



Land Use Working Group Meeting

Joint Meeting with One Bay Technical Team &
TBRPC Regional Planning Advisory Committee

Friday, August 6, 2010 – 9:30 a.m. to 12:00 p.m.
Tampa Bay Regional Planning Council
Pinellas Park, Florida

AGENDA

I. CALL TO ORDER (Jennifer Willman) **9:30**

II. PRESENTATION ITEMS

1. TBARTA Board Action Steps (Jennifer Willman) **9:35**
2. Transit Oriented Development (TOD)
Policies Adopted by City of Tampa (Melissa Zornitta) **9:45**
3. TOD Resource Guide (Jennifer Willman/James Ratliff) **10:00**
 - Model Zoning Overlay Regulations
 - Funding & Financing TOD
4. Regional Advisory Planning Committee (Avera Wynne) **11:00**
 - One Bay Status Update
 - Statewide Regional Evacuation Study
 - Evaluation and Appraisal Reports
 - Get Ready Tampa Bay
5. Transit-Supportive Land Use Planning Activities in Region (LUWG Members) **11:30**

III. ANNOUNCEMENTS

1. Next Joint Meeting for LUWG and One Bay/ RPAC – October 1, 2010
2. Statewide Regional Evacuation Study Release Workshop – August 26, 2010
3. TBARTA Calendar

IV. ADJOURNMENT

The TBARTA Land Use Working Group provides input to the Regional Transportation Master Plan's technical team about land use planning issues. Specifically, the input provided relates to existing land use patterns, long-range land use plans, and growth projections. Various land use planning agencies, environmental groups, the development community and transportation agencies have been invited in order to convene technical experts to participate in this group. Please visit <http://www.tbarta.com/content/about/luwg> for more information.

**The Tampa Bay Regional Planning Council is located at
4000 Gateway Centre Boulevard, Suite 100, Pinellas Park, Florida 33782.**

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/
REGIONAL PLANNING ADVISORY COMMITTEE (RPAC)
AUGUST 6, 2010**

PRESENTATION ITEM 1

Agenda Items

TBARTA Board Action Steps

Presenter

Jennifer Willman, Jacobs/TBARTA

Summary

At the TBARTA Board Workshop on May 21, 2010, several action steps and responsibilities to achieve the key goals were identified, including the Master Plan update and expansion, communications, partnerships, land use issues, supporting local referenda, and long-term funding for projects and agency sustainability. The attached list will be updated as needed, based on resources and staff available to complete various tasks.

Regarding land use issues, the Land Use Working Group was asked to complete the TOD Resource Guide by December 2010, and to be the clearinghouse in the region for land use models and best practices related to transit. TBARTA will be available to provide advice to local communities when asked, educate on how land use affects our federal funding opportunities, and engage groups that represent a wide range of interests.

The Board requested the Citizens Advisory Committee (CAC) to identify and pursue collaborative business and community partnerships; pursue Public Private Partnerships and other opportunities; and strengthen existing partnerships and outreach efforts. The Board requested criteria for pursuing partnerships, and recommended priorities based on the criteria developed by the CAC.

Attachments

- Working Draft TBARTA Action Matrix from May 21, 2010 Board Workshop

KEY GOALS	ACTION STEPS	RESPONSIBLE	COMPLETION DATE
Overall Agency Goals	<ol style="list-style-type: none"> 1. Evolve into the convener, collaborator, communicator and catalyst. 2. Build confidence and trust in the organization. 3. Aspire to be the “umbrella organization,” through trust and confidence and a proven track record. 4. Ensure that all systems work together seamlessly. 	<ol style="list-style-type: none"> 1. Board 2. Board 3. Board 4. Board/Staff 	<ol style="list-style-type: none"> 1. May 2012 (check in periodically)
Master Plan Update and Expansion	<ol style="list-style-type: none"> 1. Create a specific timeline and process to update the Master Plan. Include all other regional transportation elements. <ul style="list-style-type: none"> -High Speed Rail and interim connectivity. -Road Needs (managed lanes, tolling, or other creative initiatives). -Freight. 2. Initiate Master Plan Update Process. Bring in all modes to have a truly regional transportation Master Plan. <ul style="list-style-type: none"> -Coordinate with MPOs, CCCs, ports (sea and air), and freight (CSX and port). -Adopt Revised Master Plan 	<ol style="list-style-type: none"> 1. Staff/Consultant 2. Staff/Consultant 	<ol style="list-style-type: none"> 1. July 2010-May 2011 2. July 2010-May 2011
Communications	<ol style="list-style-type: none"> 1. Bring Draft Communications Plan to the Board for discussion. Include how to: <ul style="list-style-type: none"> - Develop a branding/education plan including how to co-brand with TMC agencies. Include the TBARTA logo on buses. - Convene roundtable discussions about key issues and how TBARTA can assist or should step in (county/city/agency leaders) upon request. -Identify and be a part of discussions already taking place in local communities. -Educate local constituents in how the regional system will impact the local community. 2. Hire Communications Director. 3. Review and Approve Communications Plan. 	<ol style="list-style-type: none"> 1. Staff/Consultant 2. Executive Director 3. Board 	<ol style="list-style-type: none"> 1. Aug. 2010 2. In progress 3. Sept./Oct. 2010
Partnerships	<ol style="list-style-type: none"> 1. Identify and pursue Key Business and Community Partners. 2. Pursue Public-Private Partnership (PPP) opportunities, existing partnership opportunities, additional opportunities, and develop criteria and prioritization. 3. Facilitate and convene county/city/agency leaders for projects that cross county lines. 4. Develop opportunities to partner with transit agencies on co-branding and educational initiatives. 5. Enhance existing partnerships and partnership outreach with collaboration and coordination efforts. 	<ol style="list-style-type: none"> 1. CAC/TMC 2. CAC 3. TBARTA 4. TMC/Staff 5. CAC/TMC/Staff 	<ol style="list-style-type: none"> 1. On going 2. On going 3. On going 4. On going 5. On going
Land Use Issues	<ol style="list-style-type: none"> 1. Create a TOD toolbox and become a resource for local governments. Be the clearinghouse within the region for land use models and best practices related to transit. 2. Educate on how land use (livability) affects our federal funding. 3. Provide advice to local communities when asked. 4. Engage diverse land use interests including environmental groups, development community, rural preservationists, etc. 	<ol style="list-style-type: none"> 1. LUWG 2. TBARTA 3. TBARTA 4. TBARTA 	<ol style="list-style-type: none"> 1. Dec. 2010 2. On going 3. On going 4. On going
Supporting Local Referenda	<ol style="list-style-type: none"> 1. Ask referendum leaders how TBARTA can best provide support. Provide support as requested. 2. Educate about technologies as part of regular Speakers Bureau and other outreach efforts. 3. Educate about TOD, as part of regular Speakers Bureau and other outreach efforts 	<ol style="list-style-type: none"> 1. Board/Staff/Consultant 2. Board/Staff/Consultant 3. Board/Staff/Consultant 	<ol style="list-style-type: none"> 1. Nov. 2010 2. On going 3. On going
Long-Term Funding for Agency Sustainability and Projects	<ol style="list-style-type: none"> 1. Identify agency resource needs. 2. Begin to develop a long-term plan for funding project development. 3. Prepare for 2011 legislative session. 4. Identify presence needed in Tallahassee and DC and how to fund a presence. 5. Seek a long-term funding source for TBARTA’s administrative long-term funding needs. 	<ol style="list-style-type: none"> 1. Finance Committee 2. Finance Committee 3. Finance/Legislative 4. Finance/Legislative 5. Legislative Committee 	<ol style="list-style-type: none"> 1. Aug. 2010 2. Aug./Sept. 2010 3. Dec. 2010 4. Dec. 2010 5. 2011 Legislative Session

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
AUGUST 6, 2010**

PRESENTATION ITEM 2

Agenda Item

Transit Oriented Development (TOD) Policies Adopted by the City of Tampa

Presenters

Melissa Zornitta, Hillsborough County City-County Planning Commission

Summary

The City of Tampa recently adopted Comprehensive Plan Transit Station Area Policies, including a transit envelope map, typologies and design principles. This presentation will provide an overview of the policies and review process by the Florida Department of Community Affairs.

Attachments

- City of Tampa Comprehensive Plan Transit Station Area Policies, including Map, Typologies and Design Principles

Transit and Transit Stations

The development of a fixed guideway mass transit system for the Tampa Bay region has been under consideration for several years. In 2002, the Hillsborough Area Regional Transit (HART) Authority completed a multi-year effort to examine the feasibility of a light rail system in Hillsborough County using CSXT rail lines and new track in other areas. A previous major investment study, "The Mobility Study," identified a rail system that one day could connect Pinellas, Pasco, Hillsborough, and Polk counties via CSXT lines. The HART Rail Study (Environmental Impact Study—Tampa Rail Project, 2002) refined the plans for the first phase of this system, examining lines in the most densely populated parts of Hillsborough. The first lines would link Downtown Tampa to the USF area and to the Westshore Business Area. The technical and planning information in the HART Rail Study has been integrated into current planning efforts. In 2006, the Hillsborough County MPO commenced an MPO Transit Study to examine the county's transit needs and choices to the year 2050. The MPO Transit Study responds to community values centered on sustainable growth, neighborhood preservation and economic vitality. A preferred transit concept for 2050 emerged from the study's recommendations demonstrating how transit investments can influence countywide growth patterns, creating a more efficient use of land that in turn makes walking and transit more viable and desirable as real transportation options. The Study was approved by the MPO in December 2007. The preferred alignment for the MPO Transit Study is depicted on the Comprehensive Plan Vision Map.

The MPO Transit Study will support and facilitate decision making relative to the update of the Long Range Transportation Plan and the development of a rail system for the City of Tampa and Hillsborough County. As the development of a rail system proceeds, it will be important to address land use policies within potential rail corridors so that development considered during the life of this comprehensive plan can support future rail transit. This can be accomplished by transitioning certain areas to a more compact, higher intensity, mixed-use pattern of development. When rail investment plans are established and station sites are known, it will be important to provide appropriate transit supportive and pedestrian oriented overlay policies to guide development within ½ mile around each site.

Transit Station Area Considerations

This section provides a tool for assessing the transit supportive density for new development. The floor area ratios (FAR), job density measures and residential densities below set a measurable standard for predominately office, mixed use or predominately residential development. New development within ½ mile of planned rail stations and in areas that are planned to be rail transit supportive (e.g. downtown Tampa) need to meet the density thresholds described below for one of the categories; employment, mixed use and residential. The densities are expressed as net density. There are four basic station types that should have different land use policies applied to the area of influence around a station. They include:

High Intensity Urban Stations — refers to stations located in the Central Business District (CBD) of Tampa. Land use should include government centers with adjacent high intensity commercial and office uses. Highest intensity uses should be located in close proximity to the stations, while still providing good light and air quality at street level. The functional relationship of structures close to stations should have strong aesthetic considerations that will complement station design. Pedestrian networks, separated from vehicular traffic, and mixed use of land should be encouraged. Appropriate Transit Supportive Density

Greater than 3.0 floor area ratio
Employment: More than 150 jobs/acre
Mixed Use: More than 20 dwelling units/acre and more than 50 jobs/acre
Residential: More than 50 dwelling units/acre

Mixed Use Regional Stations — would be located in regional shopping, office centers and medium to high density residential communities. Residential development adjacent to stations should be planned at appropriate densities. The location of offices within close proximity to the stations and protection of adjacent lower density residential uses should be stressed. The Westshore Business District area is an example of an appropriate location for a mixed use regional station.

Appropriate Transit Supportive Density
Greater than 2.0 floor area ratio
Employment: More than 100 jobs/acre
Mixed Use: More than 12 dwelling units/acre and more than 40 jobs/acre or
More than 20 dwelling units/acre and more than 30 jobs/acre
Residential: More than 35 dwelling units/acre

Community Center Stations — would function as a center of activities for surrounding neighborhoods. A "sense of community" should be pursued in these station locations including encouraging gathering places, such as restaurants, parks, other public and private recreational facilities and residential support uses. Development plans for the areas adjacent to stations should provide places to live, work, and shop with a variety of public facilities and services, and supportive office activities.

Appropriate Transit Supportive Density
Greater than 1.0 floor area ratio
Employment: More than 20 jobs/acre
Mixed Use: More than 8 dwelling units/acre and 10 jobs/acre
Residential: More than 12 dwelling units/acre

Neighborhood Center Stations should serve low to medium density residential neighborhoods in both urban and suburban areas. Protection of adjacent neighborhoods from commercial or industrial development is stressed. Neighborhood

~~Center Stations are appropriate in more urbanized residential neighborhoods where concern for negative impacts might be an important consideration.~~

~~Appropriate Transit Supportive Density~~

~~Greater than 0.75 floor area ratio~~

~~Employment: More than 10 jobs/acre~~

~~Mixed Use: More than 6 dwelling units/acre and more than 5 jobs/acre~~

~~Residential: More than 8 dwelling units/acre~~

~~The purpose of the land use policies proposed for the station areas is to give the City a tool within the broad framework of the Comprehensive Plan to deal in the future with important land use issues related to stations. Actual overlay districts surrounding stations with appropriate regulations to implement the broad policies should be developed in conjunction with the plans for the mass transit system. The policies that have been cited should provide the framework to accomplish this future task. There is no timetable for implementing these plan provisions. Their implementation is contingent upon local government approval to build a fixed guideway, mass transit rail system.~~

~~Light Rail will provide flexible service that will navigate along existing rail corridors, transition to share surface streets with cars, and accommodate tighter turns and changes in elevation. Transit station spacing averaging one to two miles apart would serve a wide range of transit trip types, including work, shop, recreation and special events, while connecting key activity centers with predictable destination to-destination travel times. Additional express service could provide reduced travel times during peak periods.~~

~~Light Rail will include park-and-ride, kiss-and-ride, bus feeder and circulator services with supportive station area development. Key bus-to-rail and rail-to-rail transfer stations provides convenient, reliable end-to-end service.~~

~~Station area development will help maximize the transit investment with good pedestrian access to the transit facilities, provide a compact, vibrant user experience and, in turn, allow transit to support both employment and housing development.~~

~~It is important to address land use policies within potential rail corridors so that development considered during the life of this comprehensive plan can support future rail transit. This can be accomplished by transitioning certain areas to a more compact, higher intensity, mixed use pattern of development. When rail investment plans are established and station sites are known, it will be important to provide appropriate transit supportive and pedestrian oriented overlay policies to guide development within the ½ mile around each site.~~

Goal 17: A transit system that supports our continued economic success.

~~**Objective 17.1:** To efficiently and effectively plan the land uses around anticipated and proposed transit stations to support the vitality of a rail transit system.~~

~~**Policy 17.1.1:** The City of Tampa will continue to build upon the findings and recommendations of the Tampa Rail Project (HART, 2002) and the MPO Transit Study (MPO, 2002) in pursuing the development and implementation of a fixed rail system.~~

~~**Policy 17.1.2:** Transit overlay standards shall be developed to address density and intensity ranges for land development and shall reflect the intent of the transit technology, station type, expected population growth and market conditions. Overlay standards should cover density, height, appropriate uses, setbacks, building orientation and design, parking requirements, streetscape elements and signs.~~

~~**Policy 17.1.3:** The City shall coordinate with the Planning Commission and the Metropolitan Planning Organization to recommend appropriate station types for future station stops and areas desired to be supportive of major transit investments.~~

~~**Policy 17.1.4:** Mixed use development incentives and density incentives shall be developed and encouraged to implement the intent of the station type.~~

~~**Policy 17.1.5:** Land use decisions shall remain flexible to encourage complementary projects to foster station development. The location of the station and the function of the proposed station shall dictate the development policy in the area of influence. Requirements for station development should be flexible enough to support optimal residential, office/commercial and mixed use projects.~~

How to Use the Plan (Chapter 1, Page 16)

The 'Big Picture': It doesn't matter if you are looking for long-range guidance to assess a proposed development or if you are writing a grant and need support from the comprehensive plan or if you are a neighborhood looking for ideas on how to do a neighborhood plan or if you are trying to attract an out-of-town business to relocate to Tampa or if you are in an area that may be considered for future fixed guideway transit and transit oriented development, it all starts with the vision map (refer to Map 1 Vision Map, Chapter 2, Page 48). Actually, the vision map is a series of maps. Each contains information that helps to establish the vision for the city's future.

There is a lot of 'big picture' information packed into the vision maps. Geographically, you'll see the 'lay of the land' for Tampa. The Central Tampa, Westshore and University Districts are shown. When you follow-up with the narrative of the plan, you'll discover this is where the city wants most of its future growth and change to occur. You'll also see the city form, the physical pieces that make up the city – business centers, urban villages, mixed use corridor villages, Future Transit Envelope, and neighborhoods. The long-range transportation plan is there too, including the options for future transit modes. Tampa has an amazing diversity of economic engines that need to be nurtured so they keep adding jobs and income for the people who live and work here. Those are shown on the vision map too.

What you want to do and how does that fit into this bigger picture? Locating a business – are you near the area that best serves your market? Different types of businesses may be better suited for different areas of the city. Tampa's diverse economic engines and diverse population create many business opportunities. The vision map can help focus that search.

The big picture vision map also provides clues where you need to go next in the plan. Planning to locate a restaurant on Fowler Avenue? The vision map shows that Fowler Avenue is in the University District, near USF (a business center) on a transit emphasis corridor that has been identified as a mixed use corridor village and there may be an opportunity for a fixed-guideway transit line and associated transit oriented development nearby. This is potentially a good target market to open a restaurant. What's next?

The Following changes will be inserted immediately following the end of the Mixed Use Corridor Villages Goals, Objectives and Policies Section in Chapter 3, replacing the "Transit and Transit Stations" and "Transit Stations Goals, Objectives and Policies" sections from pgs 69-74.

Future Transit Envelope and Transit Stations Area Planning (Chapter 3, Page 69-74)

The development of a fixed-guideway mass transit system for the Tampa Bay region has been under consideration for several years. A Future Transit Envelope is visually depicted on the Vision Map (Map 1, Chapter 2, Page 48), and generally encompasses the area within which the following studies and planning projects have occurred. In 2002, the Hillsborough Area Regional Transit (HART) Authority completed a multi-year effort to examine the feasibility of a light rail system in Hillsborough County using CSXT rail lines and new track in other areas. A previous major investment study, "The Mobility Study," identified a rail system that one day could connect Pinellas, Pasco, Hillsborough, and Polk counties via CSXT lines. The HART Rail Study (Environmental Impact Study, Tampa Rail Project, 2002) refined the plans for the first phase of this system, examining lines in the most densely populated parts of Hillsborough. The first lines would link Downtown Tampa to the USF area and to the Westshore Business Area. The technical and planning information in the HART Rail Study has been integrated into current planning efforts.

