



Summary of Findings and Preliminary Recommendations | October 2022

FUTURE LAND USE ASSESSMENT FOR THE TAMPA COMPREHENSIVE PLAN

Hillsborough County City-County Planning Commission

PREPARED BY



PURPOSE

The purpose of this report is to document the findings and preliminary recommendations of the Future Land Use Assessment for the Tampa Comprehensive Plan. The work to date includes a parcel level analysis and development of performance measures, a series of listening sessions and public engagement, and development of draft areas of recommendations for the current update to the Tampa Comprehensive Plan. The following summarizes these topics for the purposes of briefing the Hillsborough County City-County Planning Commission, Tampa City Council and the staff working group associated with the project. After the briefings, the full report and recommendations will be drafted, vetted, and then completed after the beginning of the new calendar year.



The focus of this assessment is on the Tampa Comprehensive Plan Future Land Use Categories and policies meant to shape the use, character, and density/intensity of new development. The recommendations of the assessment are advisory and will be taken under consideration in the Comprehensive Plan update. The recommendation areas included in this report are preliminary and presented for consideration of their viability and general efficacy. Recommendations will be refined and further defined in the next phase of the project. In the course of completing the assessment, the team has also identified areas of potential policy coordination between the Comprehensive Plan and the City of Tampa Land Development Code.

This assessment is part of the Live Grow Thrive 2045: Tampa Comprehensive Plan Update. The Vision Statement for the update, developed through community input, is the following: Tampa is an inclusive, sustainable and resilient city; where the natural environment, historic character, and a diversity of cultures enable a vibrant setting for all.

LIVE GROW THRIVE
PLAN TAMPA
2045

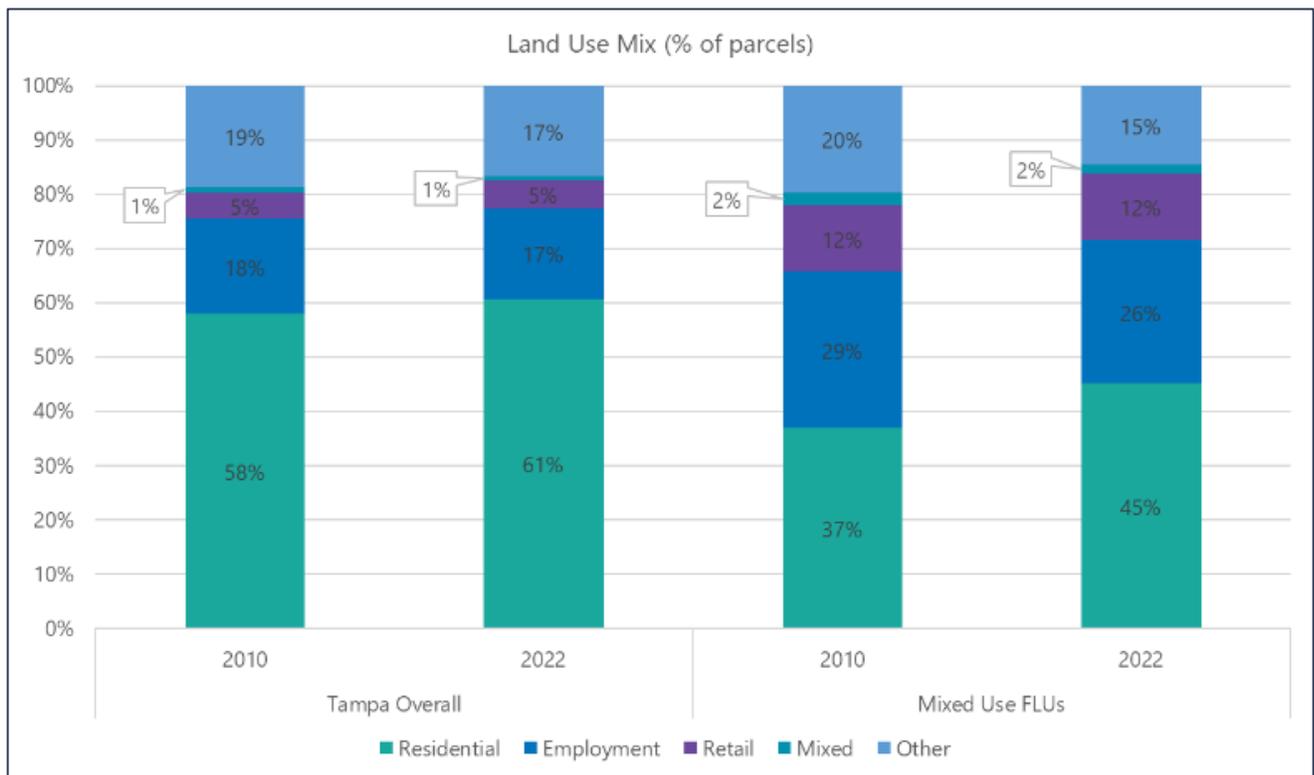
In 2045...



PERFORMANCE MEASURES ANALYSIS – SUMMARY OF KEY FINDINGS

DEVELOPMENT TRENDS (2010 TO 2022)

- Non-residential development has most commonly occurred in the Regional Mixed Use, Community Commercial, and Central Business District (CBD) Future Land Use (FLU) areas. Non-residential uses have declined within residential FLU areas. These patterns indicate that FLU policies are influencing the pattern of non-residential development.¹
- The majority (60%) of dwelling units built in Tampa between 2010 and 2020 were multifamily, compared to the existing mix of multifamily units at 40% in 2010.²
- Tampa will likely shift from being majority single family to majority multifamily in the next 20 years given the expectation that current patterns of development will continue.
- Increasing amounts of Tampa’s land is becoming residential – a change from non-residential to residential was 6 times more likely than the other way around (based on parcel-level DOR codes).³
- Mixed- use FLUs, including RMU-100 and UMU-60, became more dominated by residential development. While there is no ideal mix, increasing residential opportunities in mixed-use areas gives more people access to jobs and services.⁴



¹ Hillsborough County Property Appraiser. Parcels April 2022, Historic Parcels 2010.

