Policy 1.28.4:** Investigate ways to provide incentives to property owners who use certified arborists to assess the health of and properly prune existing large-trunk trees.

### *Soil*

With few exceptions, the soils of the City of Tampa can be generally characterized as poorly drained fine sands which are relatively nutrient poor. Because there is minimal topographic relief in the City, natural erosion has not been a problem in the past. However, temporary soil erosion during land clearing for development often results in localized erosion problems unless best management practices and erosion control measures are followed. In utilizing soils for development, proper planning is imperative to ensure consideration of soil suitability for a given land use, and to avoid depletion of valuable soil resources.

**ENV GOAL 2: CONSERVE AND UTILIZE VALUABLE SOIL RESOURCES IN A MANNER BEST SUITED TO THEIR PARTICULAR CAPABILITIES.**



**ENV Objective 2.1: Development orders shall not be issued unless development is compatible with the physical conditions of the land, and development mitigates those adverse impacts that it creates upon the physical conditions of the land that may affect the health, safety and/or welfare of the people who live and work in the area.**

**ENV Policy 2.1.1:** Development shall utilize appropriate methods of controlling erosion and sedimentation to help minimize the destruction of soil resources.

**ENV Policy 2.1.2:** Soil capability analyses for flood hazards, stability, permeability and other relevant soil characteristics shall be considered through the Land Development Review process.

**ENV Policy 2.1.3:** All development within the 100-year floodplain shall be in strict conformance with applicable development regulations.

***Growing Long Term Sustainability: Energy Conservation and Green Building***

Key components of the City of Tampa’s overall commitment to make economical use of public dollars and protect the environment are improving energy conservation and efficiency and engaging in resource efficient “green building” development practices. With rising costs and increasing demands for energy and natural resources, the City will seek to reduce energy use and manage development in a more resource efficient manner.

The City can motivate employees, residents and businesses to become more energy efficient and to apply sustainable building practices. Acting to conserve energy and become resource efficient saves public money and benefits the environment. The City is in a position to reduce energy loads and contribute to the effort to avoid electrical emergencies. The City can also safeguard energy supplies to critical City operations by pursuing alternative energy technology.

**ENV GOAL 3: HAVE SUFFICIENT, RELIABLE AND RESOURCE EFFICIENT ENERGY AVAILABLE TO MEET THE FUTURE NEEDS OF CITY OF TAMPA RESIDENTS, BUSINESSES AND GOVERNMENT.**

**ENV Objective 3.1: Engage in and promote practices that result in energy conservation and efficiency.**

**ENV Policy 3.1.1:** Offer energy conservation and efficiency information to enable residents, businesses and City employees to reduce electrical loads and demands on the electrical utility system.

**ENV Policy 3.1.2:** Continue to enhance employee awareness of energy efficiency through education and periodic notifications.

**ENV Policy 3.1.3:** Educate consumers about the importance of and need for energy conservation and efficiency, for example, running public service announcements.



**ENV Policy 3.1.4:** Continue to pursue energy-saving options for exterior lighting of City buildings and facilities such as parks and ball fields.

**ENV Objective 3.2: Encourage energy and resource efficient green building and sustainable development practices.**

**ENV Policy 3.2.1:** Encourage builders and developers to exceed the minimum requirements for energy efficiency of the Florida Building Code by sharing information on available training, tools or literature on resource efficient development (e.g., the National Association of Home Builders “Guide to Developing Green Builder Programs” the Florida Green Building Coalition’s “Green Trends” annual conference; achieving LEED accreditation through the Florida Gulf Coast Chapter of the U.S. Green Building Council).

**ENV Policy 3.2.2:** Cooperate with organizations such as the “Gulf Coast Chapter of the U.S. Green Building Council” or “Green Roofs for Healthy Cities” to participate in an annual program such as a green roofs symposium or green building expo to educate consumers about emerging practices in energy conservation and green building.

**ENV Policy 3.2.3:** Encourage and explore creating incentives for new homes, developments and commercial buildings to become certified under the U.S. Green Building

Council’s “Leadership in Energy and Environmental Design” (LEED) program, or meet similar standards of development.

**ENV Policy 3.2.4:** When planning to construct City-owned buildings or facilities, build to satisfy, at a minimum, the most current United States Green Building Council (USGBC) “Leadership in Energy and Environmental Design” (LEED) Silver Standard program or meet similar standards.

**ENV Policy 3.2.5:** For any renovation of existing municipal buildings, all building materials replaced shall be done so with consideration of their energy efficiency ratings as recognized by the USGBC for their sustainable qualities, and with recycled products whenever available and appropriate.

**ENV Objective 3.3: Support the development of, and engage in the use of, alternative energy and fuels in order to achieve energy supplies that are proven to do no harm to other sectors of the world economy, population or environment, and are secure, resource efficient and sustainable.**

**ENV Policy 3.3.1:** Pursue and support the adoption of federal, state and local policies that foster domestic production of environmentally safe, resource efficient and sustainable energy sources.

**ENV Policy 3.3.2:** Diversify its fuel supply and reduce its use of fossil fuels by using alternative energy technologies that are proven to do no harm in other sectors of the world



economy, population or environment, and are secure, resource efficient and sustainable.

**ENV Policy 3.3.3:** Investigate thermal storage systems and other alternative energy sources for heating and cooling.

**ENV Policy 3.3.4:** Investigate on-site electrical generation using micro-turbines, fuel cells, combined heat and power, renewable, or other technology for City facilities.

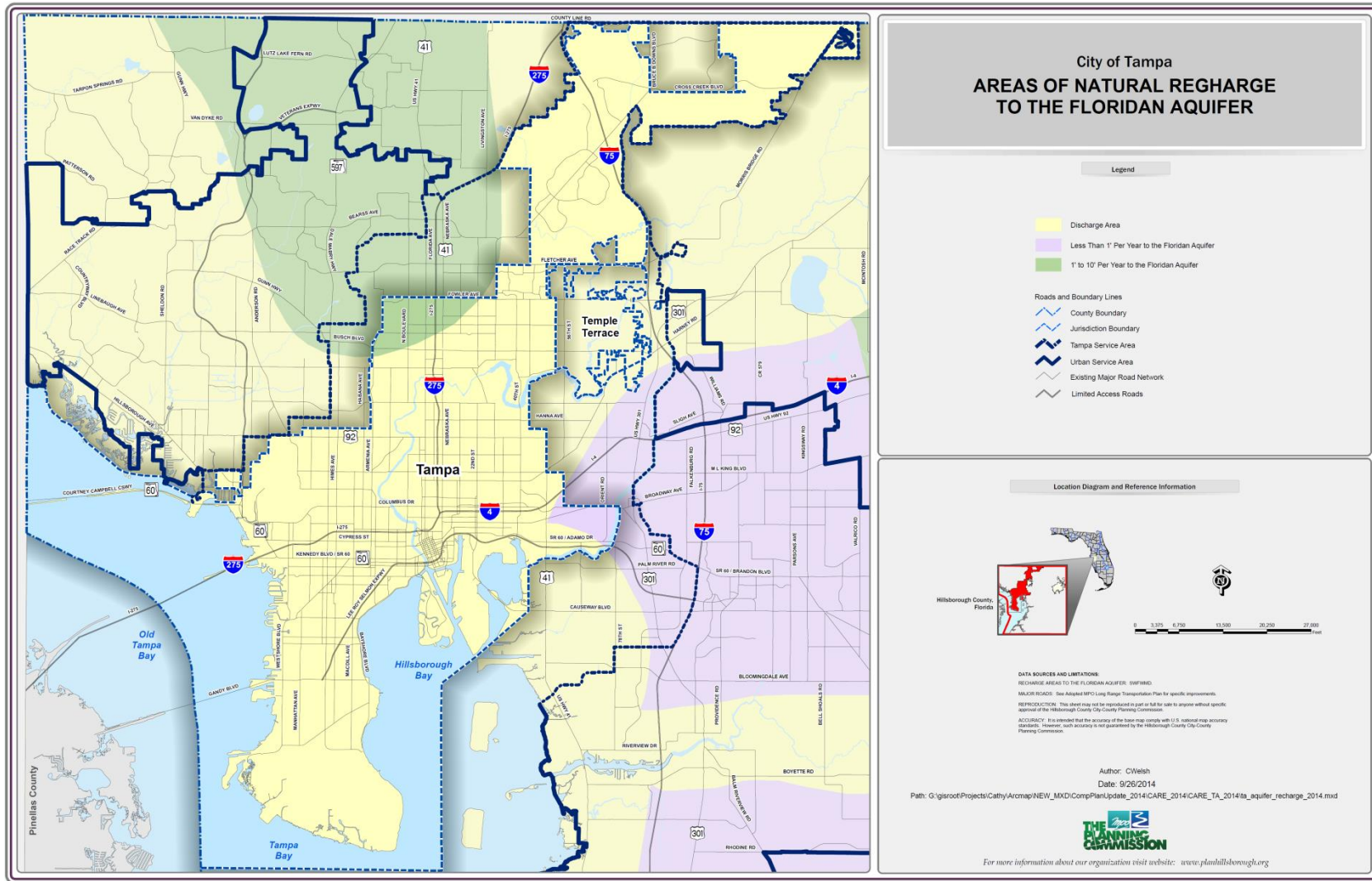
**ENV Policy 3.3.5:** Seek to stimulate economic growth of new business, business expansion and development of technology in alternative energy and alternative fuel that are proven to do no harm to other sectors of the world economy, population or environment, and are secure, resource efficient and sustainable.

**ENV Policy 3.3.6:** Pursue the incorporation of alternative energy technology and energy saving specifications within its construction bidding documents, for example, on-site generation using micro-turbines, fuel cells, combined heat and power, photovoltaic power or other appropriate technology.

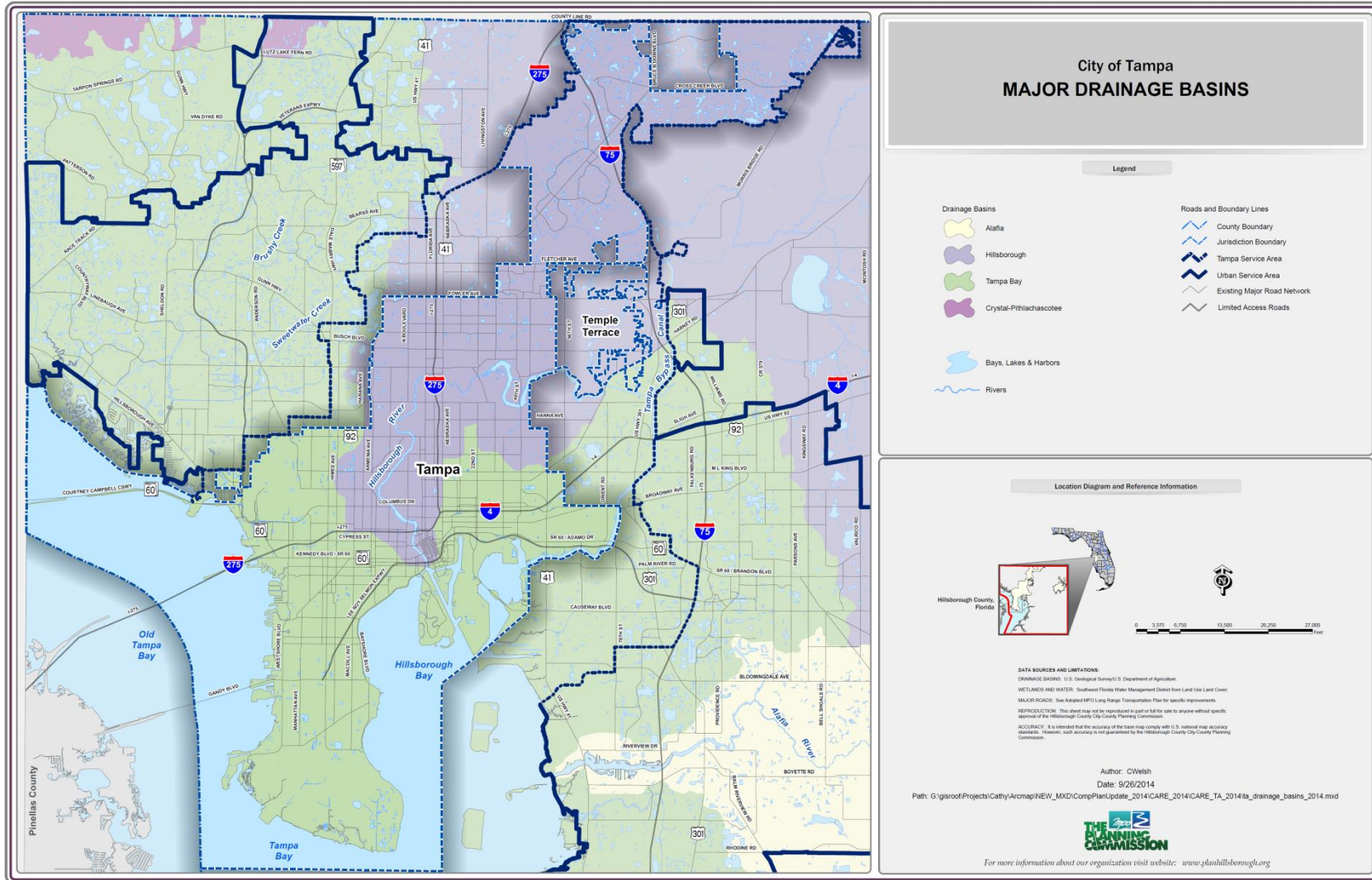




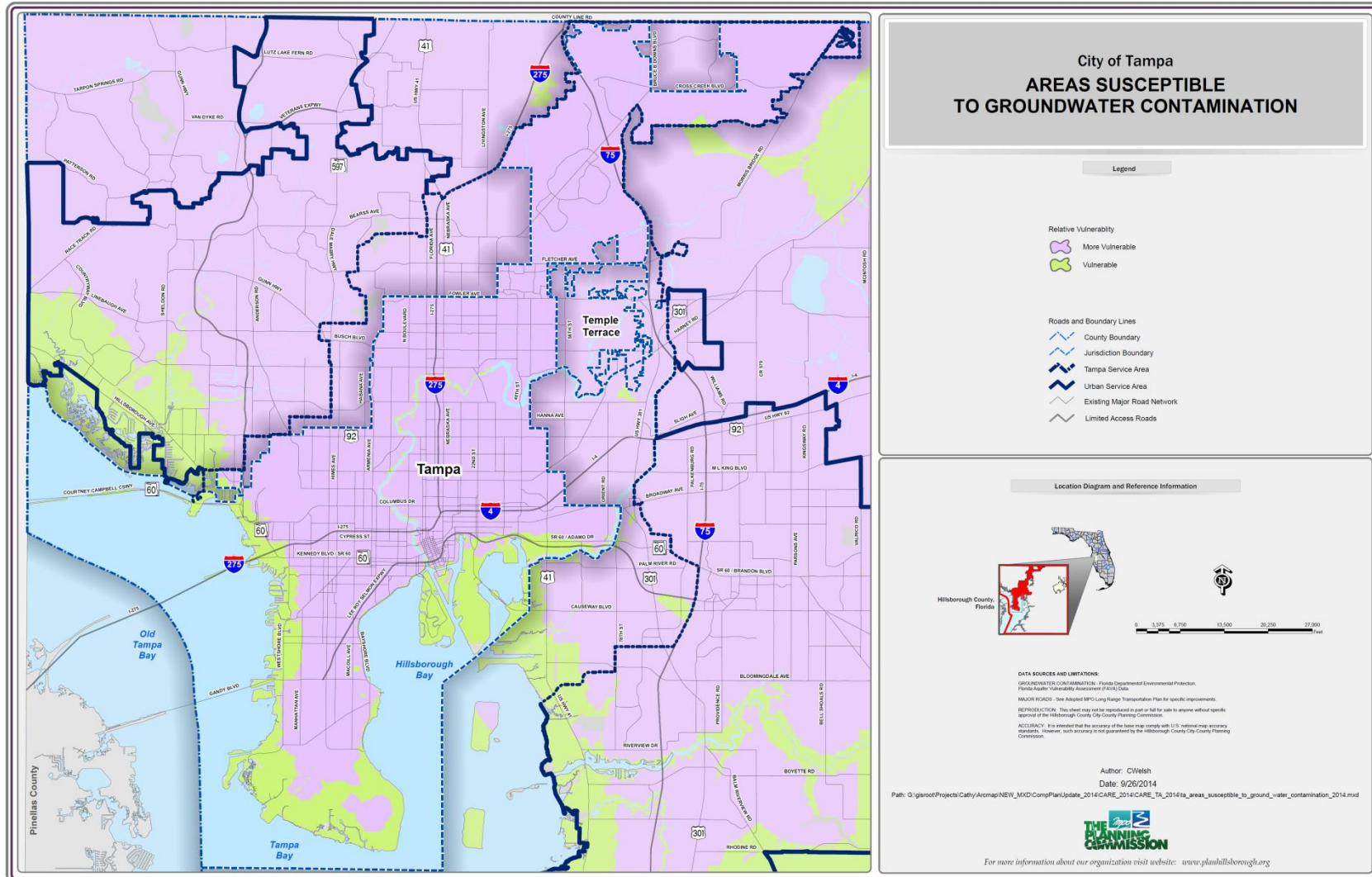
**ENV Map 1 - Areas of Natural Recharge to the Floridan Aquifer\***



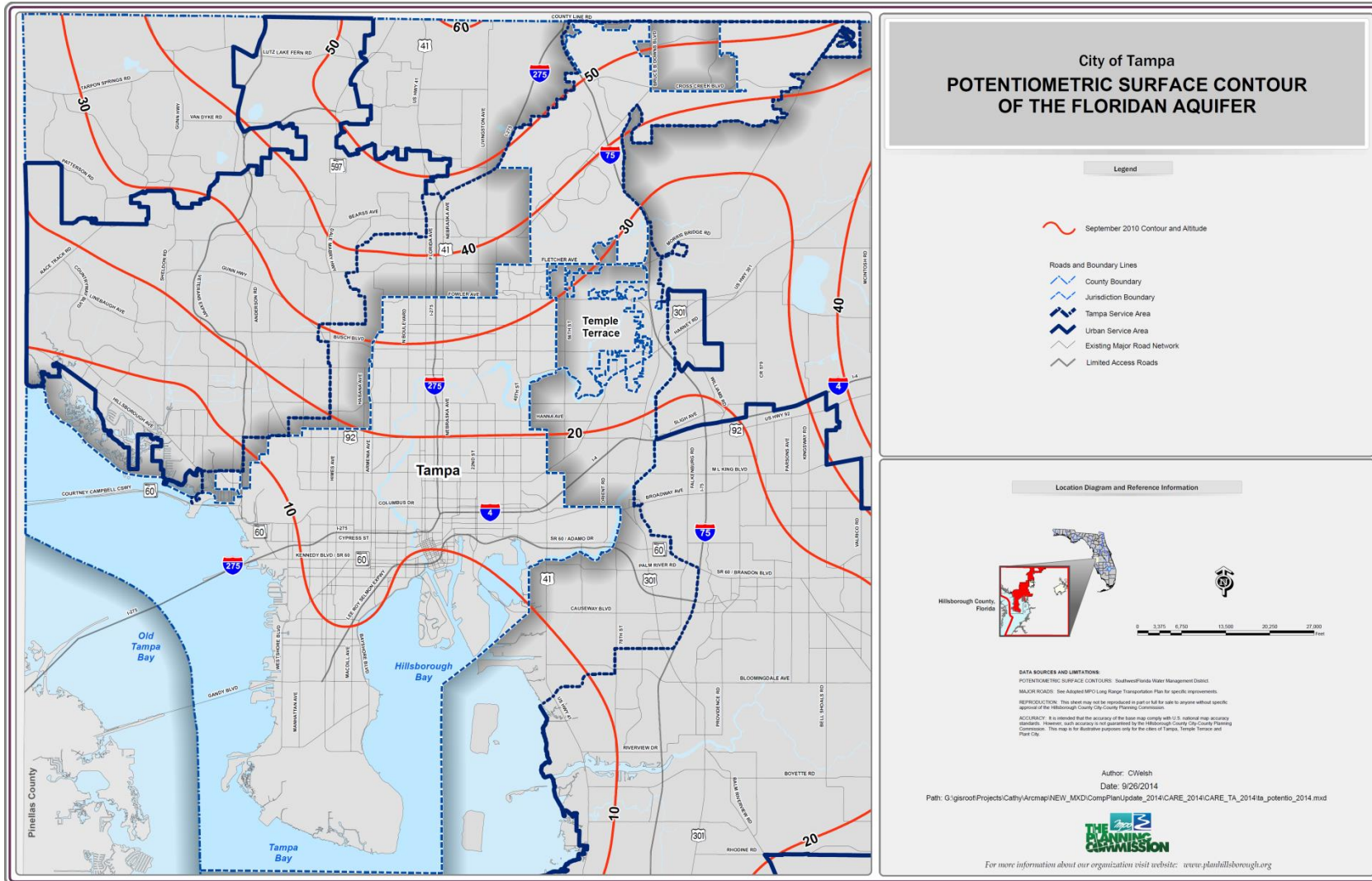
**ENV Map 2 – Major Drainage Basins\***



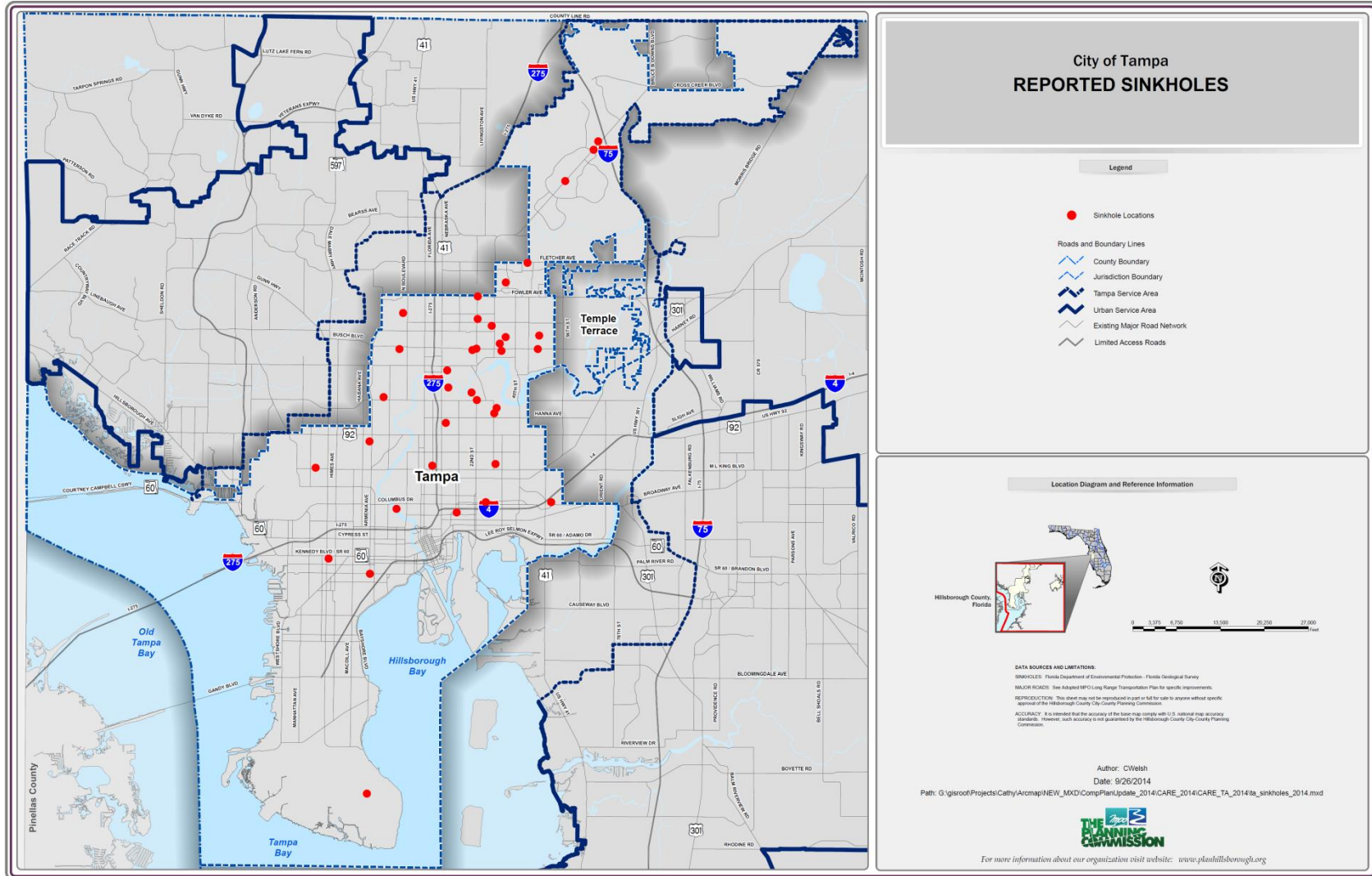
**ENV Map 3 – Areas Susceptible to Groundwater Contamination\***



**ENV Map 4 – Potentiometric Surface Contour of the Floridan Aquifer\***



**ENV Map 5 – Reported Sinkholes\***



## Recreation and Open Space Section

*Recreation and physical activity are important components in fighting and preventing childhood obesity. According to the National Institutes of Health, childhood obesity has reached epidemic proportion in the United States. The percentage of elementary school children considered obese in the United States has doubled since 1980, from 7% to 14%. Health impacts associated with childhood obesity are: high blood pressure, high cholesterol, type II diabetes, sleep apnea, and respiratory conditions such as asthma. There are psychological effects related to obesity such as feelings of inadequacy, low self-esteem, and embarrassment caused by peer teasing. Contributing factors include replacement of physical play time with computerized play, increased television viewing, readily available fast foods, and large portion prepackaged foods. One way to help prevent obesity and make physical activity attractive to overweight and obese children is to provide recreational facilities within a safe walking and biking distance. Such facilities should include varied and challenging facilities and activities that provide opportunities for overweight or obese children to actively participate without fear of being taunted or embarrassed by their peers. To encourage efforts to prevent obesity (especially among children), it is recommended that we focus on physical activity. The recommendations include encouraging children to: participate in team sports at school or within the community;*

*enroll in structured activities such as gymnastics, tennis, and martial arts; encourage free play; join in neighborhood recreation programs; and take part in noncompetitive lifetime physical activities such as walking, biking, hiking, and dancing.*

### Institute of Medicine, 2004, 2006

#### Overview

The City's parks, open space, trails, and recreation facilities play an important role in the physical, mental, social, and environmental health of the City. They strengthen the body and assist in maintaining physical well-being. They provide the visual relief and relaxation that refreshes and restores the frame of mind. They create opportunities for personal interaction and provide alternatives to crime. They improve air quality, reduce urban runoff, and decrease the effects of urban heat islands.

Tampa provides four categories of recreation for residents and visitors, which may be grouped together or located in stand-alone facilities. These four categories of recreation, which include facilities and programs, constitute Tampa's municipal park and recreation system.

- **Population-based** facilities and services are located in close proximity to residential development and are intended to serve the daily needs of the neighborhood and community. When possible, they adjoin schools in order to



share facilities, and ideally are within walking distance of the residences within their service area.

- **Resource-based** parks are located at, or centered on, notable natural or man-made features (beaches, habitat systems, lakes, historic sites, and cultural facilities) and are intended to serve the Citywide population, as well as visitors.
- **Natural open space** is City-owned land located throughout the City consisting of natural landforms. This open space is intended to preserve and protect native plants and animals, while providing public access and enjoyment by the use of hiking, biking, and equestrian trails.
- **Amenity-based** recreation facilities are golf courses, dog parks, skate parks, tennis courts, amphitheaters and other similar type facilities that are not necessarily population based, but are strategically placed to serve the needs of several communities.

Parks, recreation and open space are not isolated components of the Livable City. They are interconnected, in varying degrees to other elements of the Comprehensive Plan. The “Sustainable Environment” Chapter provides additional policies for protecting and preserving our recreational natural resources and open space. The “Structuring Growth for Livability” Chapter recognizes the opportunities that park and recreation facilities provide toward creation of safe and walkable communities, distinctive neighborhoods, and significant public spaces and civic architecture. The “Our Neighborhoods” Chapter reinforces the importance of recreation as a quality of life factor that needs

to be integrated into communities. The “Sustainable Infrastructure” chapter links the recreation value associated with mobility policies for development of a pedestrian master plan and a trails master plan.

Tampa’s definitions for ‘park’ and ‘open space’ vary according to the context in which the terms are used. For purposes of this goal, designated open space and parks are those areas of the City that are identified in adopted land use plans as open space or parks. As such, these areas include population and resource-based parks, open space with natural or cultural value, and areas identified in land use plans that may not contain natural or cultural characteristics, but instead function to provide a land use buffer, visual relief, or similar purpose.

The City has traditionally used a citywide level of service (LOS) standard for parkland acreage. Phase I of the Parks and Recreation Master Plan examined the level of service policy and used three types of calculations in the analysis:

- Acreage LOS is typically expressed as the number of parkland **4.3** acres/1000 population.
- Facilities LOS is typically expressed as the number of people served by one facility (e.g. tennis court/200 people). The City uses the local facility guidelines show as a sub-LOS measurement.

Access LOS, also known as “Service Area”, is typically expressed as the distance served by a particular type of facility (e.g. ½



mile service radius for a neighborhood park). The City has sub-LOS level service radii criteria for Neighborhood and Major Parks. During the development of the Phase I Parks and Recreation Master Plan, it was determined that the City could anticipate and plan for future park and facility needs using planning districts or a similar system. This would facilitate analysis at a more localized level and could incorporate past and future population growth trends by location.

The City will initiate a transition study in conjunction with the Phase II of the Parks and Recreation Master Plan which will establish a Local Level of Service Guideline (LLOSG). The LLOSG will delineate planning districts and criteria for LLOS calculation and a make-up for the amount and types of facilities each district should provide. The transition study, with a completion goal of 3-5 years, will enable the City to more effectively provide park and recreation services to residents in all areas.

**Recreation, and Open Space Opportunities**

Tampa’s environment, its coastal location, subtropical climate, and diverse topography, increase demands for facilities, but also provides more opportunities to address those demands. This element has been developed to take advantage of the City’s natural environment, to build upon existing recreation facilities and services, and to adapt to future recreation needs. To accomplish this, the objectives and policies address a diversity of recreation opportunities, preservation of existing facilities, the accessibility of facilities and services, cooperative

efforts to attain parkland and facilities, open space and resource-based parks, and guidelines for park and recreation facilities

**Recreation and Open Space – Goals, Objectives, and Policies\***

**ROC GOAL 1: PROVIDE ADEQUATE LAND IN AN EQUITABLY DISTRIBUTED MANNER TO MEET PUBLIC RECREATION SPACE NEEDS. AS THE CITY BECOMES MORE DENSELY DEVELOPED, THERE IS INCREASING PRESSURE TO UTILIZE PARKLAND AS A COMPONENT TO A PRIVATE DEVELOPMENT OR AS A LOCATION FOR AN ALTERNATIVE PROVIDER OF—PARKS AND RECREATION OR SOCIAL SERVICES.**

**ROC Objective 1.1: To ensure that the City has adequate parkland to accommodate existing and future demands.**

**ROC Policy 1.1.1:** The level of service for neighborhood parks shall be two acres of neighborhood parkland for each thousand residents. Neighborhood parks may also include Mini Parks, Development District Parks, and improved linear parks that provide neighborhood park amenities as outlined on the Minimum Facilities Matrix.

**ROC Policy 1.1.2:** The level of service for major parks shall be 2.3 acres of major (community or district) parkland for each 1,000 residents. Major parks will include Resource-based Parks





**ROC Policy 1.1.3:** Meet demand for regional parkland by providing 20 acres of regional parks per thousand residents through sites in Hillsborough County.

**ROC Policy 1.1.4:** Special and indoor facilities will continue to be provided by the City of Tampa to meet public needs.

**ROC Policy 1.1.5:** No parkland shall be diverted to other uses except in instances of overriding public interest, in which case it will be effectively replaced by the recipient with like parkland that can provide a similar function as the parkland being diverted. Parkland shall not be used as a subsidy.

**ROC Policy 1.1.6:** Open space is a key component for a high quality of life in an urban environment. The City will update the inventory of open space and work to develop appropriate performance incentives for providing open space as a component of private development to insure that it continues to be a significant piece of the urban fabric, a contribution to the quality of life for residents, and a functional space for the planting of trees that can grow to their mature size in order to increase the overall tree canopy coverage for the City.

**ROC Policy 1.1.7:** In order to ensure the allocation of parklands are equitably distributed the City of Tampa shall give high priority in developing its park system based on a service radius calculation (e.g., Neighborhood = ½ to 1 mile,

Major = 3 miles, and Regional parkland has a service radius of the jurisdictional limits of Hillsborough County).

**ROC Policy 1.1.8:** Evaluate the requirement of a fee in lieu for park sites that are less than 5 acres in size. This money will then be used towards the purchase of larger sites or the expansion of existing sites. Priority will be given to adjacent neighborhood needs.

**ROC Policy 1.1.9:** Evaluate the existing policy and further define the requirement and amount of a fee in lieu for park sites fulfilling the requirement for providing major parks as a result of growth. The funds will be used for the purchase of major parkland.

**ROC Policy 1.1.10:** Continue and enhance the use of subdivision reviews, DRIs, planned developments, and other mechanisms to provide recreation and green/open space. The City will study appropriate regulations for sub-DRI scaled projects.

**ROC Policy 1.1.11:** Continue to pursue multiple-use opportunities on City-owned lands and use the results to provide future neighborhood recreation needs.

**ROC Policy 1.1.12:** Maintain and/or improve the existing recreation lands and encourage the dedication of properties for recreation uses through appropriate performance incentives and other methods.



**ROC Policy 1.1.13:** Coordinate with the School Board to provide parkland adjacent to new school sites, where feasible. Co-location needs to provide for public access after school hours and have equal participation with both parties.

**ROC Policy 1.1.14:** Examine the feasibility of utilizing former school sites for potential park use.

**ROC Policy 1.1.15:** Conduct a Transition Study to establish a local level of surface based on community-based planning districts to evaluate capacity and facility needs. The study has a completion goal of 3-5 years.

**ROC Policy 1.1.16:** The Transition Study will investigate strategies for private development participation to address deficiencies in these planning districts through performance incentives and other methods.

### *Open Space and Aesthetics*

**ROC Objective 1.2:** Establish and preserve an appropriate open space system to protect public health, safety and welfare, and assure retention of aesthetic and environmental amenities.

**ROC Policy 1.2.1:** Extend public facilities (including utilities) into undeveloped areas only when the planned role of open space in overall development has been clearly described.

**ROC Policy 1.2.2:** Discourage development, within or adjacent to unique natural areas, where such activity will have significant detrimental effects. The City will examine the

need for additional protection for these areas throughout the development process.

**ROC Objective 1.3:** Mature tree canopy is a vital community and environmental asset that is appreciated and desired by residents in new and established neighborhoods alike. The protection and supplementation of this tree canopy is a necessity in order to sustain the resource and maintain the environmental benefits, such as cooler temperatures, that the mature canopy provides.

**ROC Policy 1.3.1:** Provide 1,000 trees annually to preserve and augment the community's canopy and sustainability.

**ROC Policy 1.3.2:** Implement the recommendations from the Tree Canopy Analysis to serve as a valuable management tool in retaining optimum tree cover in Tampa.

**ROC Policy 1.3.3:** Continue to promote the City's Tree and Landscape Ordinance as a key element in retention and provision of private plant materials to support sustainable development principles of tree preservation, and minimal impact to the existing site resources.

**ROC Policy 1.3.4:** Consider the community's street trees as infrastructure and all efforts will be made to preserve and protect these trees as a community and private property asset.



**ROC Policy 1.3.5:** Public/private beautification efforts on public property shall continue, but only when private maintenance agreements have been executed.

**ROC Policy 1.3.6:** Require provision of open space in the private development process through various performance incentives and tools, including but not limited to form-based zoning, cluster zoning, planned development review, dedication of easements for public access, and on-site transfer of development rights.

*Land Stewardship*

**ROC Objective 1.4: Strive to utilize best practices for land stewardship and management. The proper management of parklands, especially those that are environmentally sensitive, is an ongoing challenge. Proper stewardship requires long range planning, beyond basic park maintenance.**

**ROC Policy 1.4.1:** Develop management plans for all properties acquired through the ELAPP and state acquisition programs. These management plans shall provide for the conservation and protection of the natural resources of the site per the management goals and objectives of the acquisition program utilized for purchase.

**ROC Policy 1.4.2:** Suitable open spaces shall be minimally developed and supplied with furnishings, (benches, picnic tables, etc); shaded public use and enjoyment where

appropriate by means of annual funding of all Capital Improvements Programs in accordance with the Minimum Standard Matrix Improvements Schedule through 2025.

**ROC Policy 1.4.3:** Open space demonstrating unique natural features scenic vistas and/ or cultural, historic and archaeological resources shall be publicly accessible, where such access is specifically provided within a management plan for each site.

**ROC Policy 1.4.4:** Development of leisure facilities in environmentally sensitive open spaces, after review and compliance with City ordinances during the Plan Review Process, shall be compatible and be allowed only if environmental quality is maintained or enhanced.

*Facilities and Programming*

**ROC Objective 1.5: Provide and maintain diverse parks, recreation facilities and activities of high quality for all residents, emphasizing facilities and programming that is tailored to the needs of the specific community.**

**ROC Policy 1.5.1** Evaluate the existing Local Facilities Guidelines (LFG) in order to provide facilities and programs that are consistent with the needs and interests of the changing population. The existing LFG will continue to be used until the evaluation and recommended changes are implemented in conjunction with the Transition Study and Phase II of the Parks and Recreation Master Plan.



- One baseball field per 6,000 residents aged 5 – 19
- One softball field per 3,000 residents aged 15 – 34
- One tennis court per 2,000 residents aged 9 – 70
- One football/soccer field per 10,000 residents aged 5 - 34
- One handball/racquetball court per 10,000 residents aged 9 - 59
- One supervised playground per 1,000 residents aged 5 – 14
- One gymnasium for each quadrant of the City to serve the 9 - 59 age group (to augment public availability, the City shall continue cooperation with private and other public providers in order to serve the 9-59 age group)
- 450 square feet of swimming pool water surface per thousand residents of all ages
- One community center per 25,000 residents of all ages, with all residents to be within two miles of a center
- One boat ramp per 15,000 residents
- 0.2 acres of beach per 1,000 residents

**ROC Policy 1.5.2:** Continue and expand the use of cooperative agreements with public and private schools, surrounding jurisdictions, non-profit agencies, churches and the private sector to assure facilities for active indoor opportunities year-round.

**ROC Policy 1.5.3:** Hold a biennial workshop which will provide for neighborhood participation and input into the provision of neighborhood park and recreational needs. Results of these workshops shall be incorporated into

programs designed for improving the quality of the services provided by the parks and recreation department-

*Parks Improvements*

**ROC Objective 1.6:** Improve recreation sites in accordance with the Minimum Standard Matrix by 2025.

**ROC Policy 1.6.1:** Continue use of the “Minimum Standards Matrix” in order to equitably correct existing facility deficiencies.

**ROC Policy 1.6.2:** Allocate sufficient funds to adequately supervise and maintain existing parks and recreational facilities in order to protect the public investment.

**ROC Policy 1.6.3:** Reassess the ability of existing sites and facilities to meet the changing needs of the population to be served at least every 10 years.

**ROC Policy 1.6.4:** Give high priority to public safety at park and recreation sites.

*Accessibility*

**ROC Objective 1.7:** Accessibility to parks and recreation facilities for all residents has been a priority for the department for several years. The City will continue this effort and will make 100% of all recreational sites Americans with Disabilities Act (ADA) accessible by 2025.



**ROC Policy 1.7.1:** Centrally locate new park and recreation facilities in the area to be served whenever possible.

**ROC Policy 1.7.2:** Coordinate present and future recreation sites with existing and planned transportation systems (including transit-routes).

**ROC Policy 1.7.3:** Provide for bicycle and pedestrian access to parks and recreational facilities, especially in the case of neighborhood-serving sites

**ROC Policy 1.7.4:** Safe bicycle and pedestrian access to parks, recreation and other sites shall be coordinated between the Parks and Recreation Department and the Transportation Division of Public Works.

**ROC Policy 1.7.5:** Include accessibility for all (elderly, disabled, and economically disadvantaged others with special mobility needs) as a design criteria for-new facilities and shall “retrofit” all existing sites by 2025

**ROC Objective 1.8: Provide and develop public beach and waterfront facilities and access sufficient to meet the needs of residents and visitors by the year 2025.**

**ROC Policy 1.8.1:** Give priority to acquiring vacant waterfront parcels through fee simple purchase or other alternatives including, but not limited to, conservation easements, transfer of development rights, and post-acquisition disposition mechanisms.

**ROC Policy 1.8.2:** Continue to ensure careful consideration of vacating petitions involving dead-end roads on the riverfront or waterfront and begin evaluating them on a case-by-case basis for passive, open space, stormwater retention and controlled access for specific development.

**ROC Policy 1.8.3:** Renovate and expand the current inventory of public marina facilities in order to meet established demand.

**ROC Policy 1.8.4:** Continue water-based recreation programming, with emphasis on both swimming and non-swimming activities.

#### *Public Awareness*

**ROC Objective 1.9: Continue and expand efforts to assure public awareness of park and recreational programs and facilities throughout the life of the Plan.**

**ROC Policy 1.9.1:** Develop a combined annual events calendar with the dual aim of enhancing citizen awareness of planned events and identifying sponsorship opportunities.

**ROC Policy 1.9.2:** Conduct a regular “User Preference and Assessment Survey” to obtain feedback on programs offered and identify unmet resident and visitor demand.

#### *Funding*

**ROC GOAL 2: DEVELOP NEW FUNDING SOURCES FOR THE MAINTENANCE AND EXPANSION OF PARKS AND**



**RECREATION FACILITIES AND MAKE USE OF ALL AVAILABLE FUNDING SOURCES IN THE PROVISION OF QUALITY RECREATION AND OPEN SPACE OPPORTUNITIES.**

**ROC Objective 2.1: Apply annually for at least two outside funding sources, including fees and charges, to augment existing General Fund sources through 2025.**

**ROC Policy 2.1.1:** Continue use of the Florida Recreation Development Assistance Program (FRDAP) Land and Water Conservation Fund (LWCF), and other potential sources of grant funding.

**ROC Policy 2.1.2:** Continue to update a written Fee Policy to guide future decision making on what services will and will not be subject to user fees.

**ROC Policy 2.1.3:** Upon renewal of concession arrangements managed by the Parks and Recreation department, the department shall be investigating ways to increase revenue yield and heighten public use and enjoyment of such services. The department shall continue to maintain control over all concession contracts for which it is responsible.

*Capital Planning*

**ROC Objective 2.2: The Parks and Recreation Department shall prepare and maintain a five-year Capital Improvement Program.**

**ROC Policy 2.2.1:** All acquisitions of and physical improvements to park and recreational facilities expected to cost more than \$200,000 shall be included in the five-year Capital Improvement Plan.

**ROC Policy 2.2.2:** Projects included in the Capital Improvement Program shall be arrayed in rank order, with relative priority being determined by:

- Public safety
- Protection of the City’s investments
- Upgrading and replacement of existing sites, and
- Need for new facilities and expansion

**ROC Policy 2.2.3:** A separate list of ranked leisure project needs shall be maintained by the department to supplement the Capital Improvement Program and to take advantage of unexpected or specialized funding opportunities.

**ROC Policy 2.2.4:** Recognize the significant role leisure provision plays in economic prosperity of the community.

**ROC Policy 2.2.5:** Open Space recreational areas shall be used as incentives for redevelopment in deteriorating or underutilized areas of the City by giving priority to projects in targeted growth areas as outlined in the Plan, in eligible Community Development Block Grant program areas, and in Community Redevelopment Areas (CRA).

**ROC Policy 2.2.6:** Providing parkland and open space areas in neighborhood and district redevelopment plans shall be a



priority in the development of CRA Strategic Plans and Neighborhood Plans.

### *Greenways*

The City has an adopted Greenways and Trails Master Plan which outlines the overall proposed trail system for Tampa. The plan describes Greenways, which are Bayshore Boulevard, South Tampa, Davis Islands, Hillsborough River, West Tampa, New Tampa and MacKay Bay. These Greenways are designed to link parks, nature reserves, cultural and historic sites, and waterfront areas to provide for continuous access by bicyclists, pedestrians, and others as an opportunity for an alternative means of transportation and as a linear recreational opportunity with connections to neighboring state and regional trail systems in Hillsborough, Pinellas and Pasco counties. Connecting cultural, commercial, recreation, educational, and other sites with residential areas is an important, if not an essential component of a livable City. Tampa ranks lower than most municipalities in bicycle and pedestrian safety, further emphasizing the pressing need for safe, alternative connections for citizens to use and enjoy.

**ROC Objective 2.3: By 2025, create a greenway corridor to provide continuous access along the Hillsborough Riverfront with connection to downtown Tampa.**

**ROC Policy 2.3.1:** Utilizing the Tampa Greenways and Trails Master Plan, the City will develop an interconnected bicycle

and pedestrian pathway and open space system along the river corridors to link existing parklands and recreational areas, where appropriate.