In 2006, the Hillsborough County MPO commenced an MPO Transit Study to examine the county's transit needs and choices to the year 2050. The MPO Transit Study responded to community values centered on sustainable growth, neighborhood preservation and economic vitality. A preferred transit concept for 2050 emerged from the study's recommendations demonstrating how transit investments can influence countywide growth patterns, creating a more efficient use of land that in turn makes walking and transit more viable and desirable as real transportation options. The Study was approved by the MPO in December 2007. The preferred alignment for the MPO Transit Study is depicted on the Comprehensive Plan Vision Map (Chapter 2).

These past efforts have been incorporated into the Hillsborough MPO 2035 Long Range Transportation Plan (LRTP), which serves as the primary transit and transportation plan for all of Hillsborough County. The adopted MPO Long Range Transportation 2035 Transit Needs Assessment map depicts the long range fixed guideway transit needs for Hillsborough County. Additionally, a 'Big Picture' Vision Map has been included in the Comprehensive Plan (refer to Chapter 1, Page 16 and Chapter 2, Page 48) that visually represents the "Growth Management Solution" (refer to Chapter 3, page 58), by depicting the five Planning Districts, City Form Components (nine components including the Future Transit Envelope), and the associated goals, objectives, and policies that described how the City was to grow and evolve over a 20-year horizon. As the development of a fixed-guideway transit system proceeds, it will be important to

address land use policies within potential corridors to ensure that the appropriate land use framework is in place for successful station area development.

The Future Transit Envelope establishes the general boundary in which a fixed-guideway transit system may be considered, as well as creating a mechanism that sets forth a framework for the establishment of a Transit Oriented Development Overlay (TOD Overlay). The TOD Overlay will be in effect once the station area locations are determined in accordance with Goal 17 and associated objectives and policies below. When investment/funding plans are established and station location areas are known, appropriate area zoning changes to classifications that are transit-supportive will need to take place to allow transit supportive infill development and redevelopment to occur and to be consistent with and implement the TOD Overlay.

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

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

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

1. Designation of the Area of Influence for the Transit Oriented Development Overlay (TOD Overlay) at the time a station location is determined by the transit agency (0.5 mile radius from approved fixed-guideway station locations).
2. Set thresholds and allow by Transit Station Area Typologies (Table TOD-2), as an overlay to the Future Land Use Summary Table (Table 2, Chapter 3), the densities, intensities, range of uses, and land use characteristics that may be achieved and are necessary for successful Transit Oriented Development.
3. Determination, approval, and adoption of specific Station Area Plan Boundaries and typologies for each station. This may be a modified version of the initially designated Area of Influence and will become the fixed boundaries of the TOD Overlay. Implementation of these plans will include City-initiated area rezonings.

As a general overview, there are seven basic station types, High Intensity Urban Node, Mixed Use Regional Node, Community Center, Neighborhood, Park and Ride, Employment Center, and Special; characteristics of each are documented below 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 local applicable transit agency. The initial designation includes all areas within a 0.5 mile radius of the station platform, which is called the Area of Influence. This area is to be studied and enables interim zoning options for those properties within the area of influence in accordance with the process described in the second step.

The second step, linking the density, intensity, and range of use thresholds necessary for successful Transit Oriented Development (set forth in Table TOD-2), occurs with the adoption of the Transit Oriented Development Overlay, in accordance with Goal 17 and associated objectives and policies. Those densities, intensities, and range of uses described in Table TOD-2 will be applicable within the Area of Influence. In order to achieve additional development potential ("TOD bonus"), parcels within the TOD Overlay must provide transit-oriented amenities in accordance with Table TOD-4 and the methodology set forth in the City's Land Development Code. This TOD bonus provision will ensure that new development provides transit-oriented amenities that enhance the quality of life in order to achieve the desired density and intensity needed for successful Transit Oriented Development. Transit-oriented amenities can include, but are not limited to improvements to pedestrian/bicycle facilities and connections, improvements or design amenities that would decrease automobile use and parking demands, provision of a mixture of uses within a unified development, and increased 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 1). This process will be led by agencies and organizations as documented in an executed interlocal agreement, and take into account specific station contexts to determine appropriate Station Area Plan Boundaries. The Station Area Plan Boundaries will become the fixed boundaries of the TOD Overlay, and will fall within the Future Transit Envelope. The City of Tampa shall establish a consistent methodology, utilizing form-based and transit-based development initiatives to assist in the development of priority Station Area Plans, for the purpose of developing transit-oriented development regulations.

The following Goals, Objectives, and Policies allow for the flexibility and creativity needed to lead to successful Transit Oriented Development in and around future fixed-

guideway transit stations. They represent the initial framework for realizing the transformative potential of the development of transit system.

Transit Stations Goals, Objectives, and Policies

Goal 17: Develop a transit system that supports our continued economic success, enhances livability, and promotes reductions in greenhouse gases through the use of alternative transportation modes.

Objective 17.1: Establish a process of inter-governmental/agency communication and coordination to plan for a fixed-guideway transit system that creates connections throughout the City of Tampa, Hillsborough County, and to locations throughout the Tampa Bay Region.

Policy 17.1.1: Prior to the commencement of Station Area analysis for transit oriented development, an 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.

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

Policy 17.1.3: The City shall coordinate with the Local Planning Agency (LPA), the applicable transit agency, and the Metropolitan Planning Organization to designate the appropriate station type, pursuant to Table TOD-2, for specific station locations, considering the unique context of each station area within the entire transit corridor and the regional system.

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

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

- Within the Urban Service Area;
- Within the Future Transit Envelope; and,
- located within ½ mile of a fixed-guideway transit station, known as the Area of Influence.

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

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

Policy 17.2.4: A property owner within an Area of Influence may choose from one of the following options:

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

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

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

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

Policy 17.3.1: Following the establishment of the initial Area of Influence at a determined station location, a specific Station Area Plan Boundary for each station will be defined by the responsible entities as described in an executed interlocal agreement. The Station Area Plan Boundary will generally include areas within a 0.5-mile walking distance from the transit station. In determining the specific Station Area Plan Boundaries, physical, environmental, and community features, property boundaries, and borders shall be considered, thereby allowing the appropriate expansion or contraction of the Boundary.

Policy 17.3.2: Station Area Plan Boundaries are subject to Tampa City Council approval. The Station Area Plan Boundaries will become the fixed boundaries of the TOD Overlay, and will fall within the Future Transit Envelope. Any TOD-related zoning change that was approved prior to the adoption of a specific Station Area Plan Boundary shall be included within that Boundary.

Policy 17.3.3: The City of Tampa shall establish a consistent methodology, utilizing form-based and transit-based development initiatives to assist in the development of priority Station Area Plans, for the purpose of developing transit-oriented development regulations. Station typology definitions included in Table TOD-2 and a location-specific market study shall provide guidance for the Station Area Plan.

Policy 17.3.4: The City of Tampa, in coordination with HART, FDOT, or the applicable transit agency, shall begin developing priority Station Area Plans for each station. These plans will, at a minimum, consider those components identified in Table TOD-3, which is adopted as part of this section.

Policy 17.3.5: Transit oriented development regulations 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.

Policy 17.3.6: Pursuant to the local interlocal agreement (Policy 17.1.1), the Station Areas shall be analyzed for the purpose of developing transit oriented development regulations. These analyses (Station Area Plans) can either be publicly or privately funded, but their completion must be overseen by a public agency. At a minimum, these plans shall address the components as listed in Table TOD-3 and inform zoning decisions based on this table, to the extent feasible in each unique station area.

Policy 17.3.7: In addition to those Components of Station Areas documented in Table TOD-3, the Transit Station Area Design Principles in Table TOD-4, which is adopted as part of this section, should also be utilized as a guide in evaluating station areas for appropriate transit oriented development.

Policy 17.3.8: A public involvement program, that includes community stakeholders, public agencies, and private developers, shall be part of analyzing a Station Area. This process shall include public workshops.

Policy 17.3.9: During the construction of the fixed-guideway system and following the completion of an analysis of a priority Station Area, a city-initiated area rezoning for parcels within those station areas to transit supportive zoning categories (to be defined

in the Land Development Code), will be completed. These actions will be consistent with the Comprehensive Plan.

Objective 17.4: Utilize the Transit Station Area Design Principles in Table TOD-4 and subsequent policies listed below to guide the development of transit oriented development regulations and any associated Station Area Plans.

Policy 17.4.1: Where applicable, the transit oriented development regulations and any associated Station Area Plan shall recognize neighborhood planning efforts adopted by the City of Tampa including, but not limited to, community vision plans, neighborhood plans, economic development plans, and community redevelopment area plans. These plans shall receive priority consideration in developing these regulations to ensure consistency. However, the existence of a current plan does not preclude change from occurring in station areas as opportunities for development and redevelopment will need to be reevaluated within station areas in order to encourage transit supportive densities and intensities (refer to Table TOD-2). In areas where a Station Type (Table TOD-2) is in conflict with existing adopted plans or categories, Table TOD-2 shall supersede.

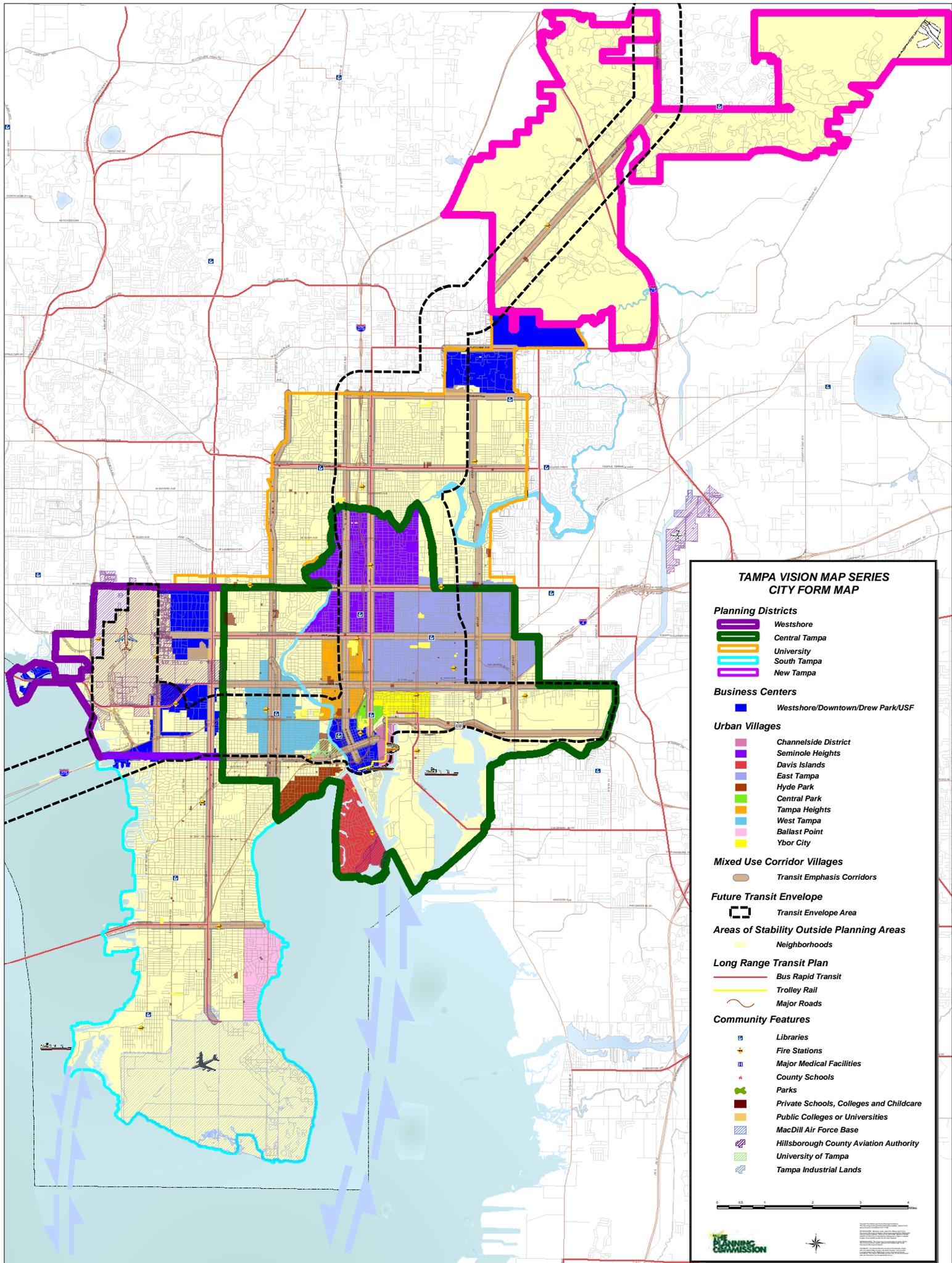
Policy 17.4.2: Where Station Areas are located within or adjacent to Mixed-Use Corridor Villages (Objective 16 and associated policies), closely coordinate planning efforts to ensure consistency in approach and implementation strategies. Where feasible, combine Station Area Plan efforts with those for the surrounding or adjacent Mixed Use Corridor Village in order to streamline the process and to encourage participation by stakeholders. Where form based codes pre-exist the Station Area Planning process, amendments to the code may be required during the city-initiated rezoning phase to ensure that the specific target densities and intensities related to the station typologies will be accommodated.

To be added to the Definitions Section of the Plan:

Fixed-Guideway Transit - Any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in 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.

To be added to as a footnote/asterisk to the Future Land Use Table 2, at the end of Chapter 3

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, and Policies related to the Future Transit Envelope and Transit Station Area Planning (See Goal 17, Objectives 17.1-17.4 and related policies). The location and type of fixed-guideway transit stations can be found on the MPO Long Range Transportation 2035 Cost Affordable Transit System Map. The Future Transit Envelope can be found on the Vision Map, Chapter 2.



**TAMPA VISION MAP SERIES
CITY FORM MAP**

Planning Districts

- Westshore
- Central Tampa
- University
- South Tampa
- New Tampa

Business Centers

- Westshore/Downtown/Drew Park/USF

Urban Villages

- Channelside District
- Seminole Heights
- Davis Islands
- East Tampa
- Hyde Park
- Central Park
- Tampa Heights
- West Tampa
- Ballast Point
- Ybor City

Mixed Use Corridor Villages

- Transit Emphasis Corridors

Future Transit Envelope

- Transit Envelope Area

Areas of Stability Outside Planning Areas

- Neighborhoods

Long Range Transit Plan

- Bus Rapid Transit
- Trolley Rail
- Major Roads

Community Features

- Libraries
- Fire Stations
- Major Medical Facilities
- County Schools
- Parks
- Private Schools, Colleges and Childcare
- Public Colleges or Universities
- MacDill Air Force Base
- Hillsborough County Aviation Authority
- University of Tampa
- Tampa Industrial Lands



Map prepared by the Planning Commission, City of Tampa, Florida, on 10/15/2014. The map is for informational purposes only and does not constitute a contract or warranty of any kind. The City of Tampa and the Planning Commission are not responsible for any errors or omissions on this map. The map is subject to change without notice.

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

Station Type ¹		Maximum Density Range ²	Maximum FAR Range ³	Applicable City Planning Dist.&Form ⁴ / Location ⁵	Range of Building Height	Range of Desired Land Uses ⁶	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) ⁴	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 ⁴	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) ⁴ / Brandon (I-75 area) ⁵	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 ⁴	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 ⁵	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 ⁴	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) ⁴	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) ⁴	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 ⁷		N/A	1.0-2.5	Tampa International Airport, Business Center - Westshore ⁴	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 ⁴ / Community Plan Areas ⁵	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.

¹Station Types are listed in a general hierarchy of intensity with associated, typical station characteristics. ²Maximum Density refers to the number of dwelling units per developable acre. ³Maximum FAR refers to the Floor Area Ratio per developable acre. ⁴City Form components are defined in Chapter 3 as part of the "Growth Management Solution" for Tampa, and are defined in a general hierarchy of intensity with associated, typical form characteristics. Station Types are permitted within the corresponding City Form component(s) listed, as well as within any higher (more intense) City Form component. Refer to Map 1: Vision Map in Chapter 2 for representation of Overlay and City Form locations. ⁵Station types are listed by corresponding location within the respective jurisdictions of Hillsborough County. ⁶Range of allowable uses shall be guided by Table 2 Future Land Use Summary Table in Chapter 3. Residential uses will not be permitted in areas where the underlying Future Land Use is Light Industrial, Heavy Industrial, or M-AP (City of Tampa). Increased development potential shall be prohibited in the Residential-6 category. ⁷Airport-related location. Photo Reference (from top to bottom): Tampa, FL: CBD; Denver, CO: University of South Florida; Portland, OR; Arlington, VA; Portland, OR; Hillsborough County: West Park Village; Tampa, FL: Met West Development; Tampa, FL: Tampa International Airport; Tampa, FL: USF.