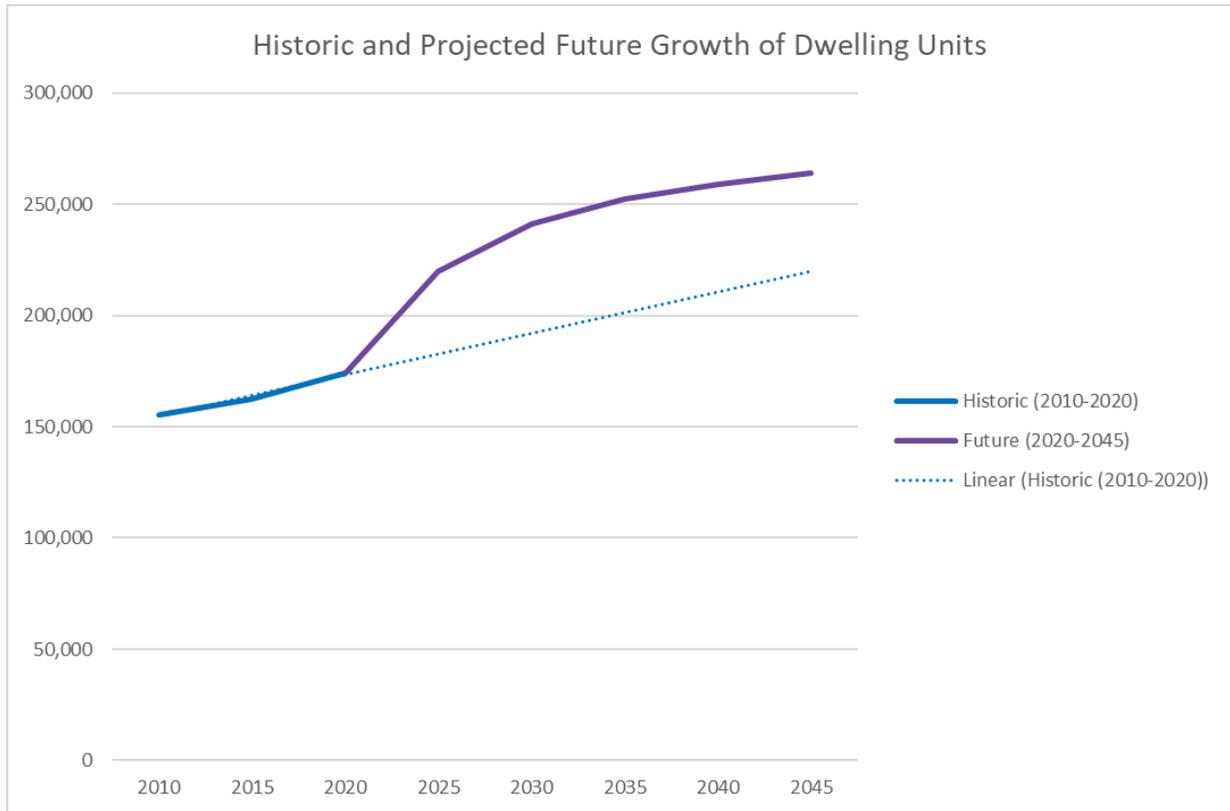
² U.S. Bureau of the Census. American Community Survey 5-year estimates. Total Housing Units, B25001.

³ Hillsborough County Property Appraiser. Parcels July 2022, Historic Parcels 2010.

⁴ Hillsborough County Property Appraiser. Parcels July 2022, Historic Parcels 2010.

ACCOMMODATING FUTURE GROWTH (2045)

- Tampa has added an average of about 1,800 dwelling units per year between 2010 and 2020, but the pace of growth has increased significantly over the past two years. To accommodate the projected growth by 2045, it will need to add about 3,600 units per year between 2020 and 2045.⁵
- Future Land Use regulations allow sufficient density to accommodate residential and non-residential growth up to 2045. However, when developability is considered, Tampa may not have sufficient developable and redevelopable land to accommodate demand.⁶



⁵ U.S. Bureau of the Census. American Community Survey 5-year estimates. Total Housing Units, B25001.; Hillsborough County Planning Commission, 2045 Long Range Growth Forecasts.

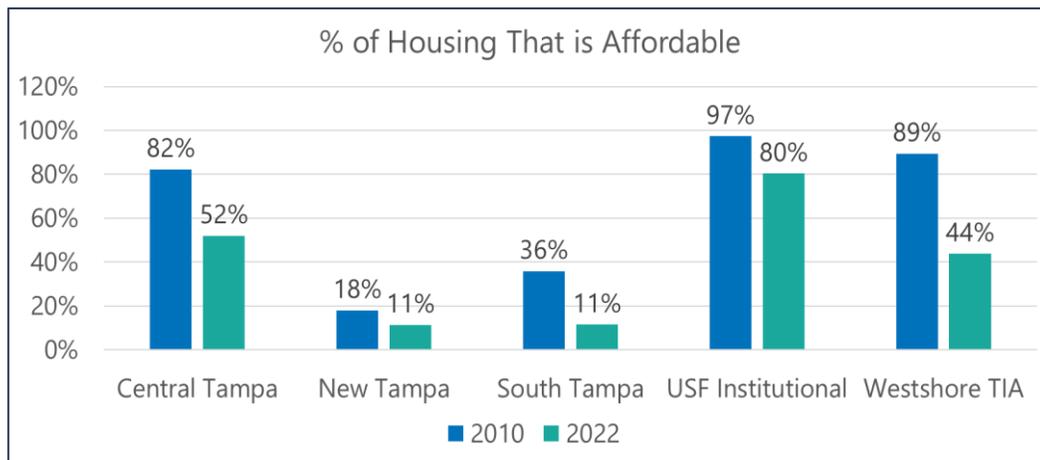
⁶ Hillsborough County Planning Commission, 2045 Long Range Growth Forecasts. Gonzalez, Yassert A. Technical Memorandum: Draft Buildout Estimates for Hillsborough County. August 22, 2022.

PLAN AMENDMENTS AND REZONING

- The most common type of privately initiated Future Land Use amendment was from Residential to higher density Residential.
- Of the five planning districts identified in the Comprehensive Plan, Central Tampa had the highest numbers of plan amendments, rezonings, and planned developments.
- Planned Developments made up over 50% of rezoning requests since 2010.