**ROC Objective 2.4: By 2025, expand the greenways corridor to include a coordinated system of greenways throughout the City and along the City's waterfront areas.**

**ROC Policy 2.4.1:** Seek funding opportunities for acquisition, development and maintenance of sites for greenway corridors.

**ROC Policy 2.4.2:** Provide recreation and transportation access improvements as adopted in the "Tampa Greenways and Trails Master Plan" where practicable and feasible.

**ROC Policy 2.4.3:** Provide a greenway around McKay Bay and connect up with the Downtown area.

**ROC Policy 2.4.4:** Utilize future parkland and open space acquisition opportunities to connect the City's existing parkland and open space into a coordinated system

**ROC Policy 2.4.5:** Utilize future parkland and open space opportunities to connect the City's greenways with the County greenway system.

**ROC Policy 2.4.6:** Provide a Greenway from the Gandy Bridge to Picnic Island.



**ROC Policy 2.4.7:** Provide a Greenway/Bike Trail from Al Lopez Park to Ben T. Davis Park.

**ROC Policy 2.4.8:** Provide a Greenway along Bruce B. Downs Boulevard and connect into the state property and the Hillsborough County Bike Trail along Bruce B. Downs Boulevard.

**ROC Policy 2.4.9:** Provide a Greenway from Picnic Island to Downtown.





# Governance and Implementation

Each local government in Florida is required to adopt, maintain and implement a comprehensive plan that, at a minimum, meets the requirements prescribed by Chapter 163 F.S. commonly known as the **Community Planning Act**. Under the act, Hillsborough County, as a charter county, exercises this planning authority within the unincorporated portions and may exercise authority within municipalities and districts within the county. The County and the Municipalities are also empowered to enter into agreements to jointly plan for their growth and development and to implement such plans.

The comprehensive plan is intended to provide the principles, guidelines, standards and strategies for the orderly and balanced economic, social, physical, environmental and fiscal development of the community that reflects the communities' vision and commitments.

The format of the comprehensive plan is at the discretion of the local government with the directives or legal content of the plan expressed in the form of goals, objectives, and policies. The GOVERNANCE section provides more specific

information related to the legal status and implementation of the Plan and contains the following planning elements: **Intergovernmental Coordination** and **Capital Improvements**.

## Intergovernmental Coordination Section

### *Intergovernmental Coordination Overview*

There is a need for a coordination process among agencies. The lack of coordination may result in the duplication of services and activities and an inefficient use of resources. Improved communications among agencies is needed. Intergovernmental Coordination is designed to find those areas where it can provide economical, and efficient provision of public services.

Intergovernmental Coordination is the management basis for the entire Comprehensive Plan. The purpose is to outline methods of coordination for governments, agencies and departments. It also establishes committees and policies that place responsibility and authority where they are needed to accomplish tasks. The basic concepts are coordination among jurisdictions and efficiency in government. These objectives are to be accomplished by formal or informal agreements. Planning should address better coordination of agencies and recommend funding for appropriate Levels of Service.



Florida Statute 163.361(4) intends that there be cooperation among governments “to encourage and assure coordination of planning and development activities of units of local government with planning activities of regional agencies and the state government”. Chapter 163.3177(4)(a) requires coordination of local Comprehensive Plans with those of adjacent governments. More explicitly, the Comprehensive Plan of one government shall include a policy statement relating the development of an area to the proposed plan of another jurisdiction, or region or State, as necessary. Therefore, the door is open to coordination and cooperation of all types of services from development permit review to annexation policies.

#### ***Intergovernmental Cooperation Opportunities***

The Intergovernmental Coordination Section will carry out the basic concepts of coordination among jurisdictions and efficiency in government. These objectives will be accomplished by formal or informal agreements. Those agreements will cover areas of interest such as public safety, utilities and comprehensive land use planning. Planning should address better coordination of agencies and recommend funding for appropriate Levels of Service. Service standards and levels, established by agencies, must be clearly communicated among governments so that services are fairly and effectively provided to all citizens without penalizing the development potential of any jurisdiction.

Existing coordination mechanisms are generally good for the purposes for which they were initiated. However, as agencies and governments grow more sophisticated in their operations and planning, new problems come to the surface. An accepted, recognized forum must be established for intergovernmental conflict resolution. It may also develop and research new issues. This body should be part of a larger pattern designed for logical process of airing and resolving disputes.

#### ***Intergovernmental Cooperation Challenges***

There are constraints to intergovernmental coordination. The biggest obstacle lies in getting a local government or agency to surrender some of its operating authority. Conventional doctrine has established that the Policy making functions of government be based on the smallest possible geographic unit. The same problem is evident among regulatory agencies when one examines overlapping or duplicative permitting requirements.

Resource constraints also play a role in determining the level of coordination. Working with other jurisdictions to develop uniform approaches to solutions involves a greater expenditure of personnel time than does a unilateral policy decision. Financial consideration is important. Decisions made by a group of governments requiring individual member governments to implement decisions may involve greater capital expenditures than would have been budgeted by independent action. Finally,



the largest barrier to full cooperation is accountability. Local elected officials are responsible to local constituencies. Sometimes, situations may arise where citizens in a City or county are asked to surrender a portion of their lifestyle or neighborhood for a larger community good. Some examples include an arterial street widening causing loss of front yard landscaping, or the siting of a jail. Accountability to a specific entity may require supporting local concerns over all others. Intergovernmental coordination will require local government officials and staffs to balance local against regional concerns.

***Intergovernmental Coordination - Goals, Objectives, and Policies\****

**GOV GOAL 1: TO ESTABLISH AND MAINTAIN AN EFFICIENT, EFFECTIVE AND CONVENIENT PROGRAM TO ADDRESS MULTI-JURISDICTIONAL, COMPREHENSIVE PLANNING ISSUES FOR THE PURPOSE OF:**

- Achieving the Goals and Objectives of the *Tampa Comprehensive Plan*,
- Resolving any incompatibility of Goals, Objectives, Policies and development in the *Tampa Comprehensive Plan* with those of the plans of the Hillsborough County School Board and/or other units of the local government providing services but not having regulatory authority over the use of land, with the Comprehensive Plans of the adjacent

jurisdictions and with the plans of regional, State and federal agencies; and

- Furthering the goals supporting the achievement of the Strategic Regional Policy Plan of the Tampa Bay region and the State Comprehensive Plan.

**GOV Objective 1.1: The City of Tampa shall continue to establish new and review existing coordination mechanisms that will evaluate and address the capital improvements plans and programs and their effects on the local Comprehensive Plans developed for the municipalities and other units of local government providing services but not having regulatory authority over the use of land.**

**GOV Policy 1.1.1:** The City of Tampa shall endeavor to reach agreement with Temple Terrace, Pasco County and unincorporated Hillsborough County for plan consistency review of selected types of development proposals for which it has jurisdiction lying within one mile of their respective borders. Such agreement, for example, shall require staff cooperation at the technical and administrative levels.

**GOV Policy 1.1.2:** The capital budgeting and development plans and priorities of the adjacent county and City governments shall be evaluated and reported on annually by the Hillsborough County City-County Planning Commission as part of the input to the local planning agency annual report



on the status of implementation of the Comprehensive Plans of Hillsborough County and its municipalities, their various categories of Levels of Service and evaluation of future improvements.

**GOV Policy 1.1.3:** The appropriate staffs will provide reviews and recommendations, consistent with the adopted Comprehensive Plan, to all Plan Amendments approved for study by the local planning agency.

**GOV Policy 1.1.4:** Master plans of all authorities will be reviewed for the needs and timing of appropriate infrastructure to service these facilities.

**GOV Policy 1.1.5:** The City of Tampa shall cooperate with the other jurisdictions and utility companies in Hillsborough County in the development of a unified forecasting effort for population, socio-economic data, transportation modeling and capital planning.

**GOV Objective 1.2: City of Tampa shall continue to address the impacts of development proposed in the local Comprehensive Plan upon adjacent jurisdictions, the region and the state.**

**GOV Policy 1.2.1:** City of Tampa shall continue to cooperate with Hillsborough County, Pasco County, and Temple Terrace for review of selected types of development proposals within their jurisdiction within one mile of their

respective borders or any development which will impact another jurisdiction. The staff shall cooperate at the technical and administrative levels to review the relationship of proposed development to the existing comprehensive plans, address impacts of development and to achieve compatibility with the comprehensive plans of the respective jurisdictions in plan amendments, areas of rezonings, land development regulations, and infrastructure management.

**GOV Policy 1.2.2:** City of Tampa shall negotiate agreements with adjacent jurisdictions for planning review of all development proposals in adjacent jurisdictions within one mile of their respective borders or any development which will impact another county. The agreements, shall require staff cooperation at the technical and administrative levels to review the relationship of proposed development to the existing comprehensive plans, address impacts of development and to achieve compatibility with the comprehensive plans of the respective jurisdictions plan amendments, re-zonings, land development regulations and infrastructure management.

**GOV Policy 1.2.3:** The capital budgeting and development plans and priorities of the adjacent county and City governments shall be evaluated and reported on annually by The Planning Commission as part of the input to the local planning agency annual report on the status of implementation of the comprehensive plans of Hillsborough



County jurisdictions, their various categories of levels of service and evaluation of future improvements.

**GOV Policy 1.2.4:** The appropriate fiscal and planning staffs will provide reviews and recommendations, consistent with the adopted comprehensive plan, to all plan amendments approved for study by the local planning agency.

**GOV Objective 1.3: The City of Tampa shall continue to coordinate with and assemble representatives from local, regional, state and federal agencies and departments, units of local government providing services but not having regulatory authority over the use of land, and adjacent municipalities and counties in appropriate forums to ensure coordinated actions relative to bay management, ecosystems management and protection, water quality and quantity and other aspects of our natural heritage.**

**GOV Policy 1.3.1:** Coordination on environmental issues will continue to occur through various methods including joint workshops and cross-organizational meetings. Participants may include, as appropriate to the selected issues, all governments in Hillsborough County, Florida Game and Freshwater Fish Commission Florida Department of Environmental Protection, Florida Department of Transportation, Florida Department of Agriculture and Consumer Services, Division of Forestry, Natural Resources

Conservation Service (U. S. Department of Agriculture), the Southwest Florida Water Management District, Tampa Bay Water, the Tampa Bay Regional Planning Council, Agency on Bay Management, the Environmental Protection Commission of Hillsborough County, various County authorities and the Hillsborough County City-County Planning Commission, utility companies, adjacent jurisdictions and interested citizens, Tampa Bay Estuary Program.

**GOV Policy 1.3.2:** Appropriate agencies through coordination methods described in the previous policy shall identify issues and provide a structured framework for discussion and resolution of items such as jurisdictional setback lines, varying mitigation standards, cooperative research opportunities, shared data and efficiency in operations and procedures through proposed elimination of regulatory activities that are not linked to specific public and natural resources protection needs.

**GOV Policy 1.3.3:** Appropriate environmental agencies shall develop a means of cooperatively using, exchanging and combining data and information so that it is of practical benefit to local governments and the agencies represented.

**GOV Objective 1.4: The City shall maintain membership on, and actively participate in, the planning process of Port Tampa Bay, the entity responsible for dredge spoil sites, to ensure**



**intergovernmental coordination in the designation of new dredge spoil disposal sites.**

**GOV Policy 1.4.1:** Through its membership on Port Tampa Bay, the City shall promote the involvement of the appropriate state and federal agencies and the public in providing for or identifying dredge-spoil disposal sites.

**GOV Policy 1.4.2:** Through its membership on Port Tampa Bay, the City shall pursue the resolution of conflicts through the Coastal Resources Inter-agency Management Committees dispute resolution process, where appropriate.

**GOV Objective 1.5: The City of Tampa shall continue the integration of all forms of metropolitan transportation planning into the comprehensive planning process, including planning in other jurisdictions.**

**GOV Policy 1.5.1:** The City of Tampa shall regularly attend and participate in the quarterly Coordinated Urban Transportation Study (CUTS) meetings and monthly Metropolitan Planning Organization and Technical Advisory Committee meetings.

**GOV Policy 1.5.2:** The local planning agency shall continue to coordinate with Florida Department of Transportation which shall guide the Local Planning Agency,

Metropolitan Planning Organization, in their comprehensive planning in at least the following areas:

- Clarify Florida Department of Transportation corridor access management planning and signalization of State roads used as a part of a regional network and as it relates to the City traffic circulation system;
- Require timely Florida Department of Transportation review of rezoning and sub-Development of Regional Impact requests forwarded by, and at the discretion of, the City of Tampa Traffic Department for comment;
- Require existing staffs to review and recommend changes to procedures to reduce time required for access permits and stormwater management, setback and infrastructure reviews; and
- Establish adequate right-of-way protection standards which shall become the basis for land development review regulations for all new development and for an adopted area-wide map.

**GOV Policy 1.5.3:** The City of Tampa shall coordinate with the metropolitan transportation planning process, in the development of a multi-modal transportation system. Such coordination shall include:

- Consideration of all updated Transportation Improvement Program and the Long Range Transportation Plan by the



Hillsborough County Metropolitan Planning Organization to cooperatively implement the Comprehensive Plan;

- Implementation of land development strategies which integrate urban design, neighborhood planning and density/intensity for rail transit stations; and
- Coordination of surface transportation access to the airport and port consistent with individual master plans and the MPO's Long Range Transportation Plan.

**GOV Policy 1.5.4:** The City of Tampa shall work with the Metropolitan Planning Organization to develop a relationship in mass transit planning and operations with all adjacent jurisdictions.

**GOV Policy 1.5.5:** The City of Tampa, in conjunction with the Metropolitan Planning Organization and the Hillsborough County City-County Planning Commission, shall work toward establishing and utilizing a unified, cooperative data and forecasting methodology countywide.

**GOV Objective 1.6: The City of Tampa shall continue to evaluate its Comprehensive Plan with the Master Facilities Plans of school boards, community colleges, state universities, authorities and Plans of other units of government providing services but not having regulatory authority over the use of land, such as Florida Department of Transportation and with the**

**Comprehensive Plans of adjacent municipalities and adjacent counties in an effort to ensure consistency.**

**GOV Policy 1.6.1:** The City of Tampa shall utilize the local planning agency and staff as the metropolitan intergovernmental coordination and review agency, in addition to the already established duties of the agency. Duties shall include, among others, the provision of information and services, such as economic research; population data analysis and reporting; socio-economic reporting; land use amendment review, analysis and recommendation; authority plans review; and land development regulation review of any of the governments in Hillsborough County.

**GOV Policy 1.6.2:** The City of Tampa shall continue to support and to use the local planning agency as the source of cooperatively developed data and information related to the development and implementation of the Comprehensive Plan and shall encourage the participation of other governments within the County in this cooperative effort.

**GOV Policy 1.6.3:** The City of Tampa shall seek to formalize all coordination and cooperation mechanisms required by its Comprehensive Plan to the greatest extent possible through contracts, memoranda of understanding, formal resolutions, interlocal agreements, or other means.



**GOV Policy 1.6.4:** The City of Tampa shall support the maintenance of all coordination mechanisms that effectively and efficiently resolve coordination issues, including those relating to annexations.

**GOV Policy 1.6.5:** If any existing or new agreement fails to effectively address intergovernmental issues that are significant to the City of Tampa, the mechanism may be reviewed by the Local Planning Agency and a recommendation provided. Affected local governments and agencies shall review the recommendations during the six months following the receipt of the recommendation.

**GOV Policy 1.6.6:** If the recommended solution to the intergovernmental issue is not acceptable to all parties involved, then the “conflict resolution process” shall be initiated by the affected parties and further data and information may be requested from the Local Planning Agency.

**GOV Policy 1.6.7:** The Hillsborough County City-County Planning Commission will recommend appropriate action based upon the results of any negotiation, arbitration or Plan challenge. If necessary, the appropriate Comprehensive Plan(s) will be amended in accordance with State law and local policy.

**GOV Objective 1.7: The City shall continue to coordinate with State, local and regional social service**

**agencies in order to assess services and activities offered to economically disadvantaged, and minority groups.**

**GOV Policy 1.7.1:** These agencies should encourage the Community Action and Planning Agency to continue to assess and document the social services delivery in Hillsborough County.

**GOV Objective 1.8: The City shall strive to maintain and enhance joint planning processes and procedures for coordination of public education facilities to ensure plans of the School Board are coordinated with plans of the City. On an ongoing basis, the City, in cooperation with the School Board, shall review existing coordination mechanisms, its comprehensive plan, the Interlocal Agreement, and other programs and their effects on the plans developed for the School Board. Assistance for this effort shall be requested from regional and state agencies by the Planning Commission, as needed.**

**GOV Policy 1.8.1:** In cooperation with the School Board and the local governments within Hillsborough County, the City will enter into an Interlocal Agreement for School Facilities Planning and Siting, as required by Section 1013.33, Florida Statutes, which includes procedures for:





- Coordination and Sharing of Information
- Planning Processes
- School Siting Procedures
- Site Design and Development Plan Review
- School Concurrency Implementation
- Implementation and Amendments
- Resolution of Disputes

**GOV Policy 1.8.2:** In order to coordinate the effective and efficient provision and siting of public educational facilities with associated infrastructure and services within the City of Tampa, the Hillsborough County Council of Governments and the Hillsborough County City-County Planning Commission shall meet jointly to develop mechanisms for coordination. Such efforts may include:

- Coordinated submittal and review of the annual capital improvement program of the City, the annual educational facilities report and Five Year School Plant Survey of the Hillsborough County School Board.
- Coordinated review and assessment of the associated costs and expenditures of siting and developing schools with needed public infrastructure.
- Coordinated review of residential planned developments or mixed-use planned developments involving residential development.
- Use of a unified data base including population (forecasts of student population), land use and facilities.

- Ongoing coordinated siting of schools with parks, libraries and other public uses for multi-functional use.
- Coordinated reviews of proposed plan amendments and DRI applications shall include an analysis of the existing, planned and funded capacity of schools to serve development resulting from these approvals. The analysis, provided by the applicant working with the School District staff, shall reflect the need for additional schools and the financial feasibility of adding those facilities into the 5 year plan and/or 10-20 year plans.

**GOV Policy 1.8.3:** On an annual basis, the School Board shall provide information from their Five Year Facilities Work Program outlining the need for additional school facilities, including information detailing existing facilities and their locations and projected needs. The Work Program shall also contain the School Board's capital improvement plan, including planned facilities with funding representing the District's unmet needs.

**GOV Policy 1.8.4:** The City of Tampa shall review the School Board's Five Year Facilities Work Plan to determine the need for additional school facilities. The City shall identify general locations for new schools necessary to support anticipated and planned development. The City shall offer their assistance to the School Board to determine appropriate locations where there may be sufficient land proximate to the area being served.



**GOV Objective 1.9: The City in cooperation with local governments within Hillsborough County shall encourage all appropriate agencies to participate in this assessment effort.**

**GOV Policy 1.9.1:** Local governments and appropriate agencies shall:

- Contribute data it uses in order to carry out its mandated mission;
- Document the costs of services; and
- Communicate and coordinate future planning goals of the service providers.

**GOV Policy 1.9.2:** The conflict resolution process should be simple and easily understood by all participants so as to promote its accessibility and use. Principles that constitute the basis for an Intergovernmental Coordination Section resolution process should be the following:

- Intergovernmental issues should be resolved at the lowest level;
- The process should be appropriate to the area or issue requiring intergovernmental coordination;
- The progression of steps in the conflict resolution process should correspond with a progression upward in the hierarchy of decision-makers, i.e., technical staff to

department heads to chief executive officers and elected officials; and

- The final resolution should be voluntarily agreed to by the individual governments, bearing in mind that all jurisdictions abide by court decisions, if that is the final resolution.

**GOV Policy 1.9.3:** When the Hillsborough County City-County Planning Commission and/or the Tampa Bay Regional Planning Council, as appropriate, review the Developments of Regional Impact, land development regulations, and Comprehensive Plan Amendments, etc., they shall review and identify inconsistencies from an inter-jurisdictional perspective and advise the City of Tampa.

**GOV Policy 1.9.4:** The Hillsborough County City-County Planning Commission and/or Tampa Bay Regional Planning Council, as appropriate, shall produce written reports in a timely manner identifying any other inter-jurisdictional problems that may surface and advise the City of Tampa.

**GOV Policy 1.9.5:** Ad hoc committees of the local jurisdictions, at the technical staff level of the various jurisdictions, may be convoked to discuss the problem and to resolve it. These committees shall be formed upon the request of one of the local jurisdictions and by mutual agreement of the participating jurisdictions.



**GOV Policy 1.9.6:** If no resolution of the issue is attained, then voluntary coordination meetings at the highest technical level, such as the department or agency director level shall discuss the issue and attempt to resolve the differences between the jurisdictions.

**GOV Policy 1.9.7:** If no resolution is reached, the problem will surface to the next level, the policy level, for resolution, i.e., the Chief Executive Officer and elected officials.

**GOV Policy 1.9.8:** If no decision is reached at the policy level, then by mutual agreement and as a voluntary option, the parties may call upon a professional arbiter for non-binding resolution of the issue. For example, the arbiter could be a professional arbiter, or an arbiter from the University system or a State agency.

**GOV Policy 1.9.9:** If this solution is not acceptable to the jurisdictions involved, then they may pursue a binding resolution through the courts, after invoking the Florida Governmental Cooperation Act of 1987, Chapter 164, Florida Statutes. This is now required before one governing body of a county or municipality may file suit against another county or municipality.

**GOV Policy 1.9.10:** At the steps of the conflict resolution process outlined above, the participants can call upon the resources of the Hillsborough County City- County Planning

Commission to provide further technical analysis, and if requested, recommendations.

**GOV Policy 1.9.11:** The participants can call upon the services of the Tampa Bay Regional Planning Council or the Hillsborough County City-County Planning Commission to provide technical analysis and assistance, and if requested, recommendations.

**GOV Policy 1.9.12:** The City shall collaborate with the Southwest Florida Water Management District and Tampa Bay Water in updating its 10-year Water Supply Work Plan.

**GOV Objective 1.10: The City, in the role of a facilitator, shall promote opportunities for governmental agencies, public utilities, cable companies and taxing authorities to meet with and obtain meaningful input regarding any proposed changes from impacted neighborhoods.**

**GOV Policy 1.10.1:** Outside agencies such as the Florida Department of Transportation, Metropolitan Planning Organization, Planning Commission, Southwest Florida Water Management District, Port Authority, Aviation Authority, School Board, utility companies, cable companies, etc. shall be encouraged by the City to utilize the Neighborhood Registry and the official neighborhood map to inform citizens of their activities.



- Notifying citizens of pending projects;
- Soliciting citizen concerns;
- Informing citizens of upcoming meetings;
- Holding regular meetings within affected neighborhoods; and
- Providing timely response to citizen concerns.

*Neighborhood Protection through the Comprehensive Plan*

**GOV GOAL 2: IMPROVE THE UNDERSTANDING AND UTILIZATION OF TAMPA'S COMPREHENSIVE PLAN.**

**GOV Objective 2.1: The City and Planning Commission staff shall work together to educate residents and neighborhood based organizations on the purpose, content and benefits of Tampa's Comprehensive Plan through day-to-day contact with citizens, special meetings and workshops.**

**GOV Policy 2.1.1:** Host workshops on the general use of the Comprehensive Plan and on special land use and zoning topics annually.

**GOV Policy 2.1.2:** Promote citizen and neighborhood use of the Planning Commission's library, website and data base for information, computerized mapping, research and data gathering on topics of interest and obtaining data on Tampa's neighborhoods.

**GOV Policy 2.1.3:** Improve the accessibility of the Comprehensive Plan for all citizens by utilizing technology and social media for greater outreach and awareness

**GOV GOAL 3: A CITY OF THRIVING AND DIVERSE NEIGHBORHOODS.**

*Neighborhood Economic Development*

**GOV Objective 3.1: Support the creation and growth of neighborhood businesses that enhance the vitality and quality of life in their communities.**

**GOV Policy 3.1.1:** Support small scale economic development in neighborhoods using the following key strategies:

- Incorporate neighborhood based business development into the City's neighborhood planning process.
- Support development of neighborhood business centers that serve adjacent residential areas in existing neighborhoods and new neighborhoods within development areas.
- Using a wide variety of public and private funding sources, enhance financial and technical assistance programs that support small business and neighborhood revitalization such as the City's Revolving Loan Fund, Enterprise Community programs and the Economic Development Office.



- Continue to position City resources to make these neighborhoods clean and safe, and provide park, recreational and cultural amenities nearby.

**GOV Policy 3.1.2:** Support the development of sustainable economies in Tampa’s poorer neighborhoods. To accomplish this:

- Identify neighborhoods throughout Tampa that need additional assistance in strengthening the economies of their communities.
- Provide essential retail and consumer services and neighborhood based employment to residents.
- Assess, evaluate and coordinate funding sources available to assist in the stabilization and revitalization of these neighborhoods.
- Use economic development incentives to stimulate business development and job creation.
- Use tools available through federal, state and regional agencies to create resources to revitalize poorer neighborhoods. Examples include Enterprise Zone and Enterprise Community designation funding.

*Coordination among Transportation Authorities*

**GOV GOAL 4: MAXIMIZE CONNECTIONS BETWEEN TRANSPORTATION MODES AND EFFECTIVELY COORDINATE WITH THE HILLSBOROUGH MPO, FDOT,**

**AND OTHER RELEVANT TRANSPORTATION AUTHORITIES.**

**GOV Objective 4.1: Assist, wherever possible and appropriate, in providing intermodal links, especially highway, public transit, and bicycle links to airports, seaports, rail and trucking facilities located within, and adjacent to the Tampa City limits.**

**GOV Policy 4.1.1:** Work with the Hillsborough MPO in the prioritization of intermodal transportation facilities to ensure that adequate funding consideration for the planning and programming of these facilities is being given as part of the MPO’s Transportation Improvement Program (TIP).

**GOV Policy 4.1.2:** Work with the Tampa Port Authority, Hillsborough County Aviation Authority, HART, Tampa Bay Area Regional Transportation Authority (TBARTA), FDOT, Tampa Hillsborough County Expressway Authority (THCEA), and other transportation agencies in the pursuit of efficient passenger connections between Tampa International Airport (TIA) and the cruise ship terminals on the Garrison Channel.

*Integrating Transportation Systems*

**GOV Objective 4.2: Provide a highway system that assists in integrating other transportation systems.**



**GOV Policy 4.2.1:** Support passenger rail transportation projects that will provide travel options linking urban centers within the city and the region.

**GOV Policy 4.2.2:** Through coordination with the Hillsborough MPO and FDOT, evaluate and prioritize highway projects needed to serve major terminal facilities as identified through the coordination of master plans for port, rail and airport facilities.

**GOV Policy 4.2.3:** Support FDOT in the development of Express Toll lanes to increase travel time certainty between the Central Business District (CBD) and Cruise Ship Terminal and Tampa International Airport (TIA).

*Coordination with Port and Aviation Authorities*

**GOV Objective 4.3:** The City of Tampa in coordination with Hillsborough County, the Hillsborough County City-County Planning Commission, FDOT, HART and the Hillsborough MPO shall cooperate with Port Tampa Bay and the Hillsborough County Airport Authority in their efforts to plan, build and maintain efficient surface transportation systems to move cargo and passengers on all modes by:

- Ensuring that port, airport and related facilities needs identified in their Master Plans are considered

**when prioritizing programmed roadway and transit service improvements.**

- Reflecting updated public port and airport Master Plans transportation facilities needs in:
- The Hillsborough MPO Long Range Transportation Plan (LRTP);
- The Transportation, Capital Improvements and Facilities Elements;
- The Capital Improvements Program (CIP) and the Transportation Improvement Program (TIP), including the appropriate costs to the City of Tampa for the facilities impact (based on activity levels).
- Ensuring that public port and airport Master Plan activity levels are coordinated with key transportation and capital improvement planning years.
- Providing Port Tampa Bay and the HCAA the opportunity to review and comment on Developments of Regional Impacts (DRIs) that affect the transportation or terminal access to the port and airports, and/or significantly impact land uses in their environs.
- Seeking ways to feasibly integrate the various modes of transportation (mass transit, bullet trains, ships and bicycles) and noting the intermodal linkage alternatives for each expansion project.



**GOV Policy 4.3.1:** The City of Tampa shall work with Port Tampa Bay and CSXT in improving access, safety, and the level of service on the surface transportation (including rail) network which serves the Port.

**GOV Policy 4.3.2:** The City of Tampa shall assist Port Tampa Bay in pursuing needed surface transportation improvements recommended in the Port Tampa Bay Surface Transportation Plan.

**GOV Policy 4.3.3:** The City of Tampa will coordinate with the Hillsborough MPO to update the inventory, including map(s), of the major commercial truck and railroad terminals within the City of Tampa, as practicable.

**GOV Policy 4.3.4:** The City shall promote the ports, airports and related facilities development consistent with the respective adopted Master plans by:

- Ensuring that growth/development in and around ports and airports is compatible with ports’ and airports’ operations and expansion plans, identified in their master plans;
- Giving priority to the use of land for expansion of existing port and airport facilities and the planning and development of new facilities where forecasted demands so indicate

**GOV Objective 4.4: New development shall not adversely affect aircraft operating procedures as defined in the Aviation Authority “Airport Zoning**

**Regulations” relating to approach surface, transition surface, horizontal surface, conical surfaces and Airport Surveillance Radar.**

**GOV Policy 4.4.1:** The City shall coordinate land planning outside airport boundaries and shall protect airports from the development of incompatible uses (e.g., excessive structure height, intense development, high density development, noise sensitive uses).

**GOV Policy 4.4.2:** The City of Tampa shall review existing airport zoning districts, determine their appropriateness and eliminate or replace them with the new or updated airport compatible districts, based upon updated master plans and airport operational needs.

**GOV Policy 4.4.3:** The City shall utilize the most current noise exposure study based upon airport Master Plans or Federal Aviation Authority approved Noise Exposure Map to reassess the appropriate location of compatible and incompatible land uses.

**GOV Objective 4.5: Maximize economic benefits and minimize adverse impacts to public health, safety and welfare from port and aviation facilities through on-going coordination with Port Tampa Bay and the HCAA.**

**GOV Policy 4.5.1:** The Tampa City Council, and designees from Port Tampa Bay, and the HCAA shall meet as needed



to discuss those topics which are determined to be of importance to the public health, safety and welfare of the citizens of Hillsborough County, including, but not limited to, the following:

- Plans for port and airport expansion and coordination of any expansion activity which may impact the City of Tampa's Comprehensive Plan, including, but not limited to, the Capital Improvements Element (CIE) and any other applicable law, rule or regulation;
- Discussion of the need for mitigation measures for adverse structural and non-structural impacts from port and airport development/ expansions upon adjacent natural resources and land uses including residential neighborhoods, and the coordination of any mitigation activities deemed necessary;
- Additional stormwater runoff caused by port or airport expansion. Determine whether said stormwater runoff should be retained onsite or otherwise be managed, by the respective Authority, in a manner which will protect the Level of Service (LOS) standards adopted by the City for stormwater management and conveyance facilities outside of the port or airport property.

**GOV Policy 4.5.2:** The City shall support Port Tampa Bay's efforts to:

- Continue to seek the acquisition of other appropriate lands for future port expansion and diversification in accordance with the Port Master Plan;
- Continue to assure coordination of its submerged land management and permitting programs with City land use regulations;
- Participate in efforts to establish regional wetland and bay bottom management strategies by maintaining active membership in the Tampa Bay Regional Planning Council's, Agency on Bay Management and by cooperating with the Southwest Florida Water Management District in the implementation of the Surface Water Improvement and Management Plan for Tampa Bay;
- Continue the support and implementation of estuarine resource restoration research and management programs;
- Continue mitigation projects to offset ecological impacts of future port development projects on Hookers Point;
- Continue to implement an efficient consolidated berth maintenance dredging program under requisite authorizations (permits) of the Florida Department of Environmental Protection (FDEP) and the Army Corps of Engineers, including a long term dredged material management plan (DMMP).

**GOV Policy 4.5.3:** Port Tampa Bay, the HCAA, and local jurisdictions shall annually review emergency preparedness plan and as conditions dictate, update the preparedness plan.





**GOV Objective 4.6: To prioritize and schedule major mobility improvements as a component of the capital improvements program.**

**GOV Policy 4.6.1:** The City of Tampa shall maintain a cost-affordable list of capital projects necessary to provide mobility to serve the long-term vision expressed in this plan.

**GOV Policy 4.6.2:** The City shall use the projects listed in the 2040 Long Range Transportation Plan, as amended, in developing its recommended capital improvements program.

**GOV Policy 4.6.3:** The City will coordinate with FDOT, HART, TBARTA, Hillsborough County, Hillsborough MPO and other regional or state agencies through the annual update of the Transportation Improvement Program (TIP) to ensure the mobility projects identified on the 2040 Cost Affordable Plan (as Amended) are funded and implemented by the appropriate and responsible entity.

**GOV Policy 4.6.4:** The City of Tampa will continue to recommend mobility projects to the Hillsborough MPO for consideration into the Annual Update of the Transportation Improvement Program (TIP).

**GOV Policy 4.6.5:** The City shall include transportation system capacity projects listed in the FDOT 5-year Work Program in the City's Capital Improvement Plan (CIP)/Capital Improvements Element (CIE).

***Intergovernmental Coordination - Transportation***

The City is one of several agencies responsible for transportation within its corporate limits. These responsibilities are distributed between agencies based on functions and efficiency of service delivery, rather than on the basis of geographic boundaries. For example, FDOT is assigned responsibility for Interstate highways and principal arterials within the City because these facilities serve for movements of regional and statewide importance, Hillsborough County is responsible for minor arterials within the City because they serve countywide mobility needs, HART operates the public transportation system inside and outside the City, and the Tampa/Hillsborough County Expressway Authority plans, builds, and operates toll expressways.

The airports, ports, transit system, and expressways are managed and operated by Authorities, governed by boards composed of officials appointed in accordance with their enabling legislation or acts. The City does not hold a majority on any of these boards so the City's autonomous authority relative to the transportation functions provided by these authorities is limited.

The implementation and operation of major components of the transportation system within the City is, therefore, in many respects dependent upon the strategies, plans, actions, and schedules of these agencies and boards. Therefore, the



transportation plan for the City must seek to provide coordination with these agencies.

The City’s influence in transportation matters is derived from its ability to:

- Bring revenue to the agencies that provide transportation facilities and services,
- Approve, deny, and levy impact assessments on land development/redevelopment activities within its boundaries,
- Directly implement improvements to its own facilities or, as permitted, those of the County and State within the City, and
- Influence and coordinate planning and strategies with the facilities and programs of the other agencies that provide the transportation system within the City
- Provide and manage parking, principally in the Downtown area. Set parking requirements through land development code
- Develop public-private partnerships

The City of Tampa is exclusively responsible for maintaining all non-State and non-County roads within the City, including their associated sidewalks and bicycle facilities. In addition, the City regulates development and redevelopment within the City, which generates travel on all components of the system. For many local governments, including the City of Tampa,

development impact assessments are a source of revenue for transportation system expansion and service provision.

The City can work to maintain the relevance of its transportation system multimodal fee as a tool to directly implement improvements and to perform advance right of way acquisition and project development to facilitate state and expressway authority investments. The City may also choose to implement developer contribution or tax revenue funding of mass transit in order to promote transit system implementation that directly aligns with the City’s growth objectives. In addition to influencing the investment strategies of other transportation agencies, the City can facilitate development that supports mass transit corridors and station areas and is conducive to bicycle and pedestrian mobility through its Comprehensive Plan and Land Development Code.

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## Capital Improvements Section

### *Capital Improvements Overview*

Florida State Law requires local governments to plan for providing public facilities and services to support development concurrent with the impacts of such development

The Capital Improvements Section (CIS) provides for the following: Public facilities needs that support the City of Tampa’s adopted Level of Service (LOS) standards;

Cost estimates of those improvements for which the City is fiscally responsible;

Analysis of the City’s fiscal capability to finance and construct the improvements;

Financial policies that guide financing the improvements;

Funding and construction schedules that ensure improvements are provided when required.

### ***Capital Improvements - Goals, Objectives, and Policies\****

**CAP GOAL 1: PROVIDE NEEDED PUBLIC FACILITIES TO ALL RESIDENTS WITHIN ITS JURISDICTION IN A MANNER WHICH PROTECTS INVESTMENTS IN EXISTING FACILITIES, MAXIMIZES THE USE OF**

**EXISTING FACILITIES, AND PROMOTES ORDERLY COMPACT URBAN GROWTH.**

### *Management and Maintenance of Community Facilities*

**CAP Objective 1.1: Maintain the physical and operational integrity of community facilities.**

**CAP Policy 1.1.1:** As part of the siting and approval process, require development of a management and operational practices plan for the facility, including ongoing communication with the public. The facility management will be responsible for implementing the plan.

**CAP Policy 1.1.2:** Maintain the physical integrity and appearance of City-owned community facilities and ensure proper operation.

**CAP Policy 1.1.3:** Ensure proper maintenance and operation of privately owned community facilities by enforcing all applicable regulations and codes.

### *Objective Collaborative Decision-Making*

**CAP Objective 1.2: Improve the decision-making process for both new facilities and the expansion of existing facilities.**

**CAP Policy 1.2.1:** Develop a participatory process that encourages open communication among all affected parties for the siting and expansion of facilities that are not already



guided by existing local, state and federal laws. The process should:

- Use broad community outreach to achieve the greatest participation possible;
- Include all affected parties, including advocates, supporters and opponents in the process;
- Be principled, fair, open, respectful of all viewpoints, and comply with state and federal fair housing legislation;
- Ensure that all participants provide timely, complete and accurate information regarding the need or desire for the facility or expansion, including likely positive and negative consequences of the decision;
- Consider geographic distribution of similar facilities;
- Strive to reach general agreement of all affected parties concerning the need for or desirability of the facility, including possible consequences to the City and public if the facility is not provided or enlarged; and
- Provide for final decision-making by a neutral body if agreement is not achieved, when legally feasible.

**CAP Policy 1.2.2:** Perform an evaluation to critique the decision-making process and make adjustments as necessary.

**CAP Objective 1.3: Capital improvements shall be provided to correct existing deficiencies, to replace worn out or obsolete facilities and to accommodate desired future growth, as indicated in the five year Capital Improvement Element Balance Sheets.**

**CAP Policy 1.3.1:** All capital improvement projects related to Level of Service and identified for implementation in the other Elements of this Plan and determined to be of relatively large scale shall be identified as capital needs in this Element. The five year CIP, including the identified CIE projects, will be funded by applicable capital revenues projected to be available within the next six years, which may include grants, revenue bonds, and other financing instruments, but exclude revenues contingent on ratification by public referendum.

**CAP Policy 1.3.2:** In general, proposed CIE projects shall be evaluated and prioritized using all of the following criteria:

- The project is needed to correct existing deficiencies, replace needed facilities, or to provide facilities needed for future growth;
- Elimination of public hazards;
- Elimination of capacity deficits;
- Financial feasibility;
- Site needs based on projected growth patterns;
- New development and redevelopment;
- Plans of state agencies;
- The project is within a designated Downtown Revitalization Area, Urban Redevelopment Area or Primary Transit Corridor and
- Local budget impact.

**CAP Policy 1.3.3:** All capital projects related to the facilities Elements, which the City determines are financially feasible;



are of relatively large scale; and are needed to attain, maintain or further the goals, objectives, and policies established in the capital improvements element, specifically to include the adopted level of service; shall be identified as CIE projects in the City's CIP and shall be considered for funding in the Capital Budget of the year designated.

**CAP Policy 1.3.4:** Funded projects may be added at any time by the City as long as projects required to meet concurrency are satisfied. Projects proposed to be deleted shall be justified, particularly the effect on concurrency.

**CAP Objective 1.4: Future development shall bear a proportionate share of facility improvement costs necessitated by the development in order to maintain adopted Level of Service standards. Notwithstanding the above, the City shall have the right to provide alternative funding mechanisms to meet the proportionate share of facility improvement costs.**

**CAP Policy 1.4.1:** City wastewater and water connection fee revenues, if any, will be allocated primarily for capital improvements related to expansion.

**CAP Policy 1.4.2:** Verify that transportation impact fees or its functional equivalent, if any, are sufficient to address the pro rata share of transportation improvement costs necessitated by new development.

**CAP Policy 1.4.3:** Appropriate funding of parks, recreation, stormwater and solid waste improvements will be reviewed by the City as needed.

**CAP Objective 1.5: Manage City fiscal resources to support the provision of needed capital improvements for previously issued development orders and for future development and redevelopment.**

**CAP Policy 1.5.1:** Adopt an annual capital budget and a five year capital improvement program.

**CAP Policy 1.5.2:** Secure grants or private funds whenever available to finance the provision of capital improvements.

**CAP Policy 1.5.3:** Fiscal policies to direct expenditures for capital improvements should be consistent with the other Comprehensive Plan Elements.

**CAP Objective 1.6: Coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted Level of Service standards and provide existing and future facility needs.**

**CAP Policy 1.6.1:** The City and/or developers shall provide for the availability of public facilities and services needed to support development concurrent with the impacts of such development.



**CAP Policy 1.6.2:** The following LOS standards shall be used in reviewing the impacts of new development and redevelopment upon public facility provision:

***Parks and Recreation***

- Neighborhood Parks - 2 acres of neighborhood parkland per 1,000 residents;
- Major Parks - 2.3 acres of major parkland per 1,000 residents; and
- Regional Parks - 20 acres of regional parkland per 1,000 residents.

***Stormwater***

- Design of stormwater management facilities shall be based on the criteria established in the Stormwater Management Technical Standards Manual.
- New development will be regulated to ensure its post-development runoff to City systems does not exceed the pre-developed discharge volume and/or rate to ensure the level of service of the existing stormwater system is not compromised.
- City stormwater quality standards for new and redevelopment will be based upon F.A.C. 62-40.432 (4) Water Resource Implementation Rule. The quality standard for existing stormwater management systems will be the quality of existing flows.

***Transportation***

- Roadways

- The Level of Service for City of Tampa roads is LOS "D".
- Mass Transit
  - The minimum acceptable transit level of service standard shall be a peak hour load factor of 1.2 for each bus. If the peak hour load factor is less than or equal to 1.2 then the minimum level of service standard is met. If it is determined that the load factor is greater than the 1.2, the City shall request HARTLINE to provide additional service for the affected routes. Such additional service may consist of increasing the number of buses, increasing the frequency of buses, or other means deemed appropriate by the City and HARTLINE.

***Wastewater***

Level of Service for the collection system are as follows:

<u>District</u>	<u>Capacity (mgd)</u>
Interbay	40.5
Central	50.0
West River	57.0
Main Outlet	32.5
S.E. & Causeway	32.0

- The level of service for the treatment plant is set by the permitted discharge limits as follows:



- Allowed concentrations for discharged treated water are .000042 lbs/gallon/day of Biochemical Oxygen Demand (BOD); .000042 lbs/gallon/day of Suspended Solids (SS); and .000025 lbs/gallon/day total nitrogen up to a maximum of 4,003 pounds of BOD, 4,003 of Total Suspended Solids (TSS) and 2,402 lbs of Nitrogen per day. The reader should refer to the Wastewater Element for information regarding the unit flow factors by land use and the capacity of the transmission system by planning area.

**Potable Water**

- Maintain raw water sources as permitted by the Southwest Florida Water Management District and provide treated water to provide a minimum gross per capita daily water use of 125 gallons on the yearly average and maintain adjusted gross per capita water use of 110 gallons per day on the yearly average. Additional capacity to the City’s withdrawal permit to meet this level of service is available through Tampa Bay Water as specified in the existing Interlocal Agreement in 1998.
- Maintain the potable water production capacity at the David L. Tippin Water Treatment Facility of 120 mgd as permitted by the Department of Environmental Protection. Additional treatment capacity is available through Tampa Bay Water (TBW) as specified in the existing Interlocal Agreement in 1998.

- Maintain a system-wide fire reserve as recommended by the Insurance Services Office.

**Solid Waste**

The Level of Service (LOS) Standard for the City of Tampa of 6.50 pounds of solid waste per person per standard shall be used as the basis to determine the solid waste management infrastructure capacity needed to properly manage solid wastes generated within the City of Tampa.

**Public Schools Facilities**

Consistent with the Interlocal Agreement, the uniform, district- wide level of service standards are initially set utilizing the Florida Inventory of School Houses (FISH) capacity formulas calculated by the Florida Department of Education on June 13, 2005 at the following levels:

Elementary School	100%	of permanent FISH capacity*
Middle School	100%	of permanent FISH capacity*
K-8 School	100%	of permanent FISH capacity*
High School	100%	of permanent FISH capacity*
Special Purpose Facility	100%	of permanent FISH capacity*

***\*As adjusted by the school board annually to account for measurable programmatic changes. "Measurable programmatic changes" mean changes to the operation of a school that has consistent and measurable capacity impact including, but not limited to, double sessions, floating teachers, year-long schools and special educational programs.***

**CAP Policy 1.6.3:** Proposed plan amendments and requests for new development or redevelopment shall be evaluated



according to the following guidelines as to whether the proposed action would:

- conform with future land uses as shown on the future land use figure of the Future Land Use Element;
- accommodate public facility demands based upon adopted LOS standards when public facilities are developer-provided;
- demonstrate financial feasibility, subject to this Element, when public facilities are provided, in part or whole, by the City; and
- affect State agencies/facilities plans.