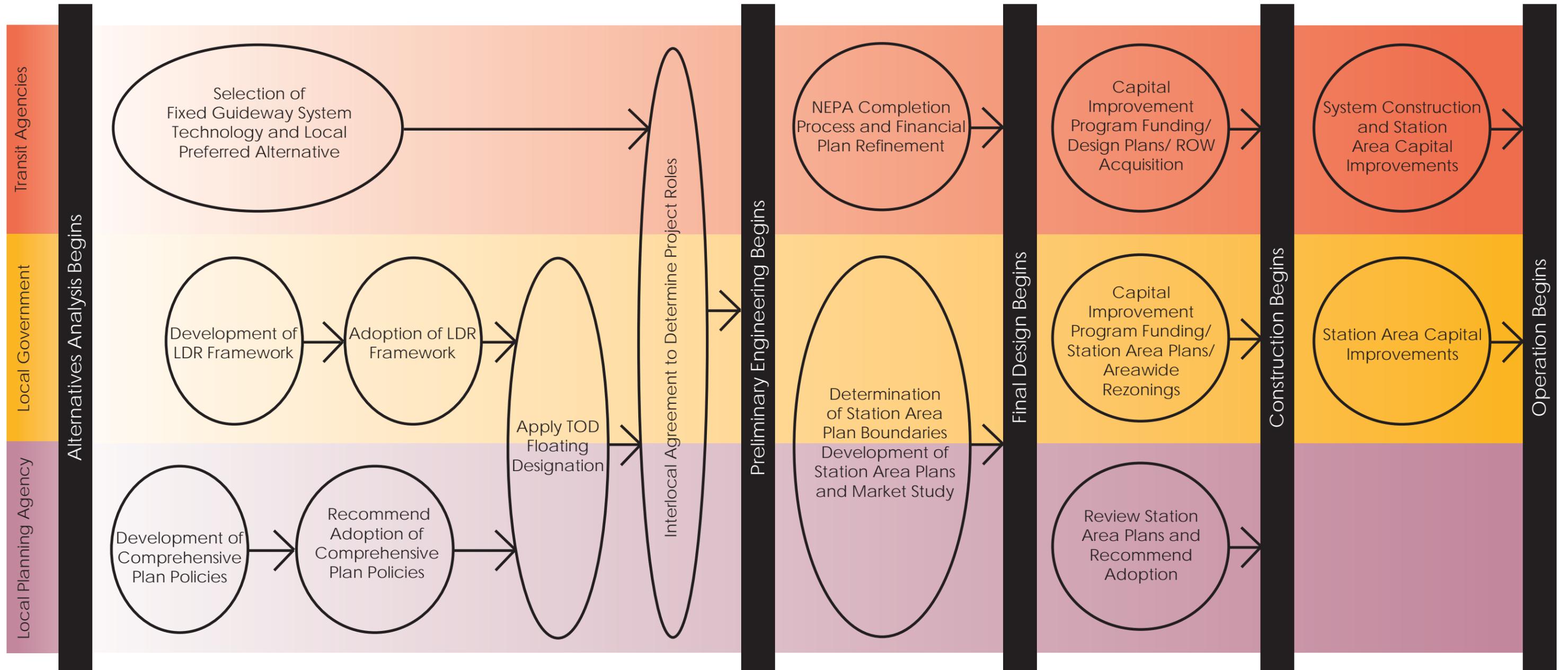
Table TOD-4: Tampa and Hillsborough Fixed Guideway • Transit Station Area Design Principles

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"> Encourage mixed-use projects by permitting FAR-based entitlement. Require market analysis for each Station Area Plan location to identify the potential mix, mass and mesh of proposed land uses. Encourage, through incentives, a variety of housing types and price points, including attainable and workforce housing. 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. 	<ul style="list-style-type: none"> Require higher density/intensity projects within a 0.25-mile walk from stations, with reduced densities/intensities adjacent to existing, stable and historic neighborhoods. 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. 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. 	<ul style="list-style-type: none"> Establish direct and visible public connections for pedestrian and bicycle connections between stations and neighborhoods. 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. 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. Ensure compatibility with the Greenways and Trails Master Plans, where applicable 	<ul style="list-style-type: none"> Redesign public streets surrounding the station areas for increased multi-modal use, emphasizing pedestrian and bicycle circulation, and traffic calming. Redesign street intersections for enhanced pedestrian and bicycle crosswalk protection. Size the pedestrian network for the anticipated level of service needed.  	<ul style="list-style-type: none"> 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. Develop private area wide parking strategies to minimize large surface parking lots for private development, and encourage off-site and shared parking facilities. 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. 	<ul style="list-style-type: none"> 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. Include policies to ensure consistency with the scale and architectural style of local historic districts, if applicable. 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. Provide for pedestrian weather protection and visual interest in building design by providing awnings, arcades, and/or recessed entrances. 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. 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. 	<ul style="list-style-type: none"> Design the public streets using Complete Streets principles to encourage pedestrian activity and provide protection from adjacent vehicular movements. Require streetscape elements such as street trees, pedestrian-scale lighting, wayfinding signage and seating. Where appropriate, place new development utilities underground. 	<ul style="list-style-type: none"> Identify, fund, construct and maintain urban public open spaces around stations as centers of activity. Incentivize private development of additional public urban public open spaces on all lots greater than 20,000 square feet through development density credit. Orient surrounding buildings onto the public open spaces to increase visibility and safety. Include seating, plantings, public art, other amenities and/or programming of activities.  

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

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

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



**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
AUGUST 6, 2010**

PRESENTATION ITEM 3

Agenda Item

Transit Oriented Development (TOD) Resource Guide

Presenter

Jennifer Willman, Jacobs/TBARTA

James Ratliff, Jacobs/TBARTA

Summary

The Land Use Working Group (LUWG) has been developing tools for the TOD Resource Guide. A preliminary draft of Model Zoning Overlay Regulations for Neighborhood Center Station Areas will be presented for discussion. Funding and Financing TOD will also be discussed. These will become chapters in the TOD Resource Guide after thorough review and comment by LUWG participants. Other chapters have already been reviewed by LUWG, including TOD Guiding Principles and Comprehensive Plan Model Policies. Additional chapters will include New Starts Process, Station Area Plans, Parking Management, Multi-Modal Connectivity and ADA, and Economic Development Tools.

Attachments

- TOD Resource Guide Chapter Outline, DRAFT August 2, 2010
- Model Zoning Overlay Regulations for Neighborhood Center Station Areas, DRAFT August 2, 2010
- Transit Station Typologies for Short-Distance Rail, DRAFT May 7, 2010
- Summary of TOD Zoning Examples in Florida
- Summary of TOD Zoning Examples in the U.S.
- Funding and Financing TOD, DRAFT August 2, 2010



Transit Oriented Development Resource Guide

This is a preliminary draft for discussion.

DRAFT
8/2/10

Transit Oriented Development (TOD) Resource Guide

Chapter Outline

- Introduction: TOD Guiding Principles *(completed)*
- Chapter 1: New Starts Planning and Project Development Process *(completed)*
- Chapter 2: Comprehensive Plan Model Policies *(completed)*
- Chapter 3: Station Typologies *(completed)*
- Chapter 4: Station Area Plans *(to be discussed 10/1/10)*
 - Planning Framework
 - Examples of Station Area Plans
- Chapter 5: Model Zoning Overlay Regulations *(to be discussed 8/6/10)*
 - Design Standards
 - Street Cross Sections
- Chapter 6: Parking Management *(to be discussed 10/1/10)*
- Chapter 7: Multi-Modal Connectivity and ADA *(to be discussed 12/3/10)*
 - Access Management
- Chapter 8: Funding and Financing TOD *(to be discussed 8/6/10)*
 - Joint Ventures and Public Private Partnerships
 - Development Agreement Examples
- Chapter 9: Economic Development Tools and Strategies *(to be discussed 12/3/10)*



DRAFT
8/2/10

This is a preliminary draft for discussion.

Chapter 5

Model Zoning Overlay Regulations for Neighborhood Center Station Areas

(1) Purpose.

- a) To encourage the infill and revitalization of existing commercial and residential areas that are within approximately ½ mile of proposed or existing transit station areas into pedestrian-oriented developments that provide a complementary mix of uses, including a variety of residential options, within convenient walking distance of transit service.
- b) To allow and encourage development densities and land use intensities that will allow for making productive use of alternative transportation modes such as bus transit, rail transit, bicycling, and walking.
- c) To encourage the design of innovative development projects that set high standards for landscaping, greenspace, urban design, and public facilities.
- d) To provide for connectivity of streets and sidewalks for improved circulation of all modes of transportation, including facilities for auto, transit, bicycles and pedestrian circulation.

(2) Applicability.

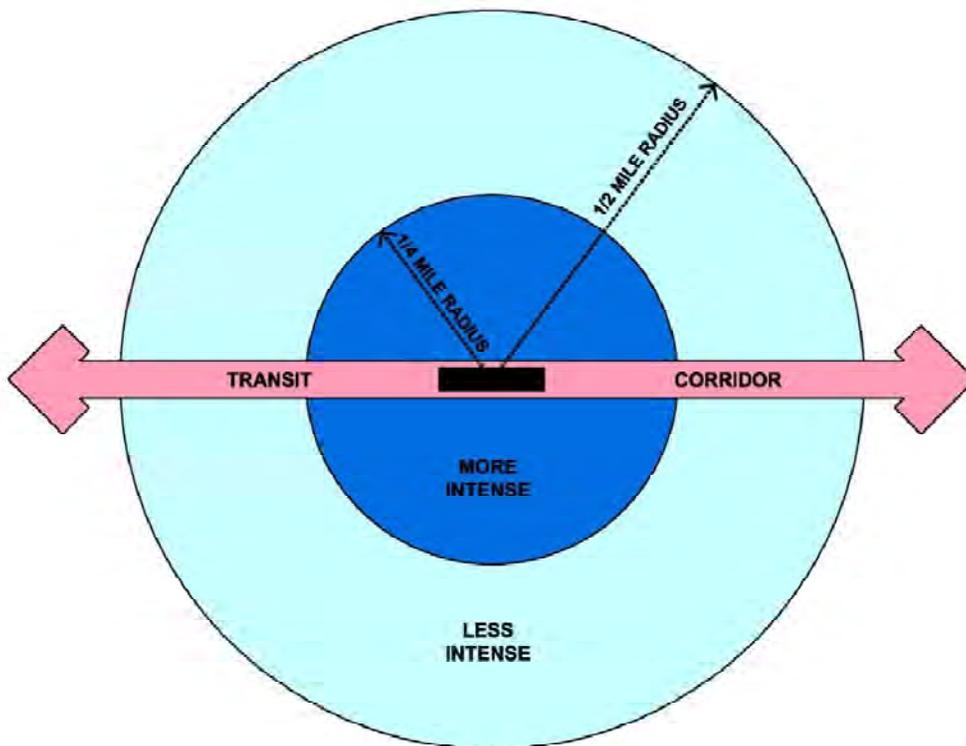
- a) Except as provided in sub-Section 3.D, the provisions of this Section shall apply to all parcels of land and rights-of-way within ½ mile of the entrance(s) of the [insert name] Neighborhood Center Station Area of the TBARTA system.
- b) The provisions of this ordinance apply to all applications for development orders, development agreements, land disturbance permits, plan review approval, and building permits.
- c) Exemptions.
 - i. Development orders and other permitted development activities for which the Zoning Administrator has received a valid and complete application for a building permit, development permit, or land disturbance permit prior to the enactment of this Section shall be exempt from this Section.
 - ii. Rehabilitation, restoration, renovation, expansion, and repair of a legally permitted structure existing prior to the enactment of this section shall be exempt from all provisions of this Section except “Use Regulations” until such time as the cumulative effect of all such permits issued subsequent to enactment of this Section on the subject parcel results in an increase in the total floor area of an existing structure by 50 percent or 10,000 sq. ft., whichever is less.

(3) Land Use Intensity.

The intent of the station area standards is to create a compact and high-intensity mix of uses that will increase transit use and pedestrian activity within a half mile radius (average ten-minute walk) of transit stations. **See Figure 1.**

- a) Density of Residential Uses.
 - i. For parcels that are located within $\frac{1}{4}$ mile of the entrance(s) of an existing or proposed TBARTA transit station, all residential developments and residential components of mixed-use developments that are part of new construction or redevelopment projects shall have a minimum density of 10 dwelling units per acre and a maximum density of 15 units per acre.
 - ii. For parcels that are located outside $\frac{1}{4}$ mile, but within $\frac{1}{2}$ mile of the entrance(s) of an existing or proposed TBARTA station all residential developments and residential components of mixed-use developments that are part of new construction or redevelopment projects shall have a minimum density of 6 dwelling units per acre and a maximum density of 12 units per acre.
- b) Floor Area Ratios.
 - i. For parcels that are located within $\frac{1}{4}$ mile of the entrance(s) of an existing or proposed TBARTA transit station, new construction or redevelopment projects shall have a minimum floor area ratio (FAR), not including parking areas or parking structures, of 0.75 (0.75 sq. ft. of floor area to one sq. ft. of the development site) and a maximum FAR of 2.0.
 - ii. For parcels that are located outside $\frac{1}{4}$ mile, but within $\frac{1}{2}$ mile of the entrance(s) of an existing or proposed TBARTA transit station, new construction or redevelopment projects shall have a FAR, not including parking areas or parking structures, of 0.5 (0.5 sq. ft. of floor area to one sq. ft. of the development site) and a maximum FAR of 1.0.

Figure 1. Land Use Intensity around Stations.



(4) Uses.

The station areas should include a mix of uses integrated vertically (in multiple stories in one building) and horizontally (on one site adjacent to each other) to encourage a range of uses with transit accessibility. The range of uses allowed and the increased density of this code should be used as an incentive for transit oriented development. Certain auto-oriented, low density, low employment, and uses that cannot take advantage of transit access should be prohibited within station areas. The following tables outline the permitted and prohibited uses within station areas.

Table 1. Permitted Uses in Station Areas

Accessory dwelling units
Auto Rentals and Carsharing Lots (limited to a maximum of 10 passenger vehicles on-site)
Bank
Civic, cultural and community facility
Coin operated laundry
College, university, technical school
Day care facilities
Dry cleaners (with a cleaning facility by special use permit)
Gasoline with or without convenience store (by special use permit)
Government facilities
Elementary/middle/high Schools
Hospital, health institutions, clinics
Hotel
Light Industrial and Manufacturing (with special use permit)
Live/work
Retail, personal service and/or office
Multi-family residential
Non-service oriented office uses on upper floors only
Parking garage
Park, urban plaza, urban gardens and open space
Professional service
Religious institution
Restaurant (except fast food establishment which may only be authorized by special use permit)
Retail under 50,000 sq. ft., or stand alone use that is not integrated as a mixed-use building (vertical)
Rowhouse
Service-oriented office uses
Single-family detached and duplex residential units
Single-family attached residential units
Theater, except drive-ins
Townhouse
Transit parking facility
Transit stations

Table 2. Prohibited Uses in Station Areas

Amusement park
Auto sale, auto service and repair, truck rentals, auto storage and auto rental (of locations with 11 or more vehicles)
Boat sale and storage yard
Building contractor
Car wash
Cemetery
Commercial laundry and/or dry-cleaners (except by special use permit)
Standalone parking facilities
Drive-in theater
Drive-thru service window
Freight terminal
Gasoline sales
Golf course
Heavy equipment sales and service
Heavy industrial uses
Low density housing (less than six units per acre)
Manufactured home sales
Mini-storage and self-storage facility
Retail uses, except grocery stores, larger than 75,000 sq. ft., unless part of a mixed-use development
RV mobile home sales yard and storage
Salvage yard
Towing service and vehicle storage yard
Warehousing and distribution facility

(5) Site Development Standards.

a) Standards for Redevelopment of Existing Commercial Sites.

Large existing commercial properties within ¼ mile of a TBARTA station entrance (**See Figure 2A**) are encouraged to redevelop to form mixed-use developments fronting the transit corridor. Internal site organization should seek to replace surface parking with structured parking and landscaped public spaces subject to the standards in this section. An example of the desired type of site development is provided in **Figure 2B**.

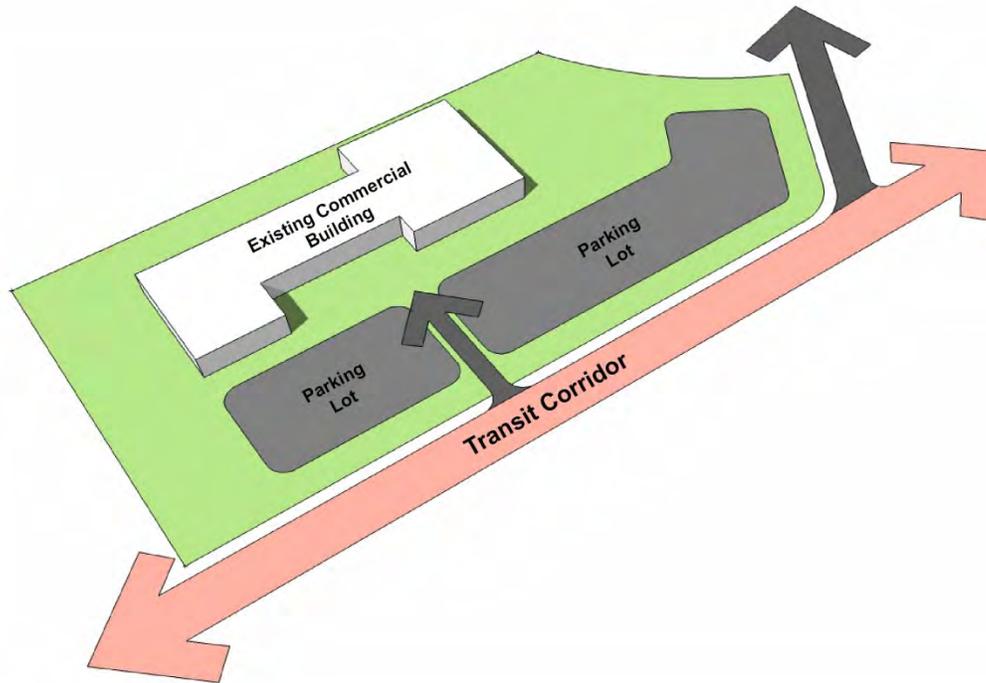


Figure 2A. Existing Condition: Large Commercial Redevelopment Site.

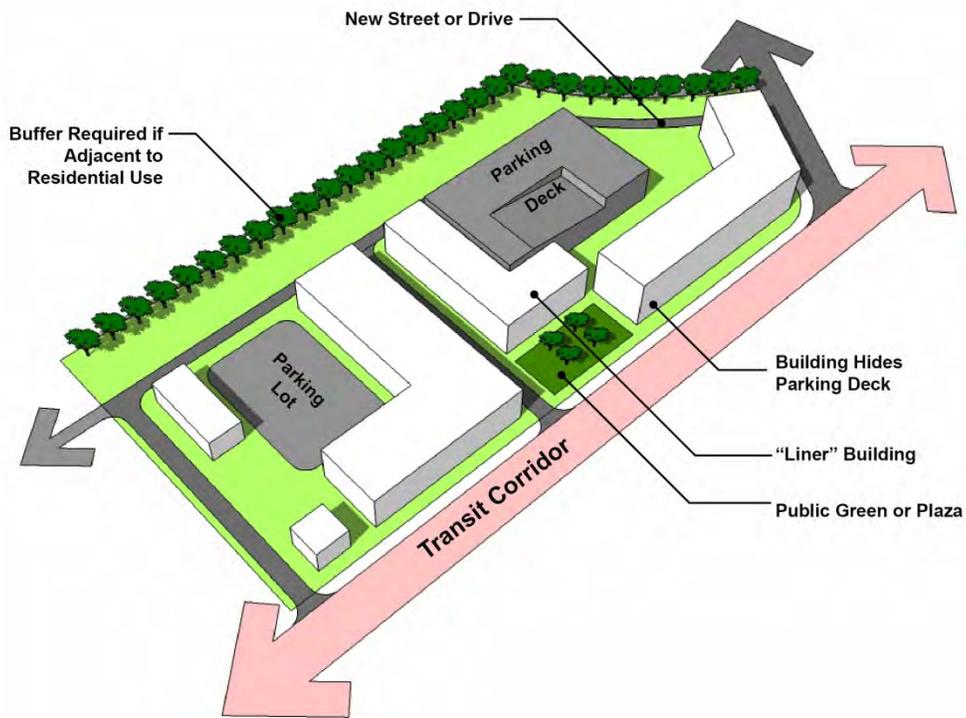


Figure 2B. Proposed TOD Commercial Redevelopment.

b) Block Pattern.