HOUSING AFFORDABILITY

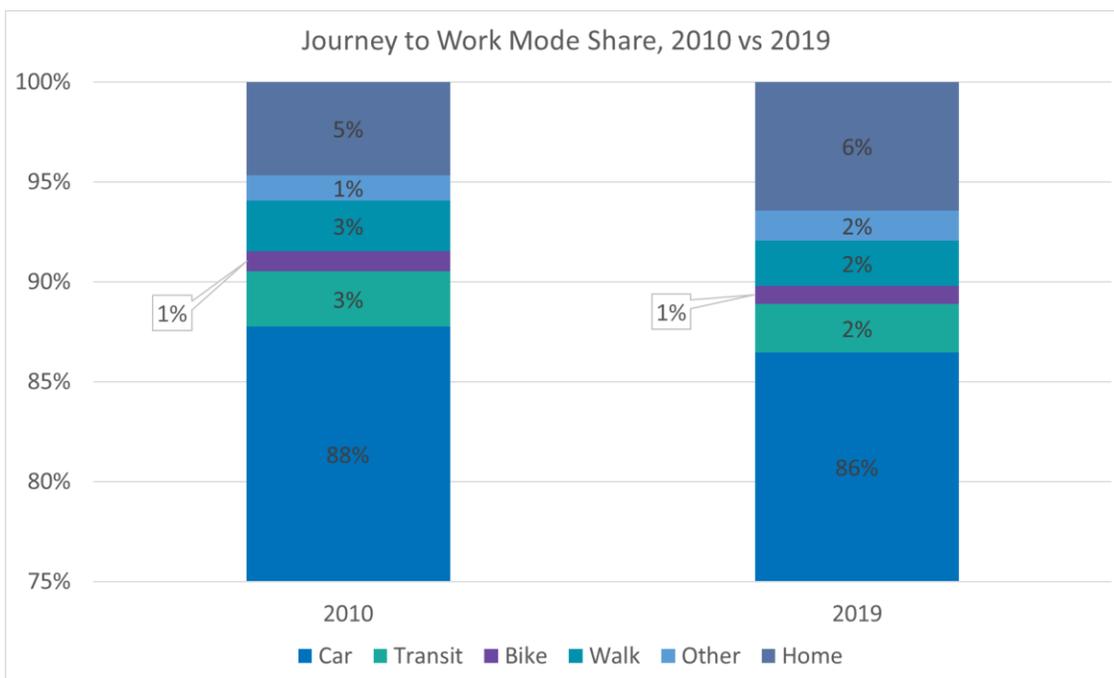
- The affordability of purchasing a home has declined significantly since 2010 in all parts of Tampa.⁷
 - Westshore had the greatest decrease, from 89% affordable in 2010 to 44% in 2022. Central Tampa and South Tampa also had significant decreases in affordability.
 - There is a very low percentage of homes in South Tampa and New Tampa that are affordable for a median income household.
 - The USF Institutional planning district is the most affordable and had the smallest relative change.
- Rent has increased by over 50% in all planning districts since 2014.
 - Westshore had the greatest increase in rent, at 101%
 - USF Institutional remains the most affordable, but still had a 92% increase in rent
- Nearly all federally-supported affordable housing units added since 2010 have been in the Central Tampa and USF Institutional planning districts.



⁷ All home value and rent data from Zillow Home Value Index and Homeworthi (www.homeworthi.com).

TRANSPORTATION AND ACCESSIBILITY

- Land use patterns have increased walking and transit accessibility since 2010. Walk access to jobs and parks within 10 minutes and transit access to jobs and parks within 15 minutes have both increased slightly, citywide.⁸
- There was no appreciable shift toward non-car travel modes for commuting in Tampa between 2010 and 2019. The car travel share decreased by 2% but at least half of that change is due to working from home.⁹



⁸ Kittelson & Associates, Inc. Urban Footprint Analysis. 2022.

⁹ U.S. Bureau of the Census. American Community Survey 1-year estimates, Journey to Work by Mode. 2010 and 2019, B08006.

FEEDBACK SUMMARY

STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS ANALYSIS

The project team conducted a strengths, weaknesses, opportunities and threats (SWOT) analysis to generate general feedback about the Comprehensive Plan, the efficacy of the Plan's land use categories and policies to implement the Goals of the Plan, and the status of the Planning Commission relative to the other stakeholders of the Tampa Comprehensive Plan. The SWOT analysis work session included Planning Commission staff members and was facilitated by the consulting team for the project. The Strengths and Weaknesses below are meant to characterize the issues internal to the Planning Commission and the policies of the Tampa Comprehensive Plan (i.e. the things the Planning Commission can control). The Opportunities and Threats below are meant to characterize those issues external to the organization where the Planning Commission either has limited influence or where coordinated effort is required to resolve the issues. The following issues were identified during the session.

Strengths

Top Issues

- Opportunity for higher density/intensity as a function of Plan policies.
- Housing policies supporting demand for a variety of housing types.
- Compact city form strategy leads to efficient development in terms of infrastructure, access, and sustainability measures.
- General structure of growth strategies is effective.
- Transitioning urban/suburban corridors to multiple uses will accommodate more housing and make for more complete neighborhoods.

Secondary Issues

- Design policies for mixed use and Urban Village articulate a vision for desirable development.
- Development in core areas has been shaped by Plan in positive ways.
- Promoting walkability is central to the Plan.
- Plan recognizes Tampa needs a variety of housing types.
- Policies protecting industrial lands make room for future economic development.

Other Issues Raised

- Using FAR for residential provides flexibility.
- Staff apply policies consistently when reviewing development.
- Policies are established and have the appropriate standing in shaping development.
- TU 24 prohibition policies have limited the persistence and creation of incompatible uses.
- Large variety of land use categories allows for flexibility and appropriately reflects the potential for a wide range of places.
- Communication of policies in writing gives clarity to interpretation of the Plan.
- Tiering for vertical mixed use incentivizes desirable development.
- Staff has strong communication and transparency with others.

Weaknesses

Top Issues

- Mismatch between some of the detailed policies of the Plan and the Tampa Land Development Code.
- Plan is challenging to understand given the length of the text and due to the specificity of how certain policies apply.

- Policies are unclear and ambiguous in certain circumstances.
- Plan needs stronger policies in commercial areas for uses and design.

Secondary Issues

- Overlap and gaps exist in land use categories.
- Conflicting policies in the Plan for the Coastal High Hazard Area.
- Lack of clarity in evaluation process for Coastal High Hazard Area and others (e.g. Industrial).
- Plan does not showcase its value to community.
- Mismatch between Plan and certain market forces.
- Some areas are protected from what is considered undesirable growth while others not.
- Lack of transition from multiple use and mixed use categories to residential categories.
- Policies not consistent with regard to level of specificity.
- Urban Village policies are too general to effectively shape development.