**CAP Policy 1.6.4:** Designated urban infill, urban redevelopment and downtown revitalization area(s) shall be exempted from transportation facilities concurrency requirements consistent with Chapter 163.3180(5)(b), Florida Statutes.

**CAP Objective 1.7: Public expenditures in coastal high hazard areas shall be consistent with the Parks and Recreation, Stormwater, Mobility, Wastewater, Potable Water, Solid Waste and the Urban Design and Land Use provisions of the Comprehensive Plan.**

**CAP Policy 1.7.1:** Expend funds in coastal high hazard areas for the replacement and renewal of existing public facilities as long as that is consistent with the other elements of the Comprehensive Plan.

**CAP Policy 1.7.2:** Continue to provide or require provision of recreational facilities within coastal high hazard areas.

**CAP Objective 1.8: Cooperate with the School Board to ensure existing deficiencies and future needs are addressed consistent with the adopted level of service standards for public schools.**

**CAP Policy 1.8.1:** The City supports the School Board's strategy for correcting existing deficiencies and addressing future needs through:

- The School Board's commitment to continue the re-boundary process to reallocate school capacity to reduce school overcrowding within concurrency service areas;
- Implementation of a financially feasible 5-year work program identifying capital improvements necessary to ensure level of service standards are achieved and maintained;
- Identification of adequate sites for funded schools;
- The expansion of revenues for school construction from updated impact fees.

**CAP Policy 1.8.2:** Cooperate with the School Board to ensure that future development provides mitigation proportionate to the demand for public school facilities needed to accommodate new development and to assist in maintaining adopted level of service standards.





**CAP Policy 1.8.3:** The Schedule of Capital Improvements includes by reference the capital facility improvements approved by the School Board annually that are necessary to meet adopted levels of service standards. The 5-year schedule of capital improvements for levels of service standards for public schools are achieved and maintained within the period covered by the 5-year schedule of capital improvements, shown in the Comprehensive Plan Projects section.

**CAP Policy 1.8.4:** Funding for the construction and acquisition of sites for new schools to meet identified needs is included in the financially feasible 5-year schedule of improvements. However, sites have not been identified for all schools included in years 4 and 5 of the schedule. Priority will be given to locating adequate sites, within the first 3 years.

**CAP Policy 1.8.5:** The City's Schedule of Capital Improvements will be updated annually to include new or modified capital facility improvements approved by the School Board.

**CAP Policy 1.8.6:** The Hillsborough County Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP), Hillsborough Area Regional Transit's (HART's) Transit Development Plan (TDP) capital projects, and the Hillsborough County Public Schools Facilities Work Program are incorporated by reference into the Capital Improvements Element of the Comprehensive Plan, except as expressly excluded during the annual adoption of the Schedule of Projects. The City of Tampa is not financially responsible for those capital projects which are funded, maintained and/or under the control of other agencies or jurisdictions.



**Hillsborough County School Board 5-Year Facilities Work Plan 2014–2019**

Location	Project	2014 - 2015 Projected Cost	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	Total
<b>ELEMENTARY SCHOOLS</b>							
ADAMS	Roof: Reroof				\$604,466		\$604,466
ALAFIA	Playcourt Replacement		\$78,650				\$78,650
ALEXANDER	Paint: Exterior		\$176,656				\$176,656
ALEXANDER	Paint: Interior		\$162,978				\$162,978
ANDERSON	Roof: Replace existing canopy w/ new canopy		\$900,372				\$900,372
BALLAST POINT	Security Upgrades		\$30,000				\$30,000
BEVIS	Paint: Exterior				\$480,000		\$480,000
BROOKER	Security Upgrades				\$48,000		\$30,000
BROWARD	Fencing		\$48,000				\$48,000
BRYAN	Asphalt Repairs				\$120,000		\$120,000
BRYAN	Drainage Improvements		\$30,250				\$30,250
BRYAN	Roof: Reroof	\$688,431					\$688,431
BRYANT	Paint: Exterior			\$296,512			\$296,512
BUCKHORN	Plumbing		\$120,000				\$120,000
CAHOON	Epoxy Coating of Lines		\$109,800				\$109,800
CAHOON	Fencing			\$42,350			\$42,350
CAHOON	Mil Work: Replace Classroom Cabinets		\$60,000				\$60,000
CARROLLWOOD	Fire Alarm Replacement	\$180,000					\$180,000
CARROLLWOOD	Windows: Replace Jalousie Windows			\$144,000			\$144,000
CHARAMONTE	Playground Canopy			\$30,000			\$30,000
CHLES	Asphalt Sealcoating			\$30,000			\$30,000
CLAIR MEL	Roof: Reroof		\$85,788				\$85,788
CLARK	Paint: Exterior and Interior		\$235,822				\$235,822
CLEVELAND	Asphalt Repairs			\$25,000			\$25,000
CLEVELAND	Canopy & Ramp			\$25,200			\$25,200
COLLINS	Paint: Exterior	\$277,873					\$277,873
COLSON	Exterior Star Renovation (Four Stars)	\$283,000					\$283,000
COLSON	HVAC: Airside Renovation				\$4,537,900		\$4,537,900
COLSON	Roof: Reroof			\$864,810			\$864,810
CORK	Asphalt Repairs			\$48,000			\$48,000
CORK	Fencing		\$36,000				\$36,000
CORK	Roof: Reroof			\$428,970			\$428,970
CORR	Paint: Exterior, Water Intrusion	\$277,973					\$277,973
CORR	Paint: Exterior		\$240,000				\$240,000
CRESTWOOD	Roof: Reroof			\$743,355			\$743,355
CYPRESS CREEK	HVAC: Airside Renovation				\$5,014,700		\$5,014,700
CYPRESS CREEK	Playcourt Replacement			\$179,080			\$179,080

Location	Project	2014 - 2015 Projected Cost	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	Total
DAVIS	Paint: Exterior and Interior		\$660,346				\$660,346
DESOTO	Security Upgrades				\$30,000		\$30,000
DICKENSON	Security System: Replace				\$30,000		\$30,000
DOBY	Paint: Exterior					\$240,000	\$240,000
DOVER	HVAC: RTU Repl at Bldgs 1, 2, 3 & 9	\$410,300					\$410,300
DOVER	Paint: Exterior					\$240,000	\$240,000
DOVER	Playcourt Replacement		\$81,967				\$81,967
DOVER	Security Upgrades		\$30,000				\$30,000
DUNBAR	Security Upgrades		\$30,000				\$30,000
EDSON	Security Upgrades		\$30,000				\$30,000
ESSRIG	Asphalt Repairs				\$72,000		\$72,000
ESSRIG	Playcourt Replacement		\$63,490				\$63,490
ESSRIG	Security System: Replace				\$30,000		\$30,000
FISHHAWK CREEK	Paint: Exterior				\$288,000		\$288,000
FOLSOM	Paint: Exterior	\$220,510					\$220,510
FOLSOM	Fire Alarm Replacement		\$180,000				\$180,000
FOLSOM	HVAC: Airside Ren, Add Ice Storage				\$4,463,500		\$4,463,500
FOLSOM	Intercom System Replacement		\$180,000				\$180,000
FOLSOM	Roof: Reroof				\$626,570		\$626,570
FOLSOM	Stucco Remodel	\$188,669					\$188,669
FOREST HILLS	Security Upgrades		\$30,000				\$30,000
FOREST HILLS	Asphalt Repairs				\$60,000		\$60,000
FOSTER	Asphalt Repairs				\$60,000		\$60,000
FOSTER	Roof: Reroof				\$148,710		\$148,710
FOSTER	Security System: Replace				\$30,000		\$30,000
GIBSONTON	Fire Alarm Replacement			\$180,000			\$180,000
GORRIE	Handrails Replacement		\$54,000				\$54,000
GORRIE	Roof: Reroof			\$275,800			\$275,800
GRADY	Drainage Improvements		\$48,400				\$48,400
HERITAGE	Asphalt Paving	\$24,200					\$24,200
HUNTER'S GREEN	Asphalt Sealcoating				\$30,000		\$30,000
HUNTER'S GREEN	Floor Replacement		\$180,000				\$180,000
HUNTER'S GREEN	Paint: Exterior and Interior	\$346,354					\$346,354
HUNTER'S GREEN	Roof: Reroof				\$1,038,435		\$1,038,435
JACKSON	HVAC: Kitchen Hood Fan Repl at Bldg 1	\$60,700					\$60,700
JACKSON	Roof: Reroof	\$174,660					\$174,660
JAMES	Paint: Exterior	\$140,352					\$140,352
KENLY	Asphalt Paving				\$117,230		\$117,230
KENLY	Replacement of Canopy	\$84,000					\$84,000



Location	Project	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	Total
		Projected Cost	CONTINGENT ON AVAILABLE FUNDING				
KENLY	Wastewater: Lift station Upgrade		\$72,000				\$72,000
KNIGHTS	Asphalt Repairs				\$93,170		\$93,170
KNIGHTS	Roof: Reroof				\$472,095		\$472,095
LANIER	Stage Lighting System: Replace		\$36,000				\$36,000
LAKE MAGDALENE	Roof: Reroof				\$643,661		\$643,661
LEE	Asphalt Repairs		\$51,698				\$51,698
LEE	Paint: Interior		\$212,880				\$212,880
LEE	Roof: Reroof		\$214,038				\$214,038
LEWIS	Asphalt Repairs				\$48,400		\$48,400
LEWIS	Paint: Interior		\$165,000				\$165,000
LINCOLN	Paint: Exterior				\$240,000		\$240,000
LITHIA SPRINGS	Asphalt Repairs				\$66,000		\$66,000
LITHIA SPRINGS	HVAC: Airside Renovation				\$4,603,500		\$4,603,500
LITHIA SPRINGS	Plumbing				\$120,000		\$120,000
LITHIA SPRINGS	Roof: Reroof				\$933,330		\$933,330
LOCKHART	Asphalt Repairs			\$60,000			\$60,000
LOCKHART	Paint: Interior			\$324,000			\$324,000
LOMAX	Roof: Reroof		\$121,732				\$121,732
LOMAX	Stage Lighting System: Replace		\$36,000				\$36,000
LOPEZ	Asphalt Repairs				\$96,000		\$96,000
LOPEZ	Casework				\$240,000		\$240,000
LOPEZ	Irrigation System, Paving				\$48,000		\$48,000
LOWRY	Flooring/Carpet/VCT		\$560,579				\$560,579
LOWRY	HVAC: Airside Renovation			\$5,206,600			\$5,206,600
LOWRY	Paint: Interior/Exterior				\$456,000		\$456,000
LOWRY	Playground Canopy		\$30,000				\$30,000
MABRY	Roof: Reroof				\$2,111,800		\$2,111,800
MACFARLANE PARK	Paint: Exterior		\$89,990				\$89,990
MANISCALO	Paint: Interior		\$196,785				\$196,785
MENDENHALL	Asphalt Repairs				\$54,000		\$54,000
MENDENHALL	Playcourt Replacement				\$54,000		\$54,000
MITCHELL	Windows: Reseal		\$89,061				\$89,061
MORGAN WOODS	Asphalt Repairs				\$72,000		\$72,000
MORGAN WOODS	Playcourt Replacement	\$83,490					\$83,490
MORT	Security Upgrades		\$30,000				\$30,000
NORTHWEST	Fire Alarm Replacement		\$180,000				\$180,000
NORTHWEST	Intercom System Replacement		\$180,000				\$180,000
OAK GROVE	Roof: Reroof			\$1,346,796			\$1,346,796
PALM RIVER	Paint: Interior/Exterior					\$366,412	\$366,412

Location	Project	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	Total
		Projected Cost	CONTINGENT ON AVAILABLE FUNDING				
PALM RIVER	Roof: Reroof		\$588,227				\$588,227
PINECREST	Asphalt Paving		\$246,327				\$246,327
PIZZO	Small Canopy installation at cafeteria		\$25,000				\$25,000
POTTER	Fire Alarm Replacement			\$180,000			\$180,000
RIVERHILLS	Fire Alarm Replacement			\$180,000			\$180,000
RIVERHILLS	HVAC: Complete renovation			\$3,311,000			\$3,311,000
RIVERHILLS	Paint: Exterior	\$62,680					\$62,680
RIVERHILLS	Playcourt Replacement			\$54,000			\$54,000
RIVERVIEW	Roof: Reroof	\$631,470					\$631,470
ROBINSON	Fencing Replacement		\$54,000				\$54,000
ROBINSON	Security Upgrades		\$30,000				\$30,000
ROOSEVELT	Paint: Exterior	\$142,776					\$142,776
ROOSEVELT	Paint: Interior	\$136,112					\$136,112
ROOSEVELT	Roof: Reroof	\$1,210,797					\$1,210,797
RUSKIN	Roof: Reroof			\$370,965			\$370,965
SCHWARZKOPF	Fire Alarm Replacement	\$180,000					\$180,000
SCHWARZKOPF	Roof: Reroof				\$802,770		\$802,770
SEFFNER	Roof: Reroof				\$414,881		\$414,881
SEFFNER	Security Upgrades		\$30,000				\$30,000
SEMINOLE	Asphalt Repairs			\$60,000			\$60,000
SEMINOLE	Playcourt Replacement				\$54,000		\$54,000
SESSUMS	Roof: Reroof		\$464,832				\$464,832
SHAW	Roof: Reroof				\$1,018,633		\$1,018,633
SHEEHY	Paint: Exterior				\$146,848		\$146,848
SHORE	Asphalt & Drainage Improvements				\$72,000		\$72,000
STOWERS	Paint: Exterior				\$240,000		\$240,000
SUMMERFIELD	Roof: Reroof				\$773,595		\$773,595
SYMMES	Paint: Exterior		\$153,694				\$153,694
TAMPA BAY BOULEVARD	Electric: Refurbish Electric		\$172,800				\$172,800
TAMPA PALMS	Asphalt Repairs			\$72,000			\$72,000
TEMPLE TERRACE	Roof: Reroof				\$264,051		\$264,051
THONOTOSASSA	Roof: Reroof				\$840,328		\$840,328
TINKER	Asphalt Repairs				\$72,600		\$72,600
TINKER	Playcourt Replacement				\$171,400		\$171,400
TINKER	Roof: Reroof				\$253,140		\$253,140
TOMLIN MIDDLE	Paint: Exterior		\$169,569				\$169,569
TOWN & COUNTRY	Fire Alarm Replacement				\$180,000		\$180,000
TRAPNELL	Asphalt Repairs			\$78,600			\$78,600
TRAPNELL	Drainage Improvements			\$36,000			\$36,000



Location	Project	2014 - 2016	CONTINGENT ON AVAILABLE FUNDING				Total
		Projected Cost	2015 -2016	2016 -2017	2017 - 2018	2018 - 2019	
TWIN LAKES	Fire Alarm Replacement	\$220,000					\$220,000
TWIN LAKES	Roof: Reroof				\$906,000		\$906,000
VALRICO	Waterproofing, Exterior Paint.	\$970,432					\$970,432
WALDEN LAKE	HVAC: Complete renovation				\$5,844,100		\$5,844,100
WALDEN LAKE	Paint: Exterior				\$240,000		\$240,000
WALDEN LAKE	Roof: Reroof				\$757,180		\$757,180
WASHINGTON, B.T.	Flooring: Replace VCT			\$288,000			\$288,000
WASHINGTON, B.T.	Roof: Reroof		\$125,064				\$120,064
WEST SHORE	HVAC: Airside Renovation of Bldg 1	\$863,190					\$863,190
WEST SHORE	Asphalt & Drainage Improvements				\$78,650		\$78,650
WEST TAMPA	Roof: Reroof		\$36,128				\$36,128
WESTCHASE	Paint: Exterior		\$228,042				\$228,042
WILSON	Roof: Reroof				\$193,740		\$193,740
WIMAUMA	Canopy Replacement			\$1,043,807			\$1,043,807
WIMAUMA	Roof: Reroof			\$640,612			\$640,612
WITTER	Roof: Replace existing canopy w/ new canopy	\$867,810					\$867,810
WOODBIDGE	Playcourt Replacement			\$129,600			\$129,600
YATES	Roof: Reroof				\$304,020		\$304,020
<b>MIDDLE SCHOOLS</b>							
ADAMS	HVAC: RTU Repl Bldg 4 (Band & Chorus Rooms)	\$88,100					\$88,100
BARRINGTON	Paint: Exterior				\$240,000		\$240,000
BARTELS	Asphalt Sealcoating				\$24,000		\$24,000
BENITO	Asphalt Repairs				\$54,000		\$54,000
BUCHANAN	Asphalt Track					\$76,789	\$76,789
BUCHANAN	Paint: Exterior and Interior		\$453,191				\$453,191
BUCHANAN	Roof: Reroof		\$135,315				\$135,315
BURNETT	Asphalt Sealcoating				\$30,000		\$30,000
BURNETT	Lockers: Replace Boys PE				\$80,000		\$80,000
BURNETT	Roof: Reroof				\$1,668,675		\$1,668,675
BURNS	Asphalt Repairs				\$60,000		\$60,000
BURNS	Asphalt Track		\$75,579				\$75,579
COLEMAN	Asphalt Repairs				\$30,000		\$30,000
COLEMAN	HVAC: Complete renovation	\$5,077,300					\$5,077,300
COLEMAN	Roof: Reroof		\$115,492				\$115,492
DAVIDSEN	Asphalt Sealcoating				\$60,000		\$60,000
DOWDELL	HVAC: Chiller Repl (Bldgs 15 & 16)		\$398,400				\$398,400
DOWDELL	Paint: Exterior				\$141,744		\$141,744
DOWDELL	Roof: Reroof			\$316,905			\$316,905
EISENHOWER	Roof: Reroof		\$53,011				\$53,011

Location	Project	2014 - 2016	CONTINGENT ON AVAILABLE FUNDING				Total
		Projected Cost	2015 -2016	2016 -2017	2017 - 2018	2018 - 2019	
FERRELL	Paving: Resurface Track	\$82,401					\$82,401
FERRELL	Stage Lighting System: Replace		\$60,000				\$60,000
GIUNTA	Paint: Exterior					\$167,384	\$167,384
GRECO	Asphalt Track				\$82,280		\$82,280
GRECO	Drainage Improvements			\$43,560			\$43,560
HILL	Asphalt Track					\$82,280	\$82,280
LIBERTY	Asphalt Sealcoating					\$30,000	\$30,000
MARTINEZ	Paint: Exterior		\$145,850				\$145,850
MCLANE	Fire Alarm Replacement		\$180,000				\$180,000
MCLANE	Roof: Reroof		\$470,409				\$470,409
MEMORIAL	ADA: Upgrades		\$108,000				\$108,000
MEMORIAL	Asphalt Sealcoating					\$30,000	\$30,000
MEMORIAL	Renovation	\$2,740,000					\$2,740,000
MEMORIAL	Replace VCT Flooring					\$81,688	\$81,688
MONROE	Fire Alarm Replacement				\$180,000		\$180,000
MULRENNAN	Paint: Exterior			\$239,314			\$239,314
PIERCE	Roof: Reroof					\$102,060	\$102,060
RANDALL	Paint: Exterior	\$234,231					\$234,231
RANDALL	Fire Alarm Replacement			\$180,000			\$180,000
ROLAND PARK	Roof: Reroof			\$1,703,190			\$1,703,190
SHIELDS	Paint: Exterior					\$240,000	\$240,000
SLIGH	Irrigation System Upgrade					\$36,000	\$36,000
STEWART	Paint: Exterior				\$172,258		\$172,258
STEWART	Paint: Interior					\$168,325	\$168,325
TOMLIN	Asphalt Track					\$82,280	\$82,280
TOMLIN	HVAC: Chiller Repl at Bldg 12 (Gym)				\$185,000		\$185,000
TOMLIN	Roof: Reroof				\$265,680		\$265,680
TURKEY CREEK	Doors: Repl smoke doors and E. egress windows			\$82,160			\$82,160
TURKEY CREEK	Gym Bleacher Replacement			\$100,000			\$100,000
TURKEY CREEK	Walkway Canopy		\$148,267				\$148,267
VAN BUREN	Asphalt Track			\$76,789			\$76,789
VAN BUREN	Epoxy Coating of Lines				\$176,951		\$176,951
VAN BUREN	Flooring: Replace VCT		\$68,400				\$68,400
VAN BUREN	Paint: Exterior and Interior			\$302,286			\$302,286
VAN BUREN	Roof: Reroof		\$36,256				\$36,256
VAN BUREN	Windows: Repair and replace		\$216,000				\$216,000
WALKER	Fire Alarm Replacement				\$180,000		\$180,000
WEBB	Asphalt Repairs			\$108,000			\$108,000
WEBB	Athletic Field Improvements			\$36,000			\$36,000



Location	Project	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	Total
		Projected Cost	CONTINGENT ON AVAILABLE FUNDING				
WEBB	Paint: Exterior	\$265,500					\$265,500
WEBB	Telephone System Replacement		\$106,800				\$106,800
WILLIAMS	Asphalt Repairs				\$118,580		\$118,580
WILLIAMS	Fire Alarm Replacement				\$180,000		\$180,000
WILLIAMS	Paint: Interior/Exterior				\$356,421		\$356,421
WILLIAMS	Replace carpet in all offices	\$30,150					\$30,150
WILLIAMS	Roof: Reroof				\$1,703,190		\$1,703,190
YOUNG	Roof: Reroof					\$539,550	\$539,550
YOUNG	Roof: Reroof			\$48,400			\$48,400
<b>HIGH SCHOOLS</b>							
ALONSO	Paint: Exterior Metal Awnings	\$200,000					\$200,000
BRANDON	Fire Alarm Replacement	\$180,000					\$180,000
BRANDON	Paving: Resurface Track		\$82,280				\$82,280
BRANDON	Plumbing				\$240,000		\$240,000
BRANDON	Retaining Wall			\$116,462			\$116,462
BRANDON	Roof: Reroof		\$40,333				\$40,333
BRANDON	Telephone System Replacement		\$148,800				\$148,800
CHAMBERLAIN	Asphalt Repairs			\$168,000			\$168,000
CHAMBERLAIN	HVAC: RTU Repl at Bldg 1 (600 area), 2, 3 and 7	\$602,500					\$602,500
CHAMBERLAIN	Irrigation System Replace Baseball Field	\$37,723					\$37,723
CHAMBERLAIN	Irrigation System Replace Softball Field				\$24,000		\$24,000
CHAMBERLAIN	Paint: Interior			\$257,710			\$257,710
CHAMBERLAIN	Roof: Reroof	\$539,370					\$539,370
CHAMBERLAIN	Telephone System Replacement		\$148,800				\$148,800
DURANT	Paint: Exterior				\$360,000		\$360,000
DURANT	Roof: Reroof				\$3,203,400		\$3,203,400
EAST BAY	Asphalt Track			\$82,280			\$82,280
EAST BAY	Irrigation System Replace		\$36,300				\$36,300
EAST BAY	Paint: Exterior/Interior				\$360,000		\$360,000
EAST BAY	Playcourt Replacement		\$536,439				\$536,439
EAST BAY	Roof: Reroof				\$4,087,665		\$4,087,665
FREEDOM	Asphalt Track				\$102,245		\$102,245
FREEDOM	Restroom Renovation			\$96,524			\$96,524
FREEDOM	Soffit paint & Repair			\$216,916			\$216,916
GAITHER	Asphalt Repairs					\$300,000	\$300,000
GAITHER	Telephone System Replacement			\$148,800			\$148,800
GAITHER	Wastewater: Lift station Upgrade	\$60,500					\$60,500
HILLSBOROUGH	Irrigation System Replace	\$91,355					\$91,355
HILLSBOROUGH	Paint: Interior-400 Building		\$42,938				\$42,938

Location	Project	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	Total
		Projected Cost	CONTINGENT ON AVAILABLE FUNDING				
HILLSBOROUGH	Roof: Reroof				\$630,826		\$630,826
JEFFERSON	Irrigation System Replace				\$37,725		\$37,725
JEFFERSON	Paint: Exterior/Interior					\$756,000	\$756,000
JEFFERSON	Roof: Reroof		\$3,252,060				\$3,252,060
KING	Fire Alarm Replacement	\$180,000					\$180,000
LENNARD	Asphalt Sealcoating					\$72,000	\$72,000
LENNARD	Paint: Exterior					\$240,000	\$240,000
LETO	Locks: Replace and Rekey		\$72,000				\$72,000
LETO	Roof: Reroof					\$2,144,760	\$2,144,760
MIDDLETON	Asphalt Sealcoating			\$84,000			\$84,000
MIDDLETON	Painting: Exterior					\$598,284	\$598,284
NEWSOME	Paint: Exterior		\$153,123				\$153,123
PLANT CITY	Roof: Reroof		\$33,090				\$33,090
PLANT CITY	Telephone System Replacement		\$148,000				\$148,000
PLANT	Fire Alarm Replacement	\$180,000					\$180,000
PLANT	Lighting: Replace Baseball and softball field		\$720,000				\$720,000
PLANT	Roof: Reroof		\$73,260				\$73,260
RIVERVIEW	Paving: Resurface Track	\$102,245					\$102,245
ROBINSON	Bleacher Renovation	\$246,000					\$246,000
SICKLES	Locks: Rekey			\$72,000			\$72,000
SICKLES	Paint: Exterior		\$542,762				\$542,762
SICKLES	Paint: Interior		\$517,432				\$517,432
SICKLES	Stage Lighting System: Replace		\$240,000				\$240,000
SPOTO	Paint: Repaint Exterior					\$598,284	\$598,284
TAMPA BAY TECH.	Asphalt Track		\$102,245				\$102,245
TAMPA BAY TECH.	Fire Alarm Replacement	\$210,000					\$210,000
TAMPA BAY TECH.	Paint: Interior		\$82,080				\$82,080
TAMPA BAY TECH.	Playcourt Replacement					\$308,989	\$308,989
TAMPA BAY TECH.	Security Upgrades					\$156,000	\$156,000
TAMPA BAY TECH.	Stage Lighting System: Replace				\$237,600		\$237,600
WHARTON	Asphalt Repairs					\$96,800	\$96,800
CENTERS							
DOROTHY THOMAS	Roof: Reroof	\$200,909					\$200,909
LOPEZ ESE	Roof: Reroof					\$809,085	\$809,085
NATURE'S CLASSROOM	Asphalt Paving		\$83,073				\$83,073
NATURE'S CLASSROOM	Wastewater: Lift station Upgrade		\$72,000				\$72,000
NATURE'S CLASSROOM	Water Tank Replacement		\$72,600				\$72,600
NETPARK (Host Programs - Early Childhood)	Telephone System Replacement				\$106,800		\$106,800
SIMMONS CAREER CENTER	Canopy Replacement					\$63,525	\$63,525



Location	Project	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	Total
		Projected Cost	CONTINGENT ON AVAILABLE FUNDING				
OTHER							
BREWSTER TECH.	Intercom System Replacement		\$168,000				\$168,000
BREWSTER TECH.	Roof: Reroof				\$429,083		\$429,083
ERWIN TECH.	Asphalt Repairs			\$361,492			\$361,492
ERWIN TECH.	Restroom Renovation ADA	\$288,000					\$288,000
LEARY TECHNICAL CENTER	Roof: Reroof		\$274,680				\$274,680
MAINTENANCE CENTRAL/HVAC	Roof: Reroof			\$494,744			\$494,744
MAINTENANCE WEST	Security Upgrades			\$30,000			\$30,000
NIFONG - AREA 6 DISTRICT OFFICE	Roof: Reroof			\$28,667			\$28,667
SANCHEZ (DELIA) FULL SERVICE CENTER	HVAC: Complete HVAC Renovation	\$399,600					\$399,600
SANCHEZ (DELIA) FULL SERVICE CENTER	Roof: Reroof		\$130,720				\$130,720
SITES & UTILITIES	Roof: Reroof		\$168,676				\$168,676
VARIOUS SITES	Additional minor maintenance and repair projects (Undesignated Funds)	\$14,756,000	\$15,050,100	\$15,351,102	\$15,658,124	\$15,971,287	\$76,785,613
<b>Total Maintenance</b>		<b>\$35,516,763</b>	<b>\$34,221,326</b>	<b>\$35,866,698</b>	<b>\$38,726,951</b>	<b>\$60,978,521</b>	<b>\$205,310,259</b>

Location	Project	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	Total
		Projected Cost	CONTINGENT ON AVAILABLE FUNDING				
<b>RENOVATIONS</b>							
	Major Renovation						\$0
<b>NEW CONSTRUCTION PROJECTS</b>							
MIDDLE "IT"	opens 2016	\$13,882,147	\$2,032,710				\$15,914,857
LENNARD - ADDITION	opens 2015		\$5,065,790				\$5,065,790
K-8 - South Hillsborough	opens 2018		\$7,060,479	\$14,582,110	\$14,872,925		\$36,515,514
MIDDLE @ Encore	opens beyond 2018					\$15,317,441	\$15,317,441
<b>Total</b>	<b>New Construction &amp; Renovations</b>	<b>\$13,882,147</b>	<b>\$14,158,979</b>	<b>\$14,582,110</b>	<b>\$14,872,925</b>	<b>\$15,317,441</b>	<b>\$72,813,602</b>
<b>TOTAL</b>	<b>Maintenance &amp; New Construction &amp; Renovations</b>	<b>\$49,398,910</b>	<b>\$48,380,305</b>	<b>\$50,448,808</b>	<b>\$53,599,876</b>	<b>\$76,295,962</b>	<b>\$278,123,861</b>

Location	Project	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	Total
		Projected Cost	CONTINGENT ON AVAILABLE FUNDING				
<b>OTHER CAPITAL EXPENSES</b>							
School Bus Purchases		\$3,410,000	\$3,500,000	\$4,000,000	\$4,000,000	\$4,000,000	\$18,910,000
Rent/Lease Payments		\$360,000	\$360,000	\$360,000	\$360,000	\$360,000	\$1,800,000
COP Debt Service		\$65,583,053	\$66,615,098	\$67,013,429	\$67,085,463	\$47,429,700	\$313,726,743
Relocatables/Demo		\$200,000					\$200,000
Portable Replacement		\$3,500,000					\$3,500,000
Environmental Problems		\$4,092,185	\$3,988,020	\$4,060,185	\$4,153,984	\$4,091,103	\$20,385,478
s.1011.14 Debt Service for QZAB bonds		\$940,770	\$940,770	\$421,560	\$421,560	\$421,560	\$3,146,219
Debt Service for Qualified School Construction bonds		\$2,265,250	\$2,265,500	\$2,265,500	\$2,265,500	\$2,265,500	\$11,327,250
Site Purchase		\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	3000000	\$15,000,000
Fixed Budgets		\$3,238,324	\$3,449,777	\$3,428,777	\$3,597,277	\$3,650,777	\$17,364,932
<b>TOTAL Other Capital Expenses</b>		<b>\$86,589,581</b>	<b>\$84,119,165</b>	<b>\$84,549,450</b>	<b>\$84,883,784</b>	<b>\$65,218,640</b>	<b>\$405,360,620</b>

Revenue Sources	2014 - 2015	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	Total
	Anticipated Funding	Funding projected at this time				
Impact fees received	\$13,882,147	\$14,158,979	\$14,582,110	\$14,872,925	\$15,317,441	\$72,813,602
Interest, Including Profit On Investment	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Local 1.5 Mill discretionary Capital Outlay	\$107,492,720	\$109,642,575	\$111,835,428	\$114,072,135	\$116,353,577	\$559,396,433
Millage Carryforward	\$10,000,000					\$10,000,000
PECO Maintenance Revenue	\$3,831,847	\$7,916,139	\$7,798,945	\$8,756,823	\$9,061,807	\$37,365,561
CO & DS Revenue	\$731,777	\$731,777	\$731,777	\$731,777	\$731,777	\$3,658,885
<b>TOTAL</b>	<b>\$135,988,491</b>	<b>\$132,499,470</b>	<b>\$134,990,258</b>	<b>\$138,483,660</b>	<b>\$141,514,602</b>	<b>\$663,484,401</b>



**Capital Improvement Schedule of Projects FY2015-19**

**COMPREHENSIVE PLAN PROJECTS-CAPITAL IMPROVEMENT ELEMENT (CIE)**

City Funded	Fund	Type	FY15	FY16	FY17	FY18	FY19	TOTAL
<b>Recreation and Open Space</b>								
Land Acquisition	CIT	Future Need	\$500,000	\$0	\$500,000	\$0	\$0	\$1,000,000
New Tampa Community Center Expansion	CIT	Future Need	\$0	\$0	\$851,000	\$0	\$0	\$851,000
West River Trail North Blvd/Columbus	CIT	Future Need	\$200,000	\$1,340,000	\$0	\$0	\$0	\$1,440,000
<b>Total Recreation and Open Space</b>			<b>\$700,000</b>	<b>\$1,340,000</b>	<b>\$1,351,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,291,000</b>
<b>Stormwater</b>								
43rd Street Outfall Regional Drainage Consultant and Land Acquisition	Debt/UST/SWFWMD	Deficiency	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$4,918,481	\$26,518,481
Future Need	Debt/UST	Future Need	\$1,733,000	\$1,240,000	\$1,700,000	\$1,796,000	\$1,699,319	\$8,188,219
Cypress Street Outfall Pipeline Extension	D66/FDEP/UST	Deficiency	\$750,000	\$2,000,000	\$0	\$0	\$0	\$2,750,000
Failed Pipe Replacement, In-house	Debt/UST	Deficiency	\$1,000,000	\$1,200,000	\$748,000	\$1,300,000	\$1,200,000	\$5,548,000
Peninsula Regional Drainage	Debt/UST/SWFWMD	Deficiency	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$27,000,000
<b>Total Stormwater</b>			<b>\$14,403,000</b>	<b>\$15,240,000</b>	<b>\$14,848,000</b>	<b>\$14,896,000</b>	<b>\$13,218,000</b>	<b>\$70,063,000</b>
<b>Transportation Project Program</b>								
<b>District 4</b>								
Armenia Ave. at Busch Blvd. Intersection Improvements	IF	Deficiency	\$1,280,000	\$1,320,000	\$0	\$0	\$0	\$2,600,000
Bayshore Blvd Enhancements, Phase 3	IF/FDOT	Deficiency	\$162,000	\$0	\$2,086,800	\$0	\$0	\$2,248,800
Westshore Blvd @ Gandy Blvd Intersection	IF	Deficiency	\$539,000	\$839,000	\$2,242,000	\$0	\$0	\$3,620,000
<b>Total</b>			<b>\$2,481,000</b>	<b>\$2,159,000</b>	<b>\$4,328,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,068,800</b>
<b>District 5</b>								
Downtown Area Advanced Traveler Information System	LOGT/IF	Deficiency	\$302,800	\$470,272	\$0	\$0	\$0	\$863,072
<b>Total</b>			<b>\$302,800</b>	<b>\$470,272</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$863,072</b>
<b>District 6</b>								
Cypress Street Road Widening	IF	Deficiency	\$1,286,000	\$1,171,000	\$0	\$0	\$0	\$2,457,000
Cypress Street Share Use Path	FDOT	Future Needs	\$477,250	\$0	\$0	\$0	\$0	\$477,250
North O'Brien Street	IF/half Plaza	Deficiency	\$0	\$4,765,000	\$0	\$0	\$0	\$4,765,000
Sidewalks - Lois Avenue	LOGT	Deficiency	\$74,000	\$0	\$0	\$0	\$0	\$74,000
Sidewalks - North Rome Avenue	LOGT	Deficiency	\$76,000	\$0	\$0	\$0	\$0	\$76,000
Spence Street Corridor	IF	Deficiency	\$0	\$599,000	\$0	\$0	\$0	\$599,000
Westshore ATMS Program	IF	Deficiency	\$1,877,720	\$0	\$0	\$0	\$0	\$1,877,720
<b>Total</b>			<b>\$3,791,000</b>	<b>\$6,435,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,226,000</b>
<b>Citywide Projects</b>								
Intelligent Transportation Systems	LOGT	Deficiency	\$371,700	\$371,700	\$0	\$0	\$0	\$743,400
Intersection Improvement	LOGT	Deficiency	\$824,275	\$0	\$385,600	\$0	\$478,000	\$1,157,575
<b>Total</b>			<b>\$1,195,975</b>	<b>\$371,700</b>	<b>\$385,600</b>	<b>\$0</b>	<b>\$478,000</b>	<b>\$1,901,275</b>
<b>Total Transportation Project Program</b>			<b>\$7,430,875</b>	<b>\$9,475,072</b>	<b>\$4,721,400</b>	<b>\$0</b>	<b>\$478,000</b>	<b>\$22,005,247</b>
<b>Total Comprehensive Plan Projects</b>			<b>\$22,532,875</b>	<b>\$25,935,072</b>	<b>\$19,320,400</b>	<b>\$13,896,000</b>	<b>\$13,626,000</b>	<b>\$95,332,247</b>

**Fund Legend / Description:**  
 IF - Impact Fee Fund  
 A charge based on projected trips that will be generated by development or redevelopment of a property.  
 Revenues are used to provide roadway improvements and related infrastructure necessitated by new development.  
 LOGT - Local Option Gas Tax Fund  
 A 30 year tax, began in 2013, to fund transportation related improvements. Represents the City's share of taxes levied on motor fuel and special fuel sold in the county. This money shall be used for various transportation related capital projects.  
 CIT - Community Investment Tax Fund  
 An ordinance adopted in 1996 for 30 years levying a one-half cent local government infrastructure surtax for community investments.  
 The revenues are also used to pay the debt service on the Sales Tax Revenue Bonds, Series 2001A and 2006.  
 Debt- Debt issuance to obtain funds to acquire and/or construct major improvements.  
 FDOT - Florida Department of Transportation  
 FDEP - Florida Department of Environmental Protection  
 IPI Plaza - International Plaza DRI Fee  
 Is a Regional Impact Fee charge based on projected trips that will be generated by development or redevelopment of a property.  
 Revenues are used to provide roadway improvements and related infrastructure necessitated by new development.  
 SWFWMD-Southern Florida Water Management District  
 UST - Utilities Services Taxes  
 A tax levied by cities on the consumers of various utilities such as electricity, telephones, or natural gas.  
 Special Revenue Fund  
 A fund that is used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes.  
 The five-year schedule includes projects related to levels of services, as set forth in policy 1.4.2 of the Tampa Capital Improvement Element (CIE).

The purpose of this document is to assist in long-term planning activities, no inference should be made with respect to the undertaking or timing of any particular enumerated project described herein or any specified funding therefor. The CIE is updated annually in conjunction with submission of the Recommended Annual Budget submitted to City Council. Funding is committed for all five years from existing revenue sources. The term "committed" per the Florida Department of Community Affairs meaning funding based on expected revenues from existing sources.