In order to create a more pedestrian oriented development, all new development and redevelopment of parcels larger than 4.0 acres shall be organized into blocks. This block pattern will ensure that internal and external connectivity is created in station areas and along the transit corridor to maximize access.

- i. The size, location and placement of blocks shall protect the natural and environmental features of the site and incorporate them as an amenity.
- ii. Block length shall range from 400 to 700 ft. including alleys that may divide the block. The maximum block perimeter shall not exceed 2,400 ft. **See Figure 3.**

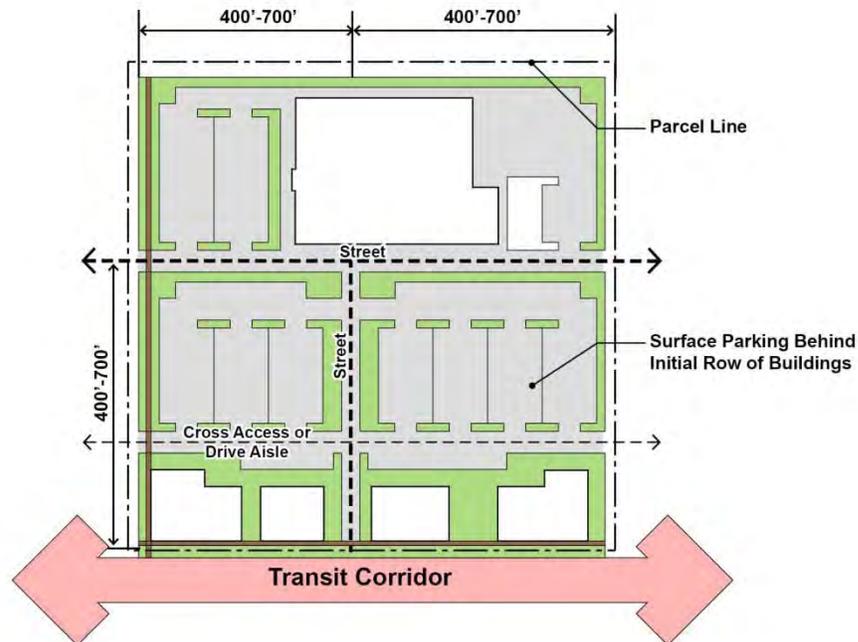


Figure 3. Desired Block Configuration Pattern.

c) Driveways.

Driveways and alleys located between blocks along the transit corridor shall be separated by at least 200 ft. and shall not be located within 75 ft. from the nearest curb of the adjacent street unless they are limited to right-in/right-out operation, subject to all relevant requirements of the FDOT.

d) Interparcel Connections (Cross Access).

For proposed development and redevelopment, cross access between abutting properties is required unless proven to be infeasible due to site and/or environmental constraints. Cross access shall include safe connections for pedestrians as well as vehicles. Interparcel connections that cross property lines shall be preserved by joint – access or cross-access easements approved by the local government permitting agency. Shared driveways shall be encouraged to minimize access onto collector/arterial roadways. **See Figure 4.**

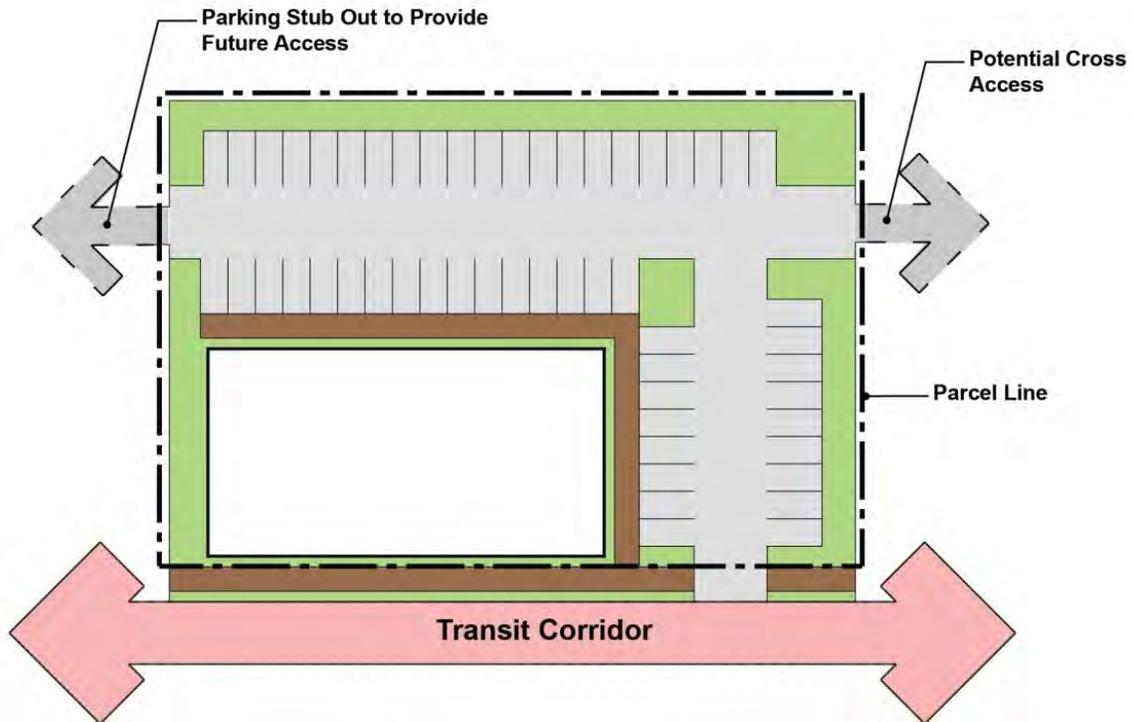


Figure 4. Interparcel Connections.

e) Bicycle Facilities and Multi-use Trails.

- i. The improvement of streets and development of property within $\frac{1}{2}$ mile of the entrance(s) of a TBARTA transit station shall provide direct bicycle pathways to surrounding buildings, adjacent parcels, neighborhoods, public and private schools, and parks and recreational spaces.
- ii. When existing or proposed bicycle facilities or multi-use trails connect to, or are adjacent to, a development site, compatible connections shall be provided on new or redeveloped streets in order to continue and extend the bicycle system in an integrated way.

f) Pedestrian Network Standards.

Pedestrian standards include two components, circulation and design, in order to provide access to transit and provide pedestrian connections to surrounding properties as illustrated in **Figure 5**.

i. Pedestrian circulation and framework.

The pedestrian circulation system shall provide a safe and continuous grid framework of sidewalks, crosswalks, mid-block crossings and internal pedestrian pathways that constitute a continuous grid pattern not more than 250 ft. on a side in all directions.

ii. Design of pedestrian access and sidewalks.

All developed or redeveloped sites shall provide sidewalks along the frontage of all abutting streets. Sidewalk widths shall be uniform along a block face, and shall be as shown in **Table 3**.

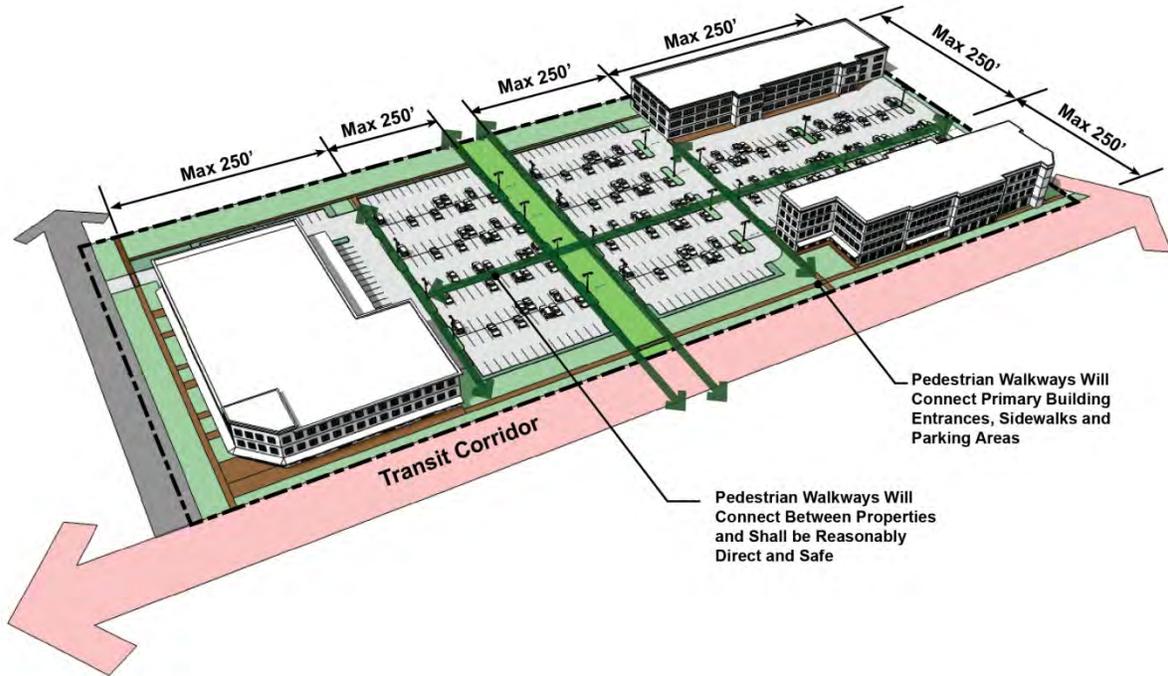


Figure 5. Pedestrian Network Standards.

Table 3. Required Sidewalk Widths

Sidewalk widths for all streets (existing and proposed)	
Location of Street	Width
Within ¼ mile of existing or proposed TBARTA station entrances	
- On transit corridor	15 ft.
- Other streets	8 ft.
From ¼ mile to within ½ mile of existing or proposed TBARTA station entrances	
- On transit corridor	10 ft.
- Other streets	6 ft.

- iii. All developed sites should provide at least one continuous intra-parcel walkway to connect sidewalks adjoining rights-of-way to the main entrance(s) of that property's buildings. Such walkway shall meet minimum width requirements herein, unless otherwise required as necessary to comply with the Americans with Disabilities Act (ADA). **See Figure 6.**

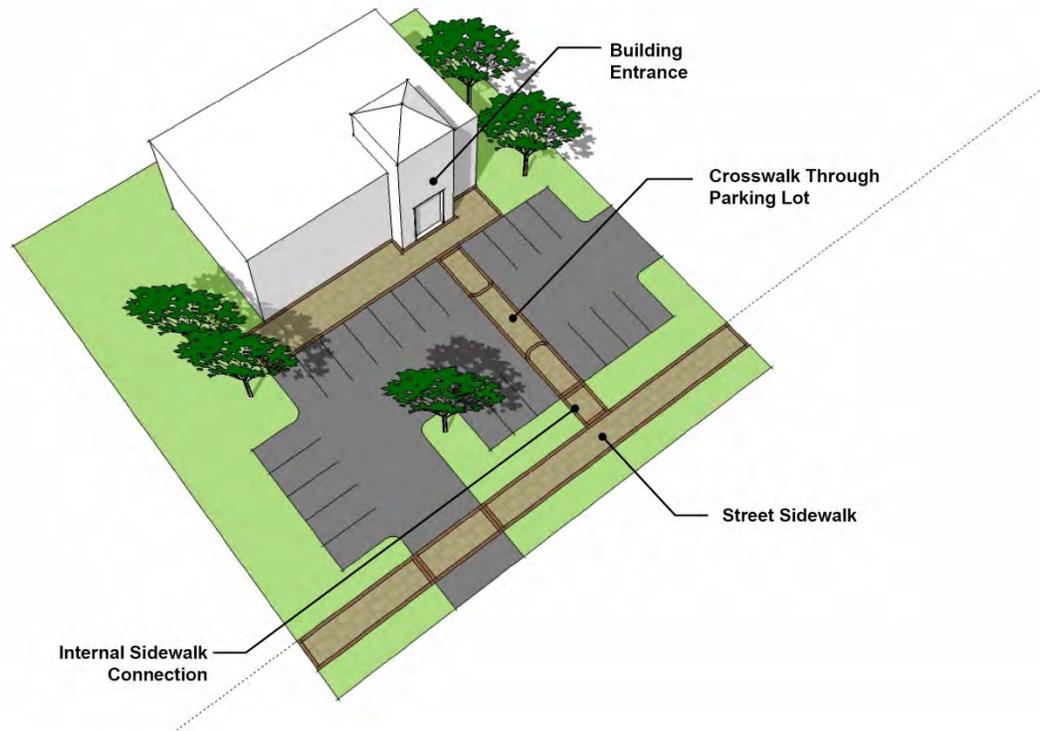


Figure 6. Intra-parcel Pedestrian Access.

- iv. Where internal sidewalks intersect a driveway or drive aisle within a parking lot or other part of a development site, other than single family residential property, the walkway should be clearly marked as a pedestrian path through a prominent method of marking, and/or change in material. **See Figure 7.**



Figure 7. Pedestrian Crossing in Parking Lot.

- v. Sidewalks along street frontages shall provide pedestrian lighting fixtures with a maximum height of fifteen feet.

g) Street Trees.

The rights of way of new or redeveloped streets shall be planted with street trees.

- i. Street trees shall have a minimum 3" caliper and be of No. 1 grade as per "Grades and Standards for Nursery Plants," Department of Agriculture and Consumer Services. All landscaping shall meet DOT visibility standards. CPTED guidelines should also be considered during landscape design.
- ii. Tree spacing. A minimum of one street tree shall be planted for every 40 linear ft. of street frontage or fraction thereof. Street trees shall be planted to avoid conflict with any above ground utility, such as transformer pads, power poles and fire hydrants.
- iii. Tree species. Select species that are tolerant of intense heat loads, minimal seed litter, and shade pavement.

h) Public Space.

Any development four acres in size or greater shall provide five percent of the total site area for public space. The public space requirement can be met by providing any of the following:

- i. Green, a public space available for unstructured recreation, bounded on at least two (2) sides by streets with facing buildings on all sides. A green is landscaped with lawns and trees, including existing or natural vegetation and paths and trails;
- ii. Square, an area that includes paved walks, hardscaped plazas, trees, and ornamental structures such as fountains and gazebos. A square is located at the intersection of streets and bounded on at least two sides by streets with facing buildings on all sides;
- iii. Outdoor seating, an area with tables and chairs, potentially covered umbrella seating. This area can also function as an outdoor café that is open to the public for eating and/or drinking; or,
- iv. Courtyards, an area that may have landscape, hardscape, and/or fountains which provide a seated area. It is bounded on only one side by a street and is surrounding by building frontage on the remaining sides.

i) Compatibility with Adjacent Existing Single-family Residential Areas.

Parcels that are within designated station transit areas may be adjacent to existing built and zoned single-family residential areas. The following standards shall be required for any type of development that is adjacent to such an area:

- i. Maximum lot width requirement.
If there are existing single-family detached residences behind proposed new development or redevelopment in a transit station area, then the new building footprints shall be no wider than three times the average width of the lots of the existing single-family residences that abut the proposed multifamily buildings, but no wider than 250 ft.
- ii. The space separating each of the proposed new or redeveloped buildings should be at least one-half the average width of the lots of the existing single-family residences.
See Figure 8.
- iii. When a street is located between the existing single-family area and the proposed development, new single-family building types shall face existing single-family uses.

- iv. Across the street (like uses facing like uses).

Non single-family building types may be permitted only when they abut at rear lot lines and are separated by a shared alley, service drive, common wall, or other buffering/screening which meets the intent of the code.

- v. Transition of height and buffer.

Buildings three stories or greater, abutting single-family lots without a street separating them, shall have a minimum 100 ft. setback from existing single-family property lines, and an additional 50 ft. setback for each story above three stories. **See Figure 9.**

- vi. Refer to existing buffer standards in each jurisdiction for additional requirements.

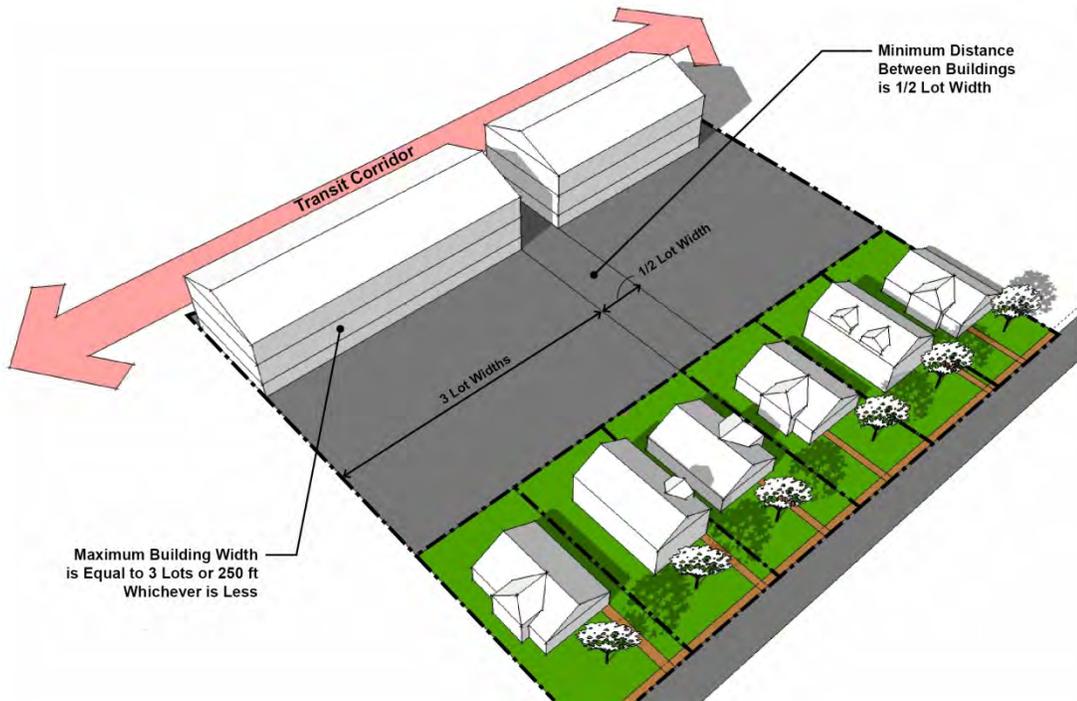


Figure 8. Maximum Building Width.