Other Issues Raised

- Changing policies can be difficult.
- Plan promotes growth in Urban Village but some are designated historic districts.
- Mixed use categories are a hodgepodge of different concepts and policies.
- Problems with past interpretation and lack of understanding of history of policy formation.
- Land uses too low for city this size to accommodate growth pressures.
- Plan lacks tools for affordable housing.
- Specialized geographic policies interpretation and follow through is lacking.
- Residential categories might not be high enough (R20 and R35).

Opportunities

Top Issues

- Informed public through education about Plan's intent and outcomes.
- Recognize inequities at the neighborhood scale in Plan and talk about them.
- Continue positive working relationship with Council and City staff.
- Leveraging Tampa's national reputation in attracting desirable development.
- The current Plan update and community survey provide opportunity for change
- Continue to work with City Planning Department to implement strategies and policy initiatives.

Secondary Issues

- Support for more housing and more affordable housing.
- Show value of Plan to other departments.
- New residents with high expectations for City.
- Better intergovernmental and departmental coordination.
- Better leverage Busch Gardens and economic impact of visitors.

Other Issues Raised

- Improved coordination with Mayor's office.
- Better maintained and utilized alleys.
- Ongoing communication about Comprehensive Plan effect on the community.
- Enhanced partnerships with transportation authorities.
- Parks throughout City including equal access and quality.
- Infrastructure maintenance and access equal across City.
- Coordination with utility companies on road work and other public projects.

- Dog track property as a major opportunity for infill development.

Threats

Top Issues

- Political and/or neighborhood pressure can unduly influence decision making process when reviewing developments.
- Airbnb and housing plus investor and institutional investment is putting pressure on the housing sector.
- Lack of clarity in City staff's role in interpreting the Plan.
- Florida Legislature decisions regulating local control of land use and development decisions.
- Interpretation of Land Development Code can conflict with the Comprehensive Plan's desired outcomes.

Secondary Issues

- Need to clarify the roles of the Tampa Planning Department and Planning Commission in plan-making and policy formation.
- Lack of consistent implementation and action across agencies with respect to Plan and related initiatives.
- Ensuring new City Council members are briefed on the role of the Plan in decision making for new development. Lack of high frequency local transit as well as premium transit options found in other major cities.
- Periodic pressure to remove good policies in Plan, usually due to specific decisions that arise at the neighborhood scale.
- City Land Development Code and development review decisions sometimes regulate projects more than the Comprehensive Plan would suggest the need for.

Other Issues Raised

- Widely held view that single family detached development is preferred to other housing types.
- Plan is not as nimble as changing market.
- Hurricanes and emergency evacuation plus expanding Coastal High Hazard Area.
- Lack of Planning Commission coordination with other departments.
- Lack of clarity in Plan and mismatch between Plan and LDC lends itself to too much interpretation on the part of land use attorneys and consultants.
- Planning Commission's work not being recognized by other agencies and other community stakeholders.

STAKEHOLDER ENGAGEMENT

The project team held a number of listening sessions during the first half of the project to understand the impact of the Tampa Comprehensive Plan FLU categories and associated policies as well as garner feedback on what improvements can be made. The sessions included an overview of the project, a summary of findings based on the performance measures, and some perspective on the growth, development and change issues likely to face Tampa over the next twenty years. The listening sessions included meetings with Tampa Homeowners, An Association of Neighborhoods, the Tampa Bay Builders Association, representatives of the Citizens Advisory Committees of the City of Tampa CRAs, and City of Tampa staff.

Themes Raised During Listening Sessions

The following themes were raised during the listening sessions for the project:

- With respect to Tampa moving in the right direction, many said yes and many said it depends on who you ask or what part of the city you are talking about.
 - Participants who said yes pointed to new developments and investment in the city overall.
 - Participants who had concerns clarified by raising issues of access to opportunity, neighborhood reinvestment and the negative effects of development without adequate infrastructure to serve it.
- Housing affordability is affecting many throughout the city. Land costs and costs to develop new housing were raised as challenges in the face of delivering new supply. It was stated that more density is needed to make housing projects work in many cases and for the bonus structure for affordable housing to be an attractive option. Outside investment's effect on demand and the recent changes in housing prices and rents were highlighted as challenges.
- There were many comments about the need to have adequate or higher levels of density and intensity in the Comprehensive Plan. Reasons given for this included supporting the development of new housing in corridors and neighborhoods, supporting different housing types such as accessory dwelling units, duplexes, and triplexes, and creating more complete neighborhoods with a mix of uses.
- There were concerns raised about the height and scale of projects, consistency of new development in neighborhoods, and approving new development without the adequate transportation, stormwater and other infrastructure to support it.
- There were a number of comments on the current process of using and interpreting the Comprehensive Plan and the Land Development Code (LDC). The most common was that the Comprehensive Plan and the LDC Land Development Code are not in sync with each other. There were also concerns raised over the process of approving development, including a desire for regulations that lead to more consistent outcomes, problems with interpretation, the cost of going through the approval process, and the opportunities afforded for comments and engagement by affected parties.
- Participants saw an opportunity to improve the amount and type of information available to understand the Comprehensive Plan policies and how they are applied.