**Recreation and Open Space**

	Construction Start	Completion Date
Land Acquisition	10/12	3/14
New Tampa Community Center Expansion	10/12	9/18
West River Trail North Blvd/Columbus	10/14	9/18

**Stormwater**

	Construction Start	Completion Date
43rd Street Outfall Regional Drainage Consultant and Land Acquisition	9/13	9/20
Future Need	9/12	12/16
Cypress Street Outfall Pipeline Extension	10/13	9/18
Failed Pipe Replacement, In-house	9/12	9/15
Peninsula Regional Drainage	10/13	9/21

**Transportation Project Program**

	Construction Start	Completion Date
District 4 Armenia Ave. at Busch Blvd. Intersection Improvements	9/12	9/16
Bayshore Blvd Enhancements, Phase 3	10/14	9/19
Westshore Blvd @ Gandy Blvd Intersection	9/12	9/17

	Construction Start	Completion Date
District 5 Downtown Area Advanced Traveler Information System	10/13	9/16

**District 6**

	Construction Start	Completion Date
Cypress Street Road Widening	9/12	12/16
Cypress Street Share Use Path	10/13	9/16
North O'Brien Street	9/12	12/14
Sidewalks - Lois Avenue	10/13	9/16
Sidewalks - North Rome Avenue	10/12	9/16
Spence Street Corridor	10/14	10/15
Westshore ATMS Program	10/14	10/15

**Citywide Projects**

	Construction Start	Completion Date
Intelligent Transportation Systems	9/12	9/18
Intersection Improvement	9/12	9/15

**Hillsborough County School Board Funded**

	Fund	Type	FY15	FY16	FY17	FY18	FY19	TOTAL
Partial Funding Central Tampa Meehan Middle School	HCSB	Future Need	\$7,786,365	\$0,038,436	\$14,783,254	\$0	\$0	\$32,506,055

**HCSB - Hillsborough County School Board**



**FDOT Adopted Transportation Improvement Projects FY 2015/16 – 2019/20**

<b>FDOT 5 Year TIP Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: <b>412531 2</b>		Description: I-275 (SR 93) I-275/SR 60 INTERCHANGE						*SIS*
Related Project: 2583981		Extra Description: CYPRESS ST BRD S ABUTMENT TO 275 GEN USE LANE/N			Type of Work: INTERCHANGE - ADD LANES			
L RTP: 1093		Project Length: 0.263						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DS	\$1,040	\$0	\$0	\$0	\$0	\$0	\$0	\$1,040
<b>Totals:</b>	<b>\$1,040</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,040</b>
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
BNIR	\$0	\$1,483,000	\$32,979,040	\$0	\$0	\$0	\$0	\$34,462,040
DDR	\$100,000	\$635,149	\$0	\$0	\$0	\$0	\$0	\$735,149
DI	\$0	\$20,000,000	\$0	\$0	\$0	\$0	\$0	\$20,000,000
DIH	\$30,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$60,000
DS	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
<b>Totals:</b>	<b>\$230,000</b>	<b>\$22,148,149</b>	<b>\$32,979,040</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,357,189</b>
<b>Item 412531 2 Totals:</b>	<b>\$231,040</b>	<b>\$22,148,149</b>	<b>\$32,979,040</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,358,229</b>
Item Number: <b>412531 5</b>		Description: I-275 (SR 93) NB EXIT RAMP E OF HOWARD FRANKLAND BDG TO W SR60						*SIS*
Related Project: 2583981		Extra Description:			Type of Work: CONSTRUCT SPECIAL STRUCTURE			
L RTP: 1093		Project Length: 0.265						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
FEDfund	\$912,842	\$0	\$0	\$0	\$0	\$0	\$0	\$912,842
State	\$47,336	\$0	\$0	\$0	\$0	\$0	\$0	\$47,336
<b>Totals:</b>	<b>\$960,178</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$960,178</b>
<b>Item 412531 5 Totals:</b>	<b>\$960,178</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$960,178</b>





**FDOT**  
**5 Year TIP**  
**Hillsborough County, District 7**

**HIGHWAYS**

Item Number: <b>258398 1</b>	Description: I-275 (SR 93) FROM HIMES AVE TO W OF MACDILL AVE	<b>*SIS*</b>
Related Project: 2583981	Extra Description:	Type of Work: ADD LANES & RECONSTRUCT
L RTP: <b>H746</b>		Project Length: 0.164

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
FEDfund	\$14,903,396	\$0	\$0	\$0	\$0	\$0	\$0	\$14,903,396
State	\$232,409	\$0	\$0	\$0	\$0	\$0	\$0	\$232,409
<b>Totals:</b>	<b>\$15,135,805</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,135,805</b>
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
Bonds	\$36,575,034	\$0	\$0	\$0	\$0	\$0	\$0	\$36,575,034
FEDfund	\$16,388,591	\$0	\$0	\$0	\$0	\$0	\$0	\$16,388,591
State	\$509,285	\$0	\$0	\$0	\$0	\$0	\$0	\$509,285
<b>Totals:</b>	<b>\$53,472,910</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$53,472,910</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
State	\$7,100,309	\$0	\$0	\$0	\$0	\$0	\$0	\$7,100,309
<b>Totals:</b>	<b>\$7,100,309</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,100,309</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
FEDfund	\$162,879	\$0	\$0	\$0	\$0	\$0	\$0	\$162,879
State	\$1,545,515	\$0	\$0	\$0	\$0	\$0	\$0	\$1,545,515
<b>Totals:</b>	<b>\$1,708,394</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,708,394</b>
<b>RAILROAD &amp; UTILITIES - MANAGED BY FDOT</b>								
State	\$8,899,276	\$0	\$0	\$0	\$0	\$0	\$0	\$8,899,276
<b>Totals:</b>	<b>\$8,899,276</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,899,276</b>
<b>Item 258398 1 Totals:</b>	<b>\$86,316,694</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$86,316,694</b>



**FDOT**  
**5 Year TIP**  
**Hillsborough County, District 7**

**HIGHWAYS**

Item Number: <b>258398 2</b>	Description: I-275 (SR 93) FROM HOWARD FRANKLAND BR TO LOIS AVE	<b>*SIS*</b>
Related Project: 2583981	Extra Description: BRIDGE WIDENING OF NB I-275 OVER SR 60 (MEMORIAL	Type of Work: ADD LANES & RECONSTRUCT
L RTP:	Project Length: 3.218	

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
State	\$83,314	\$0	\$0	\$0	\$0	\$0	\$0	\$83,314
<b>Totals:</b>	<b>\$83,314</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$83,314</b>
<b>Item 258398 2 Totals:</b>	<b>\$83,314</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$83,314</b>

Item Number: <b>258398 3</b>	Description: I-275 (SR 93) FROM HIMES AVE TO E OF HILLSBOROUGH RVR	<b>*SIS*</b>
Related Project: 2583981	Extra Description: ITS DEPLOYMENT FOR TAMPA BAY SUNGUIDE	Type of Work: ITS FREEWAY MANAGEMENT
L RTP: <b>Minimize Traffic, p. 163</b>	Project Length: 2.257	

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
FEDfund	\$77,429	\$0	\$0	\$0	\$0	\$0	\$0	\$77,429
State	\$7,983	\$0	\$0	\$0	\$0	\$0	\$0	\$7,983
<b>Totals:</b>	<b>\$85,412</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$85,412</b>
<b>Item 258398 3 Totals:</b>	<b>\$85,412</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$85,412</b>



**FDOT  
 5 Year TIP  
 Hillsborough County, District 7**

**HIGHWAYS**

Item Number: **258398 4** Description: I-275 (SR 93) FROM HOWARD FRANKLAND BR TO HIMES AVE \*SIS\*  
 Related Project: 2583981 Extra Description: Type of Work: CONSTRUCT CULVERT  
 L RTP: Project Length: 2.499

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
State	\$5,017	\$0	\$0	\$0	\$0	\$0	\$0	\$5,017
<b>Totals:</b>	<b>\$5,017</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,017</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
State	\$22,873,903	\$0	\$0	\$0	\$0	\$0	\$0	\$22,873,903
<b>Totals:</b>	<b>\$22,873,903</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,873,903</b>
<b>RAILROAD &amp; UTILITIES - MANAGED BY FDOT</b>								
LocalFund	\$105,835	\$0	\$0	\$0	\$0	\$0	\$0	\$105,835
State	\$1,169,681	\$0	\$0	\$0	\$0	\$0	\$0	\$1,169,681
<b>Totals:</b>	<b>\$1,275,516</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,275,516</b>
<b>Item 258398 4 Totals:</b>	<b>\$24,154,436</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,154,436</b>



**FDOT**  
**5 Year TIP**  
**Hillsborough County, District 7**

**HIGHWAYS**

Item Number: <b>258398 5</b>	Description: I-275 (SR 93) FROM SR 60 (MEMORIAL HWY) TO HIMES AVE	<b>*SIS*</b>
Related Project: 2583981	Extra Description:	Type of Work: ADD LANES & RECONSTRUCT
LRTP: <b>H742</b>		Project Length: 2.083

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
FEDfund	\$1,056,245	\$0	\$0	\$0	\$0	\$0	\$0	\$1,056,245
State	\$460,807	\$0	\$0	\$0	\$0	\$0	\$0	\$460,807
<b>Totals:</b>	<b>\$1,517,052</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,517,052</b>
<b>DESIGN BUILD - MANAGED BY FDOT</b>								
FEDfund	\$155,137,902	\$0	\$0	\$0	\$0	\$0	\$0	\$155,137,902
State	\$5,979,194	\$0	\$0	\$0	\$0	\$0	\$0	\$5,979,194
<b>Totals:</b>	<b>\$161,117,096</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$161,117,096</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
State	\$2,981,536	\$0	\$0	\$0	\$0	\$0	\$0	\$2,981,536
<b>Totals:</b>	<b>\$2,981,536</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,981,536</b>
<b>RAILROAD &amp; UTILITIES - MANAGED BY FDOT</b>								
FEDfund	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
<b>Totals:</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>
<b>Item 258398 5 Totals:</b>	<b>\$165,665,684</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$165,665,684</b>



<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>									
HIGHWAYS									
Item Number: <b>258399 1</b>		Description: I-275 (SR 93) FROM HIMES AVE TO HILLSBOROUGH RIVER							<b>*SIS*</b>
Related Project: 2583981		Extra Description:			Type of Work: ADD LANES & RECONSTRUCT				
LRTP: <b>H746</b>					Project Length: 2.402				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years	
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>									
FEDfund	\$14,877,765	\$0	\$0	\$0	\$0	\$0	\$0	\$14,877,765	
State	\$1,281,097	\$0	\$0	\$0	\$0	\$0	\$0	\$1,281,097	
<b>Totals:</b>	<b>\$16,158,862</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,158,862</b>	
<b>RIGHT OF WAY - MANAGED BY FDOT</b>									
Bonds	\$36,826,833	\$0	\$0	\$0	\$0	\$0	\$0	\$36,826,833	
FEDfund	\$7,886,729	\$0	\$0	\$0	\$0	\$0	\$0	\$7,886,729	
State	\$6,031,106	\$0	\$0	\$0	\$0	\$0	\$0	\$6,031,106	
<b>Totals:</b>	<b>\$50,744,668</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,744,668</b>	
<b>CONSTRUCTION - MANAGED BY FDOT</b>									
LocalFund	\$4,402	\$0	\$0	\$0	\$0	\$0	\$0	\$4,402	
State	\$115,632,617	\$0	\$0	\$0	\$0	\$0	\$0	\$115,632,617	
<b>Totals:</b>	<b>\$115,637,019</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$115,637,019</b>	
<b>CONTRACT INCENTIVES - MANAGED BY FDOT</b>									
State	\$3,910,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,910,000	
<b>Totals:</b>	<b>\$3,910,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,910,000</b>	
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>									
State	\$7,339,501	\$0	\$0	\$0	\$0	\$0	\$0	\$7,339,501	
<b>Totals:</b>	<b>\$7,339,501</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,339,501</b>	
<b>RAILROAD &amp; UTILITIES - MANAGED BY FDOT</b>									
LocalFund	\$88,052	\$0	\$0	\$0	\$0	\$0	\$0	\$88,052	
State	\$17,643,241	\$0	\$0	\$0	\$0	\$0	\$0	\$17,643,241	
<b>Totals:</b>	<b>\$17,731,293</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,731,293</b>	
<b>Item 258399 1 Totals:</b>	<b>\$211,521,343</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$211,521,343</b>	



**FDOT**  
**5 Year TIP**  
**Hillsborough County, District 7**

**HIGHWAYS**

Item Number: **258399 2** Description: I-275 (SR 93) FROM HIMES AVE TO HILLSBOROUGH RIVER \*SIS\*  
 Related Project: 2583981 Extra Description: Type of Work: ADD LANES & RECONSTRUCT  
 LRTP: H746 Project Length: 2.371

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
FEDfund	\$312,000	\$0	\$0	\$0	\$0	\$0	\$0	\$312,000
State	\$49,593	\$0	\$0	\$0	\$0	\$0	\$0	\$49,593
<b>Totals:</b>	<b>\$361,593</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$361,593</b>
<b>DESIGN BUILD - MANAGED BY FDOT</b>								
FEDfund	\$81,406,158	\$0	\$0	\$0	\$0	\$0	\$0	\$81,406,158
State	\$845,975	\$0	\$0	\$0	\$0	\$0	\$0	\$845,975
<b>Totals:</b>	<b>\$82,252,133</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$82,252,133</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
State	\$1,585,589	\$0	\$0	\$0	\$0	\$0	\$0	\$1,585,589
<b>Totals:</b>	<b>\$1,585,589</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,585,589</b>
<b>Item 258399 2 Totals:</b>	<b>\$84,199,315</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$84,199,315</b>



<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
HIGHWAYS								
Item Number: <b>258643 2</b>		Description: I-275 (SR 93) FROM N HILLSBOROUGH RIVER TO DOWNTOWN INTERCHANGE						<b>*SIS*</b>
Related Project: 2583981		Extra Description:			Type of Work: ITS FREEWAY MANAGEMENT			
L RTP: 1005					Project Length: 0.406			
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
FEDfund	\$255,911	\$0	\$0	\$0	\$0	\$0	\$0	\$255,911
<b>Totals:</b>	<b>\$255,911</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$255,911</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
FEDfund	\$1,508,853	\$0	\$0	\$0	\$0	\$0	\$0	\$1,508,853
<b>Totals:</b>	<b>\$1,508,853</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,508,853</b>
<b>Item 258643 2 Totals:</b>	<b>\$1,764,764</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,764,764</b>
Item Number: <b>412531 1</b>		Description: I-275 (SR 93) FM WEST OF SR 60/MEMORIAL TO N OF SPRUCE STREET						<b>*SIS*</b>
Related Project: 2583981		Extra Description:			Type of Work: INTERCHANGE (NEW)			
L RTP: 1093					Project Length: 3.812			
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
FEDfund	\$9,043,129	\$0	\$0	\$0	\$0	\$0	\$0	\$9,043,129
State	\$2,374,062	\$0	\$0	\$0	\$0	\$0	\$0	\$2,374,062
<b>Totals:</b>	<b>\$11,417,191</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,417,191</b>
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
State	\$1,933,696	\$0	\$0	\$0	\$0	\$0	\$0	\$1,933,696
<b>Totals:</b>	<b>\$1,933,696</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,933,696</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
State	\$36,026	\$0	\$0	\$0	\$0	\$0	\$0	\$36,026
<b>Totals:</b>	<b>\$36,026</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,026</b>
<b>Item 412531 1 Totals:</b>	<b>\$13,386,913</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,386,913</b>



**FDOT**  
**5 Year TIP**  
**Hillsborough County, District 7**

**HIGHWAYS**

Item Number: <b>433535 1</b>	Description: I-275 (SR 93) FM N OF HOWARD FRANKLAND TO S OF LOIS AVENUE	<b>*SIS*</b>
Related Project: 2583981	Extra Description:	Type of Work: INTERCHANGE (NEW)
L RTP: <b>1002</b>		Project Length: 3.568

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$17,498,000	\$0	\$0	\$17,498,000
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,498,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,498,000</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$0	\$0	\$232,184,100	\$232,184,100
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$232,184,100</b>	<b>\$232,184,100</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DEM	\$0	\$0	\$605,000	\$0	\$0	\$0	\$0	\$605,000
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,000</b>
<b>Item 433535 1 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,000</b>	<b>\$0</b>	<b>\$17,498,000</b>	<b>\$0</b>	<b>\$232,184,100</b>	<b>\$250,287,100</b>





**FDOT**  
**5 Year TIP**  
**Hillsborough County, District 7**

**HIGHWAYS**

Item Number: <b>433535 2</b>	Description: I-275 (SR 93) SB FM N OF REO STREET TO S OF LOIS AVENUE	<b>*SIS*</b>
Related Project: 2583981	Extra Description:	Type of Work: INTERCHANGE (NEW)
L RTP: <b>1093</b>		Project Length: 3.105

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$8,584,000	\$0	\$0	\$8,584,000
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,584,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,584,000</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$0	\$0	\$114,379,358	\$114,379,358
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$114,379,358</b>	<b>\$114,379,358</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DEM	\$0	\$0	\$605,000	\$0	\$0	\$0	\$0	\$605,000
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,000</b>
<b>Item 433535 2 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,000</b>	<b>\$0</b>	<b>\$8,584,000</b>	<b>\$0</b>	<b>\$114,379,358</b>	<b>\$123,568,358</b>



**FDOT**  
**5 Year TIP**  
**Hillsborough County, District 7**

**HIGHWAYS**

Item Number: <b>412531 3</b>	Description: I-275 (SR 93A) AT I-275 NB OFF RAMP TO SR 60 AIRPORT FLYOVER	<b>*SIS*</b>
Related Project: 2583981	Extra Description:	Type of Work: INTERCHANGE RAMP (NEW)
L RTP: <b>1093</b>		Project Length: 0.5

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
State	\$1,219,402	\$0	\$0	\$0	\$0	\$0	\$0	\$1,219,402
<b>Totals:</b>	<b>\$1,219,402</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,219,402</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
State	\$7,557,636	\$0	\$0	\$0	\$0	\$0	\$0	\$7,557,636
<b>Totals:</b>	<b>\$7,557,636</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,557,636</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
State	\$89,001	\$0	\$0	\$0	\$0	\$0	\$0	\$89,001
<b>Totals:</b>	<b>\$89,001</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$89,001</b>
<b>Item 412531 3 Totals:</b>	<b>\$8,866,039</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,866,039</b>



<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: <b>258643 1</b>		Description: I-275/I-4 FROM N HILLSBOROUGH RIVER TO DOWNTOWN INTERCHANGE						<b>*SIS*</b>
Related Project: 2583981		Extra Description: OPERATIONAL IMPROVEMENTS RAMP MODIFICATIONS/			Type of Work: INTERCHANGE IMPROVEMENT			
L RTP: 1005					Project Length: 0.406			
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$22,407	\$0	\$0	\$0	\$0	\$0	\$0	\$22,407
DS	\$520,777	\$0	\$0	\$0	\$0	\$0	\$0	\$520,777
IM	\$9,384,539	\$0	\$0	\$0	\$0	\$0	\$0	\$9,384,539
<b>Totals:</b>	<b>\$9,927,723</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,927,723</b>
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
BNDS	\$1,190,586	\$0	\$0	\$0	\$0	\$0	\$0	\$1,190,586
BNIR	\$16,623,048	\$24,082,000	\$0	\$0	\$0	\$0	\$0	\$40,705,048
DDR	\$5,939,983	\$0	\$1,087,900	\$0	\$0	\$0	\$0	\$7,027,883
DIH	\$1,095,572	\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$1,105,572
DS	\$1,415,135	\$0	\$0	\$0	\$0	\$0	\$0	\$1,415,135
IM	\$7,735,084	\$0	\$0	\$0	\$0	\$0	\$0	\$7,735,084
IMAC	\$1,357,895	\$0	\$0	\$0	\$0	\$0	\$0	\$1,357,895
NH	\$1,265,719	\$0	\$0	\$0	\$0	\$0	\$0	\$1,265,719
NHAC	\$1,750,237	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750,237
<b>Totals:</b>	<b>\$38,373,259</b>	<b>\$24,087,000</b>	<b>\$1,092,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$63,553,159</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
DI	\$159,024	\$0	\$0	\$0	\$0	\$0	\$0	\$159,024
DS	\$2,050,182	\$0	\$0	\$0	\$0	\$0	\$0	\$2,050,182
IM	\$56,237,012	\$0	\$0	\$0	\$0	\$0	\$0	\$56,237,012
IMAC	\$918,189	\$0	\$0	\$0	\$0	\$0	\$0	\$918,189
NH	\$21,844,992	\$0	\$0	\$0	\$0	\$0	\$0	\$21,844,992
NHAC	\$10,065,549	\$0	\$0	\$0	\$0	\$0	\$0	\$10,065,549
<b>Totals:</b>	<b>\$91,674,948</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$91,674,948</b>
<b>CONTRACT INCENTIVES - MANAGED BY FDOT</b>								
NHAC	\$2,620,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,620,000



<b>FDOT 5 Year TIP Hillsborough County, District 7</b>																		
<b>HIGHWAYS</b>																		
<b>Totals:</b>	<b>\$2,620,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,620,000</b>									
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>																		
DS	\$181,843	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$181,843									
<b>Totals:</b>	<b>\$181,843</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$181,843</b>									
<b>RAILROAD &amp; UTILITIES - MANAGED BY FDOT</b>																		
DDR	\$900,597	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900,597									
DS	\$19,903	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,903									
NH	\$3,706,343	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,706,343									
NHAC	\$253,859	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$253,859									
<b>Totals:</b>	<b>\$4,880,702</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,880,702</b>									
<b>Item 258643 1 Totals:</b>	<b>\$147,658,475</b>	<b>\$24,087,000</b>	<b>\$1,092,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$172,838,375</b>									
<table border="0" style="width: 100%;"> <tr> <td style="width: 25%;">Item Number: <b>433535 5</b></td> <td style="width: 50%;">Description: I275/SR93 NB FLYOVER FROM SR 60 EB TO I-275 NB</td> <td style="width: 25%; text-align: right;"><b>*SIS*</b></td> </tr> <tr> <td>Related Project: 2583981</td> <td>Extra Description:</td> <td>Type of Work: INTERCHANGE RAMP (NEW)</td> </tr> <tr> <td>LRTP: 1093</td> <td></td> <td>Project Length: 0.596</td> </tr> </table>										Item Number: <b>433535 5</b>	Description: I275/SR93 NB FLYOVER FROM SR 60 EB TO I-275 NB	<b>*SIS*</b>	Related Project: 2583981	Extra Description:	Type of Work: INTERCHANGE RAMP (NEW)	LRTP: 1093		Project Length: 0.596
Item Number: <b>433535 5</b>	Description: I275/SR93 NB FLYOVER FROM SR 60 EB TO I-275 NB	<b>*SIS*</b>																
Related Project: 2583981	Extra Description:	Type of Work: INTERCHANGE RAMP (NEW)																
LRTP: 1093		Project Length: 0.596																
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years										
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>																		
ACNP	\$0	\$0	\$0	\$0	\$3,433,000	\$0	\$0	\$3,433,000										
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,433,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,433,000</b>										
<b>CONSTRUCTION - MANAGED BY FDOT</b>																		
DIH	\$0	\$0	\$0	\$0	\$0	\$0	\$368,400	\$368,400										
STED	\$0	\$0	\$0	\$0	\$0	\$0	\$45,593,307	\$45,593,307										
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,961,707</b>	<b>\$45,961,707</b>										
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>																		
DEM	\$0	\$0	\$605,000	\$0	\$0	\$0	\$0	\$605,000										
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,000</b>										
<b>Item 433535 5 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,000</b>	<b>\$0</b>	<b>\$3,433,000</b>	<b>\$0</b>	<b>\$45,961,707</b>	<b>\$49,999,707</b>										



<b>FDOT</b> <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 433535 4		Description: I-275/SR93 NB XPR LN FM N OF HOWARD FRANKLAND TO S OF TRASK STREET						*SIS*
Related Project: 2583981		Extra Description:			Type of Work: INTERCHANGE (NEW)			
L RTP: 1093		Project Length: 2.717						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$5,824,000	\$0	\$0	\$5,824,000
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,824,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,824,000</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$0	\$0	\$44,113,566	\$44,113,566
STED	\$0	\$0	\$0	\$0	\$0	\$0	\$31,802,275	\$31,802,275
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,915,841</b>	<b>\$75,915,841</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DEM	\$0	\$0	\$605,000	\$0	\$0	\$0	\$0	\$605,000
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,000</b>
<b>Item 433535 4 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$605,000</b>	<b>\$0</b>	<b>\$5,824,000</b>	<b>\$0</b>	<b>\$75,915,841</b>	<b>\$82,344,841</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7									
HIGHWAYS									
Item Number: 258401 1		Description: I-4 (SR 400) FROM W OF 14TH ST TO E OF 50TH ST							*SIS*
Related Project: 2583981		Extra Description:			Type of Work: ADD LANES & RECONSTRUCT				
LRTP: H820					Project Length: 2.759				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years	
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>									
FEDfund	\$11,053,155	\$0	\$0	\$0	\$0	\$0	\$0	\$11,053,155	
State	\$117,215	\$0	\$0	\$0	\$0	\$0	\$0	\$117,215	
<b>Totals:</b>	<b>\$11,170,370</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,170,370</b>	
<b>RIGHT OF WAY - MANAGED BY FDOT</b>									
Bonds	\$60,422	\$0	\$0	\$0	\$0	\$0	\$0	\$60,422	
FEDfund	\$52,145,964	\$0	\$0	\$0	\$0	\$0	\$0	\$52,145,964	
State	\$4,080,880	\$0	\$0	\$0	\$0	\$0	\$0	\$4,080,880	
<b>Totals:</b>	<b>\$56,287,266</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$56,287,266</b>	
<b>CONSTRUCTION - MANAGED BY FDOT</b>									
FEDfund	\$185,154,570	\$0	\$0	\$0	\$0	\$0	\$0	\$185,154,570	
State	\$1,539,537	\$0	\$0	\$0	\$0	\$0	\$0	\$1,539,537	
<b>Totals:</b>	<b>\$186,694,107</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$186,694,107</b>	
<b>CONTRACT INCENTIVES - MANAGED BY FDOT</b>									
FEDfund	\$7,435,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,435,000	
<b>Totals:</b>	<b>\$7,435,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,435,000</b>	
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>									
FEDfund	\$1,576,815	\$0	\$0	\$0	\$0	\$0	\$0	\$1,576,815	
<b>Totals:</b>	<b>\$1,576,815</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,576,815</b>	
<b>RAILROAD &amp; UTILITIES - MANAGED BY FDOT</b>									
Bonds	\$2,141,025	\$0	\$0	\$0	\$0	\$0	\$0	\$2,141,025	
FEDfund	\$12,917,574	\$0	\$0	\$0	\$0	\$0	\$0	\$12,917,574	
LocalFund	\$280,230	\$0	\$0	\$0	\$0	\$0	\$0	\$280,230	
<b>Totals:</b>	<b>\$15,338,829</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,338,829</b>	
<b>Item 258401 1 Totals:</b>	<b>\$278,502,387</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$278,502,387</b>	



<b>FDOT                      5 Year TIP                      Hillsborough County, District 7</b>									
<b>HIGHWAYS</b>									
Item Number: 258401 2		Description: I-4 (SR 400) FROM W OF 14TH ST TO E OF 50TH ST							*SIS*
Related Project: 2583981		Extra Description:			Type of Work: ITS FREEWAY MANAGEMENT				
L RTP:					Project Length: 2.759				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years	
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>									
State	\$4,435	\$0	\$0	\$0	\$0	\$0	\$0	\$4,435	
<b>Totals:</b>	<b>\$4,435</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,435</b>	
<b>CONSTRUCTION - MANAGED BY FDOT</b>									
FEDfund	\$1,077,355	\$0	\$0	\$0	\$0	\$0	\$0	\$1,077,355	
State	\$1,173	\$0	\$0	\$0	\$0	\$0	\$0	\$1,173	
<b>Totals:</b>	<b>\$1,078,528</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,078,528</b>	
<b>Item 258401 2 Totals:</b>	<b>\$1,082,963</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,082,963</b>	



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 433535 3		Description: SR 60 (SR 589) FROM N OF INDEPENDENCE TO I-275 AT WESTSHORE						*SIS*
Related Project: 2583981		Extra Description:			Type of Work: INTERCHANGE (NEW)			
L RTP: 1093		Project Length: 3.555						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$8,946,000	\$0	\$0	\$8,946,000
Totals:	\$0	\$0	\$0	\$0	\$8,946,000	\$0	\$0	\$8,946,000
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$0	\$0	\$46,001,000	\$46,001,000
Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$46,001,000	\$46,001,000
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$0	\$0	\$119,193,855	\$119,193,855
Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$119,193,855	\$119,193,855
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DEM	\$0	\$0	\$605,000	\$0	\$0	\$0	\$0	\$605,000
Totals:	\$0	\$0	\$605,000	\$0	\$0	\$0	\$0	\$605,000
Item 433535 3 Totals:	\$0	\$0	\$605,000	\$0	\$8,946,000	\$0	\$165,194,855	\$174,745,855
Project 2583981 Totals:	\$1,024,478,957	\$46,235,149	\$37,096,940	\$0	\$44,285,000	\$0	\$633,635,861	\$1,785,731,907





<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 413092 2      Description: BAYSHORE BLVD FROM S OF S HOWARD AVE TO ROME AVE      *NON-SIS* Related Project: 4130921      Extra Description: 6 TO 4 LANE DIVIDED TO ADD BIKE LANE      Type of Work: BIKE PATH/TRAIL LRTP: Crash reduction, p. 164      Project Length: 0.453								
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
CONSTRUCTION - MANAGED BY CITY OF TAMPA								
FEDfund	\$547,301	\$0	\$0	\$0	\$0	\$0	\$0	\$547,301
<b>Totals:</b>	<b>\$547,301</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$547,301</b>
<b>Item 413092 2 Totals:</b>	<b>\$547,301</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$547,301</b>
Item Number: 413092 3      Description: BAYSHORE BLVD FROM GANDY BLVD TO S HOWARD AVE      *NON-SIS* Related Project: 4130921      Extra Description: CONSTRUCT A SB BICYCLE LANE      Type of Work: BIKE PATH/TRAIL LRTP: Crash reduction, p. 164      Project Length: 2.455								
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
CONSTRUCTION - MANAGED BY CITY OF TAMPA								
LF	\$0	\$0	\$356,236	\$0	\$0	\$0	\$0	\$356,236
TALT	\$0	\$0	\$2,488,964	\$0	\$0	\$0	\$0	\$2,488,964
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,845,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,845,200</b>
<b>Item 413092 3 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,845,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,845,200</b>
<b>Project 4130921 Totals:</b>	<b>\$547,301</b>	<b>\$0</b>	<b>\$2,845,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,392,501</b>



<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 416856 1		Description: SR 60 (KENNEDY BLVD) FROM W OF ARMENIA AVE TO E OF BREVARD AVE						*NON-SIS*
Related Project: 4168561		Extra Description: TRAFFIC SIGNALS AT 5 LOCATIONS			Type of Work: TRAFFIC SIGNAL UPDATE			
LRTP: Minimize congestion, p. 163		Project Length: 1.122						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$907,287	\$0	\$0	\$0	\$0	\$0	\$0	\$907,287
DIH	\$40,731	\$0	\$0	\$0	\$0	\$0	\$0	\$40,731
<b>Totals:</b>	<b>\$948,018</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$948,018</b>
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
DDR	\$0	\$639,600	\$806,700	\$0	\$0	\$0	\$0	\$1,446,300
DIH	\$0	\$60,000	\$100,000	\$0	\$0	\$0	\$0	\$160,000
<b>Totals:</b>	<b>\$0</b>	<b>\$699,600</b>	<b>\$906,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,606,300</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$0	\$0	\$0	\$1,833,094	\$0	\$0	\$1,833,094
DIH	\$0	\$0	\$0	\$0	\$52,000	\$0	\$0	\$52,000
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,885,094</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,885,094</b>
<b>RAILROAD &amp; UTILITIES - MANAGED BY FDOT</b>								
DDR	\$0	\$0	\$0	\$50,000	\$0	\$0	\$0	\$50,000
DS	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
<b>Totals:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$70,000</b>
<b>Item 416856 1 Totals:</b>	<b>\$968,018</b>	<b>\$699,600</b>	<b>\$906,700</b>	<b>\$50,000</b>	<b>\$1,885,094</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,509,412</b>
<b>Project 4168561 Totals:</b>	<b>\$968,018</b>	<b>\$699,600</b>	<b>\$906,700</b>	<b>\$50,000</b>	<b>\$1,885,094</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,509,412</b>



<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 422904 4		Description: I-275 (HOWARD FRKL) FM N OF HOWARD FRANKLAND TO S OF SR 60						*SIS*
Related Project: 4229041		Extra Description: BRIDGE REPLACEMENT- GOES WITH 422904-2			Type of Work: BRIDGE REPLACEMENT			
LRTP: System Preservation, p. 161		Project Length: 1						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
ACBR	\$0	\$0	\$0	\$0	\$86,000	\$0	\$0	\$86,000
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$86,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$86,000</b>
<b>DESIGN BUILD - MANAGED BY FDOT</b>								
ACBR	\$0	\$0	\$0	\$0	\$4,279,767	\$0	\$0	\$4,279,767
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,279,767</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,279,767</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DEM	\$0	\$0	\$1,387,500	\$0	\$0	\$0	\$0	\$1,387,500
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,387,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,387,500</b>
<b>Item 422904 4 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,387,500</b>	<b>\$0</b>	<b>\$4,365,767</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,753,267</b>
<b>Project 4229041 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,387,500</b>	<b>\$0</b>	<b>\$4,365,767</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,753,267</b>
Item Number: 424507 1		Description: SR 60 FROM CYPRESS TO N CC CSWY TO SR589(VET)TO(INDEPEND)						*NON-SIS*
Related Project: 4245071		Extra Description: TAMPA BAY SUNGUIDE PHASE IV			Type of Work: ITS FREEWAY MANAGEMENT			
LRTP: Minimize congestion, p. 163		Project Length: 2.332						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
State	\$2,852	\$0	\$0	\$0	\$0	\$0	\$0	\$2,852
<b>Totals:</b>	<b>\$2,852</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,852</b>
<b>Item 424507 1 Totals:</b>	<b>\$2,852</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,852</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 424507 2		Description: SR 60 (CCAMPBLL CWY) FM PINELLAS COUNTY LINE TO N OF ROCKY POINT DR					*NON-SIS*	
Related Project: 4245071		Extra Description: TAMPA BAY SUNGUIDE PH IV			Type of Work: ITS FREEWAY MANAGEMENT			
L RTP: Minimize congestion, p. 163				Project Length: 5.012				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$17,168	\$0	\$0	\$0	\$0	\$0	\$0	\$17,168
DIH	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000
DITS	\$0	\$0	\$105,000	\$0	\$0	\$0	\$0	\$105,000
DS	\$870	\$0	\$0	\$0	\$0	\$0	\$0	\$870
<b>Totals:</b>	<b>\$30,038</b>	<b>\$0</b>	<b>\$105,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$135,038</b>
<b>DESIGN BUILD - MANAGED BY FDOT</b>								
DDR	\$0	\$0	\$3,865,216	\$0	\$0	\$0	\$0	\$3,865,216
DIH	\$0	\$0	\$409,894	\$0	\$0	\$0	\$0	\$409,894
DITS	\$0	\$0	\$4,034,053	\$0	\$0	\$0	\$0	\$4,034,053
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,309,163</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,309,163</b>
<b>Item 424507 2 Totals:</b>	<b>\$30,038</b>	<b>\$0</b>	<b>\$8,414,163</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,444,201</b>
<b>Project 4245071 Totals:</b>	<b>\$32,890</b>	<b>\$0</b>	<b>\$8,414,163</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,447,053</b>



<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 427171 2		Description: USB 41 (SR 45/SR 60) FM W OF 14TH ST TO E OF 19TH ST						*SIS*
Related Project: 4271711		Extra Description: TRAFFIC SIGNAL			Type of Work: TRAFFIC SIGNAL UPDATE			
LRTP: Minimize congestion, p. 163				Project Length: 0.452				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$12,366	\$0	\$0	\$0	\$0	\$0	\$0	\$12,366
DIH	\$12,836	\$0	\$0	\$0	\$0	\$0	\$0	\$12,836
DS	\$6,486	\$0	\$0	\$0	\$0	\$0	\$0	\$6,486
<b>Totals:</b>	<b>\$31,688</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,688</b>
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
DDR	\$522,310	\$0	\$371,090	\$0	\$0	\$0	\$0	\$893,400
DIH	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000
<b>Totals:</b>	<b>\$602,310</b>	<b>\$0</b>	<b>\$371,090</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$973,400</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$380,597	\$0	\$0	\$0	\$0	\$0	\$380,597
DIH	\$0	\$12,000	\$0	\$0	\$0	\$0	\$0	\$12,000
<b>Totals:</b>	<b>\$0</b>	<b>\$392,597</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$392,597</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DS	\$16,908	\$10,000	\$0	\$0	\$0	\$0	\$0	\$26,908
<b>Totals:</b>	<b>\$16,908</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,908</b>
<b>Item 427171 2 Totals:</b>	<b>\$650,906</b>	<b>\$402,597</b>	<b>\$371,090</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,424,593</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 427171 1		Description: USB 41 (SR 60/SR 45) FROM W OF 14TH ST TO E OF 22ND ST						<b>*SIS*</b>
Related Project: 4271711		Extra Description:			Type of Work: RESURFACING			
L RTP: Minimize congestion, p. 163		Project Length: 0.671						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
State	\$936,173	\$0	\$0	\$0	\$0	\$0	\$0	\$936,173
<b>Totals:</b>	<b>\$936,173</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$936,173</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
State	\$747,498	\$0	\$0	\$0	\$0	\$0	\$0	\$747,498
<b>Totals:</b>	<b>\$747,498</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$747,498</b>
<b>Item 427171 1 Totals:</b>	<b>\$1,683,671</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,683,671</b>
<b>Project 4271711 Totals:</b>	<b>\$2,334,577</b>	<b>\$402,597</b>	<b>\$371,090</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,108,264</b>



<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 428969 1		Description: SR 685/HENDERSON BLV FROM SR600 (DALE MABRY) TO S OF KENNEDY BL					*NON-SIS*	
Related Project: 4289691		Extra Description: 4 LANES			Type of Work: RESURFACING			
LRTP: System Preservation, p. 161				Project Length: 0.95				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$473	\$0	\$0	\$0	\$0	\$0	\$0	\$473
DIH	\$107,649	\$0	\$0	\$0	\$0	\$0	\$0	\$107,649
DS	\$36,241	\$0	\$0	\$0	\$0	\$0	\$0	\$36,241
<b>Totals:</b>	<b>\$144,363</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$144,363</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$2,003,896	\$0	\$0	\$0	\$0	\$0	\$2,003,896
DIH	\$0	\$84,515	\$0	\$0	\$0	\$0	\$0	\$84,515
DS	\$0	\$3,420	\$0	\$0	\$0	\$0	\$0	\$3,420
<b>Totals:</b>	<b>\$0</b>	<b>\$2,091,831</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,091,831</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DDR	\$25,870	\$0	\$0	\$0	\$0	\$0	\$0	\$25,870
<b>Totals:</b>	<b>\$25,870</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,870</b>
<b>Item 428969 1 Totals:</b>	<b>\$170,233</b>	<b>\$2,091,831</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,262,064</b>
<b>Project 4289691 Totals:</b>	<b>\$170,233</b>	<b>\$2,091,831</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,262,064</b>



<b>FDOT                      5 Year TIP                      Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 429059 1		Description: SR 574 (E MLK BLVD) FROM 42ND ST TO E OF I-4					*NON-SIS*	
Related Project: 4290591		Extra Description: 2 LANES			Type of Work: RESURFACING			
LRTP: System Preservation, p. 161					Project Length: 1.808			
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$68,663	\$0	\$0	\$0	\$0	\$0	\$0	\$68,663
DIH	\$30,865	\$0	\$0	\$0	\$0	\$0	\$0	\$30,865
DS	\$798,777	\$0	\$0	\$0	\$0	\$0	\$0	\$798,777
<b>Totals:</b>	<b>\$898,305</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$898,305</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$1,689,294	\$0	\$0	\$0	\$0	\$0	\$1,689,294
DIH	\$0	\$52,500	\$0	\$0	\$0	\$0	\$0	\$52,500
<b>Totals:</b>	<b>\$0</b>	<b>\$1,741,794</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,741,794</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DS	\$21,698	\$10,000	\$0	\$0	\$0	\$0	\$0	\$31,698
<b>Totals:</b>	<b>\$21,698</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,698</b>
<b>Item 429059 1 Totals:</b>	<b>\$920,003</b>	<b>\$1,751,794</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,671,797</b>
<b>Project 4290591 Totals:</b>	<b>\$920,003</b>	<b>\$1,751,794</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,671,797</b>





FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 429073 2		Description: SR 580(HILLSBOROUGH) FROM E OF AIR CARGO RD TO W OF N LEE PL						*NON-SIS*
Related Project: 4290731		Extra Description: 6 LANES			Type of Work: RESURFACING			
L RTP: System Preservation, p. 161		Project Length: 3.139						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$1,187,906	\$0	\$0	\$0	\$0	\$0	\$0	\$1,187,906
DIH	\$64,880	\$0	\$0	\$0	\$0	\$0	\$0	\$64,880
DS	\$4,304	\$0	\$0	\$0	\$0	\$0	\$0	\$4,304
<b>Totals:</b>	<b>\$1,257,090</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,257,090</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$641,108	\$0	\$0	\$0	\$0	\$0	\$0	\$641,108
DIH	\$159,797	\$77,025	\$0	\$0	\$0	\$0	\$0	\$236,822
DS	\$193,659	\$0	\$0	\$0	\$0	\$0	\$0	\$193,659
SA	\$4,644,635	\$0	\$0	\$0	\$0	\$0	\$0	\$4,644,635
<b>Totals:</b>	<b>\$5,639,199</b>	<b>\$77,025</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,716,224</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DDR	\$711,526	\$0	\$0	\$0	\$0	\$0	\$0	\$711,526
<b>Totals:</b>	<b>\$711,526</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$711,526</b>
<b>Item 429073 2 Totals:</b>	<b>\$7,607,815</b>	<b>\$77,025</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,684,840</b>
<b>Project 4290731 Totals:</b>	<b>\$7,607,815</b>	<b>\$77,025</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,684,840</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 429074 1	Description: US 41(SR45/599/50TH) FROM N OF 27TH AVE S TO N OF E 10TH AVE						*NON-SIS*	
Related Project: 4290741	Extra Description: 6 LANES			Type of Work: RESURFACING				
LRTP: System Preservation, p. 161				Project Length: 2.952				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$1,930,921	\$0	\$0	\$0	\$0	\$0	\$0	\$1,930,921
DIH	\$72,142	\$0	\$0	\$0	\$0	\$0	\$0	\$72,142
DS	\$22,580	\$0	\$0	\$0	\$0	\$0	\$0	\$22,580
<b>Totals:</b>	<b>\$2,025,643</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,025,643</b>
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
DDR	\$1,545	\$0	\$0	\$0	\$0	\$0	\$0	\$1,545
<b>Totals:</b>	<b>\$1,545</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,545</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
ACNP	\$50,001	\$0	\$0	\$0	\$0	\$0	\$0	\$50,001
BRRP	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
DDR	\$1,698,625	\$0	\$0	\$0	\$0	\$0	\$0	\$1,698,625
DIH	\$64,065	\$41,080	\$0	\$0	\$0	\$0	\$0	\$105,145
DS	\$12,338	\$36,304	\$0	\$0	\$0	\$0	\$0	\$48,642
EB	\$23,610	\$0	\$0	\$0	\$0	\$0	\$0	\$23,610
NHPP	\$6,613,941	\$0	\$0	\$0	\$0	\$0	\$0	\$6,613,941
SA	\$1,280,988	\$0	\$0	\$0	\$0	\$0	\$0	\$1,280,988
SU	\$4,241,451	\$0	\$0	\$0	\$0	\$0	\$0	\$4,241,451
<b>Totals:</b>	<b>\$14,785,019</b>	<b>\$77,384</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,862,403</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DEMWW	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
DS	\$81,291	\$0	\$0	\$0	\$0	\$0	\$0	\$81,291
<b>Totals:</b>	<b>\$84,291</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$84,291</b>
<b>Item 429074 1 Totals:</b>	<b>\$16,896,498</b>	<b>\$77,384</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,973,882</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7									
HIGHWAYS									
Item Number: 429074 2		Description: US41/50TH STREET FROM E ACLINE RD TO N OF UCETA							*NON-SIS*
Related Project: 4290741		Extra Description:			Type of Work: RAILROAD CROSSING				
LRTP: Crash reduction, p. 164					Project Length: 2.272				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years	
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>									
State	\$254,124	\$0	\$0	\$0	\$0	\$0	\$0	\$254,124	
<b>Totals:</b>	<b>\$254,124</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$254,124</b>	
<b>CONSTRUCTION - MANAGED BY FDOT</b>									
State	\$1,070,488	\$0	\$0	\$0	\$0	\$0	\$0	\$1,070,488	
<b>Totals:</b>	<b>\$1,070,488</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,070,488</b>	
<b>RAILROAD &amp; UTILITIES - MANAGED BY FDOT</b>									
State	\$701,461	\$0	\$0	\$0	\$0	\$0	\$0	\$701,461	
<b>Totals:</b>	<b>\$701,461</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$701,461</b>	
<b>Item 429074 2 Totals:</b>	<b>\$2,026,073</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,026,073</b>	
<b>Project 4290741 Totals:</b>	<b>\$18,922,571</b>	<b>\$77,384</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,999,955</b>	



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 430706 1		Description: LONG BRIDGE REPAIR HILLSBOROUGH COUNTY VARIOUS LOCATIONS						*SIS*
Related Project: 4307061		Extra Description: GANDY BRIDGE & COURTNEY CAMPBELL			Type of Work: BRIDGE-REPAIR/REHABILITATION			
L RTP: System Preservation, p. 161		Project Length: 3.419						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
BRRP	\$93,543	\$0	\$0	\$0	\$0	\$0	\$0	\$93,543
DIH	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
<b>Totals:</b>	<b>\$96,543</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$96,543</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
BRRP	\$0	\$2,429,300	\$0	\$0	\$0	\$0	\$0	\$2,429,300
DIH	\$0	\$60,600	\$0	\$0	\$0	\$0	\$0	\$60,600
<b>Totals:</b>	<b>\$0</b>	<b>\$2,489,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,489,900</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
BRRP	\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
<b>Totals:</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>
<b>Item 430706 1 Totals:</b>	<b>\$96,543</b>	<b>\$2,564,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,661,443</b>
<b>Project 4307061 Totals:</b>	<b>\$96,543</b>	<b>\$2,564,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,661,443</b>



<b>FDOT                      5 Year TIP                      Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 431492 1	Description: US 41(SR 569/SR 599/N 40TH) FROM E 15TH AVE TO E CONOVER ST						*NON-SIS*	
Related Project: 4314921	Extra Description: 6 LANES			Type of Work: RESURFACING				
L RTP: System Preservation, p. 161	Project Length: 1.879							
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$11,429	\$0	\$0	\$0	\$0	\$0	\$0	\$11,429
DIH	\$132,061	\$0	\$0	\$0	\$0	\$0	\$0	\$132,061
DS	\$97,379	\$0	\$0	\$0	\$0	\$0	\$0	\$97,379
<b>Totals:</b>	<b>\$240,869</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240,869</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$6,135,688	\$0	\$0	\$0	\$0	\$0	\$6,135,688
DIH	\$0	\$147,800	\$0	\$0	\$0	\$0	\$0	\$147,800
DS	\$0	\$59,812	\$0	\$0	\$0	\$0	\$0	\$59,812
<b>Totals:</b>	<b>\$0</b>	<b>\$6,343,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,343,300</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DS	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Totals:</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>RAILROAD &amp; UTILITIES - MANAGED BY FDOT</b>								
DDR	\$370,000	\$0	\$0	\$0	\$0	\$0	\$0	\$370,000
<b>Totals:</b>	<b>\$370,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$370,000</b>
<b>Item 431492 1 Totals:</b>	<b>\$610,869</b>	<b>\$6,353,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,964,169</b>
<b>Project 4314921 Totals:</b>	<b>\$610,869</b>	<b>\$6,353,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,964,169</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 431821 1		Description: I-275 FROM N OF MLK BLVD TO N OF BEARSS AVE						*SIS*
Related Project: 4318211		Extra Description:			Type of Work: PD&E/EMO STUDY			
L RTP: 1006		Project Length: 8.268						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>P D &amp; E - MANAGED BY FDOT</b>								
State	\$2,138,552	\$0	\$0	\$0	\$0	\$0	\$0	\$2,138,552
<b>Totals:</b>	<b>\$2,138,552</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,138,552</b>
<b>Item 431821 1 Totals:</b>	<b>\$2,138,552</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,138,552</b>
Item Number: 431821 2		Description: I-275 FROM JEFFERSON/ORANGE ST TO N OF BEARSS AVE						*SIS*
Related Project: 4318211		Extra Description:			Type of Work: ADD LANES & RECONSTRUCT			
L RTP: 1006		Project Length: 7.369						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$0	\$0	\$4,407,061	\$4,407,061
ACSA	\$0	\$1,146,253	\$0	\$0	\$0	\$0	\$0	\$1,146,253
DI	\$0	\$4,667,770	\$0	\$0	\$0	\$0	\$795,365	\$5,463,135
DIH	\$3,000	\$5,000	\$0	\$0	\$0	\$0	\$100,000	\$108,000
DS	\$0	\$3,005,977	\$0	\$0	\$0	\$0	\$0	\$3,005,977
<b>Totals:</b>	<b>\$3,000</b>	<b>\$8,825,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,302,426</b>	<b>\$14,130,426</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$0	\$0	\$55,473,571	\$55,473,571
STED	\$0	\$0	\$0	\$0	\$0	\$0	\$109,525,790	\$109,525,790
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$164,999,361</b>	<b>\$164,999,361</b>
<b>Item 431821 2 Totals:</b>	<b>\$3,000</b>	<b>\$8,825,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$170,301,787</b>	<b>\$179,129,787</b>
<b>Project 4318211 Totals:</b>	<b>\$2,141,552</b>	<b>\$8,825,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$170,301,787</b>	<b>\$181,268,339</b>



<b>FDOT 5 Year TIP Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 432432 2		Description: SUBSTRUCTURE REPAIR HILLSBOROUGH COUNTY VARIOUS PROJECTS						<b>*SIS*</b>
Related Project: 4324321		Extra Description: 4 LOCATIONS			Type of Work: BRIDGE-REPAIR/REHABILITATION			
L RTP: System Preservation, p. 161		Project Length: 0.541						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
BRRP	\$109,116	\$0	\$0	\$0	\$0	\$0	\$0	\$109,116
DDR	\$3,135	\$0	\$0	\$0	\$0	\$0	\$0	\$3,135
DIH	\$20,805	\$0	\$0	\$0	\$0	\$0	\$0	\$20,805
DS	\$258	\$0	\$0	\$0	\$0	\$0	\$0	\$258
<b>Totals:</b>	<b>\$133,314</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$133,314</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
BRRP	\$1,380,507	\$0	\$0	\$0	\$0	\$0	\$0	\$1,380,507
DIH	\$80,969	\$51,350	\$0	\$0	\$0	\$0	\$0	\$132,319
<b>Totals:</b>	<b>\$1,461,476</b>	<b>\$51,350</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,512,826</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
BRRP	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
<b>Totals:</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>
<b>Item 432432 2 Totals:</b>	<b>\$1,594,790</b>	<b>\$76,350</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,671,140</b>
<b>Project 4324321 Totals:</b>	<b>\$1,594,790</b>	<b>\$76,350</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,671,140</b>