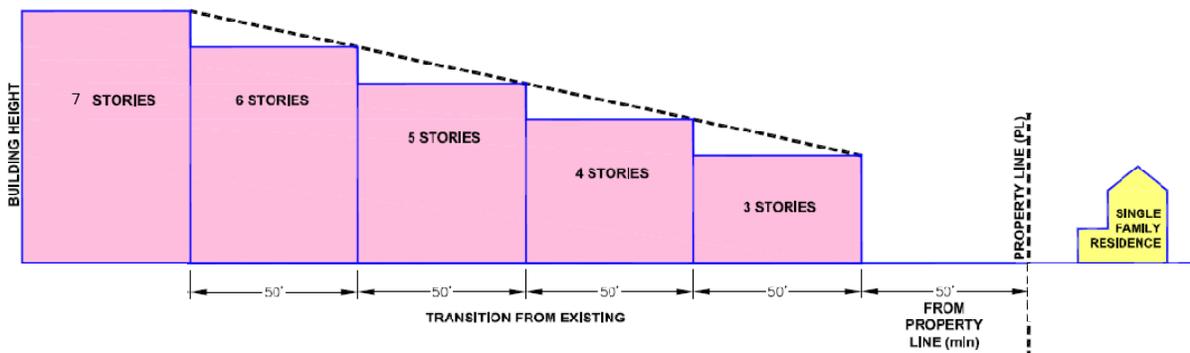


Figure 9. Transition of Building Height by Stories.

j) Buildings Oriented to Street Frontage.

By establishing a minimum street frontage requirement and requiring buildings to be oriented toward the street, a consistent built edge to the street will be established that is pedestrian friendly.

- i. Buildings shall have their primary façades oriented toward public streets.
- ii. Main entrance(s) and windows of the buildings that front on the street that is along the transit corridor shall face that street.
- iii. If residential uses face the street, they shall provide entrances and/or porches that are set back at least 5 feet from the sidewalk with a landscaped strip.

k) Front building Setbacks along the Transit Corridor.

- i. Buildings facing the transit corridor that are located within $\frac{1}{4}$ mile of an entrance to a TBARTA station shall have a maximum setback of 15 ft. to bring buildings closer to the street and create an active pedestrian environment. **See Figure 10A.** A minimum of 50% of the length of the parcel that abuts the street located along the transit corridor shall be fronted with buildings that are oriented to the street as provide in paragraph (j), above.
- ii. Buildings facing the transit corridor that are located outside $\frac{1}{4}$ mile but within $\frac{1}{2}$ mile of an entrance to a TBARTA station shall have a maximum setback of 32 ft. This allows for a half bay of parking and drive aisle and/or landscaping in front of a building along the transit corridor. **See Figure 10B.**
- iii. Building facades located along a zero-foot front setback shall provide recessed entries so that door swings shall not interfere with pedestrian traffic.
- iv. For corner parcels, the front setback shall apply to both street frontages.
- v. Outdoor cafes are permitted to encroach on the required front setback if the seating is located in the front and enclosed by a frontage wall, as illustrated in **Figure 11.** Up to 30 percent of the frontage requirement of sub-paragraph (i.) may be satisfied by outdoor cafes or other semi-private spaces separated by frontage walls. One pedestrian opening shall be permitted every 40 feet along the frontage wall.

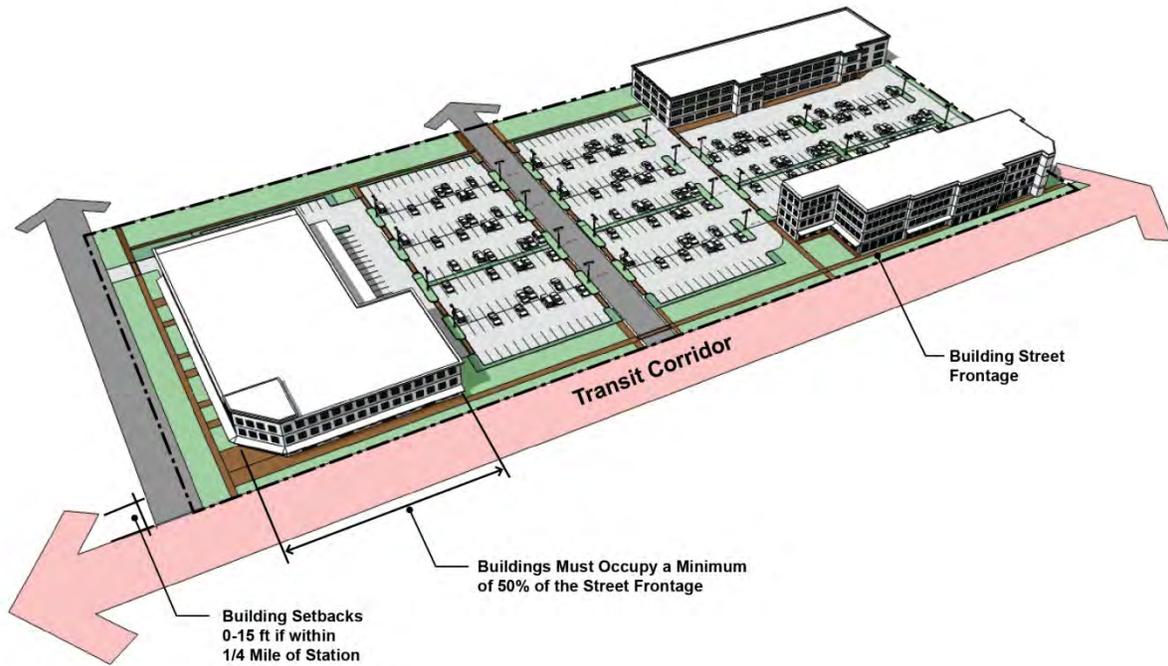


Figure 10A. Transit Corridor Setbacks – 1/4 Mile from Station Entrance.

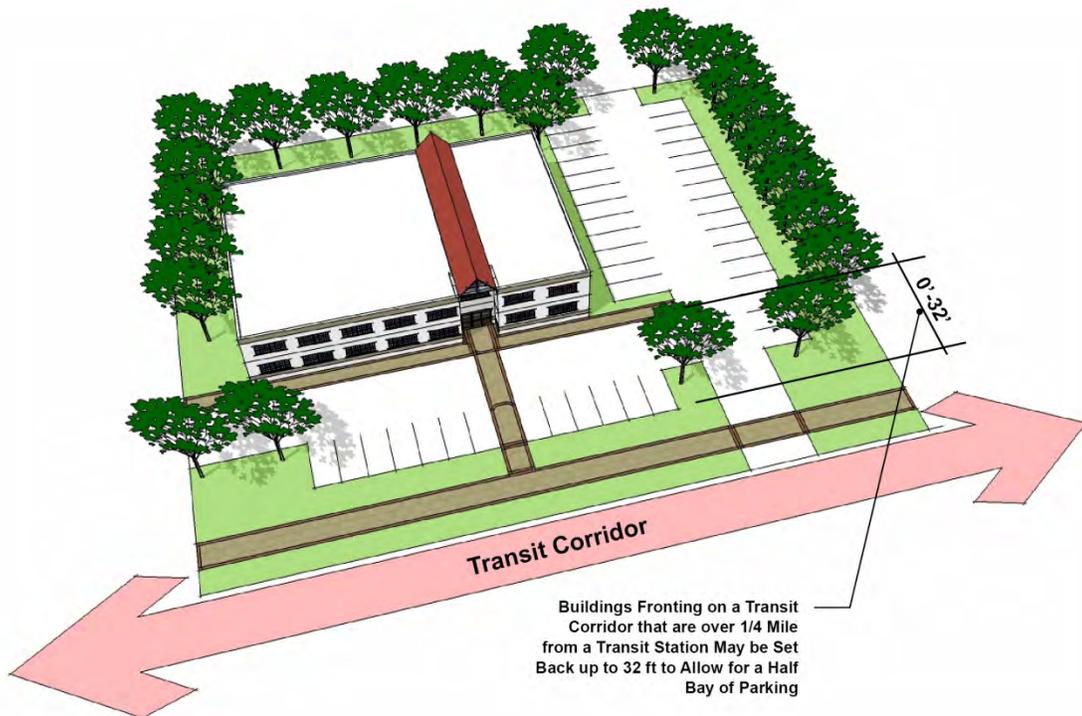


Figure 10B. Transit Corridor Setbacks – 1/2 Mile from Station Entrance.

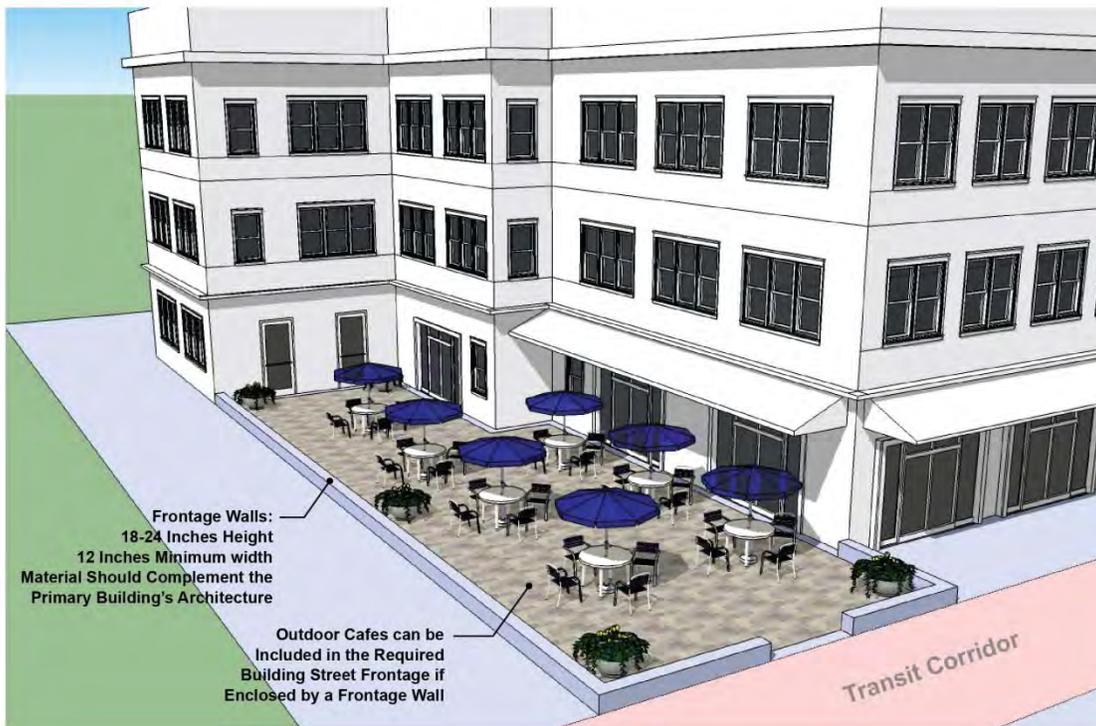


Figure 11. Frontage Wall and Outdoor Café Standards.

- l) Design and Location of Parking Garages.
 - i. Above ground parking garages shall be architecturally screened from view from the street along the transit corridor in one or more of the following ways:
 - 1. The parking garage may be located behind occupied buildings such that it not visible from the street.
 - 2. The lower floors of the parking garage may be wrapped by a liner building that is at least 25 ft. deep and at least as tall as the second story of the adjacent building facades. **(See Figures 12A and 12B).**
 - 3. Any portion of the façade of the parking garage that is exposed to view from the street along the transit corridor shall be architecturally designed such that the façade materials and the shape and proportion of openings are the same as the façade of the occupied buildings located on the same block face. **(See Figure 13).**
 - ii. The requirement for building design standards in Section 6 shall apply to the facades of parking garages that are located along the transit corridor.
 - iii. Parking garages that are larger than 250 ft. on any side shall provide a lighted internal pedestrian arcade or walkway that is connected to the sidewalks of adjacent streets on at least two sides and is available for public use. **See Figure 14.**



Figure 12A. Liner Building Wrapping Parking Garage.



Figure 12B. Photo of Liner Building and Parking Garage.



Figure 13. Parking Garage with Architectural Façade.



Figure 14. Pedestrian Arcade in Parking Garage.

m) Screening Requirements.

- i. Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash dumpsters, trash compactors, and other service functions shall not be visible from any street or sidewalk or adjacent residential area as illustrated in **Figure 15**. These facilities may be incorporated into the overall design of the principal building using screening walls of compatible material, style, color, texture, pattern, trim and details whether these service functions are attached or detached from the principal building.
- ii. The screening wall shall be one ft. higher than the largest object being screened, but not more than 10 ft. high, on all sides where access is not needed. An opaque gate, with the same height as the wall, shall be included where access is needed.

- iii. Mechanical equipment at ground level shall be placed on the parking lot side of the building away from view from any streets, sidewalks and residential areas. The mechanical equipment shall be screened from view by fencing, evergreen vegetation, or parapet walls (if located on a roof) using the same materials as the principal building, i.e., stone, brick or stucco. The screening shall be at least equal to the width and height of the equipment to be screened from view.

Comment

Establishing a maximum height in screening requirement, takes into account the height of a semi tractor-trailer which is typically 13 ft. - 13 ft. 6 in. and will screen the majority of the semi tractor trailer. If the screened area is not being used for deliveries, the maximum height could be lowered to eight ft. These guidelines list what is considered a service and loading area for ease of site plan review.

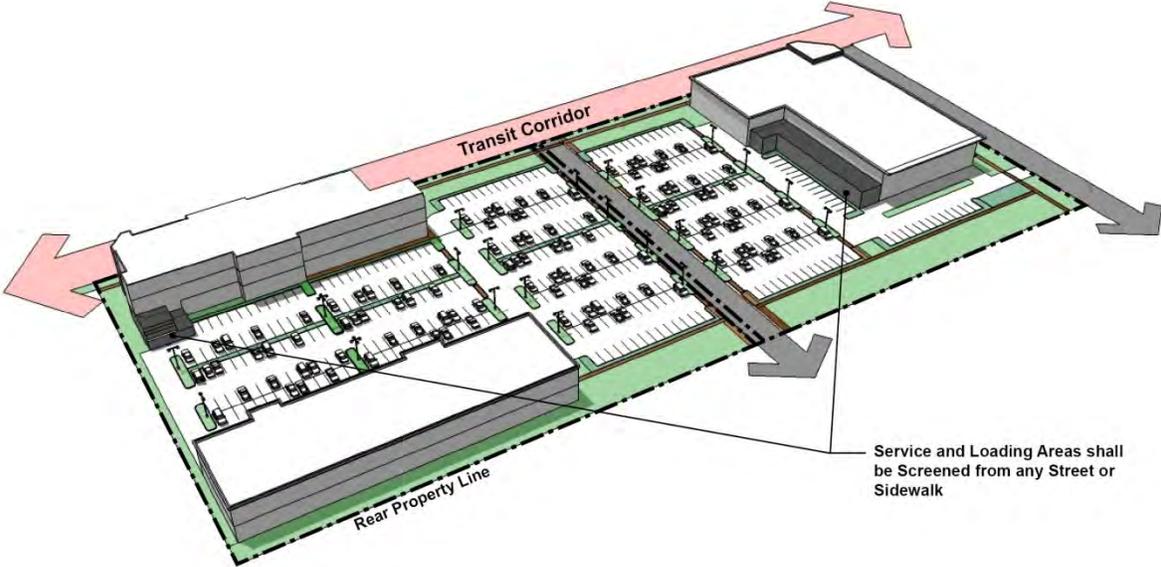


Figure 15. Screening Areas.

- n) Lighting.
Exterior lighting shall be designed with cut-off luminaries that are directed downward and away from adjacent properties so as to eliminate glare and light spillage.

(6) Building Design Standards.

- a) Articulation of Building Mass and Scale.
No more than 60 ft. of horizontal distance of wall shall be constructed without architectural articulations of the building façade that are at least a minimum of 30 ft. wide and 3 ft. deep for building walls and frontage walls facing the street. This applies to both for non-residential and attached residential buildings.

b) Building Façades.

Buildings shall provide a foundation or base, typically from ground to bottom of the lower windowsills, with changes in volume or material. A clear visual division shall be maintained between the ground level floor and upper floors with either a cornice line or awning from 12 ft. to 16 ft. above base floor elevation or grade, whichever applies to the proposed development. **See Figure 16.**

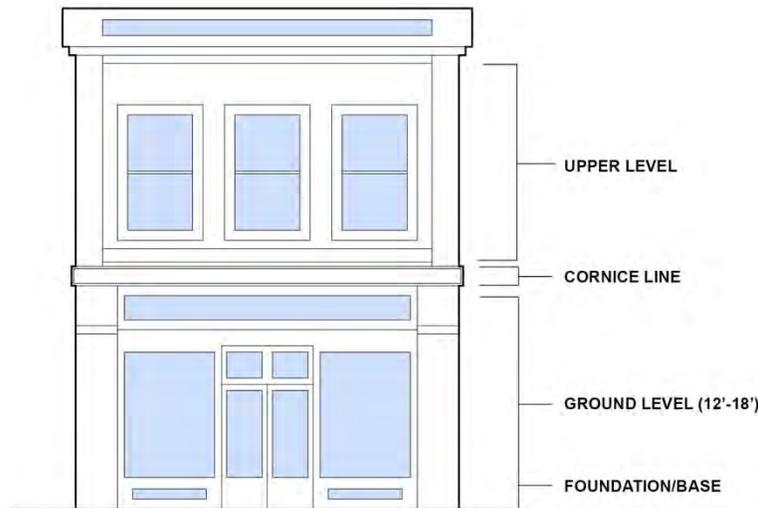


Figure 16. Building Façade.

c) Building Features.

All buildings excluding single-family detached homes shall utilize at least three of the following design features to provide visual relief along all elevations of the building as illustrated in **Figure 17**:

- i. Divisions or breaks in materials or textures (materials should be drawn from a common palette);
- ii. Window bays;
- iii. Separate entrances and entry treatments, porticoes extending at least 5 ft.;
- iv. Variation in roof lines;
- v. Awnings installed in increments of 15 ft. or less;
- vi. Dormers;
- vii. Canopies, extending at least 5 ft.;
- viii. Overhang extending at least 5 ft.;
- ix. Recessed entries (at least three ft. from the primary façade) designed so that door swings shall not interfere with pedestrian traffic;
- x. Protruding entries (at least three ft. from the primary façade) designed so that door swings shall not interfere with pedestrian traffic; or
- xi. Covered porch entries.