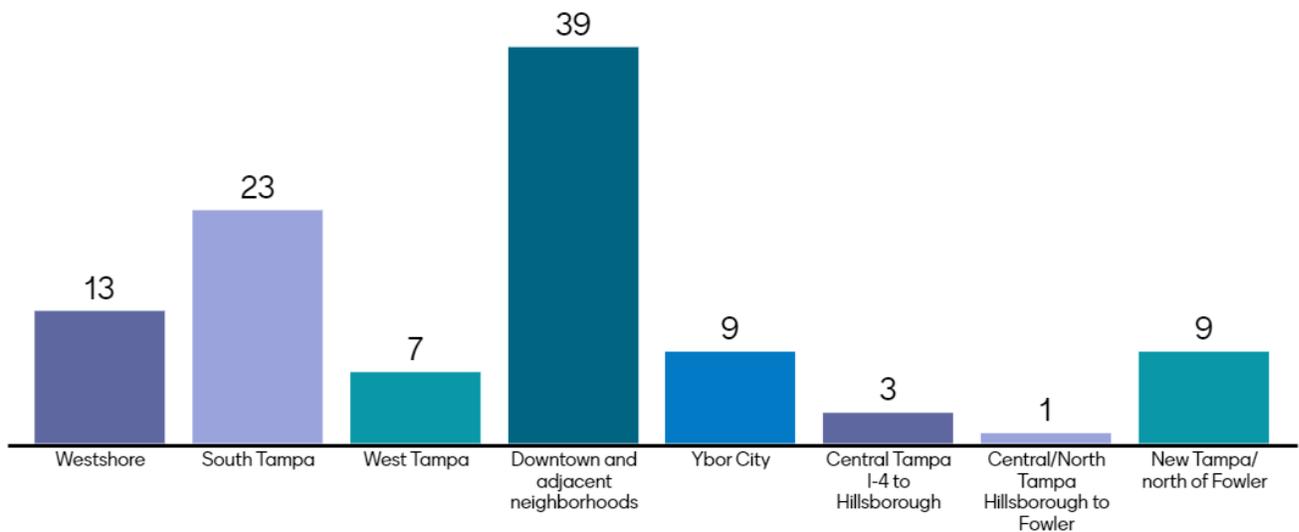
PUBLIC MEETING

The project team held a public meeting on September 21 to seek structured feedback. The following key conclusions came from this public outreach event and subsequent online feedback.

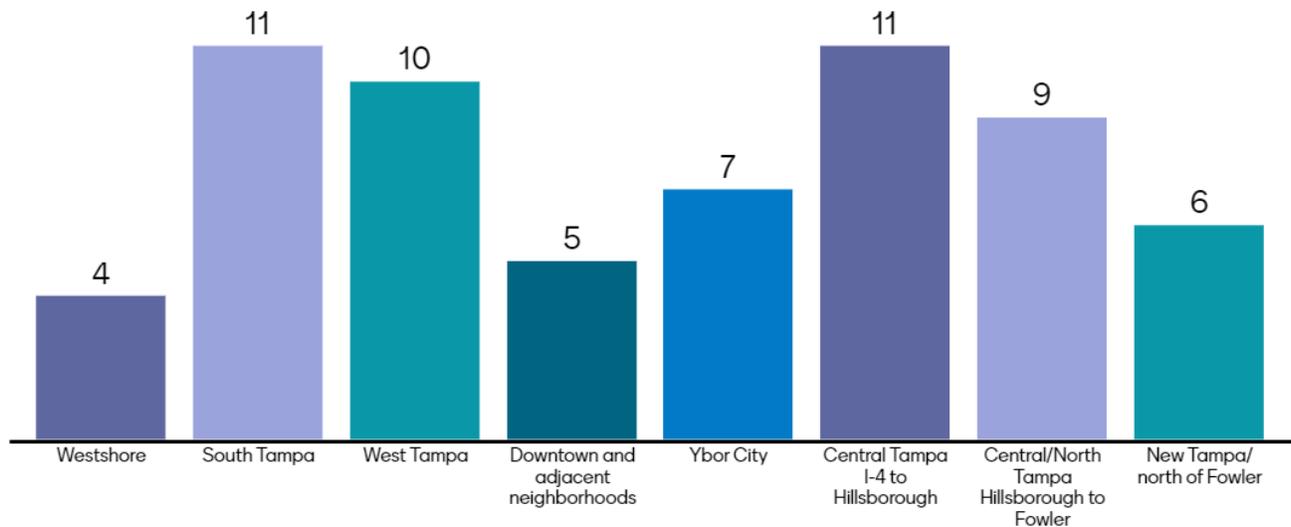
- Most respondents found it somewhat difficult to understand how the FLU categories affect development decisions.
- There is overall strong agreement that Tampa is moving in the right direction, based on the recent past and present situation. Infill development and public investment has increased access to economic opportunity, goods and services, and quality of life amenities
- “In shaping growth, Tampa should strive to be more...”



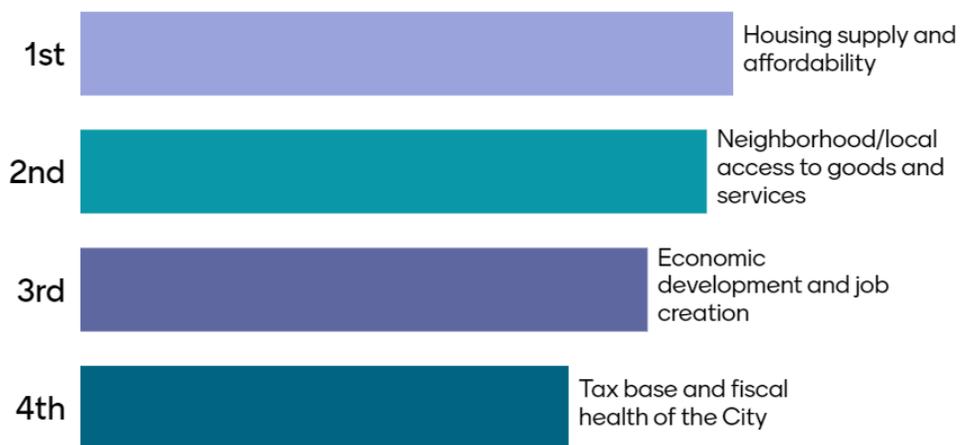
- Areas that have benefitted the most from development and investment over the last 10 years:
 - Downtown and adjacent neighborhoods
 - South Tampa
 - Westshore
 - Central/North Tampa (Hillsborough to Fowler) benefitted the least of those listed