<b>FDOT</b> <b>5 Year TIP</b> Hillsborough County, District 7								
<b>HIGHWAYS</b>								
Item Number: 432435 1		Description: I-275/SR 93 FR HOWARD FRANKLAND TO OVER TAMPA BAY					*SIS*	
Related Project: 4324351		Extra Description:			Type of Work: BRIDGE-REPAIR/REHABILITATION			
LRTP: System Preservation, p. 161					Project Length: 3.006			
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
BRRP	\$0	\$70,000	\$0	\$0	\$0	\$0	\$0	\$70,000
DIH	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
<b>Totals:</b>	<b>\$1,000</b>	<b>\$70,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$71,000</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
BRRP	\$0	\$0	\$1,000,529	\$0	\$0	\$0	\$0	\$1,000,529
DIH	\$0	\$0	\$14,710	\$0	\$0	\$0	\$0	\$14,710
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,015,239</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,015,239</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
BRRP	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
<b>Totals:</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>
<b>Item 432435 1 Totals:</b>	<b>\$1,000</b>	<b>\$95,000</b>	<b>\$1,015,239</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,111,239</b>
<b>Project 4324351 Totals:</b>	<b>\$1,000</b>	<b>\$95,000</b>	<b>\$1,015,239</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,111,239</b>





<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 432579 1		Description: I-275 (SR 93) FROM N OF NORTH BLVD TO S OF FLORIBRASKA AVE						*SIS*
Related Project: 4325791		Extra Description: 4 LANES			Type of Work: RIGID PAVEMENT REHABILITATION			
LRTP: System Preservation, p. 161		Project Length: 1.706						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
ACNP	\$366,422	\$0	\$0	\$0	\$0	\$0	\$0	\$366,422
DDR	\$44,750	\$0	\$0	\$0	\$0	\$0	\$0	\$44,750
DIH	\$22,341	\$0	\$0	\$0	\$0	\$0	\$0	\$22,341
DS	\$140,503	\$0	\$0	\$0	\$0	\$0	\$0	\$140,503
NHPP	\$498,555	\$0	\$0	\$0	\$0	\$0	\$0	\$498,555
SU	\$473,139	\$0	\$0	\$0	\$0	\$0	\$0	\$473,139
<b>Totals:</b>	<b>\$1,545,710</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,545,710</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
ACNP	\$0	\$3,059,158	\$0	\$0	\$0	\$0	\$0	\$3,059,158
SA	\$0	\$55,322	\$0	\$0	\$0	\$0	\$0	\$55,322
<b>Totals:</b>	<b>\$0</b>	<b>\$3,114,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,114,480</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DS	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Totals:</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>Item 432579 1 Totals:</b>	<b>\$1,545,710</b>	<b>\$3,124,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,670,190</b>
<b>Project 4325791 Totals:</b>	<b>\$1,545,710</b>	<b>\$3,124,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,670,190</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 432584 1		Description: SR 600/US92/HILLS AV FROM E OF N CENTRAL AVE TO E OF SR 583/N 56TH S					*NON-SIS*	
Related Project: 4325841		Extra Description: 6 LANES			Type of Work: RESURFACING			
LRTP: System Preservation, p. 161				Project Length: 3.717				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$297	\$0	\$0	\$0	\$0	\$0	\$0	\$297
DIH	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000
DS	\$9,231	\$1,240,000	\$0	\$0	\$0	\$0	\$0	\$1,249,231
<b>Totals:</b>	<b>\$17,528</b>	<b>\$1,240,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,257,528</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$0	\$0	\$4,029,355	\$0	\$0	\$0	\$4,029,355
DIH	\$0	\$0	\$0	\$107,900	\$0	\$0	\$0	\$107,900
DS	\$0	\$0	\$0	\$1,097,917	\$0	\$0	\$0	\$1,097,917
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,235,172</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,235,172</b>
<b>Item 432584 1 Totals:</b>	<b>\$17,528</b>	<b>\$1,240,000</b>	<b>\$0</b>	<b>\$5,235,172</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,492,700</b>
<b>Project 4325841 Totals:</b>	<b>\$17,528</b>	<b>\$1,240,000</b>	<b>\$0</b>	<b>\$5,235,172</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,492,700</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7									
HIGHWAYS									
Item Number: 432607 1		Description: I-275 (SR 93) FM W OF NB/EB KENNEDY RMP TO E OF SR60/MEMORIAL HWY							*SIS*
Related Project: 4326071		Extra Description: 4 LANES			Type of Work: RESURFACING				
LRTP: System Preservation, p. 161				Project Length: 1.062					
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years	
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>									
ACNP	\$348,930	\$0	\$0	\$0	\$0	\$0	\$0	\$348,930	
DDR	\$9,859	\$0	\$0	\$0	\$0	\$0	\$0	\$9,859	
DIH	\$22,871	\$0	\$0	\$0	\$0	\$0	\$0	\$22,871	
DS	\$54,192	\$0	\$0	\$0	\$0	\$0	\$0	\$54,192	
<b>Totals:</b>	<b>\$435,852</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$435,852</b>	
<b>CONSTRUCTION - MANAGED BY FDOT</b>									
ACNP	\$0	\$2,411,283	\$0	\$0	\$0	\$0	\$0	\$2,411,283	
SA	\$0	\$66,117	\$0	\$0	\$0	\$0	\$0	\$66,117	
<b>Totals:</b>	<b>\$0</b>	<b>\$2,477,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,477,400</b>	
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>									
DS	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	
<b>Totals:</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	
<b>Item 432607 1 Totals:</b>	<b>\$435,852</b>	<b>\$2,487,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,923,252</b>	
<b>Project 4326071 Totals:</b>	<b>\$435,852</b>	<b>\$2,487,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,923,252</b>	



FDOT 5 Year TIP Hillsborough County, District 7								
HIGHWAYS								
Item Number: 432715 1		Description: BOUGAINVILLEA AVE FROM 30TH STREET TO 46TH STREET						*NON-SIS*
Related Project: 4327151		Extra Description: COT WALK/BIKE PHASE 1			Type of Work: BIKE LANE/SIDEWALK			
LRTP: Crash reduction, p. 164		Project Length: 0.998						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
TALU	\$249	\$0	\$0	\$0	\$0	\$0	\$0	\$249
<b>Totals:</b>	<b>\$249</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$249</b>
<b>CONSTRUCTION - MANAGED BY CITY OF TAMPA</b>								
ACSU	\$0	\$353,856	\$0	\$0	\$0	\$0	\$0	\$353,856
TALT	\$0	\$20,227	\$0	\$0	\$0	\$0	\$0	\$20,227
TALU	\$0	\$13,717	\$0	\$0	\$0	\$0	\$0	\$13,717
<b>Totals:</b>	<b>\$0</b>	<b>\$387,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$387,800</b>
<b>Item 432715 1 Totals:</b>	<b>\$249</b>	<b>\$387,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$388,049</b>
<b>Project 4327151 Totals:</b>	<b>\$249</b>	<b>\$387,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$388,049</b>
Item Number: 432717 1		Description: WILLOW AVENUE FROM SWANN AVENUE TO MAIN STREET						*NON-SIS*
Related Project: 4327171		Extra Description: COT WALK/BIKE PHASE 1			Type of Work: BIKE LANE/SIDEWALK			
LRTP: Crash reduction, p. 164		Project Length: 1.367						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
TALT	\$186	\$0	\$0	\$0	\$0	\$0	\$0	\$186
<b>Totals:</b>	<b>\$186</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$186</b>
<b>CONSTRUCTION - MANAGED BY CITY OF TAMPA</b>								
TALT	\$0	\$0	\$340,160	\$0	\$0	\$0	\$0	\$340,160
TALU	\$0	\$0	\$76,140	\$0	\$0	\$0	\$0	\$76,140
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$416,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$416,300</b>
<b>Item 432717 1 Totals:</b>	<b>\$186</b>	<b>\$0</b>	<b>\$416,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$416,486</b>



FDOT 5 Year TIP Hillsborough County, District 7								
HIGHWAYS								
Project 4327171 Totals:	\$186	\$0	\$416,300	\$0	\$0	\$0	\$0	\$416,486
Item Number: 433071 1      Description: BROADWAY FROM US 41 TO N 62ND ST CSX INTRMD <span style="float:right">*SIS*</span> Related Project: 4330711      Extra Description:      Type of Work: INTERSECTION IMPROVEMENT L RTP: p. 177      Project Length: 1.542								
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
ACNP	\$804,055	\$0	\$0	\$0	\$0	\$0	\$0	\$804,055
<b>Totals:</b>	<b>\$804,055</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$804,055</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
ACSA	\$0	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000
<b>Totals:</b>	<b>\$0</b>	<b>\$35,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,000</b>
<b>Item 433071 1 Totals:</b>	<b>\$804,055</b>	<b>\$35,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$839,055</b>
Item Number: 433071 2      Description: N 62ND STREET FROM CSX INTRMD ENTRANCE TO NORTH OF E COLUMBUS DRIVE <span style="float:right">*SIS*</span> Related Project: 4330711      Extra Description: CONSTRUCT NEW CONCRETE ROADWAY      Type of Work: INTERSECTION IMPROVEMENT L RTP: p. 177      Project Length: 0.403								
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$2,501,400	\$0	\$0	\$0	\$0	\$2,501,400
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,501,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,501,400</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$0	\$5,558,322	\$0	\$5,558,322
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,558,322</b>	<b>\$0</b>	<b>\$5,558,322</b>
<b>Item 433071 2 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,501,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,558,322</b>	<b>\$0</b>	<b>\$8,059,722</b>
<b>Project 4330711 Totals:</b>	<b>\$804,055</b>	<b>\$35,000</b>	<b>\$2,501,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,558,322</b>	<b>\$0</b>	<b>\$8,898,777</b>



**FDOT  
5 Year TIP  
Hillsborough County, District 7**

**HIGHWAYS**

Item Number: 433586 1      Description: GATX DRIVE FROM MARITIME BOULEVARD TO GUY N VERGER BOULEVARD      \*NON-SIS\*  
 Related Project: 4335861      Extra Description: 2 TO 4 LANES      Type of Work: ADD LANES & RECONSTRUCT  
 L RTP: Minimize congestion, p. 163      Project Length: 0

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>CONSTRUCTION - RESPONSIBLE AGENCY NOT AVAILABLE</b>								
CIGP	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000
LFP	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$0	\$1,250,000
<b>Totals:</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>
<b>Item 433586 1 Totals:</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>
<b>Project 4335861 Totals:</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>

Item Number: 433821 1      Description: I-275 @ I-4 I-275 FM ROME TO MLK I-4 FM I-275 TO CONNECTOR      \*SIS\*  
 Related Project: 4338211      Extra Description:      Type of Work: PD&E/EMO STUDY  
 L RTP: 1005      Project Length: 4.619

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>P D &amp; E - MANAGED BY FDOT</b>								
State	\$3,013,638	\$0	\$0	\$0	\$0	\$0	\$0	\$3,013,638
<b>Totals:</b>	<b>\$3,013,638</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,013,638</b>
<b>Item 433821 1 Totals:</b>	<b>\$3,013,638</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,013,638</b>



<b>FDOT</b> <b>5 Year TIP</b> Hillsborough County, District 7									
<b>HIGHWAYS</b>									
Item Number: 433821 2		Description: I-275 @ I-4 I-275 FM ROME TO MLK I-4 FM I-275 TO CONNECTOR							*SIS*
Related Project: 4338211		Extra Description:			Type of Work: ADD LANES & REHABILITATE PVMNT				
L RTP: 1005		Project Length: 3.5							
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years	
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>									
ACNP	\$0	\$0	\$0	\$0	\$0	\$0	\$65,144,781	\$65,144,781	
DDR	\$0	\$0	\$0	\$1,834,860	\$0	\$0	\$0	\$1,834,860	
DI	\$0	\$0	\$0	\$1,092,550	\$0	\$0	\$0	\$1,092,550	
DIH	\$0	\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000	
DS	\$0	\$0	\$0	\$4,897,640	\$0	\$0	\$0	\$4,897,640	
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$7,825,050</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,144,781</b>	<b>\$72,974,831</b>	
<b>Item 433821 2 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$7,825,050</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,144,781</b>	<b>\$72,974,831</b>	
<b>Project 4338211 Totals:</b>	<b>\$3,013,638</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$7,825,050</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,144,781</b>	<b>\$75,988,469</b>	



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 433862 1		Description: SR 685 (FLORIDA AVE) FROM N OF W HUMPHREY ST TO N OF W BUSCH BLVD						*NON-SIS*
Related Project: 4338621		Extra Description: REPLACE CROSSING SURFACE @ NGCN: 626781B (SY-LIN			Type of Work: RAILROAD CROSSING			
LRTP: Crash reduction, p. 164					Project Length: 0.051			
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$0	\$0	\$147,450	\$0	\$0	\$0	\$0	\$147,450
DIH	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
DS	\$0	\$46,550	\$0	\$0	\$0	\$0	\$0	\$46,550
<b>Totals:</b>	<b>\$0</b>	<b>\$46,550</b>	<b>\$148,450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$195,000</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$0	\$0	\$160,232	\$0	\$0	\$0	\$160,232
DIH	\$0	\$0	\$0	\$22,432	\$0	\$0	\$0	\$22,432
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$182,664</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$182,664</b>
<b>RAILROAD &amp; UTILITIES - MANAGED BY FDOT</b>								
DDR	\$0	\$20,000	\$300,000	\$0	\$0	\$0	\$0	\$320,000
<b>Totals:</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320,000</b>
<b>Item 433862 1 Totals:</b>	<b>\$0</b>	<b>\$66,550</b>	<b>\$448,450</b>	<b>\$182,664</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$697,664</b>
<b>Project 4338621 Totals:</b>	<b>\$0</b>	<b>\$66,550</b>	<b>\$448,450</b>	<b>\$182,664</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$697,664</b>





<b>FDOT</b> <b>5 Year TIP</b> Hillsborough County, District 7								
<b>HIGHWAYS</b>								
Item Number: 433865 1		Description: SR 574 (MLK BLVD) FM E IDA ST TO W OF 30TH FM E OF 38TH ST TO 39TH						*NON-SIS*
Related Project: 4338651		Extra Description: RR REPLACEMENT @ NGCN: 626906N AND NGCN: 62483			Type of Work: RAILROAD CROSSING			
LRTP: Crash reduction, p. 164		Project Length: 0.651						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$148	\$241,000	\$0	\$0	\$0	\$0	\$0	\$241,148
DIH	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
<b>Totals:</b>	<b>\$148</b>	<b>\$242,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$242,148</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$0	\$104,334	\$0	\$0	\$0	\$0	\$104,334
DIH	\$0	\$0	\$14,376	\$0	\$0	\$0	\$0	\$14,376
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$118,710</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$118,710</b>
<b>RAILROAD &amp; UTILITIES - MANAGED BY FDOT</b>								
DDR	\$0	\$460,000	\$0	\$0	\$0	\$0	\$0	\$460,000
<b>Totals:</b>	<b>\$0</b>	<b>\$460,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$460,000</b>
<b>Item 433865 1 Totals:</b>	<b>\$148</b>	<b>\$702,000</b>	<b>\$118,710</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$820,858</b>
<b>Project 4338651 Totals:</b>	<b>\$148</b>	<b>\$702,000</b>	<b>\$118,710</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$820,858</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 433866 1		Description: SR 569 (39TH ST) FROM N OF E ADAMO DR TO S OF E 7TH AVE						*NON-SIS*
Related Project: 4338661		Extra Description: REPLACE CROSSING,NGCN: 624370D (A-LINE) 624467A (			Type of Work: RAILROAD CROSSING			
L RTP: Crash reduction, p. 164		Project Length: 0.29						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$138,871	\$0	\$0	\$0	\$0	\$0	\$0	\$138,871
DIH	\$2,893	\$0	\$0	\$0	\$0	\$0	\$0	\$2,893
<b>Totals:</b>	<b>\$141,764</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$141,764</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$312,400	\$0	\$0	\$0	\$0	\$0	\$312,400
DIH	\$0	\$24,419	\$0	\$0	\$0	\$0	\$0	\$24,419
DS	\$0	\$46,725	\$0	\$0	\$0	\$0	\$0	\$46,725
<b>Totals:</b>	<b>\$0</b>	<b>\$383,544</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$383,544</b>
<b>RAILROAD &amp; UTILITIES - MANAGED BY FDOT</b>								
DDR	\$840,000	\$0	\$0	\$0	\$0	\$0	\$0	\$840,000
<b>Totals:</b>	<b>\$840,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$840,000</b>
<b>Item 433866 1 Totals:</b>	<b>\$981,764</b>	<b>\$383,544</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,365,308</b>
<b>Project 4338661 Totals:</b>	<b>\$981,764</b>	<b>\$383,544</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,365,308</b>



**FDOT  
 5 Year TIP  
 Hillsborough County, District 7**

**HIGHWAYS**

Item Number: 434045 2	Description: I-275 FROM S OF LOIS AVE TO HILLSBOROUGH RIVER BRG	*SIS*
Related Project: 4340451	Extra Description:	Type of Work: ADD LANES & REHABILITATE PVMNT
L RTP: 1003		Project Length: 3.039

Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$0	\$100,000	\$535,000	\$635,000
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$535,000</b>	<b>\$635,000</b>
<b>DESIGN BUILD - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$0	\$0	\$0	\$10,447,500	\$10,447,500
STED	\$0	\$0	\$0	\$0	\$0	\$0	\$85,419,118	\$85,419,118
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$95,866,618</b>	<b>\$95,866,618</b>
<b>Item 434045 2 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$96,401,618</b>	<b>\$96,501,618</b>
<b>Project 4340451 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$96,401,618</b>	<b>\$96,501,618</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 434729 1		Description: USB41/SR685/N FLORIDA FROM S OF SLIGH AVE TO S OF RIVER SHORE DR						*NON-SIS*
Related Project: 4347291		Extra Description: 4 LANES			Type of Work: RESURFACING			
L RTP: System preservation, p. 161				Project Length: 0.773				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$5,434	\$0	\$0	\$0	\$0	\$0	\$0	\$5,434
DIH	\$56,131	\$0	\$0	\$0	\$0	\$0	\$0	\$56,131
DS	\$659,000	\$0	\$0	\$0	\$0	\$0	\$0	\$659,000
<b>Totals:</b>	<b>\$720,565</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$720,565</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$58,605	\$0	\$0	\$0	\$0	\$0	\$58,605
DIH	\$0	\$30,050	\$0	\$0	\$0	\$0	\$0	\$30,050
DS	\$0	\$729,400	\$0	\$0	\$0	\$0	\$0	\$729,400
<b>Totals:</b>	<b>\$0</b>	<b>\$818,055</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$818,055</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DS	\$4,204	\$0	\$0	\$0	\$0	\$0	\$0	\$4,204
<b>Totals:</b>	<b>\$4,204</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,204</b>
<b>Item 434729 1 Totals:</b>	<b>\$724,769</b>	<b>\$818,055</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,542,824</b>
<b>Project 4347291 Totals:</b>	<b>\$724,769</b>	<b>\$818,055</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,542,824</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 434730 1		Description: USB 41/SR 685 FROM N OF LINEBAUGH AVE TO N OF FLETCHER AVE					*NON-SIS*	
Related Project: 4347301		Extra Description: 4 LANES			Type of Work: RESURFACING			
L RTP: System preservation, p. 161				Project Length: 2.032				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
ACSA	\$0	\$933,000	\$0	\$0	\$0	\$0	\$0	\$933,000
DDR	\$148	\$0	\$0	\$0	\$0	\$0	\$0	\$148
DIH	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
DS	\$1,226	\$0	\$0	\$0	\$0	\$0	\$0	\$1,226
<b>Totals:</b>	<b>\$6,374</b>	<b>\$933,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$939,374</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
SA	\$0	\$0	\$0	\$2,556,997	\$0	\$0	\$0	\$2,556,997
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,556,997</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,556,997</b>
<b>Item 434730 1 Totals:</b>	<b>\$6,374</b>	<b>\$933,000</b>	<b>\$0</b>	<b>\$2,556,997</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,496,371</b>
<b>Project 4347301 Totals:</b>	<b>\$6,374</b>	<b>\$933,000</b>	<b>\$0</b>	<b>\$2,556,997</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,496,371</b>



<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 434781 2		Description: DRAINAGE IMPROVEMENT 4 LOCATIONS DALE MABRY AND GANDY						*SIS*
Related Project: 4347811		Extra Description: DALE MABRY @ HAMILTON,WALLACE, SWANN/GANDY			Type of Work: DRAINAGE IMPROVEMENTS			
L RTP: Vulnerability reduction, p. 164		Project Length: 3.97						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$269,564	\$0	\$0	\$0	\$0	\$0	\$0	\$269,564
DIH	\$8,149	\$0	\$0	\$0	\$0	\$0	\$0	\$8,149
DS	\$36,937	\$0	\$0	\$0	\$0	\$0	\$0	\$36,937
<b>Totals:</b>	<b>\$314,650</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$314,650</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$249,500	\$0	\$0	\$0	\$0	\$0	\$249,500
DIH	\$0	\$15,365	\$0	\$0	\$0	\$0	\$0	\$15,365
<b>Totals:</b>	<b>\$0</b>	<b>\$264,865</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$264,865</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DS	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Totals:</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>Item 434781 2 Totals:</b>	<b>\$314,650</b>	<b>\$274,865</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$589,515</b>



<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 434781 1		Description: DRAINAGE IMPROVEMENT 5 LOCATIONS-KENNEDY, HILLSBOROUGH, US 301						*NON-SIS*
Related Project: 4347811		Extra Description: KENNEDY@HENDERSON,PACKWOOD,BRUSH/HILLS@HO			Type of Work: DRAINAGE IMPROVEMENTS			
L RTP: Vulnerability reduction, p. 164				Project Length: 3.337				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$294,923	\$0	\$0	\$0	\$0	\$0	\$0	\$294,923
DIH	\$10,130	\$0	\$0	\$0	\$0	\$0	\$0	\$10,130
DS	\$3,233	\$0	\$0	\$0	\$0	\$0	\$0	\$3,233
<b>Totals:</b>	<b>\$308,286</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$308,286</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$364,800	\$0	\$0	\$0	\$0	\$0	\$364,800
DIH	\$0	\$12,005	\$0	\$0	\$0	\$0	\$0	\$12,005
<b>Totals:</b>	<b>\$0</b>	<b>\$376,805</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$376,805</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DS	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Totals:</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>Item 434781 1 Totals:</b>	<b>\$308,286</b>	<b>\$386,805</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$695,091</b>
<b>Project 4347811 Totals:</b>	<b>\$622,936</b>	<b>\$661,670</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,284,606</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 434841 1		Description: SR 60/W KENNEDY BLVD FROM BREVARD AVE TO E OF MERIDIAN AVE					*NON-SIS*	
Related Project: 4348411		Extra Description: 4 LANES			Type of Work: RESURFACING			
LRTP: System preservation, p. 161				Project Length: 1.269				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$5,961	\$0	\$0	\$0	\$0	\$0	\$0	\$5,961
DIH	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000
DS	\$394	\$0	\$0	\$0	\$0	\$0	\$0	\$394
<b>Totals:</b>	<b>\$26,355</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,355</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$0	\$854,088	\$0	\$0	\$0	\$0	\$854,088
DIH	\$0	\$0	\$96,939	\$0	\$0	\$0	\$0	\$96,939
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$951,027</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$951,027</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
DS	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
<b>Totals:</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>Item 434841 1 Totals:</b>	<b>\$26,355</b>	<b>\$10,000</b>	<b>\$951,027</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$987,382</b>
<b>Project 4348411 Totals:</b>	<b>\$26,355</b>	<b>\$10,000</b>	<b>\$951,027</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$987,382</b>





<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 435748 2		Description: US92/SR580/HILLSBOROUGH AVE FROM MEMORIAL HIGHWAY TO I-275						*SIS*
Related Project: 4357481		Extra Description:			Type of Work: PRELIMINARY ENGINEERING			
LRTP:		Project Length: 5.772						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
DIH	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
DS	\$0	\$0	\$0	\$2,136,804	\$0	\$0	\$0	\$2,136,804
SA	\$0	\$0	\$0	\$2,163,196	\$0	\$0	\$0	\$2,163,196
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$5,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,301,000</b>
<b>Item 435748 2 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$5,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,301,000</b>
Item Number: 435748 1		Description: US92/SR580/HILLSBOROUGH CORRIDOR EVALUATION FM MEMORIAL HWY TO I-275						*SIS*
Related Project: 4357481		Extra Description:			Type of Work: PD&E/EMO STUDY			
LRTP:		Project Length: 5.772						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>P D &amp; E - MANAGED BY FDOT</b>								
State	\$1,001,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,001,000
<b>Totals:</b>	<b>\$1,001,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,001,000</b>
<b>Item 435748 1 Totals:</b>	<b>\$1,001,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,001,000</b>
<b>Project 4357481 Totals:</b>	<b>\$1,001,000</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$5,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,302,000</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7									
HIGHWAYS									
Item Number: 435895 1		Description: SR 60 OVER TAMPA BYPASS CANAL DECK REPLACEMENT							*NON-SIS*
Related Project: 4358951		Extra Description: BR#100080 AND BR#100081 FULL DECK REPLACEMENT			Type of Work: BRIDGE-REPAIR/REHABILITATION				
L RTP: System preservation, p. 161				Project Length: 0.126					
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years	
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>									
BRRP	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000	
DIH	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	
<b>Totals:</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$301,000</b>	
<b>CONSTRUCTION - MANAGED BY FDOT</b>									
BRRP	\$0	\$0	\$0	\$4,440,303	\$0	\$0	\$0	\$4,440,303	
DIH	\$0	\$0	\$0	\$489,406	\$0	\$0	\$0	\$489,406	
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,929,709</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,929,709</b>	
<b>Item 435895 1 Totals:</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$300,000</b>	<b>\$4,929,709</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,230,709</b>	
<b>Project 4358951 Totals:</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$300,000</b>	<b>\$4,929,709</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,230,709</b>	



<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 435897 1		Description: US 41 (SR 685) OVER HILLSBOROUGH RIVER BR #100069						*NON-SIS*
Related Project: 4358971		Extra Description: SUBSTRUCTURE REPAIR INCL REPLACING EXISTING BROK			Type of Work: BRIDGE-REPAIR/REHABILITATION			
L RTP: System preservation, p. 161					Project Length: 0.03			
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
BRRP	\$0	\$0	\$30,000	\$0	\$0	\$0	\$0	\$30,000
DIH	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
<b>Totals:</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,000</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
BRRP	\$0	\$0	\$0	\$148,884	\$0	\$0	\$0	\$148,884
DIH	\$0	\$0	\$0	\$2,482	\$0	\$0	\$0	\$2,482
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$151,366</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$151,366</b>
<b>ENVIRONMENTAL - MANAGED BY FDOT</b>								
BRRP	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
<b>Totals:</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>
<b>Item 435897 1 Totals:</b>	<b>\$0</b>	<b>\$26,000</b>	<b>\$30,000</b>	<b>\$151,366</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$207,366</b>
<b>Project 4358971 Totals:</b>	<b>\$0</b>	<b>\$26,000</b>	<b>\$30,000</b>	<b>\$151,366</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$207,366</b>
Item Number: 435908 1		Description: SR 580 / BUSCH BLVD STUDY FROM N DALE MABRY HWY TO N NEBRASKA AVE						*NON-SIS*
Related Project: 4359081		Extra Description: PDE-INCLUDES CORRIDOR STUDY FOR INTERSECTION IM			Type of Work: PD&E/EMO STUDY			
L RTP:					Project Length: 3.32			
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>P D &amp; E - MANAGED BY FDOT</b>								
DIH	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
DS	\$0	\$0	\$400,000	\$0	\$0	\$0	\$0	\$400,000
<b>Totals:</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$401,000</b>
<b>Item 435908 1 Totals:</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$401,000</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Project 4359081 Totals:	\$0	\$1,000	\$400,000	\$0	\$0	\$0	\$0	\$401,000
Item Number: 435911 2	Description: SR 574 FROM N 40TH ST TO I-4						*NON-SIS*	
Related Project: 4359111	Extra Description:				Type of Work: PRELIMINARY ENGINEERING			
L RTP:					Project Length: 1.969			
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
PRELIMINARY ENGINEERING - MANAGED BY FDOT								
DIH	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,000
DS	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,002,000</b>
Item 435911 2 Totals:	\$0	\$0	\$0	\$2,000	\$2,000,000	\$0	\$0	\$2,002,000
Item Number: 435911 1	Description: SR 574 PD&E RE-EVAL FROM N 40TH ST TO I-4						*NON-SIS*	
Related Project: 4359111	Extra Description: RE-EVALUATION CONSIDERING URBAN TYPICAL				Type of Work: PD&E/EMO STUDY			
L RTP:					Project Length: 1.963			
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
P D & E - MANAGED BY FDOT								
DIH	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
DS	\$0	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
<b>Totals:</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,001,000</b>
Item 435911 1 Totals:	\$0	\$1,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,001,000
Project 4359111 Totals:	\$0	\$1,000	\$1,000,000	\$2,000	\$2,000,000	\$0	\$0	\$3,003,000



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 436013 2		Description: HYDE PARK AVE (SB-ONE WAY PAIR) FROM PLATT ST TO SR 60/KENNEDY BLVD						*NON-SIS*
Related Project: 4360131		Extra Description: RECONSTR FOR BIKE AND PED ACTIVITY			Type of Work: BIKE LANE/SIDEWALK			
LRTP: Crash reduction, p. 164		Project Length: 0.26						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
CONSTRUCTION - MANAGED BY CITY OF TAMPA								
HSP	\$0	\$169,200	\$0	\$0	\$0	\$0	\$0	\$169,200
LF	\$0	\$422,200	\$0	\$0	\$0	\$0	\$0	\$422,200
<b>Totals:</b>	<b>\$0</b>	<b>\$591,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$591,400</b>
<b>Item 436013 2 Totals:</b>	<b>\$0</b>	<b>\$591,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$591,400</b>
Item Number: 436013 1		Description: PLANT AVE (NB-ONE WAY PAIR) FROM W PLATT ST TO SR 60/KENNEDY BLVD						*NON-SIS*
Related Project: 4360131		Extra Description: RECONSTRUCT FOR BIKE AND PED ACTIVITY			Type of Work: BIKE LANE/SIDEWALK			
LRTP: Crash reduction, p. 164		Project Length: 0.316						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
CONSTRUCTION - MANAGED BY CITY OF TAMPA								
HSP	\$0	\$259,000	\$0	\$0	\$0	\$0	\$0	\$259,000
LF	\$0	\$295,200	\$0	\$0	\$0	\$0	\$0	\$295,200
<b>Totals:</b>	<b>\$0</b>	<b>\$554,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$554,200</b>
<b>Item 436013 1 Totals:</b>	<b>\$0</b>	<b>\$554,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$554,200</b>
<b>Project 4360131 Totals:</b>	<b>\$0</b>	<b>\$1,145,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,145,600</b>



FDOT 5 Year TIP Hillsborough County, District 7									
HIGHWAYS									
Item Number: 436242 1		Description: US 92/SR 600 AT INTERBAY BLVD							*SIS*
Related Project: 4362421		Extra Description: REBUILD EXISTING BOX SPAN-WIRE TO MAST ARM			Type of Work: TRAFFIC SIGNAL UPDATE				
LRTP: Minimize congestion, p. 163		Project Length: 0.1							
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years	
PRELIMINARY ENGINEERING - MANAGED BY FDOT									
DIH	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	
DS	\$0	\$19,724	\$145,276	\$0	\$0	\$0	\$0	\$165,000	
<b>Totals:</b>	<b>\$0</b>	<b>\$20,724</b>	<b>\$145,276</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$166,000</b>	
<b>Item 436242 1 Totals:</b>	<b>\$0</b>	<b>\$20,724</b>	<b>\$145,276</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$166,000</b>	
<b>Project 4362421 Totals:</b>	<b>\$0</b>	<b>\$20,724</b>	<b>\$145,276</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$166,000</b>	
Item Number: 436245 1		Description: US 92/SR 600/S DALE MABRY AT EL PRADO BLVD							*NON-SIS*
Related Project: 4362451		Extra Description: REBUILD EXISTING BOX SPAN-WIRE TO MAST ARM			Type of Work: TRAFFIC SIGNAL UPDATE				
LRTP: Minimize congestion, p. 163		Project Length: 0.1							
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years	
PRELIMINARY ENGINEERING - MANAGED BY FDOT									
DIH	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000	
DS	\$0	\$33,818	\$67,182	\$0	\$0	\$0	\$0	\$101,000	
<b>Totals:</b>	<b>\$0</b>	<b>\$34,818</b>	<b>\$67,182</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$102,000</b>	
<b>Item 436245 1 Totals:</b>	<b>\$0</b>	<b>\$34,818</b>	<b>\$67,182</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$102,000</b>	
<b>Project 4362451 Totals:</b>	<b>\$0</b>	<b>\$34,818</b>	<b>\$67,182</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$102,000</b>	



<b>FDOT                      5 Year TIP                      Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 436255 1		Description: US 41 (50TH ST) FROM UCETA ROAD TO S OF 7TH AVE (BROADWAY AVE)					*NON-SIS*	
Related Project: 4362551		Extra Description: TUB INSTALLATION AT NORTHERN MOST TRACK			Type of Work: RAILROAD CROSSING			
LRTP: Crash reduction, p. 164					Project Length: 0.154			
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DIH	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000
<b>Totals:</b>	<b>\$7,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$103,100	\$0	\$0	\$0	\$0	\$0	\$103,100
DIH	\$0	\$18,280	\$0	\$0	\$0	\$0	\$0	\$18,280
<b>Totals:</b>	<b>\$0</b>	<b>\$121,380</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$121,380</b>
<b>RAILROAD &amp; UTILITIES - MANAGED BY FDOT</b>								
DDR	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
<b>Totals:</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>
<b>Item 436255 1 Totals:</b>	<b>\$357,000</b>	<b>\$121,380</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$478,380</b>
<b>Project 4362551 Totals:</b>	<b>\$357,000</b>	<b>\$121,380</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$478,380</b>



<b>FDOT</b> <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 436491 1		Description: SR 60/E KENNEDY BLVD FROM N NEBRASKA AVE TO N ASHLEY ST						*NON-SIS*
Related Project: 4364911		Extra Description: 4 LANES			Type of Work: RESURFACING			
L RTP: System preservation, p. 161		Project Length: 0.607						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DIH	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
DS	\$25	\$322,000	\$0	\$0	\$0	\$0	\$0	\$322,025
<b>Totals:</b>	<b>\$1,025</b>	<b>\$322,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$323,025</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$0	\$0	\$582,393	\$0	\$0	\$0	\$582,393
DIH	\$0	\$0	\$0	\$29,990	\$0	\$0	\$0	\$29,990
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$612,383</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$612,383</b>
<b>Item 436491 1 Totals:</b>	<b>\$1,025</b>	<b>\$322,000</b>	<b>\$0</b>	<b>\$612,383</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$935,408</b>
<b>Project 4364911 Totals:</b>	<b>\$1,025</b>	<b>\$322,000</b>	<b>\$0</b>	<b>\$612,383</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$935,408</b>





<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
<b>HIGHWAYS</b>								
Item Number: 436494 1		Description: US 92/SR 600/DALE MABRY FROM S OF MCKAY AVE TO E CLEVELAND ST					*NON-SIS*	
Related Project: 4364941		Extra Description: 4 LANES			Type of Work: RESURFACING			
L RTP: System preservation, p. 161		Project Length: 0.475						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$1,461	\$0	\$0	\$0	\$0	\$0	\$0	\$1,461
DIH	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
DS	\$1,451	\$539,000	\$0	\$0	\$0	\$0	\$0	\$540,451
<b>Totals:</b>	<b>\$3,912</b>	<b>\$539,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$542,912</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
DDR	\$0	\$0	\$0	\$904,927	\$0	\$0	\$0	\$904,927
DIH	\$0	\$0	\$0	\$48,340	\$0	\$0	\$0	\$48,340
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$953,267</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$953,267</b>
<b>Item 436494 1 Totals:</b>	<b>\$3,912</b>	<b>\$539,000</b>	<b>\$0</b>	<b>\$953,267</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,496,179</b>
<b>Project 4364941 Totals:</b>	<b>\$3,912</b>	<b>\$539,000</b>	<b>\$0</b>	<b>\$953,267</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,496,179</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Item Number: 436552 1		Description: US 92/HILLSBOROUGH AVE OVER HILLSBOROUGH RIVER BRIDGE # 100920						*NON-SIS*
Related Project: 4365521		Extra Description: COUNTERWEIGHT CABLE AND GUSSET PLATE REPAIR			Type of Work: BRIDGE-REPAIR/REHABILITATION			
LRTP: System preservation, p. 161		Project Length: 0.069						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
BRRP	\$218,223	\$0	\$0	\$0	\$0	\$0	\$0	\$218,223
DIH	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
<b>Totals:</b>	<b>\$219,223</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$219,223</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
BRRP	\$0	\$1,583,320	\$0	\$0	\$0	\$0	\$0	\$1,583,320
DIH	\$0	\$163,610	\$0	\$0	\$0	\$0	\$0	\$163,610
<b>Totals:</b>	<b>\$0</b>	<b>\$1,746,930</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,746,930</b>
<b>Item 436552 1 Totals:</b>	<b>\$219,223</b>	<b>\$1,746,930</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,966,153</b>
<b>Project 4365521 Totals:</b>	<b>\$219,223</b>	<b>\$1,746,930</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,966,153</b>
Item Number: 436588 1		Description: I-4/SR 400 FROM E OF 50TH ST TO E OF MCINTOSH						*SIS*
Related Project: 4365881		Extra Description: 6 LANES			Type of Work: RESURFACING			
LRTP: System preservation, p. 161		Project Length: 10.378						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
ACNP	\$0	\$1,070,000	\$0	\$0	\$0	\$0	\$0	\$1,070,000
<b>Totals:</b>	<b>\$0</b>	<b>\$1,070,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,070,000</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
ACNP	\$0	\$0	\$0	\$13,085,471	\$0	\$0	\$0	\$13,085,471
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,085,471</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,085,471</b>
<b>Item 436588 1 Totals:</b>	<b>\$0</b>	<b>\$1,070,000</b>	<b>\$0</b>	<b>\$13,085,471</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,155,471</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
HIGHWAYS								
Project 4365881 Totals:	\$0	\$1,070,000	\$0	\$13,085,471	\$0	\$0	\$0	\$14,155,471
Item Number: 437041 1      Description: WESTSHORE BOULEVARD AND GANDY BOULEVARD      *NON-SIS* Related Project: 4370411      Extra Description: PROVIDE LEFT TURN LANES ON ALL 4 APPROACHES TO I      Type of Work: INTERSECTION IMPROVEMENT L RTP: Minimize congestion, p. 163      Project Length: 5.53								
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
CONSTRUCTION - RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP	\$0	\$0	\$0	\$0	\$0	\$1,361,815	\$0	\$1,361,815
LFP	\$0	\$0	\$0	\$0	\$0	\$1,361,815	\$0	\$1,361,815
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,723,630</b>	<b>\$0</b>	<b>\$2,723,630</b>
<b>Item 437041 1 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,723,630</b>	<b>\$0</b>	<b>\$2,723,630</b>
<b>Project 4370411 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,723,630</b>	<b>\$0</b>	<b>\$2,723,630</b>
Item Number: 437044 1      Description: ARMENIA AVENUE AT BUSCH BOULEVARD      *NON-SIS* Related Project: 4370441      Extra Description: INTERSECTION IMPROVEMENTS      Type of Work: INTERSECTION IMPROVEMENT L RTP: Minimize congestion, p. 163      Project Length: 0.564								
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
CONSTRUCTION - RESPONSIBLE AGENCY NOT AVAILABLE								
CIGP	\$0	\$0	\$0	\$0	\$977,691	\$0	\$0	\$977,691
LF	\$0	\$0	\$0	\$0	\$442,542	\$0	\$0	\$442,542
LFP	\$0	\$0	\$0	\$0	\$977,691	\$0	\$0	\$977,691
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,397,924</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,397,924</b>
<b>Item 437044 1 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,397,924</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,397,924</b>
<b>Project 4370441 Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,397,924</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,397,924</b>



<b>FDOT                      5 Year TIP                      Hillsborough County, District 7</b>								
<b>MISCELLANEOUS</b>								
Item Number: 422929 3		Description: HENRY CANAL FROM W OF HOOVER BLVD TO HOOVER BLVD					*SIS*	
Related Project: 4229291		Extra Description:			Type of Work: DRAINAGE IMPROVEMENTS			
LRTP: Vulnerability reduction, p. 164					Project Length: 0.249			
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$343,693	\$0	\$0	\$0	\$0	\$0	\$0	\$343,693
DIH	\$46,758	\$0	\$0	\$0	\$0	\$0	\$0	\$46,758
DS	\$82,708	\$0	\$0	\$0	\$0	\$0	\$0	\$82,708
<b>Totals:</b>	<b>\$473,159</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$473,159</b>
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
DIH	\$0	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000
DS	\$0	\$0	\$449,500	\$0	\$0	\$0	\$0	\$449,500
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$529,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$529,500</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
Unstate	\$0	\$0	\$0	\$0	\$0	\$3,824,144	\$0	\$3,824,144
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,824,144</b>	<b>\$0</b>	<b>\$3,824,144</b>
<b>Item 422929 3 Totals:</b>	<b>\$473,159</b>	<b>\$0</b>	<b>\$529,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,824,144</b>	<b>\$0</b>	<b>\$4,826,803</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
MISCELLANEOUS								
Item Number: 422929 4		Description: HENRY CANAL FROM HOOVER BLVD TO ANDERSON RD					*NON-SIS*	
Related Project: 4229291		Extra Description:			Type of Work: DRAINAGE IMPROVEMENTS			
L RTP: Vulnerability reduction, p. 164					Project Length: 0.616			
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$374,978	\$0	\$0	\$0	\$0	\$0	\$0	\$374,978
DIH	\$16,055	\$0	\$0	\$0	\$0	\$0	\$0	\$16,055
DS	\$1,225	\$0	\$0	\$0	\$0	\$0	\$0	\$1,225
<b>Totals:</b>	<b>\$392,258</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$392,258</b>
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
DIH	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000
DS	\$0	\$0	\$311,700	\$0	\$0	\$0	\$0	\$311,700
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$411,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$411,700</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
Unstate	\$0	\$0	\$0	\$0	\$0	\$0	\$3,901,663	\$3,901,663
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,901,663</b>	<b>\$3,901,663</b>
<b>Item 422929 4 Totals:</b>	<b>\$392,258</b>	<b>\$0</b>	<b>\$411,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,901,663</b>	<b>\$4,705,621</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7								
MISCELLANEOUS								
Item Number: 422929 5		Description: HENRY CANAL FROM ANDERSON RD TO HESPERIDES ST					*NON-SIS*	
Related Project: 4229291		Extra Description:			Type of Work: DRAINAGE IMPROVEMENTS			
L RTP: Vulnerability reduction, p. 164		Project Length: 0.398						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
DDR	\$3,951	\$0	\$0	\$0	\$0	\$0	\$0	\$3,951
DIH	\$22,290	\$0	\$0	\$0	\$0	\$0	\$0	\$22,290
DS	\$309,145	\$0	\$0	\$0	\$0	\$0	\$0	\$309,145
<b>Totals:</b>	<b>\$335,386</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$335,386</b>
<b>RIGHT OF WAY - MANAGED BY FDOT</b>								
DIH	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0	\$20,000
DS	\$0	\$0	\$82,300	\$0	\$0	\$0	\$0	\$82,300
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$102,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$102,300</b>
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
Unstate	\$0	\$0	\$0	\$0	\$0	\$0	\$3,253,299	\$3,253,299
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,253,299</b>	<b>\$3,253,299</b>
<b>Item 422929 5 Totals:</b>	<b>\$335,386</b>	<b>\$0</b>	<b>\$102,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,253,299</b>	<b>\$3,690,985</b>



<b>FDOT</b> <b>5 Year TIP</b> <b>Hillsborough County, District 7</b>								
<b>MISCELLANEOUS</b>								
Item Number: 422929 6		Description: HENRY CANAL FROM HESPERIDES ST TO LOIS AVE						*NON-SIS*
Related Project: 4229291		Extra Description:			Type of Work: DRAINAGE IMPROVEMENTS			
L RTP: Vulnerability reduction, p. 164		Project Length: 0.36						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
State	\$281,144	\$0	\$0	\$0	\$0	\$0	\$0	\$281,144
Totals:	\$281,144	\$0	\$0	\$0	\$0	\$0	\$0	\$281,144
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
Unstate	\$0	\$0	\$0	\$0	\$0	\$0	\$1,773,405	\$1,773,405
Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$1,773,405	\$1,773,405
<b>Item 422929 6 Totals:</b>	<b>\$281,144</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,773,405</b>	<b>\$2,054,549</b>
Item Number: 422929 7		Description: HENRY CANAL FROM LOIS AVE TO CHURCH AVE						*NON-SIS*
Related Project: 4229291		Extra Description:			Type of Work: DRAINAGE IMPROVEMENTS			
L RTP: Vulnerability reduction, p. 164		Project Length: 0.373						
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>								
State	\$281,244	\$0	\$0	\$0	\$0	\$0	\$0	\$281,244
Totals:	\$281,244	\$0	\$0	\$0	\$0	\$0	\$0	\$281,244
<b>CONSTRUCTION - MANAGED BY FDOT</b>								
Unstate	\$0	\$0	\$0	\$0	\$0	\$0	\$4,542,543	\$4,542,543
Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$4,542,543	\$4,542,543
<b>Item 422929 7 Totals:</b>	<b>\$281,244</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,542,543</b>	<b>\$4,823,787</b>



FDOT <b>5 Year TIP</b> Hillsborough County, District 7									
MISCELLANEOUS									
Item Number: 422929 8		Description: HENRY CANAL FROM CHURCH AVE TO HIMES AVE							*NON-SIS*
Related Project: 4229291		Extra Description:			Type of Work: DRAINAGE IMPROVEMENTS				
LRTP:					Project Length: 0.379				
Fund	<2016	2016	2017	2018	2019	2020	>2020	All Years	
<b>PRELIMINARY ENGINEERING - MANAGED BY FDOT</b>									
State	\$306,244	\$0	\$0	\$0	\$0	\$0	\$0	\$306,244	
<b>Totals:</b>	<b>\$306,244</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$306,244</b>	
<b>CONSTRUCTION - MANAGED BY FDOT</b>									
Unstate	\$0	\$0	\$0	\$0	\$0	\$0	\$5,862,907	\$5,862,907	
<b>Totals:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,862,907</b>	<b>\$5,862,907</b>	
<b>Item 422929 8 Totals:</b>	<b>\$306,244</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,862,907</b>	<b>\$6,169,151</b>	
<b>Project 4229291 Totals:</b>	<b>\$2,069,435</b>	<b>\$0</b>	<b>\$1,043,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,824,144</b>	<b>\$19,333,817</b>	<b>\$26,270,896</b>	
<b>GRAND TOTAL</b>	<b>\$1,072,258,278</b>	<b>\$87,628,881</b>	<b>\$59,464,677</b>	<b>\$40,884,079</b>	<b>\$54,933,785</b>	<b>\$12,206,096</b>	<b>\$984,817,864</b>	<b>\$2,312,193,660</b>	





## Legal Status of the Plan

### *General*

After this Comprehensive Plan has been adopted, no land development regulation nor land development code nor amendment thereto shall be adopted by the Tampa City Council until such regulation, code or amendment has been referred to the Local Planning Agency for review and recommendation as to the relationship of such proposal to the adopted Comprehensive Plan. For purposes of this section, "land development regulations" or "regulations for the development of land" includes any City zoning, subdivision, building and construction or other regulations controlling the development of land. All land development regulations enacted or amended shall be consistent with the adopted Comprehensive Plan.