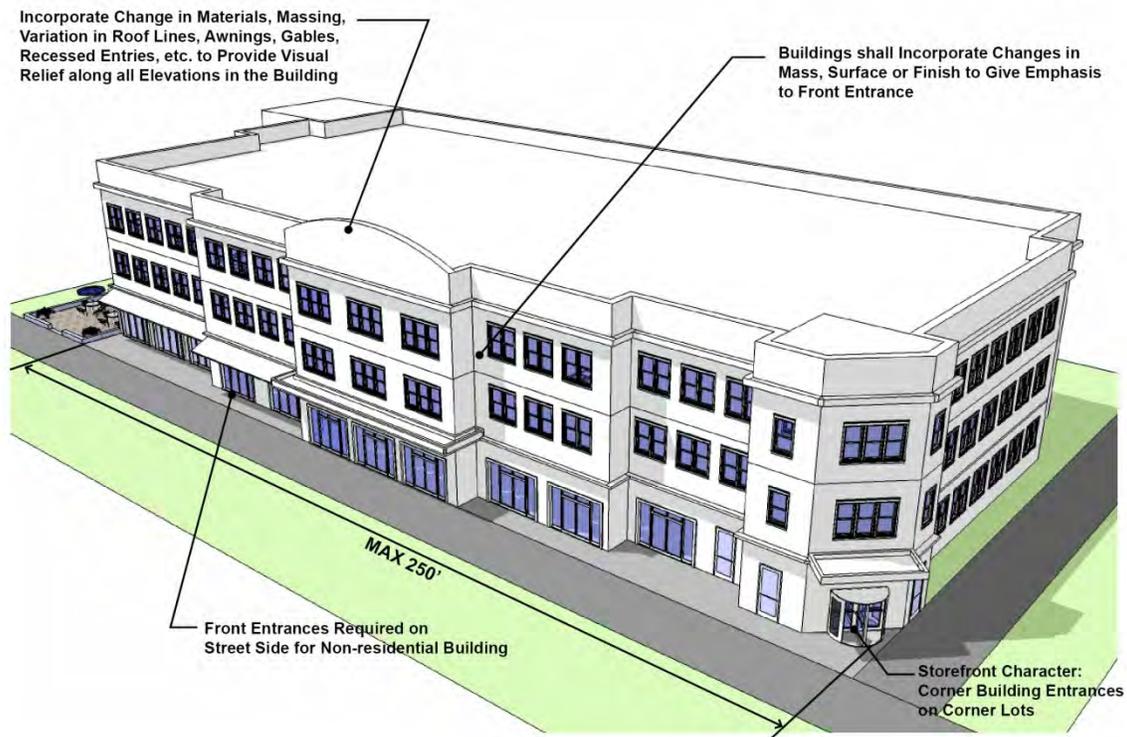


Figure 17. Building Features.

d) Public Entrances and for Non-residential Buildings.

- i. Buildings that are open to the public shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be a distinctive and prominent element of the architectural design, and shall be open to the public during business hours. Buildings shall incorporate lighting and changes in mass, surface or finish which places emphasizes the entrance.
- ii. Commercial and mixed-use buildings shall express a “storefront character” as illustrated in **Figure 18**. This guideline is met by providing the following architectural features, as illustrated in **Figure 17**, along the street building frontage as applicable:
 1. Corner building entrances on corner lots;
 2. Large display windows on the ground floor. Façades of all buildings facing streets, parks and plazas shall have windows covering a minimum of 40% and a maximum 80% of the surface area of the ground floor of each building’s linear frontage. Blank walls shall not occupy over 50% of a street-facing frontage and shall not exceed 30 ft. without being interrupted by a window or entry. Glass block, or permanently mirrored or obscured glass, obscured glass cannot be used in meeting this requirement. The bottom edge of windows on the ground floor façades shall be no more than 30 inches above finished floor level.

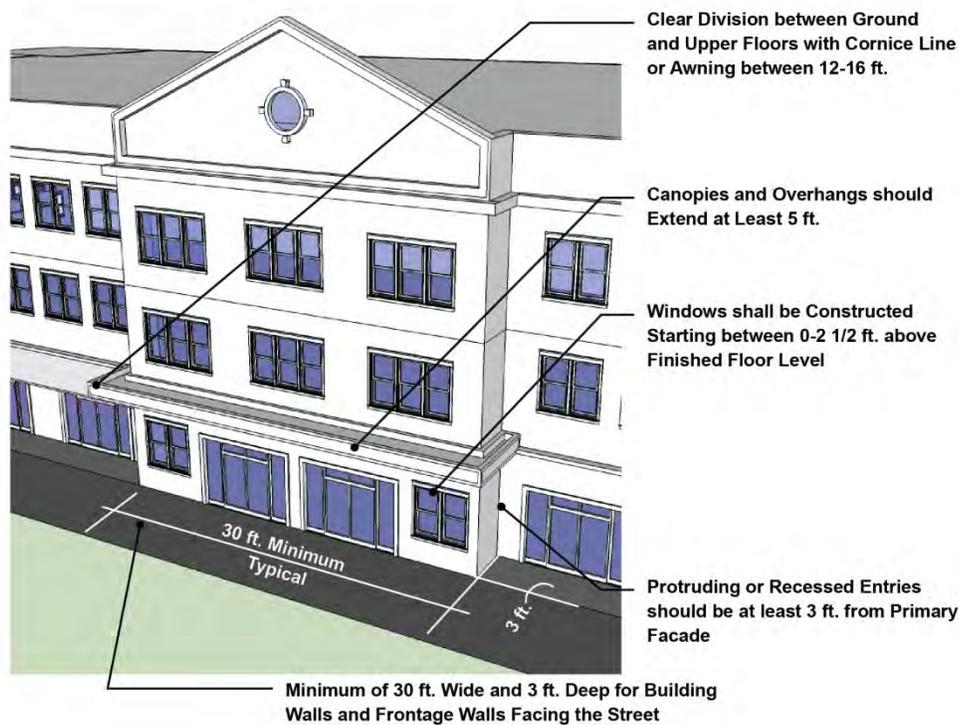


Figure 18. Storefront Character.

(7) Parking.

The following parking standards in Table 4 provide a minimum and maximum range for vehicular parking and a minimum standard for bicycle parking. Parking standards within this table apply only to property within a half mile radius of a transit station.

a) On-street Parking.

Where on-street parking is provided as part of the development, on-street parking spaces shall be given full credit in the calculation of required parking spaces. The on street parking spaces must be within 1,200 ft. of the primary entrance of a use. On-street parking spaces shall have a minimum length of 22 ft. and minimum width of 7 ½ ft.

b) Bicycle Parking.

All uses that are required to provide off-street parking spaces for motorized vehicles also shall provide bicycle parking spaces consistent with the standards below:

1. Uses that require more than 100 off-street parking spaces for motorized vehicles shall provide at least one bicycle space for every 50 parking spaces required for motorized vehicles.
2. No single building shall be required to provide more than 20 bicycle parking spaces.
3. Bicycle parking shall be provided in a lighted area that is no more than 100 ft. from the principal entrance of the building that it serves.

Comment

The minimum number of parking spaces recommended is intended to be an incentive for development that reduces the amount of parking required. This reduction assumes transit service will provide an alternative mode of travel to the automobile and reduce the need for parking.

Table 4. Minimum and Maximum Parking Standards in Transit Station Areas

Land Use ⁽¹⁾	Minimum Number of Parking Spaces ⁽⁶⁾	Maximum Number of Parking Spaces ⁽⁶⁾
Single-family detached residential	Per local code	Per local code
Multi-family and single-family attached residential (not within a mixed-use building)	1.0 per dwelling unit	1.5 per dwelling unit
Multi-family and single-family attached residential (within a mixed-use building)	1.0 per dwelling unit, plus 50% of the spaces required by code for other uses	1.5 per dwelling unit, plus 75% of the spaces required by code for other uses
Retail and service commercial	3	5.0
Medical/dental/veterinary clinic, medical office building	2.4	4.0
Office and similar use ⁽²⁾	2.0	3.4
Eating or drinking establishment: fast food	5.5	5.5
Eating or drinking establishment: casual /fine dining	6.0	8.0
Theater, conference center and assembly hall	0.25 space per seat	0.4 space per seat
Health spa, gym, indoor sport club	4.0	5.4
Bowling center	2.0 spaces per lane	3.2 spaces per lane
Social club	3.5	5.4
Library or reading room	1.5	3.5
Hotel ⁽⁴⁾	1.0 space/ guest room	1.5 space/ guest room
Hospital	3.0	
College, university, technical school , or high school	0.3 space per FTE student and employee ⁽⁵⁾	0.3 space per FTE student and employee ⁽⁵⁾
Place of worship, mortuary and similar peak-loading facility	0.2 space per seat	0.4 space per seat
Laboratory and research facility	2.5	3.5
<p>(1) Where a particular use is not listed, substitute the parking rate of the most similar use shown in the table.</p> <p>(2) Includes office buildings and mixed-use buildings that are predominantly in office use, governmental uses, and child care facilities.</p> <p>(3) Bicycle parking for all restaurant uses shall be calculated using the dining area space only.</p> <p>(4) May add additional spaces to accommodate restaurants open to non-guests, at the applicable casual dining ratio.</p> <p>(5) Where a per employee standard is used in this table, the number of employees on the largest eight-hour working shift is to be used in the calculation.</p> <p>(6) Spaces per 1,000 g.s.f., unless otherwise noted.</p>		

Definitions

Alley: right-of-way providing access to service areas, parking, outbuildings (garage) and contains utility easements. This condition is more urban in nature and does not include any streetscape requirements.

Architectural articulation: the changes in the façade of a building to provide visual relief along all elevations. Components of visual relief include: a change in materials, massing, roof variation, recessed entries, awnings, etc.

Bike facility: a bicycle lane or other provision to accommodate bicycle traffic.

Build-to lines: the established line to which a building must be built.

BRT: Bus Rapid Transit

Cross-access: provides vehicular and pedestrian connections between abutting properties.

Drive: a thoroughfare which defines the edge between an urbanized area and natural feature or open space, usually along a waterfront, a park, or a preserved natural area, with one side having the urban character or a street or boulevard, with sidewalks and buildings, while the other has the qualities of a road, with naturalistic planting and rural detailing.

Floor area ratio (FAR): the ratio of the floor area of a building (gross usable square feet) to the area of the lot on which the building is located, defined here to not include parking areas or parking structures.

Frontage: the length of a block or lot that runs along a public street.

Frontage walls: short walls that enclose outdoor spaces along streets and adjacent to buildings.

Internal streets: streets that are within a development or parcel that contribute to the overall street grid and block structure.



Short-Distance Rail Transit Station Typologies

Station Character		Target Density (du/ac)	Target FAR	Bldg. Height (stories)	Desired Land Use	Desired Housing Mix	Transit System Function
Downtown Urban Core		 40-100	3 or more	5 or more	High density mix of office, residential, commercial, entertainment and civic/ government uses	High-rise and mid-rise apartments and condos	Intermodal facility transit hub supporting all modes of transit
Regional	Urban Center	 40-60	2.5-5	4-20	Mix of office, retail, residential, commercial, entertainment, and public/semi-public uses	High-rise and mid-rise apartments and condos	Regional destination linked with high-quality local feeder connections
Regional	Mixed Use Suburban Center	 20-40	1.5-3	2-10	Mix of office, retail, residential, entertainment, institutional, and medical	Mid-rise apartments and condos	Regional destination linked with high-quality local feeder connections
Regional	Commercial/Employment Center	 n/a	2-3.5	3-12	Mix of office, flex-space, support retail, industrial, and lodging	n/a	Regional destination linked with high-quality local transit feeder connections and employee shuttle service
Community Center	Urban	 10-40	1.5-3	2-8	Local center of activity; live, work, and shop	Low-rise and mid-rise apartments, condos, and townhouses	Walk-up station with potential for localized parking and local transit connections.
Community Center	New Town	 15-30	1-2.5	1-5	Local center of activity; live, work and shop	Low-rise apartments, condos, townhomes, and small single-family lots	Local transit feeder station; walk-up stops with parking
Neighborhood Center		 10-15	0.5-2	1-3	Residential, retail, and offices	Low-rise apartments, condos, townhouses, and small single-family lots	Local transit feeder station; walk-up stops with limited parking
Park and Ride		 10-15	0.25-1.5	1-6	Office, residential, and retail	Low-rise apartments, condos, townhouses, and small single-family lots	Capture station for inbound commuters with large parking area and local/express bus service

TBARTA Land Use Working Group, May 7, 2010

Summary of Transit Oriented Development (TOD) Zoning Examples in Florida

Abbreviations: SF=Square Feet; GSF=Gross Square Feet; GFA=gross floor area; ft.=feet; max.=maximum; min.=minimum; req.=required; k=1,000; instit.=institutional; du/ac=dwelling unit per acre; fam=family; FAR=Floor Area Ratio; res.=residential; > = greater than; P/L=property line.

City/Standard	West Palm Beach, FL	Miami-Dade County, FL	Hialeah, FL	Deerfield Beach, FL	Orange County, FL
Zoning District	Transit Oriented District	Rapid Transit Zone	Okeechobee Rapid Transit Zone	Transit Oriented Development District	Transit Oriented Development Overlay Zone
Purpose Statement	The TOD Districts (TOD-25, TOD-18, TOD-12) provide the opportunity for an exemplary pedestrian-friendly neighborhood with sustainable and environmentally responsive buildings and infrastructure. The district's close proximity to public transportation in an area of the downtown which is largely undeveloped will support a variety of multifamily housing types for a broad range of incomes. The combination of accessibility to public transit and housing will shape this district as an active mixed-use neighborhood. Connectivity will be enhanced through the introduction of new streets. Proposed developments should promote walkable streets by providing ground floor active uses and open space through reduced parking capacities.	The purpose of these development standards is to provide guidelines governing the use, site design, building mass, parking, and circulation for all non-Metrorail development in the Rapid Transit Zone within the City of Miami with the intent of fulfilling the goals, objectives and policies of the County's Comprehensive Development Master Plan urban center text. Unless specified to the contrary, the Rapid Transit Zone District Regulations supersede all conflicting requirements in Chapter 33 and Chapter 18A of the Code of Miami-Dade County.	The purpose of the development standards is to provide guidelines governing the site, site design, building mass, parking, circulation and signage for all non-Metrorail development at the Okeechobee Station Rapid Transit Zone Site with the intent of fulfilling the goals, objectives and policies of the county comprehensive development plan urban center provisions and the City's applicable comprehensive plan and regulations.	The purpose of this district is to provide for innovations in mixed use development which is transit supportive. This district is appropriate in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers. Residential use and at least two non-residential uses are required for each TOD. With the exception of outdoor uses specified below, all business activities including any sale, display, preparation and storage, must be conducted within a fully-enclosed building.	The transit oriented development (TOD) overlay zone is hereby established with the purpose of establishing an area located within 1/2 mile of commuter rail stations in unincorporated Orange County within which mixed-use. Pedestrian friendly development is encouraged. The intent of the TOD overlay zone is to reduce reliance on the automobile and to promote lively, pedestrian friendly development that will serve as an attractive place to live, work, shop and recreate.
Density	Not Referenced	Metropolitan Urban Centers: 250 du/ac; Community Urban Centers: 125 du/ac. LEED Gold projects may receive 25% bonus; LEED Silver projects may receive 12.5% bonus.	30 units for each gross acre of the site.	The residential density shall be stipulated for each TOD in the Permitted Uses section of the Future Land Use Element of the Comprehensive Plan, in accordance with the Comprehensive Plan policies relating to TODs. Per master plan ordinance.	Greater density and intensity than the community norm is encouraged in the TOD with density and intensity greatest at the core (transit station) and lessening towards the edge of the TOD when said development promotes a pedestrian-friendly environment and provides convenient access to the transit facility.
Intensity	TOD-25 = 7 FAR; TOD-10 = Frontage > 55 ft.. FAR 2.75; Frontage ≤ 55 ft. FAR 3.50; TOD-8 = Frontage > 55 ft.. FAR 1.75; Frontage ≤ 55 ft. FAR 2.50.	Community Urban Centers shall have min. FAR 1.5	Min. FAR 1.5	Per master plan ordinance.	same as above
Land Uses	Not specified other than commercial/retail, and residential.	Permitted land uses: Fixed guideways for the Rapid Transit System, Stations, parking lots and parking structures, bus stops and shelters, streets and sidewalks, maintenance facilities, landscaping, bikeways, parks, community gardens, playgrounds, power substations, commercial, office, residential.	Business and civic uses, multifamily residential including housing for the elderly, outside food sales.	Permitted Uses: Child and adult day-care, medical clinic, multi-family res., essential services, financial, health and fitness club, home occupation, office, government, professional, outdoor kiosks, public parks, schools, art schools, business and personal service store, townhouses, transit stations. Conditional Uses: Bars, hotels, restaurant, vocational school, shopping center, convenience store.	The promotion of a mix of uses in the TOD is preferred. Active and pedestrian friendly uses on the first floor of development are encouraged. Multiple compatible uses and/or a mix of uses designed to generate and facilitate pedestrian traffic is encouraged. Auto-oriented uses, such as automobile service stations and drive through facilities, are discouraged.
Building Heights	TOD-25 25 Stories or 308 ft. whichever is less; TOD-10 10 Stories or 155 ft. whichever is less; TOD-8 8 Stories or 104 ft. whichever is less.	Metropolitan Urban Centers: 25 stories (maximum - 7 stories pedestal, 13 stories tower, 5 stories penthouse. Community Urban Centers: 15 stories (maximum - 5 stories pedestal, 8 stories tower, 2 stories penthouse). LEED certified buildings may have taller stories and additional height.	Max. 9 stories	Per master plan ordinance.	Not Specified