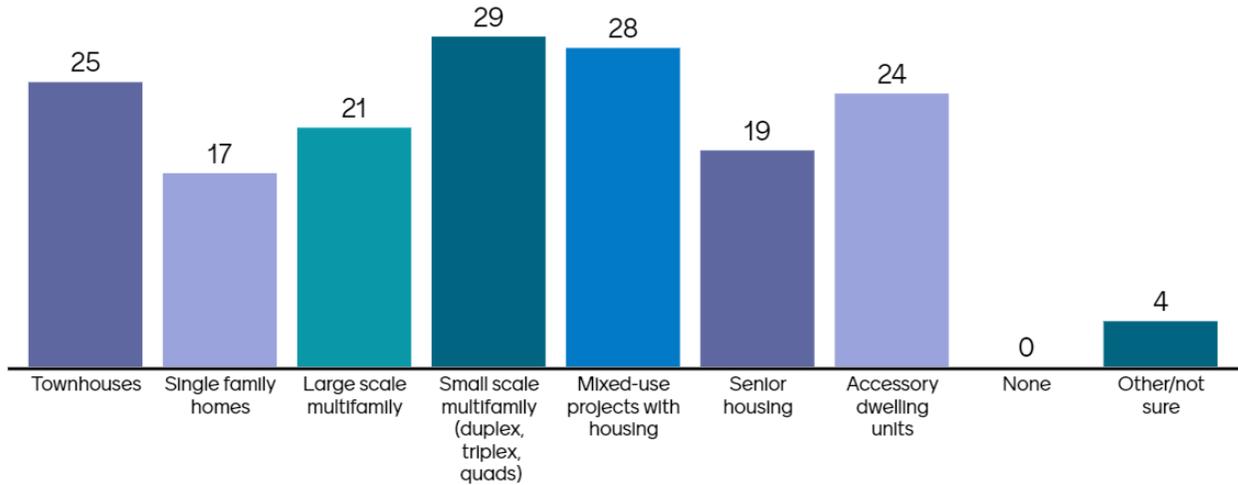
- Areas where pronounced negative impacts from development have occurred:
 - South Tampa
 - Central Tampa (I-4 to Hillsborough)
 - West Tampa



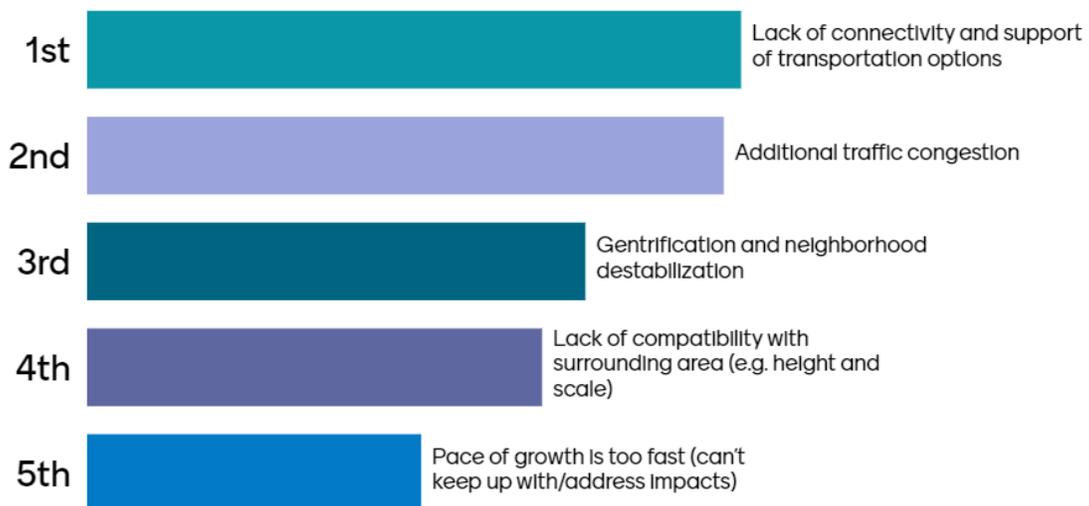
- Ranking of the most important benefits of new development:



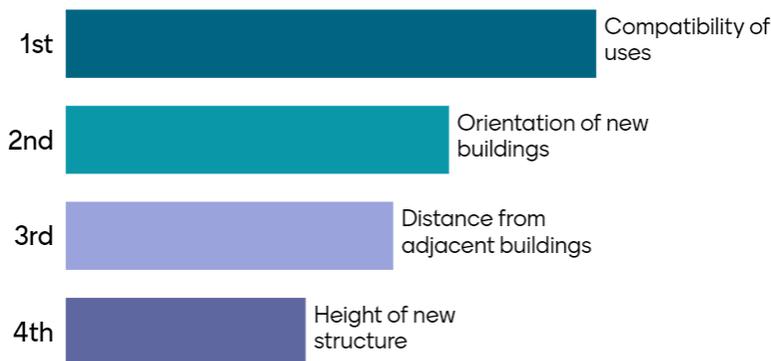
- For the types of housing most needed in Tampa, respondents ranked missing middle options the highest (such as townhomes and duplexes), as well as mixed-use projects:



- In ranking the most problematic elements of new development, the top-ranked items were the related issues of “lack of connectivity and support of transportation options” and “additional traffic congestion.”



- In the question of development’s compatibility with its surroundings, compatibility of uses is more important to respondents than form and height concerns.



- In designing incentives for development, the most important to incentivize is transit-oriented development, followed closely by affordability. There is a divided response to redeveloping commercial corridors, where a number of participants found this somewhat important, but not essential.



OPEN-ENDED QUESTIONS

What policy-based ISSUES need to be considered in assessing the FLU categories:

- Housing – Affordable housing, and the need for services near affordable housing, such as childcare and transportation access. Need for a greater variety of housing types, including accessory dwelling units.
- Parking – Recognition that parking minimums are an issue.
- Neighborhood concerns – compatibility and transitions, representation, and the desire to be involved in the planning process.
- Provision of infrastructure and services – public safety, schools, sidewalks, and green spaces. Concerns that these are not keeping up with new development.
- Environmental concerns – climate change / sea level rise, renewable energy, protecting waterways
- Transit – most comments in favor of better transit access, a few opposed to transit investment
- Clarity of regulations and processes – compatibility between FLUs and zoning, perceived lack of coordination between planning departments
- Commercial redevelopment – consideration of changing needs (e.g., working from home), small-scale space for local businesses, redevelopment of commercial corridors that are “inappropriately developed” or not “cohesive”
- Density – several comments supporting increased density and upzoning of low-density neighborhoods, one concerned about the impact of increased density on existing residents.

What policy-based OPPORTUNITIES need to be considered in assessing the FLU categories:

- Transit-oriented development
- Redevelopment – Community Redevelopment Areas, under-utilized spaces on major corridors (e.g., parking lots)

PRELIMINARY POLICY RECOMMENDATIONS

The following is an outline of the topics and issues associated with potential changes to the Tampa Comprehensive Plan (“the Plan”). The project team is in the process of completing a list of recommendations that are being developed through the process of assessing current documents, analyzing performance measures, reviewing best practices, and responding to the feedback from stakeholders and the public. The goal of presenting and vetting this information at this time is to generate discussion on what improvements can be made and to ensure the staff and consultant effort to produce more detailed recommendations aligns with Planning Commission and City Council priorities.