All land development regulations enacted or amended shall be consistent with, further, particularize and implement the intent of the City's growth management and development policies as expressed in the adopted Comprehensive Plan or as interpreted by the Tampa City Council. Any land development regulations existing at the time of adoption of this Comprehensive Plan which are not consistent with the adopted Comprehensive Plan shall be amended so as to be consistent.

The staff of the Local Planning Agency will review requests to be acted upon by the Tampa City Council or other regulatory bodies, for rezoning, and for conditional uses and similar approvals relating to land use, for the purpose of assessing

their consistency with the adopted *Tampa Comprehensive Plan* and reporting thereon to the appropriate regulatory body.

### *Relation to Zoning*

Any proposed zoning or rezoning action, in order to be approved by the Tampa City Council, must be consistent with the language and the intent of the adopted *Tampa Comprehensive Plan* as expressed in the adopted Comprehensive Plan, or as interpreted by the Tampa City Council.

### *Vested Rights*

In implementing this Comprehensive Plan, the City of Tampa shall adopt a process for the purposes of determining whether a person or legal entity's right to develop is vested under a previously adopted version of the Comprehensive Plan. This vesting process shall include consideration of the following:

- That the person or legal entity owned the parcel proposed for development at the date of adoption of this Comprehensive Plan, or the person had a contract or option or purchase the parcel on such date; and
- That there was a valid, unexpired act of an agency or authority of the City of Tampa upon which the person or legal entity reasonably relied upon in good faith; and
- That the person or legal entity, in reliance upon this act of government, has made a substantial change in position or has incurred extensive obligations or expenses; and

- That is would be inequitable, unjust or fundamentally unfair to destroy the rights acquired by the person or legal entity.

The vesting process prescribed by this section shall require an application for a vested rights determination and a timeframe upon which vested rights applications will be accepted. This vesting process shall also define a time period in which the failure to file an application will constitute an abandonment of any claim to vested rights. Not with standing anything within this section, parcels which are subject to valid Developments of Regional Impact ("DRI") shall not be subject to this vesting process and shall be deemed vested pursuant to applicable Florida Statutes.

#### ***Status of Future Land Use Map***

The Future Land Use Map is one of the comprehensive plan tools, and it shall be used to assist in determining the permissible locations for various land uses and the maximum possible levels of residential densities and/or non-residential intensities. The Goal, Objectives, and Policies of this comprehensive plan shall provide additional guidance in making these determinations.

#### ***Application of Interpretative Power***

In the event that an interpretation of the text is requested it shall be directed to the Executive Director of the Local Planning Agency for an initial determination. An appeal from an interpretation of the text of the Plan by the Director of The Planning Commission shall be decided by the Tampa City Council.

#### ***Adopting and Amending Plan***

The Tampa City Council shall have the power to adopt and amend the Tampa Comprehensive Plan in accordance with the provisions of Chapter 97-351, Laws of Florida, as amended; Chapter 163, Florida Statutes; and the provisions of this section.

The Local Planning Agency may submit to the Tampa City Council proposals for amending the Tampa Comprehensive Plan. Citizens owning or having a substantial interest in property may submit to the Local Planning Agency proposals for amending the Tampa Comprehensive Plan. The Tampa City Council shall review any such proposal for the purpose of assessing its appropriateness in light of the Goal, Objectives, and Policies of the Tampa Comprehensive Plan, and after receiving recommendations from The Planning Commission and Tampa City Administration, shall provide final interpretation of the Tampa Comprehensive Plan and take action.

All citizens, whether they are directly or indirectly affected shall be given an opportunity to contribute to the planning and policy-making process through public meetings and hearings. However, all questions of standing shall be reviewed pursuant to relevant law.

#### ***Amendment to the Adopted Tampa Comprehensive Plan***

Amendment of any aspect of the comprehensive plan represents a major policy decision by the Tampa City Council. An amendment of the Future Land Use Map, in particular, is a

declaration that growth and development pattern initially sought by the City in a particular location, through thoughtful adoption of the comprehensive plan, is no longer appropriate. A significant change in circumstances affecting the suitability of property in a particular area for the kind of development intended by the Tampa Comprehensive Plan, which was not contemplated at the time the comprehensive plan was adopted, may justify a reconsideration of the land use category into which that area has been placed on the map. Future Land Use Map changes not functionally related to the overall purposes expressed in the Map and policies contained herein could seriously undermine the integrity of the Map and other provisions of the comprehensive plan itself. Amendments therefore should not occur with the same frequency as parcel rezoning amendments; and their effect upon the entire Comprehensive Plan, including the practical consequences of the policy shift signified by the amendment shall be considered. It is a stated public purpose that growth and change in neighborhoods must be managed so that the quality of life in this part of the city form is maintained or enhanced. The plan amendment process is one tool that will be used to achieve this.

### ***Assessing a Proposed Amendment***

In assessing the merits of a Plan amendment, the Local Planning Agency and the Tampa City Council shall consider the policy implications the amendment would have on the Future Land Use Map in the general area of the affected property and the development pattern and growth policies currently being pursued there. In order that the Tampa City Council may be

able to fully assess the consequences of approving the proposed change, the Local Planning Agency's report to the City Council shall include:

- An assessment of the consistency of the proposed change with other portions and features of the Plan, and
- Recommendations for whatever further amendment would be advisable in conjunction with the proper amendment, and
- An analysis of infrastructure requirements for service necessitated and the benefits generated by the proposed amendment, and/or
- A finding, if applicable, based on information currently available, that an error or mistake had been made in the original land use designation shown on the Future Land Use Map.

If a development proposal is not supported by the Goals, Objectives, and Policies within the Plan, serious consideration should be given to making modifications to the proposal, or the following criteria should be used to determine if a Comprehensive Plan Amendment would be justified.

- the character of the adjacent neighborhood;
- the zoning and uses of nearby properties;
- the suitability of the property for the uses allowed under the current zoning designation;
- the type and extent of positive or detrimental impact that may affect adjacent properties, or the community at large, if the request is approved;

- the impact of the proposal on public utilities and facilities;
- the length of time that the subject and adjacent properties have been utilized for their current uses;
- the benefits of the proposal to the public health, safety, and welfare compared to the effect on the applicant if the request is not approved;
- comparison between the existing Future Land Use Plan Map and the proposed change regarding the relative conformance to the goal and policies; and
- consideration of professional staff recommendations.

In the case of more comprehensive proposals (such as a capital improvements program, or a subarea plan/study), a more extensive evaluation may be required to identify potential revisions to the proposal or to the Plan. The report should include an evaluation which includes the following:

- description of the proposal;
- identification of Sections of the Comprehensive Plan that would be affected by the proposal;
- evaluation of the effects of the proposal on the Comprehensive Plan, by Section. If the proposal supports the Plan, the evaluation should also indicate; but if it conflicts with the Plan, the nature and extent of the conflict should be identified; and
- identification of adjustments to the Plan or the proposals that would reduce any noted conflicts or negative impacts. If adjustments to the Plan are proposed, they should be undertaken and adopted per the Comprehensive Plan

Amendment process before final action is taken on the comprehensive proposal.

#### *Review Criteria for Plan Amendment Requests*

In considering a plan amendment, City Council shall review the following criteria:

- The requested land use category meets the intent of the general character description of the City Form component in which it is being requested and is otherwise consistent with the Comprehensive Plan.
- In approving any request for a land use category that provides for an increase in density, intensity or for a broader range of uses, than the existing land use category, City Council shall take into consideration and determine if:
  - a land use category of similar density or intensity is located on at least one (1) side of the subject site, and
  - the subject site is within 1320' (1/4 mile) of a designated transit stop or designated transit emphasis corridor, and
  - the subject parcel is located adjacent to a parcel which has a land use classification of R-6 or R-10, the subject site is located within 660' (1/8 mile) of a designated transit stop or designated transit emphasis corridor.
- 3In the event that City Council determines that the above criteria are not met, then City Council may have cause to deny the amendment. If City Council makes a determination that the existing land use classification is no longer in the best interests of the public, it may approve the amendment

or direct the local planning agency to propose an alternative amendment to the existing land use classification.

- If a land use is changed based on this criteria, the property owner shall process through a site plan district and, if provided for in the City's land development regulations, shall meet the "Development Performance Incentive Criteria," unless the development is within an approved Community Planning Area/Adopted Form Based Code Area, in which case a site plan zoning may not be required, as provided for in the specific plan in the land development regulations.

#### ***Transition to Regulation under the Comprehensive Plan***

Within one year from the date this Comprehensive Plan is submitted to the state land planning agency for review pursuant to Florida Statutes, the Tampa City Council shall adopt or amend and enforce land development regulations that are consistent with, and implement, the adopted Comprehensive Plan. It is the intent of the Tampa City Council that the adoption and enforcement of the referenced land development regulations shall be based on, related to, and a means of implementation of the adopted Comprehensive Plan.

#### ***Resolution of Conflicts between the Tampa Comprehensive Plan and Land Development Regulations***

The extent that the terms, conditions, covenants and restriction contained in existing or future land development regulations conflict with the terms, conditions, covenants and restrictions contained in the adopted Comprehensive Plan, the *Tampa*

*Comprehensive Plan* shall control. Until such time as implementing regulations are adopted, all development of property within the City of Tampa shall take place in accordance with existing land development regulations.

#### ***Severability***

If any provision of this ordinance or the application thereof to any person or circumstances shall be held invalid, the invalidity shall not affect other provision or applications of this ordinance or the Comprehensive Plan for the City of Tampa, which will be given effect without the invalid provision or application, and to this end, the provisions of this ordinance are declared severable.

#### ***Effective Date and Interim Rezonings***

Applications for rezoning filed on or after the described effective date shall be reviewed in accordance with the provisions of the Comprehensive Plan. All actions taken in regard to development orders by the City of Tampa shall be consistent with such Plan or Section as adopted, pursuant to Florida Statutes.

## Definitions Section\*

**AASHTO Standards (American Association of State Highway and Transportation Officials):** Composed of state highway and transportation officials from all fifty states who develop and improve methods of administration, design, construction, operation and maintenance of our nationwide integrated transportation system.

**Abutting:** Having common borders or edges

**Accessory Apartments:** Independent units contained within or attached to a single-family dwelling. These units have a separate access, kitchen and bathroom and oftentimes are used by single parents and the elderly.

**Accessory Use:** A use incidental or subordinate to the principal use of a building or project and located on the same site.

**Adaptive Use:** The process of converting a building to a use other than which it was originally designed, e.g., changing a factory into commercial, retail use or residential use. Such conversions are accomplished with varying alterations to the building.

**Adjacent:** To have property lines or portions thereof in common or facing each other across a right-of-way, street or alley.

**Advanced Wastewater Treatment:** As defined in Chapter 403.086, FS, treatment that will provide a reclaimed water product that contains not more, on a permitted annual average

basis, than the following concentrations: 5 mg/l biochemical oxygen demand, 5 mg/l suspended solids, 3 mg/l total nitrogen, 1 mg/l total phosphorous.

**Adverse Impact (upon a natural resource):** Direct contamination, alteration or destruction, or that contributes to the contamination, alteration or destruction of a natural resource, or portion thereof, to the degree that its present and future environmental benefits are, or will be, eliminated, reduced, or impaired.

**Affordable Housing:** Housing for which monthly rents or monthly mortgage payments, including taxes, insurance, and utilities, do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households or persons indicated in Sec. 420.0004, F.S.

**Agency on Bay Management:** An alliance of agencies, organizations and interest groups for the management of Tampa Bay. The Agency is an arm of the Tampa Bay Regional Planning Council which provides staff and funding to the Agency.

**Airport:** Tampa International, Peter O. Knight, Plant City and MacDill Air Force Base.

**Amenity:** A building, object, area or landscape feature that makes an aesthetic contribution to the environment, rather than one that is purely utilitarian.

**American with Disabilities Act (ADA):** Public Law 101-336, prohibits discrimination against people with disabilities. The



ADA focuses on removing barriers that deny individuals an equal opportunity to have access to jobs, public accommodations, government services, public transportation and telecommunications.

**Annexation:** The legal method of attaching an area into an area controlled by another form of government.

**Appropriate Maintenance:** Another important consideration in the yard plan should be long-term maintenance - both how the initial design can minimize maintenance, and also how the plants can be trimmed and pruned over time to fit the lawn's long range plan.

**Appropriate Plant Selection:** Plant selection plays a large part in determining the yard's watering and maintenance requirements, habitat and aesthetic values, etc. Placing plants with similar watering requirements together will make watering more efficient.

**Aquatic Preserve:** Submerged lands owned or leased by the State of Florida as identified in Chapter 258, Florida Statutes, which have been set aside in an essentially natural or existing condition for the benefit of future generations.

**Aquifer Recharge:** The replenishment of groundwater in an aquifer occurring primarily as result of infiltration of rainfall, and secondarily by the movement of water from adjacent aquifers or surface water bodies.

**Area of Influence:** Spatial areas in which transit stops and stations typically have the greatest impact on land use and

development and from which there is high potential to generate transit ridership. It provides guidance on delineating these areas for the purposes of influencing decisions about private and public investments and services.

**Areas of High Aquifer Recharge/Contamination Potential:** Areas that, by virtue of their hydro-geologic characteristics, represent a relatively high pollution potential to the underlying Floridian aquifer, and for which DRASTIC indices of 160 or greater have been determined using the U.S. Environmental Protection Agency DRASTIC methodology.

**Arterial, Minor:** A roadway providing movement along significant corridors of traffic flow. Traffic volumes, speeds and trip lengths are high, although usually not as great as those associated with primary arterials.

**Attenuation:** To limit stormwater flow to reduce downstream impacts. (See also "detention").

**Available to the Public:** Any park or facility available to the general public whether for a fee or free of charge.

**Backlogged Facilities:** Roads in the City of Tampa operating at a level of service below LOS D or LOS E, not programmed for construction in the Cost Affordable Plan.

**Beach:** The zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation, usually the effective limit of storm waves.



**Bicycle Lane (Bike Lane):** A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential use of bicyclists.

**Bikeway:** Any road, trail, or right-of-way which is open to bicycle travel, regardless of whether such a facility is designated for the exclusive use of bicycles or is to be shared with other transportation modes.

**Biochemical Oxygen Demand (BOD):** shall mean the quantity of oxygen utilized in the biochemical oxidation of organic matter under standard laboratory procedures in five (5) days at twenty (20) degrees centigrade, expressed in milligrams per liter by weight.

**Block:** an area surrounded by streets. Blocks are subdivided into lots that face the street.

**Blockface:** each part of a block where platted lots face the named street.

**Brush Transfer Site:** That portion of the McKay Bay Solid Waste Transfer Station or other City site so designated, to be utilized by residential customers of the City of Tampa who have paid their current month's garbage charge on their utility bill and who are disposing of garden trash or household items from property on which they reside.

**Buffer Area:** An area, or space, separating an outdoor recreation area from influences which would tend to depreciate essential recreational values of the outdoor recreation area; needed especially in cases such as wilderness areas, where the values involved are fragile or volatile, or where the outside

influences are of a particularly harsh and incompatible nature, as in urban or industrial areas, or along a busy highway.

**Building Sewer:** shall mean the connecting pipe from a building, beginning five (5) feet outside the inner face of the building wall, to the connection with the service lateral, provided by the City, at the property line.

**Building:** A structure created to shelter any form of human activity, such as an office, house, church, hotel or similar structure. Buildings may refer to a historically related complex such as a courthouse and jail.

**Business Enterprise:** Any legal entity other than a joint venture that is organized in any form to engage in lawful commercial transactions.

**Capacity Analysis:** A determination of a Stormwater Management facility's ability to provide a given Level of Service.

**Capacity (traffic):** The measure of the ability of a traffic facility to accommodate a stream of moving vehicles, expressed as a rate. Thus, it is the maximum number of vehicles that have a reasonable expectation of passing over a given roadway in a given time period under the prevailing roadway and traffic conditions.

**Capital Budget:** The portion of each local government's budget which reflects capital improvements scheduled for a fiscal year.

**Capital Improvement:** Physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital





improvement is generally non- recurring and may require multi-year financing.

**Capital Improvements Program (CIP):** A plan for capital expenditures to be incurred each year over a period of years to meet anticipated capital needs. It identifies each planned capital project and estimated resources need to finance the project.

**CDBG Program:** The Community Development Block Grant Program is Title I of the Housing and Community Development Act of 1974 (Public Law 93-383).

**Central Business District Periphery:** Generally described as the area south of Palm Avenue, west of Ybor Channel, north of the Hillsborough Bay and the Crosstown Expressway and east of Boulevard (for a detailed description of boundaries refer to the Future Land Use Map).

**Character:** An attribute, quality, or property of a place, space or object; it's distinguishing features.

**Class I Waters:** Potable water supplies as classified and specified in Chapter 62-3, FAC.

**Class II Waters:** Waters deemed suitable for shellfish propagation or harvesting as classified and specified in Chapter 62-3, FAC.

**Class III Waters:** Waters deemed suitable for recreation, propagation and protection of fish and wildlife as classified and specified in Chapter 62-3, FAC.

**Clean Water Act:** (Public Law 95-217) of 1977 modified certain provisions of the Federal Water Pollution Control Act (Public Law 92-500) of 1972. Together with later amendments, this legislation is referred to as the Clean Water Act. This legislation regulates the discharge of pollutants into surface waters and funds water quality activities.

**Clear Zone ("CZ"):** As defined by the U.S. Air Force, this zone starts at the end of the runway and extends outward 3,000 feet and is 3,000 feet wide (1,500 feet to either side of the runway centerline).

**Closed-Drainage Basin:** A drainage basin with no structural outfall. The discharge from a closed drainage basin is limited to percolation (and other groundwater flow), evaporation and evapotranspiration.

**Clustering:** The practice of grouping permitted types of residential and/or non-residential uses close together rather than distributing them evenly throughout a site while remaining at/or below the appropriate gross density ceiling in order to encourage creative site planning and/or protect natural resources.

**Coastal High Hazard Area:** The area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

**Coastal or Shore Protection Structures:** Shore hardening structures, such as seawalls, bulkheads, revetments, rubble-mound structures, groins, breakwaters, and aggregates of



materials other than natural beach sand used for beach or shore protection and other structures which are intended to prevent erosion or protect other structures from wave and hydrodynamic forces including beach and dune restoration.

**Coastal Planning Area (CPA):** The area covering the 5-evacuation zones, which fall under the 5-hurricane categories (include off shore areas too, so all of the water, wetlands, and marine resources are included).

**Coastal Zone:** The coastal waters (containing a measurable percentage of sea water) and the adjacent shore lands, strongly influenced by each other.

**Collector Road (Collector):** Collector roads collect and distribute traffic between local roads or arterial roads. Collectors are roadways providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed.

**Commercial Uses:** Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

**Commercial Water Demand:** means all potable-water service for "for-profit" businesses which sell product, retail or provide a service directly to the consumer.

**Community Park:** A park located near major roadways and designed to serve the needs of more than one neighborhood.

**"Community Redevelopment Area"** means a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate

income, including the elderly, or a coastal and tourist area that is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout, or a combination thereof which the governing body designates as appropriate for community redevelopment. For community redevelopment agencies created after July 1, 2006, a community redevelopment area may not consist of more than 80 percent of a municipality.(F.S. 163.340(10))

**Community Reinvestment Challenge Fund:** Through a public/private partnership effort between the City of Tampa and local lending institutions, the "Challenge Fund" provides reduced cost home improvement loans to Tampa's home owners and investors.

**Compatibility:** Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

**Comprehensive Plan:** An official document in ordinance form adopted by the local government setting forth its goal, objectives, and policies regarding the long-term development



of the area within its jurisdiction. In the City of Tampa this refers to the text and maps adopted and amended by the Tampa City Council pursuant to Chapter 163.3161, et seq, Florida Statutes, as amended, and is called the Comprehensive Plan for the City of Tampa.

**Concurrency:** The legal requirement that specified public facilities (recreation and open space, potable water, sanitary sewer, solid waste, stormwater management, transportation) to be provided for, by an entity to an adopted level of service.

**Concurrency Management System:** is a systematic process that provides information on transportation system performance and alternative strategies to alleviate and enhance the mobility of persons or goods.

**Condominium:** A form of individual ownership of a dwelling unit within a larger complex of units, together with an undivided interest in the common area and facilities which serve the multi-unit project.

**Cone of Influence:** An area around one or more major waterwells, the boundary of which is determined by the government agency having specific statutory authority to make such a determination based on groundwater travel or drawdown depth.

**Congregate Living Facility (CLF):** Any building(s), section of a building, residence, private home, boarding house, home for the aged or other place, whether operated for profit or not, which undertakes through its ownership or management to provide, for a period exceeding twenty-four hours, housing,

food services and one or more personal care services (as defined by the City of Tampa Zoning Code) to persons not related to the owner or operator by blood, marriage, or adoption, and licensed, certified or approved by the State Department of Health and Rehabilitative Services. Such facilities shall contain congregate kitchen, dining and living areas only, with separate sleeping rooms. Further, such facilities shall not be used for those persons in need of a structured environment, as defined in applicable development regulations. For purposes of this Future Land Use Element, congregate living facilities shall not be deemed to include boarding/ rooming houses; fraternities/sororities; monasteries; convents; hotels/motels; professional residential facilities; or nursing convalescent and extended care facilities. The facilities may be disaggregated into appropriate sub-categories by specifying varying implementation of plan policies contained in this Element. "Placed", as used in this reference to congregate living facilities, shall mean the persons placed, supported or sponsored by, or the residents of a facility licensed by the State of Florida Health and Rehabilitative Services.

**Conservation Areas:** Environmentally sensitive areas which include the following: - Natural shorelines (other than those included in preservation areas); - Class III Waters; - Freshwater marshes and wet prairies; - Sand-pine scrub; - Hardwood swamps; - Cypress swamps; - Significant wildlife habitat.

**Conservation Overlay District:** An additional level of design review requirements for historic resources that is superimposed



upon existing zoning in specific areas shown on the zoning map.

**Conservation Uses:** Activities or conditions within land areas designated for the purpose of conserving or protecting natural resources or environmental quality including areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, commercially or recreationally valuable fish and shellfish, or protection of vegetative communities or wildlife habitats.

**Conservation:** (1) The protection or preservation of material remains of an historic property using scientific techniques; (2) continued use of a site or building with treatment based primarily on its present value; (3) in archaeology, limiting excavations to a minimum consistent with research objectives and with preserving archaeological sites for future scientific endeavor.

**Consistency:** The regulatory requirement that local Comprehensive Plans not conflict with State or regional plans, and that the local plan furthers the goals and policies of the State and regional plans.

**Constrained Corridor or Facility:** Roads that the City has determined will not be expanded by the addition of two or more through-lanes because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are made

not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations. Constrained Roadways operating efficiencies may be improved on by including turning, passing or other auxiliary lanes. Bikeways, sidewalks, landscaping, resurfacing and drainage improvements may also be included

**Constrained Corridors:** While the growth forecast can suggest where transportation projects will be needed, these projects may be limited by physical, environmental or policy constraints. The Tampa Comprehensive Plan has established a number of corridors as constrained from widening based on the above factors. This means that the addition of two or more through-lanes is not an option on those corridors designated as constrained. Constrained Roadways operating efficiencies may be improved on by including turning, passing or other auxiliary lanes. Bikeways, sidewalks, landscaping, resurfacing and drainage improvements may also be included.

**Contour Area (CA):** The Contour Area is synonymous with the U.S. Air Force's definition of Noise Contours Lines, which show areas exposed to specified noise levels over a given period of time. The contours are prepared using a computer noise model and are then overlaid onto a base map.

**Contributing Structure:** A contributing building, site structure or object adds to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding



important information about the period, or b) it independently meets the National Register criteria. (National Register Bulletin 14).

**Conveyance:** Transport of stormwater via pipe and/ or open channel system(s).

**Council of Governments:** A not-for-profit corporation of local public officials of counties, municipalities or other governmental subdivision formed by resolutions of the participants for the study, coordination, review and recommendation of actions to members and other public service agencies.

**Courtyard:** An unroofed area surrounded or partially surrounded by a dwelling or other structure.

**Deep-Well Injection:** The discharge of liquid or other wastes under pressure to deep strata below potable water aquifers.

**Demolition by Neglect:** The destruction of a building caused by abandonment or lack of maintenance.

**Demolition:** The complete or constructive removal of any part or whole of a building or structure upon any site when same will not be relocated intact to a new site.

**Density:** A measure of the intensity of development expressed as the average number of dwelling units per unit of area (acre, square mile, etc.). Can also be expressed in terms of population density (i.e., people per acre).

**Density Credit:** The transfer of development density rights from one piece of one property to another piece of the same property. A project site which contains environmentally sensitive areas or significant upland forest habitats, as defined within the Comprehensive Plan for the City of Tampa, may be entitled to a density credit.

**Design Capacity:** The amount of flow a storm sewer system is designed to manage, usually expressed in cubic feet per second for flow and cubic feet or acre feet for storage.

**Design Criteria:** A set of standards, parameters and/or guidelines used to direct the design of a building, site, or product toward a predetermined theme or concept.

**Design Guidelines:** Criteria developed by preservation commissions to identify design concerns in an area and to help property owners ensure that rehabilitation and new construction respect the character of designated buildings or districts.

**Design Review:** The process of ascertaining whether modifications to historic structures, settings and districts meet standards of appropriateness established by a governing or advisory review board.

**Detention or To Detain:** To temporarily store stormwater in such a way as to limit its flow, either to limit downstream impacts or provide treatment to improve water quality.

**Detention Basin:** A stormwater facility designed to capture and limit stormwater flow (by releasing it at a reduced rate)



in order to reduce downstream impacts or to treat stormwater to improve its quality.

**Deterioration:** The process by which structures and their components wear, age and decay in the absence of regular repairs and/or replacement or components which are worn or obsolete.

**Development:** The construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure; the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels; any mining, excavation, landfill or land disturbance; and any nonagricultural use or extension of the use of land. It includes redevelopment.

**Development of Regional Impact:** "Any development which, because of its character, magnitude, or location, would have a substantial effect upon the health, safety, or welfare of citizens of more than one county". Section 380.06(1) F.S.

**Development Phasing:** The process by which a large scale project is built in stages over a period of time, concurrent with the provision of public facilities.

**Dilapidated:** Seriously damaged and/or decayed to the extent that major component replacement is required. Visibly serious problems throughout.

**Disability** – The term "disability" means, with respect to an individual: A) a physical or mental impairment that substantially limits one or more major life activities of such

individual; B) a record of such an impairment; or C) being regarded as having such an impairment. Examples of "Major Life Activities" include: caring for oneself, performing manual tasks, seeing, hearing, learning, and working.

**Distribution Systems:** 12-inch and smaller water mains and appurtenances of the Tampa Water Department.

**District:** A geographically definable area possessing a significant concentration, linkage or continuity off-sites, buildings, structures, or objects united by past events or aesthetically by plan or physical development. A district may also be comprised of individual elements separated geographically but linked by associations or history.

**Ditch:** An open stormwater conveyance facility with side slopes steeper than three-unit horizontally to one unit vertically.

**Domestic Waste:** shall mean all liquid and waterborne pollutants, exclusive of unpolluted water or wastewater or wastes from processes or operations in industrial establishments.

**Drainage Basin:** Any land area from which the runoff collects at a common point or receiving water.

**Dredge and Fill:** The process of excavation or deposition of ground materials by any means, in local, state or regional jurisdictional waters (including wetlands), or the excavation or deposition of ground materials so as to create an artificial waterway that is to be connected to jurisdictional waters or wetlands (excluding stormwater treatment facilities).



**Duplex:** A structure containing two single family dwellings attached by a common side or rear wall.

**Dwelling unit:** A room or group of rooms forming a single independent habitable unit used for or intended to be used for living, sleeping, sanitation, cooking and eating purposes by one (1) family only; for owner occupancy or for rental, lease or other occupancy on a weekly or longer basis; and containing independent kitchen, sanitary and sleeping facilities.

**Easement:** A less-than-fee interest in real property acquired through donation or purchase and carried as a deed restriction or covenant to protect important open spaces, archaeological sites, building facades and interiors.

**Economic Development Land Use Overlay (ED)** - This category is used to designate areas and corridors within the City of Tampa which will have qualities that promote redevelopment and development of target industries. The purpose of the policies is to diversify and expand the employment base in the City of Tampa in ways that increase medium income and high quality employment opportunities that achieve the City's economic development, environmental and sustainability objectives. This land use plan overlay is used to designate those areas that are suited for target industry development under one of the development pattern typologies. The category overlays the existing land use category, thereby providing the property owner with an additional development option if minimum criteria can be met. Projects which utilize

this overlay must demonstrate detailed integration, scale, diversity and internal relationships of uses on site.

**Efficiency:** The descriptive measurement of the comparison of production with cost.

**Efficient Irrigation:** Irrigation should be planned such that plants get as much water as they need, but no more. While overhead sprinklers may be appropriate for lawns, drip irrigation may be most efficient for planting areas. Irrigation must be considered in the initial yard plan and design.

**Emergency:** As defined by the revised City of Tampa Charter to include "...where an essential public service seriously affecting public health and safety furnished, rendered, or performed by any plant, structure, machinery, equipment or facility shall because of an act of God, strike, storm, fire, explosion, riot, public enemy, be rendered impossible".

**Enclave:** A geographical area that is surrounded partially or totally by land managed by another jurisdiction, and for which the management of that area by the governing jurisdiction is impeded because of its inaccessibility.

**Endangered and Threatened (Listed) Species:** Flora and fauna as identified by the U. S. Fish and Wildlife Service's "List of Endangered and Threatened Wildlife and Plants" in 50 CFR 17.11-12. Fauna identified by the Florida Fish and Wildlife Conservation Commission (FWC) in Section 9-27.03-05, FAC, and flora identified by the Department of Agriculture and Consumer Services "Preservation of Native Flora Act," Section



581.185-187, Florida Statutes. Endangered species are so designated due to man-made or natural factors which have placed them in imminent danger of extinction while threatened species are so designated due to a rapid decline in number and/or habitat such that they may likely become endangered without corrective action.

**Enterprise Zone:** An area designated by the state for economic development through various tax incentives programs to businesses located within the zone.

**Environmentally Sensitive Areas:** Lands that, by virtue of some qualifying environmental characteristic (e.g., wildlife habitat), are regulated by either the Florida Department of Environmental Protection, the Southwest Florida Water Management District, or any other governmental agency empowered by law for such regulation.

**Essential Wildlife Habitat:** Land or water bodies that, through the provision of breeding or feeding habitat, are necessary to the survival of endangered or threatened species, or species of special concern, as determined by the Florida Fish and Wildlife Conservation Commission or the U. S. Fish and Wildlife Service.

**Estuary:** A body of water formed where freshwater from rivers and streams flow into the ocean, mixing with seawater. Estuaries and the lands surrounding them are places of transition from land to sea, and from freshwater to saltwater.

**Estuarine:** Of, relating to, or formed in an Estuary.

**Existing Deficiencies:** A shortage of water facilities and capabilities effective 2007.

**Existing Homeowner:** An owner-occupant of residential property who holds legal title to the property and who uses the property as his/her principal residence.

**Expressway:** A divided arterial highway for through traffic with full or partial control of access and generally with grade separations at major intersections. (See also, definition of Functional Classification Map in the Transportation Element).

**Facility:** Transportation infrastructure, such as: roads, mass transit lines and/or terminals, bikeways, sidewalks, rail lines, ports, and airports.

**Facility Contracts:** The Design and Construction Contract and the Operation and Maintenance Contract.

**Fair Market Rent:** The rent ceiling for a given area as determined at least annually by the U. S. Department of Housing and Urban Development (HUD), including utilities (except telephone), maintenance, management, and other services that would have to be paid for, privately developed and owned, new constructed, modest rental units, but forward to allow for cost increases from the time of proposal to occupancy.

**First Time Home Buyer:** An individual or family who has not owned a home during the three-year period preceding the HUD assisted purchase of a home that must be used as the principle residence.





**Fiscal Year:** A period beginning on any October 1st and ending on the immediately following September 30th.

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

**Flight Path:** The ground tract of an aircraft in flight.

**Flight Path I ("FP I"):** This zone pertains to the MacDill Air Force Base flight path that extends from the Clear Zone an additional 5,000 feet. This path is 3,000 feet wide and 5,000 feet long beginning 3,000 feet from the runway endpoint along and centered on the extended runway centerline. The Flight Path I at MacDill is non-standard; it also veers 5,000 feet to the northeast creating a "Y" figure to accurately track the typical flight path at MacDill. This non-standard configuration is shown in the 2008 MacDill Air Force Base Air Installation and Compatible Use Zone Study.

**Flight Path II ("FP II"):** This pertains to the MacDill Air Force Base flight path that extends from the outer ends of the FP I an additional 7,000 feet. This path is 3,000 feet wide and 7,000 feet long beginning 8,000 feet from the runway endpoint along and centered on the extended runway

centerline as well as the portion of the FP I that extends northeast.

**Floodplain:** Area inundated during a 100-year, or other specified, flood event or identified by the National Flood Insurance Program (NFIP) as an AE Zone or V Zone on the Flood Insurance Rate Maps (FIRM) or other map adopted by the City for regulation of development within the floodplain.

**Floor Area Ratio:** The ratio of permitted floor area to the area of a parcel of land, excluding any bonus or transferred floor area.

**Floor Area Ratio (FAR) Credit:** The transfer of development intensity rights from one piece of one property to another piece of the same property. A project site which contains environmentally sensitive areas or significant upland forest habitats, as defined within the Comprehensive Plan for the City of Tampa, may be entitled to a FAR credit.

**Form:** In urban design, the perceived, three-dimensional shape of topography, buildings or landscaping.

**Form-Based Codes:** A method of regulating development to achieve a specific urban form. Form-Based Codes create a predictable public realm by controlling physical form primarily, with lesser focus on land use, through city or county regulations.

**Functionally Classified:** The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional



categories include limited access facilities, arterial roads and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

**Future Land Use Map:** The graphic aid intended to depict the spatial distribution of various uses of the land in the City by land use category, subject to the Goal, Objectives, and Policies and the exceptions and provisions of the Future Land Use Element text and applicable development regulations.

**Garbage:** Every refuse accumulation of animal, fruit or vegetable matter that attends the preparation, use, cooking and dealing in, or storage of edibles, and any other matter of any nature whatsoever, which is subject to decay, putrefaction and the generation of noxious or offensive gasses or odors, or which during or after decay may serve as breeding or feeding material for flies or other germ-carrying animals, or any container of the material defined herein.

**Geographic Information System:** A computer hardware/software system capable of storing and analyzing geographic information as well as sophisticated image processing.

**Goal:** The long-term end toward which programs or activities are ultimately directed.

**Greenways:** A linear park or open space which connects natural, cultural, recreational and historic resources. It can be hard surfaced pathways that permit different recreational uses such as walking, jogging, and biking, or they can be natural corridors with a simple path along a stream or riverbank. All

hard surfaced pathways shall be a minimum of 10 feet wide to meet this use.

**Group Home:** Means a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult Congregate Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

**Growth Management:** A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

**Guideway or Rail Transit:** A grouping of several technologies that are electrically powered, operate on rails or on a beam. This includes, but is not limited to, light-rail, heavy-rail, monorail, and automated guideway systems.

**Hazardous Materials:** Any substance or material in a quantity or form that may pose an unreasonable risk to health and safety or to property when stored, transported or used in commerce.

**Hazardous Waste:** A material identified by the Florida Department of Environmental Protection as a hazardous waste. This may include but is not limited to a substance defined by



the Environmental Protection Agency based on the 1976 Resource Conservation and Recovery Act, as amended, as:

- Being ignitable, corrosive, toxic, or reactive;
- Fatal to humans in low doses or dangerous to animals based on studies in the absence of human data;
- Listed in Appendix 8 of the Resource Conservation and Recovery Act as being toxic and potentially hazardous to the environment.

**Hazardous Waste Generator:** Any person or site whose action or process produces hazardous waste identified or listed in 40 CFR 261 or whose act first causes a hazardous waste to become subject to regulation.

**Headway:** Time between buses on a route.

**High Occupancy Vehicle (HOV) lanes:** These are roadway travel lanes exclusively reserved for vehicles with three or more occupants.

**Hillsborough County City-County Planning Commission (HCCCPC):** An appointed body of citizens with planning responsibility for Hillsborough County and the municipalities of Tampa, Temple Terrace and Plant City. The staff for the HCCCPC is shared with the MPO. The HCCCPC recently changed its name to The Planning Commission.

**Historic Preservation:** The act of conservation or recreating the remnants of past cultural systems and activities that is consistent with original or historical character. Such treatment

may range from a pure “restoration” to adaptive use of the site but its historic significance is preserved.

**Historic Resources:** A building, structure, district, area, site, object or document that is of significance in American, State, or local history, architecture, archaeology or culture and is listed or eligible for listing on the Florida Master Site File, the National Register of Historic Places or designated by local ordinance.

**HOME:** The HOME Investment Partnerships Program which is authorized by Title II of the National Affordable Housing Act. In general, under the HOME Investment Partnerships Program, HUD allocates funds by formula among eligible state and local governments to strengthen public- private partnerships to provide more affordable housing. Generally, HOME funds must be matched by nonfederal resources.

**Household:** A household includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

**Household Items:** Those items from a residence, including but not limited to, mattresses, beds, couches, chairs, refrigerators, water heaters, rubbish, etc., and not including garbage, hazardous waste, industrial wastes, building materials and special materials.

**Housing:** Housing is basically shelter, but it also is privacy, location, environmental amenities, and, for many, an investment. This analysis, however, is limited to the shelter



aspect of housing, since there is no accurate way to measure the other components.

**Housing Code:** Standard used to determine whether an old or new structure is fit for human occupancy. The Housing Code is to insure maintenance and improvement of existing housing to meet accepted standards.

**Housing Demand:** The actual ability and willingness of households to rent or buy a variety of housing at a given price and a given point in time.

**Housing Inventory:** As used in this study, the housing inventory is an aggregate count of the City's housing stock by type and distribution.

**Housing Need:** The number of housing accommodations required in order to provide all households with decent, safe and sanitary dwelling units which include a sufficient number of vacant units to create a vacancy rate that will allow housing mobility and housing choice.

**Housing Stock:** The aggregate of individual housing units within the City. This term is used interchangeably with housing inventory in the study.

**Housing Supply:** The amount of standard housing available for occupancy at a given price and a given point in time.

**Housing Unit:** A group of rooms or a single room is regarded as a housing unit when it is occupied as separate living quarters, that is, when the occupants do not live and eat with any other persons in the structure, and when there is either: 1) direct access from the outside of the building or a common

hall, or 2) complete kitchen facilities for the exclusive use of the occupants of the household.

**Human Scale:** A combination of qualities in architecture or the landscape that provides an appropriate relationship to human size, enhancing rather than diminishing the importance of people.

**Hurricane Evacuation Clearance Time:** The amount of time specified in the Hillsborough County Hurricane Evacuation Plan Implementation Guide produced by the Tampa Bay Regional Planning Council for the safe evacuation of hurricane-vulnerable areas.

**Hurricane Evacuation Routes:** The routes designated by County emergency management officials that have been identified with standardized state-wide directional signs by the Florida Department of Transportation, or are identified in the regional hurricane evacuation study for the movement of persons to safety in the event of a hurricane.

**Hurricane Shelter Space:** At a minimum, an area of twenty square feet per person located within a hurricane shelter.

**Identity:** The characteristics of being distinct. Having an organization or character different enough from its surroundings to make an object or area stand out on its own.

**Impact:** To have an effect on.

**Impact Fee:** A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.



**Impervious:** Land surfaces which do not allow (or minimally allow) the penetration of water. An increase in the amount of impervious area will increase the rate and volume of runoff from a given drainage basin.

**Impervious Surface:** Surface that has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water, including surfaces such as compacted sand, limerock, shell, or clay, as well as most conventionally surfaced streets, roofs, sidewalks, parking lots and other similar structures.

**Income:** All income earned by each adult member of the family, including gross wages, social security, Workman’s Compensation, child support, and public assistance (exclusive of any amount designated for shelter and utilities).

**Industrial Uses:** The activities predominantly connected with manufacturing, assembly, processing, or storage of products.

**Industrial Waste, Sanitary Sewer:** The liquid and waterborne pollutants resulting from processes or operations employed in industrial establishments, as defined in the “Standard Industrial Classification Manual, 1972” Office of Management and Budget of the Federal government, as amended and supplemented under the following divisions:

Division A	Agricultural, forestry and fishing
Division B	Mining
Division D	Manufacturing

Division E	Transportation, communication, electric, gas and sanitary service
Division I	Services

**Industrial Wastes, Solid Waste:** A type of waste produced by industrial activity, such as that of factories, mills and mines.

**Industrial Water Demand:** all water for a facility that manufactures a product for distribution wholesale or supplies a service not directly available to the consumer, or for electric utility companies.

**Infill:** Development which occurs on scattered vacant lots in a developed area. Development is not considered infill if it occurs on parcels exceeding one half acre or more.

**Informal Agreements:** are simple non-binding arrangements of cooperation to provide services or facilities among different entities. Informal agreements are not always binding, and they may represent acts of goodwill between communities or other entities.

**Infrastructure:** Those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and, roadways.



**Inlet:** A structure which allows stormwater to flow into a conveyance system.

**Intensity:** A measure of land use activity based on density, use, mass, size and impact.

**Interchange:** A system of interconnecting roadways in conjunction with one or more grade separations, providing for the interchange of traffic between two or more roadways on different levels.

**Intergovernmental Agreement:** Arrangement between or among governments to undertake a course of action guided by written, legal documents.

**Intergovernmental Coordination:** The process in which different levels of government (federal, State, regional, local) act together in a smooth, concerted way to either avoid and/or mitigate adverse impacts that one may impose on the other or to share the responsibilities and benefits of a common service or facility.

**Intermodal:** Between or including more than one means or mode of transportation.

**Labor Force:** Defined by the U.S. Bureau of the Census to include all persons classified in the civilian labor force plus members of the Armed Forces.

**Land Development Regulations:** Ordinances enacted by governing bodies for the regulation of any aspect of development and includes any local government zoning,

rezoning, subdivision, building construction or sign regulations or any other regulations controlling the development of land.

**Land Use Map:** The graphic aid intended to depict the spatial distribution of various uses of the land in the City by land use category, subject to the Goals, Objectives, and Policies and the exceptions and provisions of the Land Use Element text and applicable development regulations.