TBARTA Land Use Working Group, May 7, 2010

Summary of Transit Oriented Development (TOD) Zoning Examples in Florida

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City/Standard	West Palm Beach, FL	Miami-Dade County, FL	Hialeah, FL	Deerfield Beach, FL	Orange County, FL
Parking	Min. Res. 1 per unit plus 1 per 20 units for guest parking; Max. 2 per unit plus 1 per 20 units for guest parking. Retail Min. 2 per 1000 SF. Max. 4 per 1000 SF. Requirements may be reduced by up to 25%.	Residential: 1 parking space for 1-bedroom units, 1.5 parking spaces for 2-bedroom units, 1.75 parking spaces for 3 or more bedroom units and .5 parking spaces for elderly housing. Retail: 1 parking space for each 150 square feet of gross floor area. Restaurants: 1 parking space for each 50 square feet of patron area. Office: 1 parking space for each 400 square feet of gross floor area. Combined parking requirements for mixed-use development allow 20-40% reduction based on size of parcel.	Residential: 2 spaces for each dwelling unit .75 spaces for each dwelling unit for the elderly. Commercial: 1 space for each 200 SF of GFA. Hotel: 1 space per 2 guest rooms. Required parking may be located within 600 ft. of site.	Required to be 15% less than standard parking requirements. Shared use parking multipliers are provided based on use and active time of day. Bicycle parking required.	Not Specified
Front Setbacks	Front called Avenue. TOD-25 = Min. 16 ft., Max. 50 ft., Parking Uses Min. 31 ft.; TOD-10 = Min. 16 ft., Max. 30 ft., Parking Uses Min. 31 ft., Res. Uses Min. 23 ft.; TOD-8 = Min. 16 ft., Max. 30 ft., Parking Uses Min. 31 ft., Res. Uses Min. 23 ft.	Pedestal: 0 feet when colonnade is provided in all urban centers. 15 feet in Metro Urban Centers when colonnade is not provided. 10 feet in community urban centers when colonnade is not provided. Tower: Min. 10 ft. in all urban centers. Min. 25 ft. in all metro urban centers. Penthouse: 20 ft. when colonnade is provided in urban centers 35 ft. in metro urban centers when colonnade is not provided. 30 ft. in community urban centers when colonnade is not provided.	Build-to-line from streets: No setback when colonnade is provided; ten feet when colonnade is not provided, unless a greater amount is required by the state department of transportation along Okeechobee road. The build-to-line setback shall be hard surfaced (except as to provide landscape and street tree buffer areas) and finished to match the adjoining sidewalk when a colonnade is not provided.	Per master plan ordinance.	Not Specified
Site Design	Not Specified	Site plan review considers placement, orientation and scale of buildings/elements, weather protection, landscape and lighting.	A minimum of 80 percent of the building shall be constructed at the build-to-line abutting each public street.	Building front streets with minimal setbacks. Parking does not front public street.	Site layout and building design should allow for direct pedestrian movement between transit, mixed uses and surrounding areas.
Station Area Plan	Not Referenced	Not Referenced	Not Referenced	Not Referenced	Not Referenced
Streetscape	Not Specified	Trees shall be used as a design element to provide visual identity to the property and reinforce the street edge. Tree grates or other approved devices shall be provided around all trees in hard surface areas to ensure adequate water and air penetration.	Street trees shall be placed along all streets at an average spacing of 25 feet on center with a minimum four-inch diameter at breast height at planting but shall not interfere with the safe site distance triangle area.) Street trees shall not be required when colonnades are being provided along the street.	Internal pedestrian and transit amenities shall be provided: seating, shade, light fixtures, info kiosks, clocks, fountains, sculptures/art, drinking fountains, banners, flags, food/refreshment vendors.	Not Specified
Open/Urban Space	Public 50,000 to 80,000 SF lot area = 5% open space; > 80,000 SF = 7% open space; Private < 50,000 SF = 25% open space; 50,000 to 80,000 SF = 30% open space; >80,000 SF = 30% open space.	A minimum of 15% of the lot area shall be reserved for open space in the form of greens, squares, plazas, parks, promenades and pedestrian paths. It shall be at grade level and it shall be accessible to the public. Arcades/colonnades shall count toward meeting the minimum open space requirements. Parking lot buffers shall not count toward the open space requirement.	A minimum of 15 percent of the lot area shall be reserved for open space.	Plazas, urban open space, green space, or pocket park uses that are accessible to the public must be provided as an integrated component of the TOD.	Not Specified
Urban/ Building Design	Buildings and infrastructure should be sustainable and responsive to the environment. Pedestrian pathways should be used to enhance connectivity to transit.	Multi-story parking structures shall be screened along all frontages, except along service roads. Surface parking shall be located a minimum of 20 ft. from property lines. Streetwalls and/or habitable space shall be built at the frontage line or build-to-line to screen parking.	A pedestrian passage is required every 400 linear feet of street frontage to allow public access through the site. The passage shall be unobstructed and shall be a minimum of six feet.	The design features shall promote and enhance pedestrian mobility, including connectivity to transit, based on characteristics such as:	Primary façade of buildings oriented to the street with buildings adjacent to the street to the max. extent possible.

TBARTA Land Use Working Group, May 7, 2010

Summary of Transit Oriented Development (TOD) Zoning Examples in Florida

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City/ Standard	West Palm Beach, FL	Miami-Dade County, FL	Hialeah, FL	Deerfield Beach, FL	Orange County, FL
Urban/ Building Design	Mixed-income housing and service oriented retail are encouraged to support the District as a sustainable neighborhood.	Architectural scale and design shall be compatible with surrounding existing or proposed uses or shall be made compatible.	Parking spaces shall be screened at all street frontages by min. setback of 20 ft. of habitable space or screened from view.	Integrated transit stop with shelter or station.	Sidewalks are preferred along street frontage to provide connectivity and should be wide enough to accommodate the volume and type of pedestrian traffic expected in the area.
	Pedestrian pathways should be used to increase connectivity to transit.	Building placement shall architecturally define transit stations and entrance plazas.	Building streetwall surfaces enclosing habitable space shall be a minimum of 30 percent glazed fenestration. Mirror-type glass shall not be allowed.	Buildings which front the street with minimal setbacks provided compatibility with surrounding properties is maintained.	Street patterns should be developed to simplify access for all modes of transportation and should be designed to serve vehicular traffic as well as pedestrians, bicyclists and transit customers.
	Buildings and infrastructure should be sustainable and responsive to the environment. Pedestrian pathways should be used to enhance connectivity to transit. Ground floor residential, if provided, shall be raised a minimum of 18 inches above the sidewalk elevation.	All developments shall have sidewalks or pedestrian paths a minimum of 8' wide.	All glazing shall be of a type that permits view of human activities and spaces within. The first floor street wall shall be a minimum 30 percent glazed.	Parking which does not front a public street. At least 75 percent of the parking spaces must be in structured garages.	Buildings should incorporate architectural features to convey a sense of place and development should provide varied and detailed building facades, which focus pedestrian attention on the environmental setting.
		Buildings and their pedestrian accommodations, landscapes and parking facilities shall be oriented and arranged toward the street.	Glazing shall be clear or very lightly tinted for the first five stories, except where used for screening garages where it may be translucent.	Streets (internal and adjacent to TOD) which are designed to discourage isolation and provide connectivity (such as streets in the grid pattern)	Amenities, including but not limited to architectural features, windows, landscaping, are encouraged to create a pedestrian friendly environment.
		Open spaces and landscaping should be incorporated into the design of all development projects to allow sufficient light and air to penetrate the project, to direct wind movements, to shade and cool, to visually enhance architectural features and relate the structure design to the site, and to functionally enhance the projects. Outdoor graphics and exterior art displays and water features should be encouraged to be designed as an integral part of the open space and landscaped areas.		5 feet wide minimum pedestrian and bicycle paths that minimize conflict with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.	Design of the project should focus on the creation of a pleasant environment for the pedestrian so that pedestrian routes, such as sidewalks, are buffered from streets and parking facilities by locating buildings close to the sidewalks, by lining trees along the street, and buffering the sidewalk with landscaping. Pedestrian safe lighting. Secure and convenient bicycle parking, Side or rear parking encouraged.
		Architectural elements at street level shall have human scale, abundant windows, doors and design variations to create interest for the pedestrian. Blank walls at street level and above the ground floor of buildings are not permitted. All buildings shall have their main entrance opening to a street or meaningful open space.			
		Building architecture, exterior finish materials and textures, architectural elements and ornamentation shall be selected to produce human scale at street level.			
		Public open spaces in the form of squares, plazas, greens, etc., shall be connected to the station and proposed development, so as to provide easy access thereto.			

TBARTA Land Use Working Group, May 7, 2010

Summary of Transit Oriented Development (TOD) Zoning Examples in U.S.

Abbreviations: SF=Square Feet; GSF=Gross Square Feet; GFA=gross floor area; ft.=feet; max.=maximum; min.=minimum; req.=required; k=1,000; instit.=institutional; du/ac=dwelling unit per acre; fam=family; FAR=Floor Area Ratio; res.=residential; > = greater than; P/L=property line.

City/Standard	Charlotte, NC	Phoenix, AZ	Portland, OR	Sacramento, CA
Zoning District	General Districts: TOD-Residential (R), TOD-Employment (E), TOD Mixed-Use (M); Overlay: Transit Supportive Overlay	Overlay: Interim Transit-Oriented Zoning Overlay District 1, and District 2	Overlay: Light Rail Transit Zone	Overlay: Transit Overlay Zone
Purpose Statement	Create a compact urban growth a functional mix of complementary uses, opportunities for increased choice of transportation modes like transit, bicycling, and walking, and a safe and pleasant pedestrian environment around transit stations, typically the area within one-half (1/2) mile.	Encourage appropriate mix and density of activity around transit stations to increase ridership and provide a pedestrian, bicycle and transit supportive environment, where streets have a high level of connectivity and blocks are small, all within a comfortable walk of transit.	Encourage mix of residential, commercial, employment within station areas; allows for more intense and efficient use of land at increased densities or the mutual re-enforcement of public investments and private development; encourage a safe and pleasant pedestrian environment.	Allow a mix of moderate to high density residential and non-res uses by right to promote transit ridership within walking distance of transit station, to create pedestrian-oriented streetscapes and activities and encourage bicycle, pedestrian and transit use. Provide streamlined approval process, permits increased heights, densities and intensity over the base zone, and restricts certain uses that do not support transit ridership.
Density	Min. 20 du/ac within 1/4 mi; min. 12-15 du/ac within 1/2 mile. Calculate for only res portion of site.	Underlying Zoning District	Underlying Zoning District	Min. 15 du/ac, Max. 60 du/ac.
Intensity	Min. 0.75 FAR within 1/4 mile; min. 0.5 within 1/2 mile. FAR credit for public space/amenities, and wrapped parking structures.	Underlying Zoning District	Min. 1 FAR	Min. 0.4 FAR, Max. 3 FAR
Land Uses	TOD-R min. 60% residential; max. 20% retail, instit., civic, office; and max. 20% retail. TOD-E min. 60% office; max. 20% retail, instit., civic; and max. 20% res. TOD-M max. 20% retail. Overlay prohibited uses include jails, heavy industrial, outdoor storage, truck stops, wholesale >10k SF.	Prohibited uses in TOD-1: auto dealers, service stations, car wash, cemetery, golf course, junk yards, nurseries. Conditional uses in TOD-1 and 2: drive-thrus, fast food, grocery >50k, liquor, parking >max. req., and in TOD-2: light industrial, sports facilities.	Uses prohibited within 500 ft. of alignment (not just station): vehicle repair, vehicle sales, drive thrus, exterior storage; and within 200 ft. commercial or accessory parking lots, surface or structured, are prohibited.	Prohibited uses: auto sales, building contractor, cabinet shop, cleaning plant, drive-in theater, drive-thrus, equipment rental, labs, laundry, mini-storage, nursery, service station, wholesale store >6,400 SF, convenience store with gas sales.
Building Heights	Base 40 ft. up to 120 ft. increase 1 ft. for every 10 ft. distance from SF zoning	Underlying Zoning District	Underlying Zoning District	35 ft. within 100 ft. of single-fam. 55 ft. base, or up to 75 ft. in mixed-use building with at least 25% GSF res use, or with structured parking or open space.
Parking	Res. 1 min.-1.6 max. per unit; Restaurant/Club: 1/150 SF if 800 ft. of single-fam otherwise none req; office 1/300 SF, retail 1/275 SF; increase max. for structured/shared/other; may be off-site within 800 ft.; on-street is req. but cannot be counted.	Not more than 125% more than standard. On-street parking counts toward req.	Within 500 ft. of alignment, min. is 50% less than what is req. in standard. Max. for non-res is 150% more than standard.	Res: 1 per unit plus 1 guest space per 15 spaces. Non-res: min. 1/500 GSF, max. 1/375 GSF. Retail: 1/250 GSF. Can increase parking if shared, or impact residential neighborhoods. Can reduce or waive parking req. for non-res uses with special permit.
Front Setbacks	Setback est. by Station Area Plan, or 16 ft. from back of curb.	Non-Res: max. 6 ft. if 0-1,000 ft. from station; max. 12 ft. if 1,000-2,000 ft. from station. Ground level retail may set back 12 ft. (for outdoor seating, etc.) Res: 8 or 18 ft.	Underlying Zoning District	Zero ft. unless building is >28 ft. tall, then setback is min. 10 ft.
Site Design	Parking must be side or rear of building. Provide 10 ft. wide planting strip along all P/L abutting residential (Multi-fam exempt when abutting other multi-fam.) Drive-thrus only allowed if in the underlying zoning district.	Parking must be on side or rear lot line. Min. building frontage 65-75% of lot frontage 0-500 ft. and 500-2,000 ft. from stations.	Underlying Zoning District	Underlying Zoning District
Station Area Plan	Referenced in Zoning Code and includes street network connections, bike/ped improvements, street types, streetscape/Urban Street Design guidelines, street cross-sections.	Not referenced.	Referenced as part of Code Update needed.	Referenced to comply with design guidelines.

TBARTA Land Use Working Group, May 7, 2010

Summary of Transit Oriented Development (TOD) Zoning Examples in U.S.

Abbreviations: SF=Square Feet; GSF=Gross Square Feet; GFA=gross floor area; ft.=feet; max.=maximum; min.=minimum; req.=required; k=1,000; instit.=institutional; du/ac=dwelling unit per acre; fam=family; FAR=Floor Area Ratio; res.=residential; > = greater than; P/L=property line.

City/Standard	Charlotte, NC	Phoenix, AZ	Portland, OR	Sacramento, CA
Streetscape	Continuous perimeter-planting strip or amenity zone (excluding driveways) required whenever property abuts a curb. Strip width determined by Station Area Plan or 8 ft. wide.	Underlying Zoning District	Underlying Zoning District	Underlying Zoning District
Open/Urban Space	Lots >20k for Res. Use provide 1 SF private space per 100 SF gfa or per 200 SF lot area, whichever is greater; Non-Res Use 1 SF public space per 100 SF GFA or per 200 SF lot area, whichever is greater.	Underlying Zoning District	Land between a building or exterior improvement and street must be landscaped or hard surfaced for use by pedestrians with amenities (benches, art, planters) and physically separated from parking areas by 3 ft.	Non-res: 1 SF open space per 20 GSF of development, in form of courtyards or plazas, or landscaping part of stormwater treatment. Res 12+ units on lot >1/2-acre: 50 SF open space per unit (courtyards, gardens, recreation), plus 50 SF open space per unit exclusively for the unit (decks, balconies, patios).
Urban/ Building Design	Clear glass windows and doors on Retail & Office buildings.	Clear windows on 50% of facade from 3 ft. to 6 ft. 8 in. above interior finished floor and sidewalk grade.	Ground floor windows must be >50% of the length and 25% of total ground level wall area. (does not apply to residential or parking structures)	Provide public pedestrian access through development to facilitate convenient access to transit stops, shopping or community facilities.
	No blank walls >20 ft.	Blank walls without doors and windows >30% of frontage for non-res, and 50% for non-res. No blank walls >20 ft.		
	Vary roof line every 30 ft. on building across from single-fam.	Development directly abutting a sidewalk or pedestrian way shall provide structured shading (awning, arcades).		
	Wrap ground floor parking structures with active uses if across from single-fam.	Structured parking abutting station must have >50% non-parking uses at ground level.		
	Buildings >5 floors must distinguish first 3 floors by architectural features.	Large scale retail >80k SF liner buildings, not parking lots, shall front the street.		
	At least 1 entrance on every building façade fronting a street.	If building or lot abuts transit platform, at least 1 main building entry must be oriented to station or primary pedestrian accessway.		
	If adopted Station Area Plan depicts sidewalk, provide entrance on building façade closest to required sidewalk, distinguishable from rest of bldg.	Provide pedestrianway from building entry to transit platform, station, or major pedestrianway.		
	Band windows are prohibited. Recessed windows that are distinguished from shaft of building through use of arches, pediments, mullions, and other treatments are encouraged.	Single-fam: garages set back at least 10 ft. behind primary façade; walkway (not driveway) needed to access main entrance to house from street sidewalk.		



Transit Oriented Development Resource Guide

DRAFT
8/2/10

This is a preliminary draft for discussion.

Chapter 8

Funding and Financing Transit Oriented Development

Special Assessment District

This tool typically works best for a locally oriented transportation facility or service, such as a short-distance streetcar, where benefits will be concentrated in a distinct area, and a significant amount of property is owned by a finite group of motivated property owners within an assessment district, a special tax is applied to properties that will benefit from a public investment. A majority of existing property owners in the district must vote to enact the assessment for a designated time period. Assessment districts may be used to finance both the capital costs of transit construction and ongoing operational costs.

There are a number of areas around the country where assessment districts have been used to help fund new transit facilities and services, which then allow Transit Oriented Development (TOD) to occur. For example, the operational costs of the TECO Line Streetcar System in Tampa are partially funded using an assessment district. Special Assessment Districts are also sometimes referred to as business improvement districts, local improvement districts, benefit assessment districts, or community facilities districts.

Tax Increment Financing

Tax increment financing (TIF) can be used to fund transportation improvements, such as transit station infrastructure, parking garages, roads, and pedestrian facilities, in established Community Redevelopment Areas in Florida. TIF is designed to capture property tax revenues generated by the increase in property values that occurs within a designated area. Unlike assessment districts, the purpose of a TIF district is usually to encourage new development to assist in revitalization of distressed neighborhoods. As a result, the goals of most TIF projects are broader than a single transportation investment.

Because TIF districts are usually administered by cities, transportation agencies are most likely to benefit from TIF when transportation investments are part of a broader strategy to revitalize a neighborhood. TIF districts can also encourage transit ridership through pedestrian and other access improvements, and through investments that improve the viability of transit-oriented development. In theory, the amount of tax increment that could be generated over time within a station area or transit corridor could be enough to pay for a new transit line, as long as a significant amount of vacant or underutilized land were available for (re)development.

Joint Development

Joint development is generally defined as a real estate development project that involves coordination between multiple parties to develop sites near transit, usually on publicly-owned land. Projects that obtain public funding through the Federal Transit Administration are subject to specific criteria.

This type of value capture tool works best when a transit agency owns land that can be used to leverage private investment, and where the real estate market is strong. The most successful joint development projects are ones that involve cooperation between the developer, transit agency, and other local agencies and jurisdictions to find creative ways to leverage resources and maximize the value of public transportation investments.