It is acknowledged that some recommendations are best addressed in the Land Development Code (LDC) rather than the Comprehensive Plan. However, these types of recommendations will be included for a complete approach to policy development. LDC recommendations developed during this project are for advisory purposes only and are being identified to suggest what would best complement existing and potential new policies in the Comprehensive Plan.

OVERALL PLAN UPDATES

Useability of Document

- Simplify and reduce the amount of text throughout the Future Land Use Section of the Plan.
- Include as a resource accompanying the Plan a chart showing which zoning districts in the Land Development Code (LDC) are compatible with each Future Land Use (FLU) category (to supplement the information in the LDC).
- Add pictures, diagrams or illustrations to demonstrate the intended outcomes of FLU categories and other policy provisions.

General Desired Outcomes

- Find areas of alignment where FLU categories and other policy provisions can potentially be combined. For example, regional mixed use aligns with employment centers. Mixed-use corridors align with transit-oriented development and neighborhood nodes. Neighborhood mixed use aligns with neighborhood nodes.
- Clarify the role of City staff in working with the Plan.
- Ensure that City Council members are provided adequate information on the role of the Comprehensive Plan in decision-making for new development.
- Improve Plan policy guidance on the conversion of land from non-residential to residential uses.
- Respond to planned infrastructure improvements and maximize the efficient use of land, including for transit-oriented development.
- Resolve the mismatch between FLU and LDC policies that is driving a higher-than-expected number of Planned Development proposals. This is primarily implemented in the LDC.
- Locate areas appropriate for infill housing compatible with single-family detached neighborhoods to promote missing middle housing.
- Consider adding a policy to prohibit the use of bonus provisions within the Coastal High Hazard Area (CHHA).
- Consider establishing a minimum density for some the FLU categories based on policy objectives.

FUTURE LAND USE CATEGORIES

Number of Categories, Density and Intensity Ranges

Existing:

There are currently 27 FLU categories. Seven are residential categories with varying density ranges. Ten are mixed-use categories, two of which (NMU-16 and NMU-24) are not present in the FLU map, and two of which (TU-24 and GMU-24) are being phased out. Intending to incentivize. Having a large variety of land use categories allows for flexibility and appropriately reflects the potential for a wide range of places, but some categories overlap and create unnecessary complexity. There are also a few gaps which create missed opportunities for desired place types.

Desired Outcome:

Ensure that FLU categories have the flexibility to accommodate the range of development types needed in Tampa.

FLU Promotion of Affordable Housing

Existing:

The FLU categories do not directly address publicly supported affordable housing units, but they do address the diversity of housing types that would lead to naturally occurring affordable housing within neighborhoods.

Desired Outcome:

Have policies that allow neighborhoods and centers to be generally inclusive of a diverse range of housing types that can increase supply and create naturally occurring affordable housing.

FLU Promotion of Mixed Use

Existing:

There are ten mixed-use FLU categories in the Plan. FLU regulations do not specify a percentage for uses within a category, and they are not intended to require mixed use in every individual development. Mixed-use FLUs are currently about 45% residential overall, up from about 35% residential in 2010. This is a positive change, as more residential is needed to accommodate growth, and increasing residential in mixed-use areas gives more people access to jobs and services.

The Planning Commission undertook a study of the mixed-use provisions in the Plan in 2021, at the request of the City of Tampa. The purpose of the study was to examine the existing policy and guidance related to mixed-use in the Plan, compare with other jurisdictions, and make recommendations to clarify the treatment of mixed use in the Plan. These recommendations are productive and aligned with the other recommendations that follow.

The following recommendations were given in the mixed use study:

- Clearly define mixed use in the Plan, including clarifying the difference between a mixed-use development and a mixed-use land use category.
- Encourage or require mixed-use developments with non-residential uses on the ground floor in areas where it is appropriate and supported by transportation infrastructure.
- Align mixed-use policy with Capital Improvement Program projects.

Desired Outcome:

Establish a permanent policy that aligns with the recommendations of the Planning Commission's mixed use study. Increase the amount of residential development in commercial corridors over the next ten years.

Ybor Historic District

Existing:

Ybor Historic District is identified in several FLU categories as a location where the permitted FAR of non-residential uses is higher. Ybor City has its own architectural review board, The Barrio Latino Commission (BLC). Ybor City developed an updated Vision 2020 Master Plan. This plan suggests incentivizing private development with density / intensity bonuses. The plan notes that achieving the permitted FAR maximum is unattainable in many locations due to BLC interpretations of street context for adjacent contributing historic structures; however, a mapping analysis was done to identify locations where higher densities and intensities than is currently permitted would create redevelopment potential. Overall, the community seems to be supportive of increasing the density and intensity of development, as long as it is targeted and supports the Vision Plan outcomes.

Desired Outcome:

To ensure that the allowable densities/intensities promote development that is in harmony with the historic character of the Ybor Historic District in terms of scale, form, and use. To align policies in the Plan relating to the Ybor Historic District with their Vision 2020 Plan.

Targeted Bonuses within Categories

Existing:

Several residential and mixed-use FLU categories provide bonuses up to a set amount for developments that meet "performance provisions." These are not defined in the Plan but are defined in the LDC. Some categories (UMU-60, CC-35, CMU-35) have additional density permitted for vertical mixed-use development.

Desired Outcome:

Clarify the policy language to ensure that targeted bonuses create the desired density while incentivizing development in growth areas, affordable housing, and amenities in line with Tampa's vision.

POLICY PROVISIONS

Transit Oriented Development

Existing

The current Comprehensive Plan suggests a transit-oriented development (TOD) bonus for developments locating within the TOD overlay, which had not yet been defined at the time of the Plan's adoption in 2016. Hillsborough Area Regional Transit (HART) conducted a pilot project to define an area for TOD in Tampa in a ½ mile buffer from the alignments of the HART Arterial BRT, the existing Tampa Streetcar, and the planned Invision Tampa Streetcar Extension. The pilot study established four place types within the TOD study area and made land use recommendations within that framework, as well as general land use recommendations for TOD.

Desired Outcome:

Create a clear policy for TODs that reflect the work done by the HART pilot study and result in mixed-use, transit-supportive density around stations with amenities and design that actively support transit use.