**Landmark Site:** Each designation of a building, structure, object or piece of land as a landmark shall be accompanied by the designation of a landmark site. A landmark site is the location and the grounds, the premises or the setting for the landmark, and it shall be identified through its block and lot number. A landmark site shall only be designated in conjunction with the designation of a landmark.

**Landscape:** The totality of the built or human-influenced habitat experienced at any one place. Dominant features are topography, plant cover, buildings, or other structures and their patterns.

**Level of Service (LOS):** An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of Service shall indicate the capacity per unit of demand for each public facility.

**Limited Access Facility:** A roadway especially designed for through traffic, and over, from, or to which owners or



occupants of abutting land or other persons have no greater than a limited right or easement of access.

**Local Planning Agency (LPA):** Chapter 75-390 and Chapter 78- 523, Laws of Florida, designate The Planning Commission as the Local Planning Agency (LPA) for Hillsborough County and the cities of Tampa, Plant City and Temple Terrace and give it the responsibility of preparing the Comprehensive Plans for those jurisdictions.

**Local Road:** A roadway carrying relatively low traffic volume. Trip lengths are typically short and through movements are infrequent. The main purpose of a local road is to provide immediate land access, primarily to residential units.

**Long Range Transportation Plan (LRTP) or Needs Assessment:** The official long range transportation (20 year) plan of the MPO, which serves as a blueprint for a comprehensive transportation system in Hillsborough County. This plan defines the major thoroughfares, mass transit system, bicycle and pedestrian system, and surface connections to seaports and airports needed to provide an acceptable level of service through the horizon year. The "Needs Assessment" plan is unconstrained by funding. The "Cost Affordable" plan contains prioritized projects for which there is anticipated funding.

**Low and Moderate Income Families:** "Lower income families" as defined under the Section 8 Assisted Housing Program or families whose annual income does not exceed 80

percent of the median income for the area. The term "families" includes "households".

**Low Income Housing Tax Credit Program (LIHTC):** The Low Income Housing Tax Credit Program is a Federal program which awards developers a dollar for dollar reduction in income tax liability in exchange for their acquisition and substantial rehabilitation or new construction of low-income rental housing units.

**Low-Income:** Households whose incomes do not exceed 80 percent of the median income for the area, as determined by HUD with adjustments for smaller and larger families, except that HUD may establish income ceilings higher or lower than 80 percent of the median for the area on the basis of HUD's findings that such variations are necessary because of prevailing levels of construction costs or fair market rents, or unusually high or low family incomes. (NOTE: HUD income limits are updated annually and are available from local HUD offices (This term corresponds to low and moderate income households in the CDBG Program.)

**MacDill AFB Flight Path Zone I ("FPZ-I"):** This zone extends from the Clear Zone an additional 5,000 feet. The zone is 3,000 feet wide and 5,000 feet long beginning 3,000 feet from the runway endpoint along and centered on the extended runway centerline. It is synonymous with the U.S. Air Force's definition of an APZ-I zone.



**MacDill AFB Flight Path:** The area coinciding with the MacDill ABF FPZ I and FPZ II zones.

**Maintenance, historic resources:** 1) Protective care of an object or building from the climate, chemical and biological agents, normal use and intentional abuse; 2) Ordinary maintenance, as work not requiring a building permit done to prevent deterioration of a building or structure or any part thereof by restoring the building or structure as nearly as practicable to its condition prior to such deterioration, decay or damage.

**Major Park:** means parks of 41-150 acres that serve a minimum radius of three miles, are located on major transportation routes, and attract users based on the availability of a major attraction or natural resource (zoo, lake, river, etc.).

**Major Trip Generators:** Concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends.

**Manhattan Brush Site:** That portion of the McKay Bay Solid Waste Transfer Station, or other City site so designated, to be utilized by residential customers of the City of Tampa who are disposing of garden trash or household items from property on which they reside.

**Manufactured Housing:** Manufactured housing means a mobile home fabricated on or after June 15, 1976, in an off-site manufacturing facility for installation or assembly at the

building site, with each section bearing a seal certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standard Act.

**Marina:** An establishment with a waterfront location for the dockage of watercraft with more than two wet slips, and/or for the refueling of watercraft used primarily for recreation, and providing minor repair services for such craft. A marina may include on-shore accessory service uses, including food service establishment, laundry or sanitary facilities, sundries store and other customary accessory facilities such as boat livery.

**Marine Habitat:** Areas where living marine resources naturally occur, such as mangroves, seagrass beds, algal beds, salt marshes, transitional wetlands, marine wetlands, rocky shore communities, hard bottom communities, oyster beds or flats, mud flats, coral reefs, worm reefs, artificial reefs, offshore flats, offshore springs, near shore mineral deposits and offshore sand deposits.

**Mass Transit:** Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

**Master Basin Plan or Study:** An in-depth investigation into the drainage needs of a particular drainage basin. Usually limited to large basins where the expected improvements will entail large expenditures and phasing.





**McKay Bay Refuse-to-Energy Facility:** The solid waste disposal and energy generation facility located at the project site, designed to incinerate up to 1000 tons per day of solid waste and generate up to 22.8 megawatts of electricity. McKay Bay Refuse- to-Energy Complex: Those facilities located near the intersection of Clark Street and 34th Street in the City of Tampa which are utilized for the weighing, transfer, handling or disposal of solid waste. The facilities include, but are not limited to, the McKay Bay Refuse-to-Energy Facility, the McKay Bay Solid Waste Transfer Station, the McKay Bay Entrance Facility, parking areas and roads. These facilities are administered by the Office of Environmental Coordination and the Department of Solid Waste and Environmental Program Management.

**McKay Bay Solid Waste Transfer Station:** The facility located at the McKay Bay Complex where solid waste is transferred from collection vehicles to transfer vehicles to be taken to a disposal or recycling facility.

**Mechanism:** A process or technique for achieving a result.

**Mediation:** A process whereby a neutral third party acts to encourage and facilitate the resolution of a dispute without prescribing what it should be. It is an, informal and non-adversarial process with the objective of helping the disputing parties reach a mutually acceptable agreement.

**Medically Indigent:** Those patients who need health care, not covered by health insurance private or governmental and

unable to pay for treatment (frequently the marginally employed).

**Minority:** A person who is a citizen or lawful permanent resident of the United States who is: a. Black American: With origins in any of the Black racial groups of Africa. b. Hispanic American: Mexican, Puerto Rican, Cuban, Central or South America regardless of race. c. Asian-Pacific American: With origins from Japan, China, Taiwan, Korea, Vietnam, Laos, Cambodia, the Philippines, Samoa, Guam, the U.S. Trust Territories of the Pacific and the Northern Marinas. d. Native American: American Indians of Federally recognized tribes, Eskimos, Aleuts or Native Hawaiians. e. Asian- Indian American: With origins from India, Pakistan and Bangladesh.

**Minority Business Enterprise:** A business at least 51 percent owned by one or more minority individuals and whose management and daily business operations are controlled by one or more of the protected minority members. In the case of a publicly-owned business, at least 51 percent of the stock is owned by one or more minority individuals.

**Mitigate:** To offset or avoid negative impacts through avoiding the impact altogether; minimizing the impact by limiting the degree or magnitude of the action or its implementation; rectifying the impact by repairing, rehabilitating or restoring the affected environment; reducing the impact over time by preservation or maintenance over the life of the action; or compensating for the impact by replacing or providing substitute resources.



**Mixed-Use Development:** A type of development that combines a mix of uses that may include residential, commercial and/or office uses within one building or multiple buildings with direct pedestrian access between uses.

**Mobile Home:** Mobile home means a structure, transportable in one or more sections, which, in the traveling mode, is eight body feet or more in width, and which is built on a metal frame and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning and electrical systems contained therein. If fabricated after June 15, 1976, each section bears a U. S. Department of Housing and Urban Development label certifying that is built in compliance with the federal Manufactured Home Construction and Safety Standards.

**Modal Split:** The percentage of total person trips utilizing each of the various modes of transportation (i.e., auto, bus, train, bicycle, walk).

**Mode:** The specific method chosen to make a trip, such as walk or rail transit. Typical modes are, walk, bicycle, motorcycle, automobile, van, taxi, bus and a variety of rail transit technologies.

**Moderate Income Household:** Means one or more natural persons or a family with total annual adjusted gross household income of which is less than 120 percent of the median annual adjusted gross income for households within the state, or 120 percent of the median annual adjusted gross income for

households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

**Multi-Family Dwelling Units:** Three or more attached dwelling units either stacked vertically above one another and/or attached by both side and rear walls.

**Multi-Family High-Rise:** A structure over eight stories containing multiple dwelling units.

**Multi Family Mid-Rise:** A three to eight story structure containing multiple dwelling units.

**Multi-Family Quadruplex:** A multi-family structure containing four units (may be stacked vertically or not).

**Multi-Modal Transportation System:** A comprehensive transportation system including, but not limited to, the following options of mode- choice: fixed-guideway transit, bus, auto, truck, motorcycle, bicycle and pedestrian allowing the user opportunities to transfer between modes.

**Multi-Use Trail:** A facility physically separated from the road right-of-way for use by non-motorized travelers for transportation or recreation.

**Multiple Property Designation:** A multiple property nomination to the National Register of Historic Places is a framework for registering a number of significant properties linked by a common property type (properties which share



physical or associative characteristics) or historic context (e.g., a major phase in history such as the Florida Boom).

**National Historic Landmark:** Districts, sites, buildings, structures, and objects found to possess national significance in illustrating or representing the history and prehistory of the United States. These landmarks are designated by the Secretary of the Interior. NHLs number less than four percent of the properties listed in the National Register (from National Park Service publication).

**Native Species:** Flora and fauna that naturally occur in the City of Tampa. Not to mean naturalized or indigenous species that originate from outside the County.

**Natural Aquifer Recharge:** The replenishment of groundwater in an aquifer.

**Natural Plant Communities:** Naturally-occurring stands of native plant associations exhibiting minimal signs of anthropogenic disturbance. Specific community types can be identified by characteristic dominant plant species composition. Community types found in Tampa include pine flatwoods, dry prairie, sand pine scrub, sandhill, xeric hammock, mesic hammock, hardwood swamp, cypress swamp, freshwater marsh, wet prairie, coastal marsh, mangrove swamp, coastal strand and marine grassbeds. Descriptions of these community types are provided in the Inventory and Analysis section of the Conservation and Aquifer Recharge Element.

**Natural Preserve or Natural Reservation:** Areas designated for conservation purposes and operated by contractual agreement with, or managed by a federal, state, regional or local government or non-profit agency, such as: national parks, state parks, city and county parks, lands purchased under the Save Our Coast, Conservation and Recreation Lands, Save Our Rivers, or Environmental Lands Acquisition and Protection Programs (ELAPP), sanctuaries, preserves, monuments, archaeological sites, historic sites, wildlife management areas, national seashores and Outstanding Florida Waters. This definition does not include privately owned land managed by a state agency on either a voluntary or a short-term contractual basis.

**Natural Shorelines:** (other than those included in preservation areas), Class III Waters, Freshwater marshes and wet prairies, Sand pine scrub, Hardwood swamps, Cypress swamps, and Significant wildlife habitat.

**Natural Stream courses:** Perennial streams that have not been physically altered through dredging, filling, bulk-heading, or hardening.

**Neighborhood:** An integrated area related to a larger community of which it is a part and it may consist of residential districts, a school or schools, shopping facilities, religious buildings and open spaces.

**Neighborhood Commercial:** Commercial and office development, usually located on a collector or arterial street at



the edge of a neighborhood, serving the daily needs of contiguous neighborhoods, including convenience goods and personal services. Neighborhood commercial development and low and low medium intensity office uses shall be limited as to the intensity of the described use as provided in applicable development regulations.

**Neighborhood Park:** A park of 0.01-40 acres which serves a minimum radius of one mile and the population of a neighborhood and is generally accessible by bicycle or pedestrian ways.

**Node:** An identifiable grouping of uses subsidiary and dependent upon a larger urban grouping of similar or related uses.

**Noise Contour Area:** The Noise Contour Area is synonymous with the U.S. Air Force's definition of Noise Contour Lines, which show areas exposed to specified noise levels over a given period of time. The contours are prepared using a computer noise model and are then overlaid onto a base map. The MacDill Air Force Base Noise Contour Lines are accurately depicted in the 2008 MacDill Air Force Base Air Installation Compatible Use Zone Study.

**Non-Attainment (Air Pollution) Area:** Any area not meeting ambient air quality standards and designated as a non-attainment area under Section 17-2.410, FAC. for any of the NAAQS listed air pollutants.

**Non-Contributing Structure:** A non-contributing building, site, structure or object does not add to the historic architectural qualities, historic associations or archaeological values for which a property is significant because a) it was not present during the period of significance b) due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, or c) it does not independently meet the National Register criteria.

**Non-point Source Pollution:** Pollution that has no readily, discernible or consistent point of origin, but, rather, is generated on an area-wide level.

**Non-Processible Waste:** Explosives, hazardous chemicals and radioactive materials, ashes, foundry sand, cesspool and other human waste, human remains and animal carcasses, tree trunk sections, branches and stumps longer than five feet or more than eight inches in diameter, matter or material (other than branches and stumps) longer than five feet or eight inches in diameter, motor vehicles (including major parts such as transmissions, rear ends, springs and fenders), agricultural machinery and equipment, marine vessels and their major parts, any other large machinery or equipment, liquid waste, any matter or material, the incineration of which in the Facility is prohibited by any law, ordinance, rule or regulation of any government or public agency having jurisdiction over the Facility and its operations, non-combustible construction material or demolition debris, and any hazardous waste of any



kind, such as cleaning fluids, crankcase oils, cutting oils, paints, acids, caustics, poisons, drugs or other materials having the possibility of posing a threat to the health or safety of persons or the operation of the Facility.

**NPDES Permit:** National Pollutant Discharge Elimination System Permits are issued by the State under delegation from the federal government under the auspices of the Clean Water Act. Permits are issued to entities which may be expected to cause water pollution including the wastewater treatment facility, the Municipal Separate Storm Sewer System (MS4), certain Community Development Districts (CDDs) and construction firms. This permit requires the holder to operate their systems to either specific pollutant limitations or, in certain cases, to the maximum extent practicable.

**Objective:** A specific, measurable, intermediate end that is achievable and marks progress toward a goal.

**Office:** A structure for conducting business, professional, or governmental activities in which the showing or delivery from the premises of retail or wholesale goods to a customer is not the typical or principal activity. The display of representative samples and the placing of orders for wholesale purposes shall be permitted; however, no merchandise shall be shown, distributed nor delivered on, or from, the premises. No retail sales shall be permitted.

**Open Space(s):** Undeveloped lands suitable for passive recreation, conservation or stormwater uses. This term is subdivided for inventory purposes into the following:

- Pastoral or recreational open space: areas that serve active or passive recreation needs, e.g., golf courses, recreation/craft centers, federal, state, regional and local parks, forests, historic sites, etc.
- Utilitarian open space: those areas not suitable for residential or other development due to the existence of hazardous and/or environmentally sensitive conditions, e.g., airport flight zones, floodplains, lakes and rivers, wetlands, wellfields, etc. This category is sometimes referred to as "health and safety" open space.
- Corridor or (linear) open space: areas through which people travel, and which may also serve an aesthetic or leisure purpose. For example, an interstate highway, designated as a scenic highway, may connect point a to point b, but may also offer an enjoyable pleasure drive for the family. This open space is also significant in its ability to connect one residential or leisure area with another.
- Blue-gray space: stormwater areas (wet and dry), lakes, borrow pits, rivers, wetlands, wetland setbacks, conservation/preservation easements and areas. This also includes outdoor recreational areas such as: Marinas, pools, campgrounds, vegetated road way buffers, turf-block areas, and outdoor courts. Sidewalks and roadways will not count as blue-gray space.



**Outfall:** Location where stormwater flows out of a given system. The ultimate outfall of a system is usually a-receiving water.

**Outstanding Florida Waters:** Surface waters that have been deemed to be worthy of special protection as identified in Section 62-302.700, FAC.

**Overlay:** A district established by ordinance to prescribe special regulations to be applied to a site in combination with the underlying or base district.

**Overriding Public Interest:** When determining whether a project or activity is of overriding public interest, taken as a whole, the City shall consider and balance the following factors:

- The degree to which the project or activity would adversely affect the public health, safety, social and/or economic welfare or the property of others;
- The degree to which the project or activity would adversely affect the conservation of fish and wildlife, including endangered or threatened species, or their habitats;
- If the project or activity would be of a temporary or permanent nature;
- The degree to which the project or activity would adversely affect or enhance significant historical and archaeological resources under the provision of Section 267.067, Florida Statutes;

- The degree to which the current condition and relative value of functions being performed by areas affected by the proposed project or activity would be degraded; and,
- The degree to which acceptable measures would mitigate the adverse impacts, which would be caused by that project or activity.

Such determination shall be decided by a majority vote of City Council.

**Para-Transit:** Transit service other than fixed route system. Examples would be the demand responsive transit and taxis.

**Parkland:** Dedicated land which is open to the public, free of charge (unless it is leased or dedicated in a DRI or privatized by the City), and accessible via boardwalk or roadway, and contiguous usable upland property, which has not been timbered or mined (i.e., in its natural condition). Golf courses shall not count as parkland; salt water beaches and ballfields will count as parkland. A fifty (50) foot public river corridor (above and beyond the wetland setback) if approved by the City can count as parkland, and eight (8) foot wide bike paths specifically designed and approved by the City can count as parkland. Open space land shall not be counted as parkland. Parkland shall be counted as open space. The City of Tampa shall require a minimum of 4.3 acres of parkland per 1,000 people.

**Parkland Private/Public:** Land as described under the definition of parkland which is maintained and used only by the residents located within that designated community.



**Passenger/Population Relationships:** The relationship between the number of passengers enplaned at Tampa International Airport and the population of the primary air trade area stated in passenger index terms.

**Passengers Enplaned Per Departure (Load Factor):** The average number of passengers boarding per departure.

**Peak Hour Level of Service:** is the level of service based on the hourly volume during the peak hour divided by the peak fifteen minute rate of flow within the peak hour.

**Peak Hour Peak Direction Level of Service:** is the level of service determined by the proportion of traffic during the peak hour traveling in the predominant direction.

**Pedestrian:** An individual traveling on foot.

**Percolation:** The ability of water to pass through a porous medium; in most cases, the soil.

**Pervious:** Land surfaces which allow the penetration of water. A decrease in pervious area will increase the rate and volume of runoff from a given drainage basin.

**Planned Development (PD):** Development that is designed as a unit, and which may include only one or a mixture of land uses, and which generally avoids a gridiron pattern of streets, and usually provides common open space, recreation areas or other amenities. Requirements include submission and review of site plans as part of a rezoning.

**Planned Development:** Land that is under unified control and planned and developed as a whole in a single development operation or a definitely programmed series of development operations. A planned development includes principal and accessory structures and uses substantially related to the character and purposes of the planned development. A planned development is constructed according to comprehensive and detailed plans which include not only streets, utilities, lots or building sites and the like, but also site plans and floor plans for all buildings as intended to be located, constructed, used and related to each other, and detailed plans for other uses and improvements on the land as related to the buildings.

**Planning and Design:** The most critical aspect of the xeriscape concept, an intelligently-planned landscape, applying xeriscape principles, can go far toward reducing water, fertilizer and pesticide use and maintenance, providing habitat, resisting freeze and drought, and providing a rewarding and environmentally compatible Florida lawn. Plantings based on soils, hydrology, micro-climate, etc. can minimize maintenance while maximizing enjoyment of your yard.

**Playground:** A recreation area with play apparatus.

**Plaza:** The Spanish name for an open square in an urban area, used as a market place, park, or for public assembly.

**Point Source Discharge:** Release of degraded water through a discernible, confined or discrete conveyance, including but



not limited to pipes, ditches, channels, tunnels, conduits or wells.

**Point Source Pollution:** Water pollution that has as its source a discernible, confined or discrete conveyance, including but not limited to, any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal enclosure.

**Policy:** The way in which programs and activities are conducted to achieve an identified goal.

**Pollution:** The presence in the outdoor atmosphere, ground or water, of any substances, contaminants, noise or man-made or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or which does or may unreasonably interfere with the enjoyment of life or property.

**Port Facility:** Harbor or shipping improvements used predominantly for commercial purposes, including channels, turning basins, jetties, breakwaters, landings, wharves, docks, markets, structures, buildings, piers, storage facilities, plazas, anchorages, utilities, bridges, tunnels, roads, causeways and all other property or facilities necessary or useful in connection with commercial shipping.

**Potable Water Wellfield:** the site of one or more water wells which supply potable water for human consumption to a

water system which serves at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents.

**Poverty Level:** A federally-defined income classification based on a property index that takes into account such factors as family size, number of children, and urban vs. rural residents, as well as the amount of income. The cutoff levels are updated every year to reflect changes in the Consumer Price index.

**Practical Turf Areas:** Once the use of turf is determined appropriate, turf areas, and the appropriate grass type, should be planned in light of soils, watering requirements, the degree of sun or shade, etc.

**Precision Instrument Approach:** An approach to an airport utilizing an instrument landing system, microwave landing system, global positioning satellite or precision approach radar.

**Preservation Areas:** Environmentally sensitive areas which include the following:

- Aquatic preserves;
- Essential wildlife habitat;
- Class I and II Waters;
- Marine grass-beds;
- Coastal strand;
- Coastal marshes;
- Mangrove swamps; and
- State wilderness areas.





**Preserve:** An area set aside specifically for the protection and safekeeping of certain values within the area, such as game, wildlife, forest, etc. Preserves may or may not be outdoor recreation areas, depending on the use allowed therein.

**Pretreatment Standard:** shall mean a national categorical pretreatment standard. Any regulation containing pollutant discharge limits promulgated by the EPA in accordance with Section 307(b) and (c) of the Clean Water Act, which applies to a specific category of industrial users.

**Private Recreation Sites:** Sites and associated facilities owned by private, commercial or non-profit entities which are available to the public for recreational use.

**Private Sanitation Services:** Any person, firm, or corporation involved in the business of collection and disposal of solid wastes.

**Private Wastewater Disposal System:** shall mean any facilities for wastewater treatment and disposal not maintained and operated by the Wastewater Department of the City of Tampa.

**Processible Waste:** Solid waste generated in, or brought into, the McKay Bay Complex, other than non processible waste.

**Public Access:** The ability of the public to physically reach, enter or use recreation sites including beaches and shores.

**Public Buildings and Grounds:** Structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

**Public Facilities:** Publicly owned infrastructure including, transportation systems or facilities, sewer systems or facilities, solid waste systems or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, parks and recreation systems or facilities and public health systems.

**Public Hazard:** a combination of substances and circumstances, which, because of quantity, concentration, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or may pose a substantial present or potential hazard to human health or the environment.

**Public Recreation Sites:** Sites owned or leased on long-term basis by a federal, state, regional or local government agency for purposes of recreational use.

**Radar Obstruction:** Any structure or object of natural growth or use of land which would shield or otherwise interfere with the full coverage of the Airport Surveillance Radar (ASR) Order 6310.6, provided that such structure, object of natural growth or use of land would not otherwise be screened by an existing structure between it and the ASR antenna.



**Receiving Water:** The surface water body into which a storm or wastewater discharge flows.

**Recreation:** The pursuit of leisure time activities occurring in an indoor or outdoor setting.

**Recreation Facility:** A component of a recreation site used by the public such as a trail, court, athletic field or swimming pool.

**Recreational Uses:** Activities within areas where recreation occurs.

**Recyclable Materials:** Materials separated, at the point of generation, by the generator or its agent, and donated or sold by the generator for purposes of recycling; said materials to include, but not be limited to, newsprint, cardboard, aluminum, glass, plastic, and ferrous metals; recyclable materials shall not include, however, any materials once placed in a permitted refuse bin or at curbside.

**Recycling:** Adaptation of existing unused structures to new uses through rehabilitation, or rehabilitation and reuse of existing abandoned structures for the same use.

**Redevelopment:** The demolition and reconstruction or substantial renovation of existing buildings or infrastructure within urban infill areas, existing urban service areas, or community redevelopment areas.

**Redevelopment Project:** The process of reconstruction, expansion or renovation of an existing structure or site which exceed the criteria for rehabilitation projects.

**Redevelopment Urban:** Activities in a community redevelopment area for the elimination and prevention of the development or spread of slums and blight or for the provision of affordable housing. Rehabilitation or conservation in a community redevelopment area, or any combination shall be in accordance with a community redevelopment plan and may include the preparation of such a plan. (Refer to Florida Statute Chapter 163).

**Regional Park:** A park which is designed to serve two or more communities or draw visitors from a regional area.

**Regional Waste Water Treatment Plants:** Large waste water treatment plants (generally 5 MGD or greater capacity) with the permitted capacity for significant future expansion and higher levels of treatment (AWT).

**Regional Water Supply Authority:** A legal body formed under Florida Statutes by Interlocal Agreement to develop safe public water supply facilities and operate them in an environmentally safe manner.

**Regulatory Authority:** A constituted body established under law to control, fix, or adjust the time, amount, degree or rate of the provision of a public or quasi-public service or facility.

**Rehabilitation, historic resources:** The act or process of returning a property to a state of utility through repair or



alteration which make possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural and cultural values (Secretary of the Interior's Standards).

**Rehabilitation Project:** The restoration or renovation of an existing structure which does not involve significant expansion of the structure or the addition of more than minimal parking spaces. Any project which qualifies as a rehabilitation project shall not be deemed to be a substantial redevelopment.

**Relocation Housing:** Dwellings which are made available to families displaced by public programs, provided that such dwellings are decent, safe and sanitary and within the financial means of the families or individuals displaced.

**Renovation:** Modernization of an old or historic building that may produce inappropriate alterations or elimination of important features and details. When proposed renovation activities fall within the definition of "rehabilitation" for historic structures, they are considered to be appropriate treatments.

**Replacement Needs:** capital improvements required to correct existing deficiencies.

**Residence:** Single-family dwellings, duplexes, triplexes, and garage apartments, and all other living units. Each living unit of a duplex or triplex and each garage apartment shall be deemed a separate residence.

**Resident Population:** Inhabitants counted in the same manner utilized by the United States Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

**Residential Collection:** The collection service for residences.

**Residential Uses:** Activities within land areas used predominantly for housing.

**Residential Water Demand:** all water service for single-family non-transient facilities of 3 or fewer dwelling units serviced by a single meter.

**Resource Protection Areas:** Land or water bodies which are ecologically or economically significant natural resources for which special protective measures have been or need to be established. The City's Resource Protection areas include the following: the Hillsborough River 100-year floodplain, Tampa Bay tidal creeks and associated tidal wetlands, significant and essential wildlife habitat, areas of high aquifer recharge/contamination potential, McKay Bay and Sulphur Springs.

**Restoration:** The act of accurately recovering the form and details of a property and its setting as it appeared at a particular period of time by means of the removal of later work or the replacement of missing earlier work (Secretary of the Interior's Standards).



**Retention Basin:** A stormwater facility which has no structural outfall and the discharge from which is limited to percolation, evaporation and evapotranspiration.

**Reuse:** A use for an existing building or parcel of land other than that for which it was originally intended.

**Right-of-Way:** Land in which the state, a county, or a municipality holds the fee simple title or has an easement dedicated or required for a public use.

**Roadway Functional Classification:** The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels.

**Roadway Segment or Link:** A portion of a road usually defined at its ends by an intersection, a change in lane or facility type, or a natural boundary.

**Runway:** A defined area on an airport prepared for landing and takeoff of aircraft along its length.

**Safe Yield:** The volume of groundwater which can be withdrawn from public water supply aquifers without resulting in adverse environmental impacts (e.g., saltwater intrusion), while at the same time ensuring an adequate long-term water supply under conditions of historically precedented low rainfall, predictable increases in demand, and events causing significant interruption of the water supply.

**Saffir/Simpson Hurricane Scale:** Describes the degree of hazard and damage potential generally associated with the full range of hurricane intensities. The following describes the five categories of storms accepted for the Gulf and Atlantic coasts.

- **Category 1** - Winds of 74 to 95 miles per hour. Damage primarily to shrubbery, trees, foliage and unanchored mobile homes. No real damage to other structures. Some damage to poorly constructed signs. Storm surge 6 to 8 feet above normal. Low-lying coastal roads inundated, minor pier damage, some small craft in exposed anchorage torn from moorings.
- **Category 2** - Winds of 96 to 100 miles per hour. Considerable wind damage to shrubbery and tree foliage, some trees blown down. Major damage to exposed mobile homes. Extensive damage to poorly constructed signs. Some damage to roofing materials of buildings; some window and door damage. No major damage to inland buildings. Considerable damage to piers, marinas and small craft in unprotected anchorage. Storm surge 9 to 11 feet above normal, damage and flooding as described in Category 1.
- **Category 3** - Winds of 111 to 130 miles per hour. Foliage torn from trees, large trees blown down. Practically all poorly constructed signs blown down. Some damage to roofing material of buildings; some window and door damage. Some structural damage to small buildings. Mobile homes destroyed. Storm surge 12 to 18 feet above normal. Serious flooding along the coast, with larger



structures being damaged and small structures destroyed by waves and floating debris.

- **Category 4** - Winds of 131 to 155 miles per hour. Shrubs and trees blown down. All signs blown down. Extensive damage to roofing materials, windows and doors. Complete failure of roofs on many small residences. Complete destruction of mobile homes. Storm surge 18 to 22 feet above normal. Major damage to lower floors of structures near the coast due to flooding, waves and floating debris.
- **Category 5** - Winds greater than 155 miles per hour. Shrubs and trees blown down, considerable damage to roofs of buildings; all signs down. Very severe and extensive damage to windows and doors. Some complete building failures. Small buildings overturned or blown away. Complete destruction of mobile homes. Storm surge greater than 22 feet above normal. Major damage to lower floors of all structures less than 15 feet above sea level within 500 yards of shore.

**Saltwater Intrusion:** Inward or upward movement of saline water within a surface water or groundwater aquifer system.

**Sanitary Landfill:** A disposal facility employing an engineered method of disposing of solid waste on land in a manner which minimizes environmental hazards by spreading the solid wastes in thin layers, compacting to the smallest practical volume, and applying cover material as required by state and federal regulations.

**Scale:** Generally refers to relative size or extent. Scale is determined by a building or other objects relating to its surroundings, by the width of adjacent streets and by buildings as they relate to these streets. Human scale is accomplished when dimensions of adjacent objects or buildings are related to those of the human figure.

**Sense of Place:** The sum of the attributes of any place that give it a unique and distinctive character.

**Service Agreement:** A contract by common consent between two or more entities (e.g., municipalities, special authorities) to promote and coordinate programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities and infrastructure set out in the local plan or required by local, State or federal law. Service agreements can be formal or informal in nature though they are almost always formal.

**Service Area:** shall mean the area within which the Wastewater Department provides complete wastewater collection, treatment, and disposal service, comprising the City and the Intergovernmental Agreement area, as defined in the Intergovernmental Public Sanitary Sewer Agreement between the City and Hillsborough County, dated August 15, 1967, as amended, or as shall hereafter be amended. For the purposes of these regulations, the service area does not



include the areas in which wastewater collection systems are operated by other municipalities within Hillsborough County, as well as those portions of Hillsborough County not included in the Intergovernmental Agreement Act as herein above described which discharges the collected wastewaters to the City treatment works.

**Service Lateral:** Shall mean the connecting pipe that extends from the City's maintained pipelines to a property line and connects to the plumbing or pipelines located on private property.

**Service Radius:** The radius of the generally circular surrounding land area from which a park, recreation site or facility draws its participants. (Adapted from Outdoor Recreation in Florida definition).

**Services:** Means the programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities, and infrastructure set out in the local plan or required by local, State, or federal law.

**Setback:** Physical distance that serves to minimize the effects of development activity on an adjacent property, structure or natural resource, and within which it may be necessary to restrict activities for the area. Also, a required horizontal distance from the subject land or water area designed to

reduce the impact on adjacent land of land uses or cover types located on the subject land or water area.

**Shall:** A directive or requirement.

**Shoreline:** Interface of land and water in oceanic and estuarine conditions which follows the general configuration of the mean high water line (tidal water) and the ordinary high water mark (fresh water).

**Should:** An expectation.

**Significant Parking Facilities:** Parking facilities that are owned and operated by the City of Tampa Parking Division with the Central Business District and Ybor City.

**Significant Wildlife Habitat:** Contiguous stands of natural plant communities which have the potential to support healthy and diverse populations of wildlife and which have been identified on the Florida Fish and Wildlife Conservation Commission's strategic habitat conservation area map, biodiversity hot spot map or Hillsborough County's significant wildlife habitat map.

**Single Family Attached Dwellings:** A structure containing three or more single family dwelling units with both side walls (except end units of building) attached from ground to roof.

**Single Family Detached Dwellings:** A single family dwelling with open space on all sides.



**Single Family Dwelling:** A structure containing a single family unit occupying the building from ground to roof.

**Site:** Any tract, lot or parcel of land or combination of tracts, lots or parcels of land which are in one ownership, or are contiguous and in diverse ownership where development is to be performed as part of a unit, subdivision or project.

**Slug:** shall mean any discharge of water or wastewater in which the concentration of any given pollutant, or the rate of flow, exceeds more than five (5) times the allowable discharge limit of concentration or average rate of flow during a normal working day (i.e., one, two, or three-shift operation) and continues for a period of more than fifteen (15) minutes, or the discharge of any pollutant, including oxygen-demanding pollutants (BOD, etc.), released in a discharge at a flow rate and or pollutant concentration which will cause interference with the treatment works.

**Socio-Economic Data:** Information about people and economies, such as demographics (age, race, sex, birth rates, etc) and economics (incomes and expenditures of a community or government).

**Soil Analysis:** Using soils according to their characteristics minimizes the use of soil additives and maximizes the likelihood of optimum garden conditions.

**SolidWaste:** Garbage, refuse, yard-trash, construction and demolition debris, white goods, special waste, ashes, sludge,

or other discarded material including solid, liquid, semi-solid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations. The term does not include nuclear source or by-product materials regulated under Chapter 404, Florida Statutes, or under the Federal Atomic Energy Act of 1954, as amended; suspended or dissolved materials in domestic sewage effluent or irrigation return flows, or other regulated point source discharges; regulated air emissions; and fluids or wastes associated with natural gas or crude oil exploration or production. The term includes the specific terms garbage, garden trash, rubbish, and industrial wastes, but excludes hazardous waste as herein defined.

**Special District:** A designated land area set up to manage a unique resource (e.g., water, historical) or to encourage the redevelopment of an area to its original or a more desired state.

**Special Legislation:** Legal action by a legislature designed to regulate or influence the activities of a unique group or area.

**Special Services:** The collection upon request from residential or commercial customers of certain solid waste placed at curbside in larger quantities than that authorized to be collected upon the ordinary fixed rate. Such collection is only available upon request and for an additional charge.

**Special Transportation Area:** Special transportation areas and the levels of service within them are to be recommended



by appropriate local government entities and approved by the Department (FDOT). Level of Service standards for such areas may range from A to E to accommodate specific environmental and/or land development issues. Special transportation areas may include central business districts, outlying business districts, and approved Area-wide Developments of Regional Impact.

**Species of Special Concern:** Fauna identified in Section 39-27.03-05 FAC. which warrants special protection, recognition or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species, may already meet certain criteria for designation as a threatened species but for which conclusive data is limited or lacking, may occupy such an unusually vital and essential ecological niche that should it decline significantly in numbers or distribution other species would be adversely affected to a significant degree, or has not sufficiently recovered from past population depletion.

**Stabilization:** The process of applying measures designed to reestablish a weather resistant enclosure and the structural stability of unsafe or deteriorated property while maintaining the essential form as it exists at present (Secretary of the Interior's Standards).

**Standard Methods:** shall mean the analytical procedures set forth in the latest edition of "Standard Methods for the Examination of Water and Wastewater", published by the

American Public Health Association, or "EPA Methods for Chemical Analysis of Water and Wastes", published by the EPA, Water Quality Office, in April, 1971, or subsequent editions.

**State Housing Initiatives Partnership Program (SHIP):** The State Housing Initiatives Partnership Program is created for the purpose of providing funds to local governments as an incentive for the creation of partnerships to produce and preserve affordable housing.

**State Water Quality Standards:** Numerical and narrative standards that limit the amount of pollutants that may be discharged to Waters of the State, as defined by Chapter 62-302, FAC.

**Storage Capacity:** the treated water storage at the water treatment plants, the storage at the repumping stations and the storage at the elevated tanks, in million gallons.

**Storm Sewer Capacity:** The ability of a storm sewer system to manage runoff, expressed in cubic feet per second for flow and cubic feet or acre feet for storage.

**Stormwater:** Flow of water which results from and which occurs immediately after a rainfall event.

**Stormwater Management Facility:** A feature which collects, conveys, channels, holds, inhibits or diverts the movement of stormwater.





**Stormwater Retention:** To store stormwater to provide treatment before discharge into receiving waters or to provide a storage facility for stormwater where no outfall is available.

**Stormwater Runoff:** That portion of precipitation that flows off the land surface during, and for a short durations following, a rainfall event.

**Stormwater Treatment Facility:** A structural Best Management Practice (BMP) designed to reduce pollutant loading to a receiving water by either reducing the volume of flow, providing for the biological uptake of pollutants, the limiting the loading of pollutants or allowing pollutants to settle out of stormwater flow.

**Strategic Regional Policy Plan of the Tampa Bay region:** The long range plan of the Tampa Bay Regional Planning Council. This plan is designated to provide guidance for the physical, economic and social development of the Tampa Bay region.

**Strategy:** One of several possible overall methods which could lead to the accomplishment of a goal.

**Street Furniture:** Special elements found in the street right-of-way environment: lighting fixtures, signs, planters, benches, kiosks, fire hydrants, police and fire call boxes, trash receptacles, etc.

**Streetscape:** The term streetscape refers to that general aggregation of all street-side elements of the urban environment perceived by the pedestrian or motorist. This

street-side environment includes such things as street, alleys, parks, sidewalks, and parking lots. Streetscape elements include lighting, paving, traffic safety and control, signage, shelters, recreation and play equipment, street furniture, and other miscellaneous items.

**Streetwall:** The physical definition of the edge of street right-of-way, usually formed by buildings, fencings, or landscaping. A strong street wall can be used to provide pedestrian scale and a strong neighborhood identity.

**Structure:** Any object, constructed or installed by man, including but not limited to buildings, crane, antenna, towers, smoke stacks, utility poles and overhead transmission lines, advertising signs, billboards, poster panels, fences and retaining walls.

**Subdivisions:** The process of laying out a parcel of land into lots, parcels, tracts, or other divisions of land as defined in applicable State statues and local land development regulations.

**Suburban:** Generally refers to development on the periphery of urban areas, predominantly residential in nature with many urban services available. Intensity of development is usually lower than in urban areas.

**Sunset:** A date triggering a review of the effectiveness of a law, after which it may be re- enacted, modified or allowed to expire.



**Support Documents:** Any surveys, studies, inventory maps, data, inventories, listings or analyses used as bases for or in developing the local Comprehensive Plan.

**Surcharge:** Flow out of a stormwater or wastewater facility resulting from flow in excess of its designed capacity at a point upstream from the outfall.

**Suspended Solids (SS):** shall mean the total solid matter that either floats on the surface of, or is suspended in, water or liquid waste, and which is removable by laboratory filtration.

**Swale:** An open stormwater conveyance facility with side slopes equal to or greater than three units horizontally to one unit vertically. (Generally very shallow).

**Tampa Bay Regional Planning Council (TBRPC):** One of ten regional agencies in Florida that are designated in Chapter 186, Florida Statutes as the primary organization to address problems and plan solutions that are of greater-than-local concern or scope. Regional planning councils are recognized in Florida Statutes as Florida's only multipurpose regional entities that are in a position to plan for and coordinate intergovernmental solutions to growth-related problems on greater-than-local issues, provide technical assistance to local governments, assist local governments with activities designed to promote and facilitate economic development, and meet other needs of the communities in each region. The regional planning district covered by TBRPC encompasses Citrus, Hernando, Hillsborough, Manatee, Pasco, and Pinellas Counties.

**Tampa Housing Partnership:** A public/private partnership association comprised of local lending institutions, Neighborhood Non-profit organizations and other segments of the local housing industry formed to solve Tampa's housing problems.

**Tampa Quality District:** A policy/program designed to encourage private investment in the maintenance and improvement of declining neighborhoods and in the redevelopment of deteriorating areas through the use of tax and regulatory incentives, and by local participation in related State and federal programs.

**Technical Advisory Committee (TAC):** Group of technical people which provides technical advice and recommendations to the MPO relative to transportation issues.

**Tenant:** Any person or entity who rents or leases property from a landlord.

**Tenure:** The manner, condition or terms by which property is held (i.e., ownership or tenancy).

**Terminal:** Structures clearly beyond repair, partially collapsed, extensively damaged or destroyed by fire, wind, etc.

**Thematic Designation:** A thematic group nomination to the National Register is one which includes a finite group of resources related to one another in a clearly distinguishable way. They may be related to a single historical person, event or development force; of one building type or use, or designed



by a single architect; of a single archaeological site form or related to a particular set of archaeological research problems.

**Total Maximum Daily Loads (TMDLs)** is the maximum amount of a given pollutant that a water body can absorb and still maintain its designated uses.

**Townhouses:** Two or more single family dwelling units within a structure having common side walls, front and rear yards, and individual entry ways. (See Single-Family-Semi-Detached Dwelling and Single-Family Attached Dwelling.)

**Transfer of Development Rights:** The transfer of a property's legal development rights either within a property owner's parcel, such as in wetlands density transfers, or off-site.

**Transfer or Connecting Passenger:** Passengers deplaning at Tampa International in order to board another flight to their ultimate destination.

**Transfer Station:** A fixed facility used for removing refuse from collection trucks and other vehicles and placing it in long haul vehicles for transfer to a disposal facility.

**Transit-Oriented Development (TOD):** Moderate and high-density housing concentrated in mixed - use developments located along transit routes. The location, design, and mix of uses in a TOD emphasize pedestrian-oriented environments and encourage the use of public transportation.

**Transit Emphasis Corridors:** Major roadways which will be designed to give public transit a competitive advantage over single-occupant vehicles. In most cases, designated bus pull-outs, bus lanes, and crosswalks will be included in the design.

**Transit Station:** The area including the platform which supports transit usage and that is owned and/or operated by the transit agency.

**Transmission Systems:** high service pumps, 16- inch and larger water mains, repumping stations, elevated tanks, and appurtenances of the Tampa Water Department.

**Transportation Concurrency Exception Area (TCEA):** a specific geographic area or areas delineated in the local government comprehensive plan designed to reduce the adverse impact transportation concurrency may have on urban infill development and redevelopment and the achievement of other goals and policies of the state comprehensive plan, such as promoting the development of public transportation. Under limited circumstances, it allows exception to the transportation concurrency requirement.

**Transportation Demand Management:** Strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include:



ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management.

**Transportation Disadvantaged:** Those individuals who because of physical or mental disability, income, status, or age are unable to utilize regular public or private transportation services and are therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities.

**Transportation Improvement Program (TIP):** Short-term (five-year) transportation plan for all of Hillsborough County, which includes all projects to receive federal, state and local funds.

**Transportation Management Associations (TMAs):** Partnerships between business and local government designed to help solve local transportation problems associated primarily with rapid suburban growth. Sometimes called Transportation Management Organizations or TMOs.

**Transportation System:** This is the sum of all forms or modes of transportation which, taken together, provide for the movement of people and goods in Hillsborough County. The system includes all forms of air, water, and ground transportation.

**Transportation Systems Management (TSM):** A process for planning and operating a unitary system of urban transportation. This views automobiles, public transportation, taxis, pedestrians, and bicycles as elements of one single

urban transportation system. The key objective of TSM is to coordinate these individual elements through operating, regulatory and service policies so as to achieve maximum efficiency and productivity for the system as a whole.

**Travel Demand Management (TDM):** Low-cost techniques to reduce travel demand. These include ridesharing, public transit use, work-hour rescheduling, high occupancy vehicle lanes and park and ride facilities. The focus of these techniques is primarily on behavioral changes, rather than facility improvement.

**Trip Demand:** The magnitude of travel occurring between two locations or across a corridor.

**Trip Generators and Attractors:** These are types of land use which either generate or attract vehicular traffic. As an example, residential neighborhoods generate traffic, and Downtown Central Business Districts attract traffic.

**Typologies:** The classification of (usually physical) characteristics commonly found in buildings and urban places, according to their association with different categories, such as intensity of development (from natural or rural to highly urban), degrees of formality, and school of thought (for example, modernist or traditional). Individual characteristics form patterns. Patterns relate elements hierarchically across physical scales (from small details to large systems).

**Underemployment:** The condition in which people in the labor force are employed at less than a regular or full-time job,



or at jobs inadequate with respect to their training or economic needs.

**Underutilization:** Employment of members of a race, ethnic or sex group in a job or job group at a rate below their availability.

**Unemployment:** Civilians aged 16 and older who were neither at work, nor with a job but not at work during the reference week, but were looking for work during the past four weeks or were available to accept a job.