Joint development agreements may include a cost sharing agreement, a revenue-sharing agreement, or a combination of the two. Cost-sharing agreements usually involve cooperation to pay for infrastructure that helps to integrate transit with surrounding development. Revenue-sharing agreements distribute the revenues that result from development among joint development partners. Examples of revenue-sharing agreements include ground lease revenues, air rights payments, or in some cases direct participation in rents or other revenues from development.

In a Master Development Agreement approach to joint development, one development team enters into an agreement that gives them access to multiple development sites along a transit corridor or system. The transit agency or city does not need to issue multiple requests for proposals (RFPs) to select individual developers for sites. It also provides for a system-wide approach wherein the developer can phase TOD projects to respond to the market. The larger scale of the development opportunity can also be a way to attract more experienced private sector partners.

Public Private Partnership

A Public Private Partnership (PPP) for station area development consists of an agreement between one or more local government entities and a private entity to partially finance and share the risk and returns on property development near a transit stop. The agreement is meant to benefit both the private developer and the transit or planning agency. The benefit to the private entity is an ability to leverage public equity, realize higher returns on investment in residential, commercial, or office space investment due to proximity to transit, reduce or modify requirements for parking, and accelerate the project approval process. The benefit to the transit operator or planning agency is an ability to leverage private equity, follow a quicker construction timeline, improve quality of life, and optimize existing infrastructural and public investments. Both parties share in the risks and potential revenues and benefits that may result from the development of a TOD. Successful PPPs for TOD have been experienced throughout the United States.

Since governments provide largely all of the capital for the nation's transit systems (but traditionally do not become involved in real estate development as a main function), most, if not all TODs will develop through public/private partnerships. Since the public partner has made an investment to finance, design, construct and operate the transit rail or bus system, they usually must be part of any team to finance and develop any commercial development adjacent to the transit station. In most cases, however, it is the private sector partner that has the development, construction, and finance expertise to take a TOD project through to construction.

As with many other public and private development projects, planning and constructing a TOD is a complex undertaking. The success or failure of TODs is not necessarily determined the right design and/or product mix, but typically stems from the success or failure of all partners in finding new ways to solve the complex design, finance, and construction challenges that are inherent in most TOD projects. Public/private partnerships have proven a successful method in which to structure the complex financial relationships and development plans, while balancing the public policy objectives with the need to maintain a market driven approach. Such approach

is essential to achieve the required returns by debt and equity investors and a critical element to any successful partnership.

Public and Private Sector Benefits and Risks with TOD

Public Sector – Primary Benefits/Risks:

- Increased Ridership
- Joint Sharing of costs for mixed-use stations
- Potential for dedicated property/sales tax revenue
- Potential for lease payments or other development-related revenues
- RISK: private development revenues fail to accrue due to delays in development activity

Public Sector – Secondary Benefits/Risks:

- Revitalized neighborhoods and commercial zones
- Reduced traffic congestion and suburban sprawl
- Reduced need for roads and other infrastructure
- Reduced crime and increased safety resulting from rejuvenated urban landscape
- RISK: development requirements requiring costly changes to transit facility designs and operations

Private Sector – Primary Benefits/Risks:

- Higher land values
- Higher rental/lease rates and sales prices
- More affordable housing opportunities
- RISK: of development market decline negating value of developer investment in transit project
- RISK: commercial development delays caused by transit project delays

Private Sector – Secondary Benefits/Risks:

- Higher retail sales from greater customer exposure
- Increased access to labor
- Reduced parking costs in suburban locations
- RISK: transit service levels do not match needs of development lessees, patrons, or residents
- RISK: mismatch between transit patrons and retail or residential customers of related development

Source: Robert Cervero, TCRP Report 102: Transit Oriented Development in the United States, TRB, 2004. pp. 120-131. Revised by AECOM Consultant, Inc. to reflect risk factors, 2007.

Examples of PPP for TOD

Portland Metro's Transit Oriented Development and Centers Program (Portland, OR)

This grant program is available to developers for elements of construction projects (such as increased density or structured parking) that may not be feasible in the development market currently due to location or infrastructure costs. The program uses long-term easements on projects to ensure accountability for the grant funds. Funding is currently at about \$4 million/year, but this has not been enough to keep up with demand. Federal transportation funds have been swapped with local funds to increase the flexibility of the program. The average grant per project is approximately \$300,000, but Metro is planning to expand the funding to make larger grants available. Metro has also acquired land through the program for land banking and project implementation purposes.

Metropolitan Council's Livable Communities Demonstration Account (Minneapolis-St. Paul, MN)

The Livable Communities Demonstration Account (LCDA) is available to local jurisdictions applying on behalf of developers for infrastructure upgrades, transportation improvements (including parking structures), and land assembly. Funding recommendations are made by an Advisory Committee composed of a broad cross section of stakeholders from around the region. The Advisory Committee rates projects on criteria including land use, innovation, and project readiness and makes recommendations to the Met Council. The program uses funding from a regional tax levy that must be renewed every year, but has thus far been extremely popular. Funding is currently \$8 million/year. While there is no cap on individual project funding, the largest grant to date has been \$2.5 million, and a cap of 40% of any year's funding can be used within Minneapolis and St. Paul. Many projects that receive funding also apply and receive funding in subsequent years.

Scaleybark Station (Charlotte, NC)

The Charlotte-Mecklenberg Housing Partnership (CMHP) and Scaleybark Partners (led by Pappas Properties) have employed a PPP in an \$18 million plan to develop a 16-acre mixed-use project including 500 housing units, affordable homes, and commercial space on South Boulevard, near the Scaleybark light rail station. The City of Charlotte discounted the site price by \$2 million, to be repayed by CMHP over 20 years, in exchange for the commitment to provision of 80 affordable housing units.

Source: Charlotte Business Journal, June 15, 2010.

Fairfax County Revitalization Program (Fairfax County, VA)

Fairfax County created Commercial Revitalization Districts (1998) to encourage economic development activities in older commercial areas, so far 23 projects totaling \$4.9 billion. Several approaches provide incentives to encourage private-sector investment including:

- Regulations – Flexible Zoning Provisions – Increased FAR, Increased building height, reduced parking requirements
- Direct financial incentives – Tax abatement, Façade improvement grants, tax-increment financing, CDA financing, Low no-interest loans, tax-exempt bond financing, and below-market and subordinate financing
- Indirect financial incentives – Expedited development review, team inspections, parking requirement reduction
- Technical assistance – Individual consulting, referral networking, resource library/revitalization website

Atlantic Station 17th Street Bridge (Atlanta, GA)

The Atlantic Station 17th Street Bridge is a critical component of a major development known as Atlantic Station located on a former brownfield site in the northwest part of downtown Atlanta. It connects to the Metropolitan Atlanta Regional Transit Authority (MARTA)'s Arts Center rail station. The multi-modal bridge and pedestrian park project, and the entire redevelopment of the Atlantic Steel Mill site that it supports, are products of a diverse PPP involving multiple public agencies at the federal, state, and local levels and private development firms.

The success of this complex PPP derives from its ability to combine transportation accessibility, innovative financing, transit and pedestrian-oriented development, complete remediation and

redevelopment of a blighted brownfield site, and promotion of highly compatible land use concepts desired by the city. This unique combination gave both the private development group and the city significant benefits – essentially resulting in a win-win situation for both the public and private partners.

A number of institutional factors facilitated development of the 17th Street Bridge as part of the Atlantic Station redevelopment:

- Strong private and public sector champions
- Highly innovative approach to land-use developments
- Experienced development team
- Willingness of federal and state agencies to apply innovative approaches
- Successful PPPs between major stakeholders of the 17th Street Bridge and the overall Atlantic Station redevelopment project

There were several impediments to the Atlantic Station project which could have slowed or even stopped the project:

- Difficulty of aligning project approvals with financing and development
- High cost of brownfield site remediation
- Prohibition of additions to highway network in non-attainment area
- Traffic concerns of environmental and community action groups
- Energy consumption concerns
- Uncertain real estate market to support the project

Among the lessons learned from this unique and innovative project, the following stand out for consideration by others considering the use of PPPs for expediting the delivery of infrastructure improvements supporting and supported by economic development:

- Partners to a PPP must share a commitment to the vision of the project and provide continuity throughout the development and execution phases
- Buy-in from the highest level officials is essential to timely review and approval of regulatory and institutional requirements
- Project participants must be flexible in developing the project and confronting obstacles with “outside the box” solutions
- Project stakeholders should maintain a spirit of openness and cooperation, soliciting inputs and communicating with each other and the public along the entire development process
- Use innovative funding to expedite the bridge development and provide legitimacy to the overall redevelopment project
- It is possible and beneficial to integrate the objectives of economic development, environmental remediation of brownfield sites, and transportation improvements through a win-win PPP arrangement
- Unique situations require unique approaches

Additional Resources

The National Council for Public Private Partnerships: <http://www.ncppp.org>

Urban Land Institute (ULI): <http://www.uli.org/>

Office of the Chief Inspector General, State of Florida: http://www.flgov.com/ig_home

DeVoe L. Moore Center, Florida State University: <http://www.coss.fsu.edu/dmc>

Center for Transit-Oriented Development: <http://www.reconnectingamerica.org/public/tod>

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
AUGUST 6, 2010**

PRESENTATION ITEM 4

Agenda Items

Regional Planning Advisory Committee

Presenter

Avera Wynne, Planning Director, Tampa Bay Regional Planning Council (TBRPC)

Summary

The following items will be presented:

One Bay will begin seeking resolutions for support from local governments for implementation of the One Bay recommendations in fall and winter of 2010. Discussion will be held regarding the timing of this process. Information about One Bay is available at www.myonebay.com.

Florida's Statewide Regional Evacuation Study release and workshop with the Florida Department of Transportation, Emergency Management and Community Affairs, will be held August 26, 2010, at 10:00 a.m. at TBRPC.

Evaluation and Appraisal Reports for Hillsborough, Manatee, Pasco, and Pinellas Counties will be due in 2011 and 2012. A workshop was held at TBRPC on July 29, 2010, to review some important topics related to EARs. Discussion of next steps for the region for the EAR updates will be held. For more information, visit www.dca.state.fl.us/fdcp/DCP/EAR.

Get Ready Tampa Bay is a regional collaboration between TBRPC, local governments, electric utility companies, business partners, and other interested groups to prepare Tampa Bay for the roll-out of electric vehicles in the very near future. To learn more about the national Project Get Ready program, visit www.projectgetready.org. Learn how your organization can become involved.

Information about the Regional Planning Advisory Committee is available at www.tbrpc.org.

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
AUGUST 6, 2010**

PRESENTATION ITEM 5

Agenda Item

Transit-Supportive Land Use Planning Activities in Region

Presenters

Land Use Working Group Participants

Summary

Recently, a letter was sent to DCA regarding TBARTA's support of local governments planning for Transit Oriented Development (TOD), at the request of local agencies in the TBARTA region. This letter is attached.

During this portion of the agenda, LUWG participants are encouraged to provide a brief report to inform the group of transit-supportive planning activities occurring in the TBARTA region.

Attachments

- Letter from TBARTA to DCA regarding TOD, July 21, 2010



3802 Spectrum Boulevard, Suite 306
Tampa, Florida 33612
(813) 282-8200 | (813) 282-8700 fax
www.tbarta.com

July 21, 2010

Secretary Thomas G. Pelham, AICP
Florida Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Subject: Transit Oriented Development

Dear Secretary Pelham:

The enabling legislation for TBARTA provides that it shall coordinate and consult with local governments on transit or commuter rail station area plans that provide for compact, mixed-use, Transit Oriented Development (TOD) that will support transit investments, in Subsection 343.922(c), F.S. Although TBARTA does not have land use authority, as the convener and facilitator of the regional conversation about transportation, land use is part of the TBARTA discussion. Since May 2008, the TBARTA Land Use Working Group, comprised of local government planners and others, has met on a regular basis to contemplate alternative land use scenarios for future growth, share information about planning activities, and develop a resource guide for making TOD successful in the Tampa Bay region. TBARTA serves as a regional resource to local governments with regard to transit planning, project development, and TOD.

When local governments commit to TOD by adopting Comprehensive Plan policies and Land Development Regulations, evidence can be provided to show our region meets the land use and economic development criteria outlined in the Federal Transit Administration (FTA) New Starts Planning and Development Process. The competition for federal funds requires documentation of supporting land use and economic development criteria relating to existing development, transit-supportive policies, zoning regulations near station areas, and tools to implement land use policies, including engaging the development community and economic development strategies. Land use is a critical component and can be the deciding factor for whether funding is awarded to our region. Therefore, TBARTA will look for communities that have made the commitment to plan for TOD, as criteria for supporting projects as they move toward implementation through the federal process.

The TBARTA Regional Transportation Master Plan was adopted in May 2009. Recently, TBARTA established project priorities for regional corridors in the Master Plan. These corridors are identified as the Group One priorities (list enclosed), and corridor studies are currently underway. These studies will likely result in applications for FTA New Starts funding, so it is important for the Tampa Bay region to be prepared and have transit-supportive policies and Land Development Regulations in place. We are excited to see several local governments planning for TOD, and we enthusiastically support these efforts. If you would like additional information about TBARTA, please feel free to call me at (813) 282-8200 or email me at executivedirector@tbarta.com. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Clifford", is written over a white background.

Robert M. Clifford, AICP, Executive Director

Encl. Group One: TBARTA Regional Corridor Studies Matrix
cc: Charles Gauthier, AICP, Director, DCA Division of Community Planning
TBARTA Land Use Working Group

Group One: TBARTA Regional Corridor Studies

Corridor	County	Mode/Study	Funding Source	Fiscal Year Project Initiation
Clearwater to St. Petersburg (thru Carillon/Gateway)	Pinellas	Short Distance Rail Alternative Analysis	Pinellas MPO /PSTA & FDOT District 7	2010
Howard Frankland Bridge	Pinellas, Hillsborough	Bridge-PD&E Transit Bridge/Rail Feasibility Study	FDOT District 7	2010
SR 54/56 (US 19 to BBD Blvd.)	Pasco	Express Bus in Mixed Traffic & Managed Lanes Conceptual Analysis	FDOT District 7	2010
Sarasota BRT Extension to Palmetto/Bradenton (via US 41, SR 301, Bee Ridge Rd)	Sarasota, Manatee	Express Bus/BRT in Mixed Traffic & Limited Dedicated Busway Alternative Analysis	FDOT District 1	2011
Sarasota BRT/Express Bus Extension to North Port (via US 41, I-75, Fruitville)	Sarasota	Express Bus/BRT Alternative Analysis	FDOT District 1	2011
USF to Wesley Chapel (via BBD)	Hillsborough, Pasco	Short Distance Rail Alternative Analysis	FDOT District 7	2010
Westshore/Hillsborough to Inverness/Citrus (via SR 50, US 19, SR 44, SR 54/56, Veterans/Suncoast)	Hillsborough, Pasco, Hernando, Citrus	Express Bus in Mixed Traffic Conceptual Analysis	FDOT District 7	2010
I-75 Regional Express Bus Downtown Tampa/SR 54	Pasco, Hillsborough	Express Bus in Managed Lanes Conceptual Analysis	FDOT District 7	2011
I-75 Regional Bus (Crosstown to Bradenton and Sarasota via SR 64 and Fruitville/Bee Ridge Rds.)	Hillsborough, Manatee, Sarasota	Express Bus/BRT in Mixed Traffic Conceptual Analysis	FDOT District 7	2011

**TAMPA BAY AREA REGIONAL TRANSPORTATION AUTHORITY
LAND USE WORKING GROUP MEETING
JOINT MEETING WITH ONE BAY TECHNICAL TEAM/RPAC
AUGUST 6, 2010**

ANNOUNCEMENTS

Agenda Item

Announcements

Summary

1. Next Joint Meeting for LUWG and One Bay/RPAC – October 1, 2010
2. Statewide Regional Evacuation Study Release Workshop – August 26, 2010
3. TBARTA Calendar

Attachments

- TBARTA Calendar

2010 TBARTA MEETINGS CALENDAR

Board meets on the last Friday of every month; CAC and TMC meets the preceding week on Wednesday of every month. (Exceptions: January, February, and May)

MONTH	CAC	TMC	BOARD	Other TBARTA Meetings
June	June 16 1:30pm to 4:00pm USF Connect Building	June 16 10:00am to 12:00pm PSTA	June 25 9:30am to 12:00pm FDOT, District 7	June 18 8:30am <u>Board Executive Committee Meeting</u> USF Connect Building
July	Recess	Recess	Recess	Recess
August	August 18 1:30pm to 4:00pm USF Connect Building	August 18 10:00am to 12:00pm USF Connect Building	August 27 9:30am to 12:00pm FDOT, District 7	August 6 9:30am <u>Land Use Working Group</u> TBRPC August 13 8:30am <u>Board Executive Committee Meeting</u> USF Connect Building August 18 11:30am <u>CAC Land Use Subcommittee</u> USF Connect Building
September	September 15 1:30pm to 4:00pm USF Connect Building	September 15 10:00am to 12:00pm PSTA	September 24 9:30am to 12:00pm FDOT, District 7	September 10 8:30am <u>Board Executive Committee Meeting</u> USF Connect Building
October	October 20 1:30pm to 4:00pm USF Connect Building	October 20 10:00am to 12:00pm USF Connect Building	October 29 9:30am to 12:00pm FDOT, District 7	October 1 9:30am <u>Land Use Working Group</u> TBRPC October 15 8:30am <u>Board Executive Committee Meeting</u> USF Connect Building October 20 11:30am <u>CAC Land Use Subcommittee</u> USF Connect Building
November	November 17 1:30pm to 4:00pm USF Connect Building	November 17 10:00am to 12:00pm PSTA	No Board Meeting this month.	No Board Committee Meeting this month
December	No CAC Meeting this month.	No TMC Meeting this month.	December 10 9:30am to 12:00pm FDOT, District 7	December 3 8:30am <u>Board Executive Committee Meeting</u> USF Connect Building December 3 9:30am <u>Land Use Working Group</u> TBRPC

Notes: Detailed meeting locations to be announced; see TBARTA Web Site for up-to-date information at: www.tbarta.com
 Florida Department of Transportation (FDOT) District Seven Office: 11201 N. McKinley Drive, Tampa, Florida 33612
 Pinellas Suncoast Transit Authority (PSTA) Office: 3201 Scherer Drive, St. Petersburg, Florida 33716
 Tampa Bay Regional Planning Council (TBRPC) Office: 4000 Gateway Centre Blvd., Suite 100, Pinellas Park, FL 33782
 USF Connect Building: 3802 Spectrum Blvd., Tampa, FL 33612