Node Bonuses

Existing:

The Plan establishes a "node bonus" that applies to Neighborhood Nodes and Community Nodes. These nodes are defined by a radius from a given intersection - ¼ mile for Neighborhood and ½ mile for Community. A 25% density bonus is awarded for developments located within nodes. To get the bonus, developments must provide amenities

such as vertical mixed-use, enhanced streetscape, and bicycle parking/paths. The node concept is currently under-utilized in the Plan; there are only 5 Neighborhood Nodes and 1 Community Node, all of which in Central Tampa in the Seminole Heights area.

The Plan includes an objective to use these nodes to focus growth to the Seminole Heights Urban Village. Seminole Heights is an Urban Village, part of which is also a designated historic district. A community planning process identified locations for nodes to reconnect the community that was divided by the interstate. While the node concept originated in the Seminole Heights plan, its use can be expanded throughout the city to focus mixed-use growth in targeted areas.

Desired Outcome:

Grow into a polycentric city with walkable nodes accessible from all parts of Tampa. Increase access to services and amenities. Foster community identity at the neighborhood level.

Mixed-Use Corridors

Existing:

Mixed-use corridors are one of the four types of “growth areas” listed in the Plan’s land use strategy. The intent is to transform major corridors to include a broader mix of uses, horizontally and vertically, with higher-density housing, retail, and services, and to support existing and future transit. Mixed-use corridors have “mixed-use centers” that are designated using mixed-use FLUs. The exact locations of mixed-use corridors are not specified in the plan, but a number of corridors are listed which are “transit emphasis corridors” and have potential for redevelopment. The Plan suggests tailoring redevelopment to individual corridors through studies and/or community planning processes. Four FLU types are used along these corridors to ensure their harmony with adjacent neighborhoods.

Desired Outcome:

To direct Tampa’s growth along mixed-use corridors that are vibrant and pedestrian-friendly and align the Future Land Use categories along the corridors with transportation strategies.

Urban Villages

Existing:

Urban villages are another of the four types of “growth areas” listed in the Plan’s land use strategy. There are 9 Urban Villages, all located within the Central Tampa planning district. Most align with Community Redevelopment Areas (CRA), and some are also designated historic districts. Urban villages have had an adopted secondary planning process, such as a neighborhood plan or a CRA plan. They are intended to create a “distinctive, high-quality built environment” that respects “Tampa’s unique historic, environmental, and architectural context, and create memorable places that enrich community life.”

Desired Outcome:

Revised policy guidance to create Urban Villages that balance the need to accommodate new growth, preserve unique character of existing places, foster housing and housing affordability, and provide adequate transportation infrastructure to serve the needs of the areas.

Employment Centers

Existing:

Employment Centers are another of the four types of “growth areas” listed in the Plan’s land use strategy. There are three: the Central Business District (CBD), Westshore Business Center, and the University of South Florida Business

Center. The intent of these areas is to serve as the city's premier employment centers. Planning efforts in each center require coordination with its own organization (Tampa Downtown Partnership, Westshore Alliance, and USF).

Desired Outcome:

Maintain adequate office space for future employment growth, while ensuring there is an adequate mix of services and opportunities for living in established centers. Accommodate the highest density and intensity development within the city.

CBD (Central Business District) Periphery Bonus

Existing:

Projects located in the periphery of the CBD may be considered for density and intensity bonuses. They must be residential or mixed-use projects, with permitted uses controlled by the underlying FLU category. Bonuses are limited to 100% of the maximum density or intensity permitted within the underlying FLU. The project must be rezoned to the appropriate site plan-controlled zoning district to ensure that that adequate buffering and any other applicable mitigation measures are afforded to adjacent uses. The current structure does not promote inclusion of affordable housing, since the bonus is capped and developers could not get an additional bonus for inclusion of affordable units.

Desired Outcome:

To increase the amount of high-density housing with access to the CBD and its associated amenities.

HOUSING

Affordable Housing Incentives

Existing:

The current Plan suggests an Affordable Housing Bonus but does not implement it. Section 27-140 of the LDC states that a development providing 10% of its units as affordable housing are eligible for bonus density. Those units must be affordable at 80% - 120% AMI for the City of Tampa. The amount of the bonus to be granted is calculated using a formula involving the construction cost per square foot and the market value of the land (taking into account whether the location is in a special district such as the CBD Periphery or an Urban Village).

The City of Tampa currently has a Housing Affordability Advisory Team, established in 2019. The team recommended emphasizing the affordable housing bonus provision by placing it in its own separate section of the Land Development Code, rather than in a list of various available incentives. It also recommended several new incentives including bonus density, express permitting, fee waivers (as permitted by law) and parking requirement reductions.

Desired Outcome:

To increase Tampa's supply of homes affordable to lower to moderate income households that are high-quality and have access to opportunities and services through enhanced development incentives.

Diversity of Housing Types ("Missing Middle")

Existing:

The current Comprehensive Plan permits missing middle housing in several ways. Accessory Dwelling Units (ADUs) may be considered in most single-family FLUs if they are associated with an owner-occupied single-family residence that is built on a single deeded lot. In addition, ADUs may not count as a separate unit when calculating density under certain conditions. ADUs are "considered" in the lowest-density residential FLUs (SMU-3, SMU-6, R-3, R-6). R-10 allows "limited" townhomes and duplexes, while still "predominantly" single-family. Overall, of the acreage in

Tampa that allows residential uses, only 20% is in FLUs that restrict missing middle housing types. However, the supply of missing middle housing has not increased to the extent that housing needs have demanded.

Desired Outcome:

To ensure that a diversity of housing types is enabled and encouraged throughout Tampa to increase the supply and affordability of housing.

HISTORIC PRESERVATION

Existing:

Historic preservation is included in the plan to protect the character of designated historic districts and ensure that new development does not adversely affect them. All development in designated historic districts, including alterations, demolition, relocation, and new construction, is reviewed by an Architectural Review Commission.

Desired Outcome:

Protecting the character of historic districts while allowing them to be vibrant, thriving parts of the city by aligning Plan policies with community and revitalization plans and initiatives.

PLANNING DISTRICTS

Existing:

The Comprehensive Plan designates five planning districts, each with their own unique characteristics. There are some limited policies associated with each related to character and desired uses, but they do not have a strong regulatory purpose.

Desired Outcome:

Define the purpose of the five planning districts, including having them used to track and demonstrate the performance of the Comprehensive Plan in meeting its goals and objectives.