**Unpolluted Wastewater:** For purposes of defining the appropriateness of discharge into the sanitary sewer system, any wastewater which is substantially free of pollutants and is discharged from the following:

- Rain down spouts and drains
- Footing drains
- Storm and surface water drains
- Cooling water systems
- Unpolluted wastewater shall contain, by definition, none of the following:
  - BOD in excess of ten (10) milligrams per liter
  - Suspended solids in excess of ten (10) milligrams per liter
  - Free of emulsified greases or oils
  - Acids or alkalis
  - Phenols or other substances imparting taste or odor in receiving waters
  - Toxic or poisonous substances

- Noxious or odorous gases
- Temperature in excess of one hundred fifty (150) degrees Fahrenheit
- Unpolluted Wastewater shall also mean any wastewaters judged by the Department of Pollution Control of the State of Florida to be admissible to streams and watercourses under the jurisdiction of said Department, and in accordance with the standards of water quality established by said Department for the particular stream or watercourse into which such unpolluted wastewater is to be discharged.

**Urban Core:** The portion of the river from the Columbus Drive bridge downstream to the Platt Street bridge, which is at the mouth of the river in downtown Tampa.

**Urban Design Elements:** The four general subject elements of urban design are:

- urban-form;
- open-space;
- circulation; and
- views.

**Urban Design:** A process by which we may shape and regulate the physical form of our cities and towns in response to our human needs.

**Urban Form:** The integration of all the physical elements of a city into a three dimensional whole.



**Urban:** Generally refers to an area having the characteristics of a city, with intense development and a full or extensive range of public facilities and services.

**Urban Village:** An urban village is a recognized historic district in the city that functions, or has the potential to function, as a smaller, distinctly recognizable community within the city. It is characterized by an urban fabric that is unique to the city, and which can support complementary, mixed-use development. The long term goal for urban villages is to provide a living and possibly, a working, environment for those people who are looking for something that has a definite urban flavor which uniquely belongs to Tampa.

**Use of Mulches:** Mulches help to retain moisture, reduce soil temperature, minimize weeds, and are also attractive.

**Vegetative Communities:** Ecological communities, such as coastal strands, oak hammocks, and cypress swamps, which are classified based on the presence of certain soils, vegetation and animals.

**Vehicle Miles of Travel (VMT):** The product of traffic volume multiplied by the length of travel.

**Very Low Income Family:** A family is very low income if its adjusted income does not exceed 50% of the median income of the area as determined by HUD, with adjustments for family size.

**VFR:** Visual Flight Rules which pertain to the following weather conditions: Must have at least 3 miles visibility and 1000+ foot

ceiling. Pilot is able to fly without the aid of an ILS. Weather conditions are such that the pilot can "see and be seen".

**Viable:** Capable of surviving and/or growing; being workable.

**Views:** Refers to the identification, preservation, and visibility (both to and from) the important features of the CBD.

**Visual Runway:** A runway intended solely for the operation of aircraft using visual approach procedures with no straight-in instrument approach procedure and no instrument designation indicated on a FAA approved airport layout plan, a military service's approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.

**Wastewater Disposal Charges:** The charges made for the conveyance, treatment, and disposal of wastewater and is synonymous with and replaces the term "sewage disposal service charges" as used in antecedent documents.

**Wastewater:** shall mean the spent water of the community comprising the liquid and water-carried wastes from residences, commercial buildings, industries and institutions, together with minor quantities of ground and surface waters that are not admitted intentionally.

**Wastewater Collection System:** Wastewater collection system shall mean the public maintained gravity sewers, pumping stations, and force mains that collect and transmit wastewater to the City of Tampa's wastewater treatment plant.



**Wastewater Facility:** Shall mean any wastewater treatment plant, pipeline, structure, pumping station, or other facility used to collect, transmit, or treat wastewater.

**Wastewater Treatment Plant:** Shall mean a plant designed to treat and dispose wastewater for the purpose re-use or safe discharge into the environment.

**Water Budget:** A formula that can be used to derive estimates of the maximum and minimum limits of a water supply by quantifying all inputs (e.g., precipitation) and outputs (e.g., runoff, consumptive use).

**Water-Dependent Uses:** Activities that can be carried out only on, in or adjacent to water areas because the use requires access to the water body for: waterborne transportation including ports or marinas; recreation; electrical generating facilities; or water supply.

**Water Enhanced:** Activities that may derive economic or aesthetic benefit, by its proximity to a water body.

**Water-Independent Uses:** Activity including, but not limited to, intense urban residential, industrial and commercial uses that could function just as well inland as in a coastal location.

**Water Facility:** any appurtenance connected to the water system such as pipes, fittings, pumps, tanks, treatment mechanisms, buildings, valves, hydrants and meters.

**Water-Related Uses:** Activities which are not directly dependent upon access to a water body but which provide goods and services that are directly associated with water-dependent or waterway uses.

**Wellhead Protection Area:** an area designated by local government to provide land use protection for the groundwater source for a potable water wellfield, including the surface and subsurface area surrounding the wellfield. Differing levels of protection may be established within the wellhead protection area commensurate with the capacity of the well and an evaluation of the risk to human health and the environment. Wellhead protection areas shall be delineated using professionally accepted methodologies based on the best available data and taking into account any zones of contribution described in existing data.

**Wetlands:** Lands that are transitional between terrestrial (upland) and aquatic (open water) systems where the water table is usually at or near the surface, or where the land is covered by shallow water, such lands predominantly characterized by hydrophytic vegetation. The presence of hydric soils as determined by the U. S. Soil Conservation Service, and other indicators of regular or periodic inundation, shall be used as presumptive evidence of the presence of a wetland area. The existence and extent of these shall be determined by the jurisdictional limits defined by Chapter 62-4, FAC. and implemented by the Florida Department of Environmental Protection, or as defined within Chapter 40D-4



FAC. and implemented by the Southwest Florida Water Management District, or as defined within the EPC Wetlands Rule, Ch. 1-11, and implemented by the Environmental Protection Commission of Hillsborough County (EPC).

**Wildlife Corridors:** Contiguous stands of wildlife habitat that facilitate the natural migratory patterns, as well as other habitat requirements (e.g., breeding, feeding), of wildlife.

**Wildlife:** Any member of the plant and animal kingdoms, with the exception of man, including but not limited to any mammal, fish, bird, amphibian, reptile, mollusk, crustacean, arthropod, or other invertebrate and excluding domestic animals.

**WMI:** Waste Management, Incorporated.

**Women Business Enterprise (WBE):** A business at least 51 percent owned by one or more women and whose management and daily operations are controlled by one or more women. In the case of a publicly-owned business, at least 51 percent of the stock is owned by one or more women.

**Xeriscape Landscaping:** Cultivated landscaping utilizing predominantly native, drought tolerant plant species to minimize irrigation requirements.

**Xeriscape Principles:** Application of xeriscape principles is the intelligent planning and design of any landscape whereby plants are properly selected and grouped, according to soils and micro-climates, such that the use of pesticides, fertilizers and potable water is minimized and drought and freeze are tolerated, and the landscape provides habitat for the

appropriate wildlife and also provides pleasure for the gardener and observers. The Seven Principles of Xeriscape are:

**Zone:** Any area established and described on an Airport Zoning Map for which height limits are prescribed by the regulations of the Authority dealing with the height of any structure within 10 nautical miles of an Authority airport.

**Zoning:** In general the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential, type of residential) and the location, bulk, height, shape, and coverage of structures within each zone.

**Zoning Conformance:** The process by which zoning in areas is maintained or changed to carry out the specific intent of the land use plan categories as defined by the Future Land Use Element. State law requires that all land development regulations (including zoning) must be in conformance with the specified and implied intent of the long range Comprehensive Plan.

**Zoning Ordinance:** An ordinance whose purpose is to control the use, intensity and dimensional characteristics of development for specific locations.







# Ordinance 2016 -1

ORDINANCE NO. 2016- 1

AN ORDINANCE AMENDING THE TAMPA COMPREHENSIVE PLAN TO PROVIDE AN UPDATE FOR THE CITY OF TAMPA COMPREHENSIVE PLAN ENTITLED "TAMPA COMPREHENSIVE PLAN BUILDING OUR LEGACY: A LIVABLE CITY" AND RENAMING THE PLAN "IMAGINE 2040: TAMPA COMPREHENSIVE PLAN; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Hillsborough County City-County Planning Commission, has developed a Comprehensive Plan for the City of Tampa entitled *Tampa Comprehensive Plan Building Our Legacy: A Livable City*, pursuant to the provisions of Chapter 163.3161, Florida Statutes, which was adopted by Tampa City Council on February 5, 2009, as amended; and

WHEREAS, the Hillsborough County City-County Planning Commission, has, through review and analysis, working with City of Tampa staff, external reviewing agencies and public outreach with business and neighborhood interests, developed an update to the City of Tampa Comprehensive Plan, plan amendment TA-CPA15-05, heretofore referred to as *Imagine 2040: Tampa Comprehensive Plan*; and

WHEREAS, the Planning Commission held a public hearing during which it reviewed the update, heard testimony, considered the Plan's adopted goals, objectives and policies, and made the determination that the proposed update was consistent with the Tampa Comprehensive Plan;

WHEREAS, the City Council of the City of Tampa finds the proposed plan update to be consistent with the Tampa Comprehensive Plan.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA:

Section 1. That the recitals set forth above are hereby incorporated as if fully set forth herein.

E2015-47  
(AKA PA15-05)

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**Section 2.** That the Comprehensive Plan Update for the Tampa Comprehensive Plan entitled “Tampa Comprehensive Plan Building our Legacy: A Livable City” is updated as follows:

Plan Amendment CPA15-05

An amendment to the Tampa Comprehensive Plan, to provide an update for the City of Tampa Comprehensive Plan entitled “Tampa Comprehensive Plan Building our Legacy: A Livable City” and renaming the Plan “*Imagine 2040: Tampa Comprehensive Plan*”, as further provided for on Exhibit “A” attached hereto.

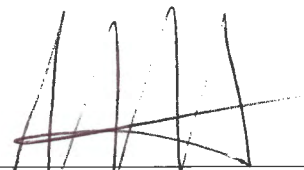
**Section 3.** That all ordinances in conflict herewith are repealed to the extent of any conflict.

**Section 4.** That if any part of this ordinance shall be declared unconstitutional or invalid by a court of competent jurisdiction, the remaining provisions at the City of Tampa's election shall remain in full force and effect.

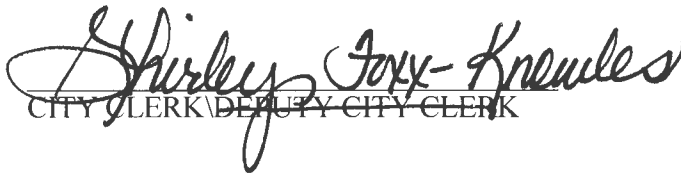
**Section 5.** That pursuant to Section 163.3184, Florida Statutes, this amendment does not become effective until 31 days after the state land planning agency notifies the local government that the plan amendment package is complete.

1 If timely challenged, this amendment does not become effective until the state land  
2 planning agency or the Administration Commission enters a final order determining  
3 the adopted amendment to be in compliance.  
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6 PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF  
7 TAMPA, FLORIDA, ON JAN 07 2016

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14 CHAIRMAN/CHAIRMAN PRO TEM  
15 CITY COUNCIL

16 ATTEST:

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21 CITY CLERK/DEPUTY CITY CLERK  
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24 APPROVED BY ME ON JAN 11 2016

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28 BOB BUCKHORN, MAYOR  
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32 PREPARED BY AND APPROVED  
33 AS TO LEGAL SUFFICIENCY:

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38 \_\_\_\_\_  
39 REBECCA M. KERT  
40 ASSISTANT CITY ATTORNEY

CPA15-05

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Reviewing Agencies Comments  
With Associated Response Matrix

**TAMPA COMPREHENSIVE PLAN UPDATE  
TECHNICAL COMMENTS/RECOMMENDATIONS**

<b>RESPONDING AGENCY</b>	<b>COMMENTS</b>	<b>ACTION/RESPONSE</b>
DEPARTMENT OF ECONOMIC OPPORTUNITY	Technical assistance comment re: Section 163.3178(2)(f)1-6 F.S. This comment will not form the basis for a challenge.	The City's proposed coastal policies address most of the requirements and shall continue to be refined to fully address these new recently adopted state requirements in their entirety.
TAMPA BAY REGIONAL PLANNING COUNCIL	There were several minor technical comments for consideration by local government, consisting mostly of formatting for text clarification, but no policy changes.	The comments have been reviewed, with the majority of them integrated into the update.
DEPARTMENT OF EDUCATION	There were several technical comments related to updating of F.S. sections and a clarification to one policy.	The comments have been reviewed, with the majority of them integrated into the update.
HILLSBOROUGH COUNTY SCHOOL BOARD	There were several modifications proposed to clarifying existing policies related to coordination and the Council of Governments (COG).	The comments have been reviewed, with the majority of them integrated into the update.
FLORIDA DEPARTMENT OF TRANSPORTATION	There were several technical comments consisting of: minor formatting or punctuation notes; questioning of keeping several policies related to concurrency.	All of the grammar edits were made; City of Tampa staff preferred to retain the policies that were referred to for consideration of removal. However, one policy and related table were deleted, as they were deemed to already be addressed by an existing policy.
MACDILL AIR FORCE BASE	MacDill AFB, based on their most recent Joint Land Use Study (JLUS), suggest a reduction in density in the Flight Area Path (FAP) to 2 dwelling units per acre in addition to changing the name of the FAP back to APZ (Accident Potential Zone)	The current policy in the plan regulating residential density to not exceed the Residential-10 land use density has been in place in excess of 25 years. The acronym change to FAP, was formally agreed upon by the State, local citizens proximate to the base, and the City of Tampa in 2008.
SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT	Expand policy in the governance section dealing with the 10 yr Water Supply Facilities work plan	This has been addressed in the plan update
PLANNING COMMISSION	There were several changes, mostly to clarify existing narrative within the plan that were pointed out by Tampa Homeowner Association of Neighborhoods group (THAN)	These changes have been acknowledged and properly addressed in the plan update.



# LGCPAR

**Local Government Comprehensive Plan Amendment Review**  
4000 Gateway Centre Boulevard, Suite 100, Pinellas Park, FL 33782  
Phone (727) 570-5151 / FAX (727) 570-5118  
www.tbrpc.org

**LOCAL GOVERNMENT:** City of Tampa  
**STATE LAND PLANNING AGENCY REFERENCE:** DEO #15-2ESR  
**LOCAL GOVT REFERENCE:** TA/CPA 15-05  
**AMENDMENT TYPE:** Text  
**ELEMENTS AFFECTED:** Entire Document

**LINK TO PROPOSED AMENDMENT TRANSMITTAL PACKAGE:**

<https://papers.deo.myflorida.com/FloridaPapers/FlashAug16/Model/documentView.cfm?UserID=6239&AreaID=11&DocumentID=467683>

**BRIEF SUMMARY:**

This proposed amendment is an update of the *Tampa Comprehensive Plan*. Because the update is a “significant reformatting” of the previous document, the City has requested that the proposed version be reviewed as an entirely new document. According to the Hillsborough County City-County Planning Commission Staff Report for this proposed amendment:

“The proposed changes to the Comprehensive Plan for the City of Tampa...were crafted to address legislative mandates, modification and/or redundancies and outdated policies, prioritization of staff resources, addition of new Goals, Objectives, and policies, providing clear direction to encourage future economic opportunities within Tampa. The proposed modifications in this update are not substantive in nature from a policy aspect, and are not expected to negatively affect the level of service standards for potable water, sanitary sewer, transportation, solid waste, stormwater, public schools, recreation and open space within the City of Tampa. The vast majority of changes are to facilitate use of the plan by clarification and reorganization of key information.” (Hillsborough County City-County Planning Commission Staff Report for Tampa: CPA 15-05, produced for the Commission’s public hearing on September 14, 2015).

**REVIEW COMMENTS:**

Pursuant to Section 163.3184(3)(b), Florida Statutes, Tampa Bay Regional Planning Council (TBRPC) staff has reviewed the proposed comprehensive plan amendment, and identified no adverse effects on regional resources or facilities as identified in *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region*. Additionally, no extrajurisdictional impacts were identified that would be inconsistent with the comprehensive plan of any affected local government.



## TECHNICAL ASSISTANCE COMMENTS:

TBRPC staff offers the following technical assistance comments for consideration by the local government.

There are 153 occurrences of the word “region” or “regional” in the proposed new comprehensive plan document. The City and the staff of the Hillsborough County City-County Planning Commission are to be commended for conveying the importance of Tampa’s symbiotic relationship with Tampa Bay region through policy and other language in the City’s proposed new comprehensive plan document that reinforces the importance of the City’s geographic, economic, social, cultural, and environmental connections with the Tampa Bay region as a whole. updated

Regarding the term “Tampa Bay region”, its capitalization should be consistent throughout the document. The suggested method is shown in the first sentence of this paragraph. There are instances throughout the proposed document of “Tampa Bay Region,” “Tampa Bay region,” and even “Tampa bay region” (p. 236). updated

On page 49 of the document, in the Land Use section, there is a reference to the 2010 transportation referendum that states “although it passed in the City of Tampa.” Since the referendum did not pass, it would be more correct to state “although a majority of voters in the City of Tampa in the 2010 election cast ballots in favor of the referendum” or some similar phrasing. updated

On page 61, there is a reference in LU Policy 7.5.1 to the “Tampa Bay Regional Planning Council of Governments.” The words “of Governments” should be deleted to correctly denote the name of the agency. updated

On page 230, CM Objective 1.7 refers to “Tampa Bay Regional Planning Council’s evacuation plan.” TBRPC does not produce an evacuation plan for the region or for any of its jurisdictions. This objective may be referring to the Tampa Bay Regional Planning Council Regional Evacuation Study updated <http://tbrpc.org/tampabaydisaster/sres2010/index.shtml>. Other relevant documents may include the City of Tampa Comprehensive Emergency Operations Plan [http://www.tampagov.net/sites/default/files/emergency-management/files/ceop\\_vol\\_1\\_2008\\_web.pdf](http://www.tampagov.net/sites/default/files/emergency-management/files/ceop_vol_1_2008_web.pdf) and the Hillsborough County Comprehensive Emergency Management Plan <http://hillsboroughcounty.org/DocumentCenter/View/16617>.

On page 290, GOV Goal 1 references the “Comprehensive Regional Policy Plan of the Tampa Bay Region.” The document is more accurately referred to as the “Strategic Regional Policy Plan of the Tampa Bay Region.” This change should also be made in the Definitions section of the document (p. 394). updated

On page 403, in the Definitions section, the term “Hurricane Evacuation Clearance” should be more accurately stated as “Hurricane Evacuation Clearance Time.” updated

On page 425, TBRPC requests the following definition of “Tampa Bay Regional Planning Council” replace the language in the proposed document:

**Tampa Bay Regional Planning Council (TBRPC):** One of ten (10) regional agencies in Florida that are designated in Chapter 186, Florida Statutes as the primary organization to address problems and plan solutions that are of greater-than-local concern or scope. Regional planning councils are recognized in Florida Statutes as Florida’s only multipurpose regional entities that are in a position to plan for and coordinate intergovernmental solutions to growth-related problems on greater-than-local issues, provide technical assistance to local governments, assist local governments with activities designed to promote and facilitate economic development, and meet other needs of the communities in each region. The regional planning district covered by TBRPC encompasses Citrus, Hernando, Hillsborough, Manatee, Pasco, and Pinellas Counties. updated

## TECHNICAL ASSISTANCE COMMENTS (continued):

### Update to the requirements of the Redevelopment Component of the Coastal Management Element as stated in Section 163.3178(2)(f), Florida Statutes:

In the 2015 Session of the Florida Legislature, a bill (CS/CS/CS SB 1094) was enacted that expands the requirements of the Redevelopment Component of the Coastal Management Element for local governments that are required to have such an element, including the City of Tampa. Effective July 1, 2015, Laws of Florida, Chapter 2015-69, amended Section 163.3178(2)(f), Florida Statutes related to the Coastal Management Element of a local government comprehensive plan as follows:

- (f) A redevelopment component that outlines the principles that must be used to eliminate inappropriate and unsafe development in the coastal areas when opportunities arise. The component must:
1. Include development and redevelopment principles, strategies, and engineering solutions that reduce the flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.
  2. Encourage the use of best practices development and redevelopment principles, strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency.
  3. Identify site development techniques and best practices that may reduce losses due to flooding and claims made under flood insurance policies issued in this state.
  4. Be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60.
  5. Require that any construction activities seaward of the coastal construction control lines established pursuant to s. 161.053 be consistent with chapter 161.
  6. Encourage local governments to participate in the National Flood Insurance Program Community Rating System administered by the Federal Emergency Management Agency to achieve flood insurance premium discounts for their residents.

TBRPC staff is aware of only one local government in Florida that has proposed an amendment to its comprehensive plan (City of St. Petersburg DEO#15-5ESR, currently in review) to meet the new requirements in 163.3178(2)(f), Florida Statutes to date. However, some local governments, including the City of Tampa, have language which likely fulfills some of the new requirements that is already included somewhere in their existing (or in Tampa's case, proposed) comprehensive plan. For example, the comprehensive plan of Broward County, Florida (<http://www.broward.org/PlanningAndRedevelopment/ComprehensivePlanning/Documents/ClimateChangeElement.pdf>) includes a Climate Change Element which appears to fulfill some the new requirements 163.3178(2)(f), F.S., even though that element was adopted by Broward County in 2013, two years prior to the passage of CS/CS/CS/SB 1094.

Since Laws of Florida, Chapter 2015-69 have been in effect for less than five (5) months as of the date of this report, TBRPC staff is not aware of any technical assistance efforts for local governments related specifically to implementation of the above-mentioned requirements. TBRPC staff is investigating potential opportunities to provide technical assistance to the local governments to implement these new requirements.

currently updating

Staff representatives from the City of Tampa and Hillsborough County City-County Planning Commission are encouraged to continue participation in ONE BAY: Resilient Communities. ONE BAY Resilient Communities is a TBRPC-led effort to convene the region's local government practitioners, and facilitate collaboration among local, state, and federal government agencies, subject area experts, and other stakeholders/interested parties on issues related to projected future sea level rise and implementation of potential adaptation strategies to mitigate the effects of future climate-related hazards upon the built and natural environments. TBRPC hosts a ONE BAY: Resilient Communities working group meeting three-to-four times per year, with the next meeting scheduled for February 5<sup>th</sup>, 2016: [http://www.tbrpc.org/onebay/working\\_group.shtml](http://www.tbrpc.org/onebay/working_group.shtml)

Report Prepared: November 6, 2015

Page 2

Staff Contact: Brady Smith  
brady@tbrpc.org / Ext. 42

Summary information about the requirements of the Redevelopment Component of the Coastal Management Element is available from the website of the state land planning agency, the Florida Department of Economic Opportunity, Division of Community Planning, via the following link:

<http://www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/adaptation-planning>



## Florida Department of Transportation

RICK SCOTT  
GOVERNOR

11201 N. McKinley Drive  
Tampa, Florida 33612

JIM BOXOLD  
SECRETARY

November 5, 2015

Ms. Melissa E. Zornitta, AICP  
Executive Director  
The Planning Commission  
P.O. Box 1110  
Tampa, FL 33601-1110

Re: City of Tampa Proposed Comprehensive Plan Amendment 15-2 ESR

Dear Ms. Zornitta:

We have reviewed the City of Tampa proposed Comprehensive Plan (the Plan) Amendment 15-2 ESR according to Chapter 163, Florida Statutes, and our review guidelines. The Department is providing the following assessment.

Background: Taking in approximately 118 square miles, Tampa is bordered by Old Tampa Bay and Hillsborough Bay. With a 2010 population of 335,709 (US Census), the City has residential, public and institutional, vacant, and commercial land uses predominating. A plethora of federal and state facilities run through the City including: I-75, I-275, US 41, US 41B, US 92, SR 60, SR 569, SR 573, SR 574, SR 580, SR 582, SR 585, SR 587, SR 589, SR 599, SR 616, SR 618, SR 618A, and SR 685.

Proposal: The City is proposing an update to the Tampa Comprehensive Plan resulting in an entirely new document.

Technical Comments: The Department has the following technical comments:

- ok ✓ Be consistent with spellings (e.g., sometimes it is neighbor-hood, other times it is neighborhood; inter-local vs interlocal, car-pool/carpool, walk bike vs. walk/bike)
- ✓ Page 61, Policy 7.5.1: Should it be "Tampa Bay Regional Planning Council ~~of Governments~~"? Or does this refer to the Hillsborough County Council of Governments? deletion accepted
- ✓ Page 63, Policy 8.1.3:  
ok "Tier 1 - Locations considered critical to Port operations and the City's economic welfare. Main characteristics consist of: having deep water access and are either part of, or have direct access to the Strategic Intermodal System.

ok

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

- ✓ Page 64, Policy 8.1.5: “Until such regulations are developed by the City, any proposed developments shall comply with the recommended” Should there be something following “recommended”? yes, inserted phrase left out

ok

- ✓ Page 64, Tampa International Airport: “Tampa International Airport (TIA) has consistently ranked in the top 10 airports in the world and is lauded for its convenience and ease of use by its clientele.”

ok

- ✓ Page 65, Policy 8.2.7: “In order to continue to promote and protect the utility of Tampa International Airport, the City shall support uses compatible with aircraft operation through the Municipal Airport Compatibility land use plan category.”

retained

- ✓ Page 73, Policy 8.11.8: If concurrency has been removed, is this policy necessary?

ok

- ✓ Page 120, Transportation: “All proposed General Commercial, Neighborhood Commercial or Residential Office rezonings shall only be allowed on roadways meeting the adopted levels of service of the Concurrency Management System Ordinance (~~unless exempted by the Transportation Concurrency Exception Area~~) and the....”

ok

- ✓ Page 144, Second bullet: “There are more choices for people to be mobile today, and as a result, people are more mobile; its choices include: rail-based transit....”

ok

- ✓ Page 145, Objective 1.1: “...articulated in the Vision; is consistent with objectives to provide adequate delivery of multimodal transportation system options; its and mitigates adverse traffic impacts to neighborhoods.”

retained

- ✓ Page 145, Policy 1.1.1: The staff report for the Planning Commission Public Hearing (dated September 14, 2015) states, as one of the Proposed Changes, “Removes transportation concurrency as required by state statute,” but MBY Policy 1.1.1 states that the Transportation Concurrency Exception Area for the “portion of the city south of Fletcher Avenue shall continue.” If transportation concurrency is being discontinued, then there is no reason to retain a TCEA. References to the TCEA should also be removed in other policies or objectives (e.g., MBY Policy 1.3.9).

ok

- ✓ Page 145, Policy 1.2.1: “Systematically establish and maintain a list of capital projects which increase roadway system capacity, operational efficiency, and safety for all users. This roadway system needs list shall be prioritized based on existing system deficiencies, its and the....”

- ✓ Page 146, Policy 1.3.3: The policy refers to “the table at the end of this element,” but there is no table showing LOS standards or SIS or TRIP facilities. Please note that as you develop this table, it is Department Policy that “The automobile mode level of service standards for the State Highway System

- during peak travel hours are 'D' in urbanized areas and 'C' outside urbanized areas." policy & associated table deleted, LOS "D" acknowledged currently
- ✓ ok Page 150, Policy 3.2.2: "Dedicated transit lanes constructed pursuant to this policy shall not be retrofitted for use by automobile or truck traffic...."
  - ✓ ok Page 199, Public Facilities, last bulleted item: "Development orders will be issued provided facilities are in place as shown in the City of Tampa's 5-year schedule for the Capital Improvements Program budget, ~~unless exempted under the Transportation Concurrency Exception Area.~~"
  - ✓ ok Page 200, Policy 1.1.11: "Consistent with State Statutes, public health and safety, sanitary sewer, solid waste, drainage, adequate water supplies, and potable water facilities shall be in place and available to serve new development no later than the issuance of a certificate of occupancy. ~~Unless otherwise exempted under State Statutes, transportation facilities needed to serve new development shall be in place or under actual construction within three years after a building permit is approved that results in traffic generation.~~"
  - ✓ ok Page 288, first paragraph: "Each local government in Florida is required to adopt, maintain and implement a comprehensive plan that, at a minimum, meets the requirements prescribed by Chapter 163 F.S. commonly known as the Community Planning Act. Under the act, Hillsborough ~~e~~CCounty, as a charter county, exercises this planning authority within the unincorporated portions and may exercise authority within municipalities and districts within the county. The County and the Municipalities are also empowered to enter into agreements to jointly plan for their growth and development and to implement such plans."
  - ✓ ok Page 301, Policy 4.2.1: "Support passenger rail transportation projects that will provide travel options linking urban centers within the city and the region."
  - ✓ ok Page 302, Policy 4.3.4: "Giving priority to the use of land for expansion of existing port and airport facilities and the planning and development of new facilities where forecasted demands so indicate" Should there be more to this policy?
  - ✓ ok Page 304, Policy 4.6.2: "The City shall use the projects listed in the 2040 Long Range Transportation Plan, as amended, in developing ~~its~~ is recommended capital improvements program."
  - ✓ ok Page 304, Policy 4.6.4: "The City of Tampa will continue to recommend mobility projects to the Hillsborough MPO for consideration into the Annual Update of the Transportation Improvement ~~Plan~~ Program (TIP)."
  - ✓ ok Page 304, Policy 4.6.5: "The City shall include transportation system capacity projects listed in the FDOT 5-year ~~W~~work ~~P~~rogram in the City's Capital Improvement Plan (CIP)/Capital Improvements Element (CIE)."
  - ✓ ok Page 309, Policy 1.6.2, Mass Transit: Should it read "~~If~~ It is determined that the load factor is greater than the 1.2 the City shall request HARTLINE to provide additional service for the affected routes"?

Ms. Melissa Zornitta

Page 4

November 5, 2015

- ✓ Page 311, Policy 1.6.4: If concurrency has been removed, is this policy necessary? policy retained

Thank you for the opportunity to review this proposal. Please ensure that we receive a copy of the adopted amendment. Should you have any questions please do not hesitate to contact me at 813-975-6444 or at jeffery.dow@dot.state.fl.us.

Sincerely,



Jeffery F. Dow  
LGCP Coordinator

cc: Tony Garcia, AICP, Planning Policy & Review Team Leader, The Planning Commission  
Carmen Monroy, Director of Policy Planning, FDOT  
Dana Reiding, Administrator of Intergovernmental Programs, FDOT  
Maria Cahill, AICP, Statewide Growth Management Coordinator, FDOT  
Ray Eubanks, Plan Processing Administrator, DEO  
Waddah Farah, PDA Administrator, FDOT District 7  
Daniel Santos, AICP, Growth Management Supervisor, FDOT District 7



## MEMORANDUM

To: Tony Garcia, AICP

From: Amber K. Wheeler, AICP  
Department Manager, Planning and Siting

Date: December 3, 2015

Re: City of Tampa Comprehensive Plan Update

The District appreciates the opportunity to review and provide comments on the proposed City of Tampa's Comprehensive Plan Update.

**Comment 1:** PSF Objectives 1.1 and 1.2 were modified to remove the Council of Governments (COG), but do not capture the intent of the proposed ILA language. Please see some suggested draft language below.

**these policies will be inserted**

*PSF Objective 1.1: Staff representatives from the City, Planning Commission, and other local jurisdictions will meet annually to coordinate and base their local governments' comprehensive plans and school facilities plans on consistent projections.*

*PSF Objective 1.2: Staff representatives from the City, Planning Commission, and other local jurisdictions will meet annually to report growth and development trends.*

**Comment 2:** In PSF Policy 3.1.3, the two (2) year review period from the effective date of school concurrency has expired.

*PSF Policy 3.1.3: The provision that limits shifting the impacts of developments to adjacent concurrency service areas (CSA) in cases where the receiving CSA is at or exceeds 95% of capacity shall be reviewed within 2 years of the effective dates of school concurrency within all jurisdictions. A committee that includes the various stakeholders will be included in this review process to determine the impacts of the provision.*

**this policy has been modified to address the comment**



**Comment 3:** GOV Policy 1.8.1 has been completed with the approval of the ILA.

*GOV Policy 1.8.1: In cooperation with the School Board and the local governments within Hillsborough County, the City will enter into an Interlocal Agreement for School Facilities Planning and Siting, as required by Section 1013.33, Florida Statutes, which includes procedures for:*

**this policy has been modified**

- *Coordination and Sharing of Information*
- *Planning Processes*
- *School Siting Procedures*
- *Site Design and Development Plan Review*
- *School Concurrency Implementation*
- *Implementation and Amendments*
- *Resolution of Disputes*

**Comment 4:** GOV Policy 1.10.1 is no longer needed because this coordination occurs currently between the City, School District, and Florida Department of Transportation with the addition of a School Board Member on the MPO Board and staff participation in various transportation related committees.

**this policy has been deleted**

**Comment 5:** PSF Objective 2.2.1, Public Education Facilities references maps that are not included for review.

**this policy has been modified to address this comment**



Marva Johnson, *Chair*  
John R. Padget, *Vice Chair*  
*Members*  
Gary Chartrand  
John A. Colón  
Rebecca Fishman Lipsey  
Michael Olenick  
Andy Tuck

November 3, 2015

Mr. Tony LaColla, AICP, Principal Planner  
The Planning Commission  
601 East Kennedy Boulevard, 18<sup>th</sup> Floor  
Tampa, Florida 33602  
Via email: [LaCollaA@plancom.org](mailto:LaCollaA@plancom.org)

Re: City of Tampa 15-2ESR

Dear Mr. LaColla:

Thank you for the opportunity to review the City of Tampa's proposed 15-1ESR amendment package, which the Florida Department of Education received on October 13, 2015. According to the department's responsibilities under section 163.3184(3)(b), Florida Statutes, I reviewed the amendment considering the provisions of chapter 163, part II, F.S., and to determine whether the proposal, if adopted, would have the potential to create adverse effects on public school facilities.

The proposal updates and reformats the current *Tampa Comprehensive Plan*, including minor revisions to the policies included in the Public School Facilities section. Although I identified no comments related to potential adverse effects on public school facilities, I offer the following technical assistance comments for your consideration:

1. Because the Community Planning Act removed the previous mandate for a public school facility element and provided new guidance for the implementation of school concurrency, several of the citations included in the city's Public School Facilities section are obsolete and should be revised to reflect current law. These instances include reference to section 163.3177(12)(g), F.S., on page 180 (note: there is no longer a mapping requirement) and references to section 163.3180(13)(e), F.S., on pages 188 and 192. The city may wish to delete the reference to section 163.3177(12), F.S., and to replace the references to section 163.3180(13)(e), F.S., with sections 163.3180(6)(b) and (c), F.S. comments accepted
2. Section 163.31777, F.S., provides the detailed guidance for the interlocal agreement for school planning coordination, which was removed from section 1013.33, F.S., and replaced with a cross reference. The city may wish to add a reference to section 163.31777, F.S., to GOV policy 1.8.1 on page 295. comments accepted

Thomas H. Inserra  
Director, Office of Educational Facilities

Mr. Tony LaColla. AICP

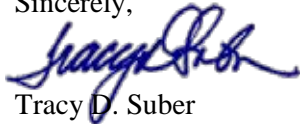
November 3, 2015

Page Two

3. Section 163.3180(6)(e), F.S., requires a school district that includes relocatable facilities in its inventory of student stations to include those facilities when calculating available capacity if the relocatables were purchased after 1998, meet the standards for long-term use and are not scheduled for removal in the educational plant survey. Therefore, as PSF policy 2.1.2 and CAP policy 1.6.2 are implemented, the statutory preemption must be applied. noted
4. On September 29, 2015, the Hillsborough County School Board adopted its five-year district facilities work for 2015-16 through 2019-20. Because the new work program supersedes the prior work plan, the city may wish to revise the Capital Improvements element (page 313) to incorporate the work plan that is in effect. noted
5. The public school facilities data analysis report includes outdated information. Of particular note is the difference in the forecast of student enrollment included on pages 49 through 77. The 2015 Capital Outlay FTE forecast is 13,000 students higher for the 2019-20 school year than the prior forecast. This may significantly affect the school profile and concurrency analysis tables. In addition, the report should be updated to reflect the current district facilities work plan identified above and the student station cost factors that became effective July 17, 2015. noted

Again, thank you for the opportunity to review and comment. Please contact me at 850-245-9312 or [Tracy.Suber@fldoe.org](mailto:Tracy.Suber@fldoe.org), if you have questions about this letter, or if I may be of assistance.

Sincerely,



Tracy D. Suber  
Growth Management and Facilities Policy Liaison

TDS/

cc: Ms. Lorraine Duffy Suarez and Ms. Amber Wheeler, Hillsborough County Public Schools  
Ms. Brenda Winningham, DEO/State Land Planning Agency



**DEPARTMENT OF THE AIR FORCE  
6TH AIR MOBILITY WING (AMC)  
MACDILL AIR FORCE BASE, FLORIDA**

August 25, 2015

Mr. Tony Garcia, AICP  
Planning Policy & Review  
Hillsborough County Planning Commission  
601 E. Kennedy Blvd. 18<sup>th</sup> Floor  
Tampa, FL 33602

VIA EMAIL: [garciat@plancom.org](mailto:garciat@plancom.org)

RE: MacDill AFB comments on the City of Tampa's Comprehensive Plan

Dear Mr. Garcia:

On behalf of MacDill AFB, I would like to thank you for this opportunity to provide input for the City of Tampa's proposed Comprehensive Plan. MacDill values its relationship with the City and its residents and strives to maintain a symbiotic relationship while protecting mission requirements and the health, safety, and welfare of those that reside and work near the base.

On 15 July 2015, the Secretary of the Air Force published Air Force Instruction (AFI) 32-7063, the "Air Installations Compatible Use Zones Program". This instruction implements the most recent version of the Department of Defense Instruction 4165.57 by identifying the requirements to implement and maintain the Air Force Air Installations Compatible Use Zones (AICUZ) program and identifies requirements for compatible land use and development to preserve operational capability. This newest version of the AFI substantially revised recommended land uses within the Clear Zone (CZ) and the Accident Potential Zones (APZs), but clearly note that "Key elements of this program include proactive engagement and establishing strong long-lasting relationships with local communities and governments and other agencies to foster a better understanding of installation operations and procedures, and of local community needs and concerns." (AFI 32-7063, 1.2.5)

As you know, the Clear Zone is the area that has the greatest risk of accidents after the runway itself and warrants special attention. The potential for accidents is so high that the land use restrictions necessary to ensure compatibility would prohibit reasonable economic use of the land. Therefore, it is AF policy to own or control the land through restrictive easements. To that end, there are no compatible land uses for this sensitive area other than roadways and/or agriculture. (See Table A2.1. Land Use Compatibility in the APZs, attached)

For Accident Potential Zones, the Air Force recommends limiting the number of people exposed through land use planning and focusses on the concept of minimizing density of land use in the vicinity. In addition to limiting density, certain types of land use such as residential,

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educational facilities, and medical facilities are considered incompatible and are strongly discouraged. To that end, we recommend that density for dwelling units in the FAPII (APZ II) area be limited to 2 per acre, and no further residential development be approved in FAP I (APZ I), except for residences being replaced in-kind. Because we understand that some parcels may have already received prior development approvals, we hope that this recommendation will apply to any requests for redevelopment going forward.

Below are our recommendations for the proposed comprehensive plan:

- LU Objective 8.3: Change the use of terms FAP and FP (Flight Area Path) to APZ (Accident Potential Zone)
- LU Policy 8.3.1: change “...shall be limited to 10 dwelling units per acre” to “...shall be limited to 2 dwelling units per acre.”
- LU Policy 8.3.6: Change “.....shall be promoted...” to “....shall be enforced....”

Once again, we appreciate the opportunity to provide comment on the City’s proposed Comprehensive Plan. If you have questions, or need further clarification, please contact Rebecca Rodgers in my office at 813-675-7876.

Respectfully,

Robert Moore  
Deputy

Attachment



An Equal Opportunity Employer

# Southwest Florida Water Management District

2379 Broad Street, Brooksville, Florida 34604-6899

(352) 796-7211 or 1-800-423-1476 (FL only)

WaterMatters.org

### Bartow Service Office

170 Century Boulevard  
Bartow, Florida 33830-7700  
(863) 534-1448 or  
1-800-492-7862 (FL only)

### Sarasota Service Office

6750 Fruitville Road  
Sarasota, Florida 34240-9711  
(941) 377-3722 or  
1-800-320-3503 (FL only)

### Tampa Service Office

7601 U.S. 301 North (Fort King Highway)  
Tampa, Florida 33637-6759  
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1-800-836-0797 (FL only)

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**Robert R. Beltran, P.E.**  
Executive Director

November 2, 2015

Mr. Tony Garcia, AICP  
Team Leader  
Hillsborough County City-County Planning Commission  
601 Kennedy Boulevard, 18<sup>th</sup> Floor  
Tampa, FL 33602

Subject: **Tampa 15-2ESR**

Dear Mr. Garcia:

The Southwest Florida Water Management District (District) has reviewed the proposed amendment package which includes an update to the City's comprehensive plan. We offer the following technical assistance comment for consideration.

### Regional Water Supply

1. Comprehensive plan policy GOV 1.9.12 should be expanded to state that the 10-Year Water Supply Facilities Work Plan will be updated within 18 months after the SWFWMD approves an update to its regional water supply plan. Please note that the next update is scheduled for approval by the District's Governing Board at its November 17 meeting.

updated

### Floodplains and Floodprone Areas

2. No comments.

### Wetlands and Other Surface Waters

3. No comments

We appreciate this opportunity to participate in the review process. Please provide the District with a copy of the adopted amendment, including any supporting data and analysis. If you have any questions or require further assistance, please do not hesitate to contact me at (352) 796-7211, extension 4790, or [james.golden@watermatters.org](mailto:james.golden@watermatters.org).

Sincerely,

James J. Golden, AICP  
Senior Planner

JG

cc: Ray Eubanks, DEO  
Estella Gray, SWFWMD  
Suzanne Ray, FDEP

## **INTRODUCTION:**

**Page 4** (1<sup>st</sup> one) under Plan Organization, How to Use the Plan - this plan has been structured in a way to (*practically apply*) outline those areas...

**Page 4** (2<sup>nd</sup> one) under Creating Livable Streets, South Tampa - Remove (*South Westshore*) from first paragraph; add Bayside West and Guernsey Estates. In second paragraph, remove (*Guernsey Estates* and *South Westshore*).

Page 5, Maintaining Neighborhood Stability, Line 8 - more sustainable mix of uses that provide goods and services within walking distance of residents on the appropriate road networks... Tony, you were going to reword this to emphasize the “appropriate” roads, etc.

## **LAND USE SECTION:**

**Page 20** under Historical Development Patterns, Pre-World War II - add Beach Park. Under post-World War II - remove (*Beach Park*).

**Page 25, LU2.1.2**, under Westshore Business Center, Line 2 - district of Tampa and the State.

**Page 38, LU 6.1.9** - add something re protections for abutting neighbors from parking, signs, etc.

**Page 40, LU 6.1.13**, at end of paragraph re rejecting the ballot proposal, add Although it failed countywide, it passed in the City of Tampa.

**Page 74, LU 9.1.3** - Encourage, where appropriate, - add comma after “appropriate”

**Page 78, LU 9.5.6** - In order to create attractive and affordable (*rental*) living opportunities...

**Page 86, LU 13.1.2** - add Tampa Cares

**Page 125, LU Category Matrix** - Neighborhood Serving Commercial should not be in R6 or R3. Add for appropriate categories should be considered subject to locational criteria.

## **STORMWATER MANAGEMENT SECTION:**

**Page 200, SM 2.1.1** - ...receiving waters, including swales and maintaining setbacks.

**NATURAL SPACES SECTION:**

**Page 204 - first paragraph, Line 4** - *whom* should be who

**Line 9** - invested in Hillsborough, (add comma) whether...

**Line 10** - here, work here or play here, (add comma) *we* (take out *we*) collectively...

**Line 12** - stewardship. It is important to maintain this diversity (take out comma)  
while...

**Page 204 - second paragraph, Line 3** - *take out both commas.*

**Last sentence** - decision-making (add hyphen)

**COASTAL MANAGEMENT SECTION:**

**Page 205, First Paragraph, Line 16** - essential that all authority, (add comma) management...

**Page 207, CM Goal 1** - (*shall*) strive to protect human life and limit...

**Page 209, CM 1.3.4, Line 3** - damage (delete hyphen)

**ENVIRONMENTAL SECTION:**

**Page 217**, under Environmental Challenges -

**Bullet 1** - that are (*measured*) measurable...development of realistic, (*aggressive*),  
publicly..

**Bullet 2** - last line - metropolitan region on environmentally sensitive lands, (add comma)  
(*and*)

**Page 225, ENV 1.6.7** - preserves (remove hyphen)

**Page 230, ENV 1.10.2** - replace (remove hyphen)

**Page 248, ENV 1.27.7, Line 2** - as infrastructure. (Add period) (*all*) All efforts...

**Page 255, ROC 1.1.5, Line 2** - overriding (remove hyphen)

**Page 256, ROC 1.3.1** - (*800*) 1000 trees

All maps and schedules should be in a readable font, i.e., p. 44, 121-126, 144-145, 289-339

Land Use Matrix changes to Residential 6 FLU category: deletion of references to commercial uses and addition of bullet point stating that Neighborhood Office and Commercial uses are prohibited in this category.