

FLU GOAL 10 TRANSIT ORIENTED DEVELOPMENT

Creation of a land use planning framework encouraging, supporting and implementing transit-oriented development in a manner supporting and implementing the TBARTA and One Bay regional vision of concentrated land use by decreasing auto-dependency and increasing the economic viability, sustainability and livability of Pasco County.

Objective 10.1 Transit Emphasis Corridor

A Transit Emphasis Corridor connecting activity centers within Pasco County and the Tampa Bay region.

Policy FLU 10.1.1: Pasco County Transit Emphasis Corridor is as depicted in FLU Map 2-23.

Policy FLU 10.1.2: The County shall encourage the use of mass transit in order to decrease the dependency of automobile trips.

Policy FLU 10.1.3: The County shall coordinate with (TBARTA), Pasco Metropolitan Planning Organization (MPO), Florida Department of Transportation, and other regional transit agencies regarding the provision of transit service and location of stations.

Objective 10.2 Transit Oriented Design

Development and redevelopment in the Transit Emphasis Corridor shall meet Transit Oriented Design principles including neighborhood context, connectivity, public realm improvements and site development standards.

Policy FLU 10.2.1: Pasco County shall adopt a Transit Oriented Design Ordinance by 2012.

Policy FLU 10.2.2: Pasco County shall establish design principles that concentrate a mix of complementary, well-integrated land uses within walking distance (1/2-mile) of anticipated transit stations.

Policy FLU 10.2.3: Pasco County shall encourage multi-use developments which include a mixture of uses on the same site.

Policy FLU 10.2.4: Pasco County shall encourage mixed-use developments with a mixture of uses within buildings.

Policy FLU 10.2.5: Pasco County shall encourage a mixture of housing types including workforce housing.

Policy FLU 10.2.6: Pasco County shall consider limiting automobile-oriented uses, such as drive-through facilities within the Transit Emphasis Corridor.

Policy FLU 10.2.7: Guidelines created by Pasco County shall address streetscape design to encourage pedestrian activity and safety.

Policy FLU 10.2.8: The TOD Ordinance shall address the transition to transit use and the evolution of development sites during that transition.

Objective 10.3 Land Use Patterns

Supportive Land Use patterns adjacent to stations and anticipated stations.

Policy FLU 10.3.1: The Pasco County Transit Station Typology is as follows:

Station Type	Suggested Project Target Development Standards*	General Land Use Allocation
Regional Commercial	FAR: 1- 2.25 Stories: 1-5 DU/acre: 20-30 du/ac	Commercial: 55% Residential: 10% Office: 35%
Regional Professional Service	FAR: 1- 3.6 Stories: 3- 12 DU/acre: 40-60 du/ac	Commercial: 20% Residential: 20% Office: 60%
Regional Mixed Use	FAR: 1- 5 Stories:2-10 DU/acre: 40-60 du/ac	Commercial: 25% Residential: 30% Office: 45%
Community Commercial	FAR: 0.3- 1.25 Stories: 1-5 DU/acre: 10-20 du/ac	Commercial: 45% Residential: 20% Office: 35%
Community Professional Service	FAR: 0.7- 2.5 Stories: 2- 8 DU/acre: 10-20 du/ac	Commercial: 20% Residential: 20% Office: 60%
Community Mixed Use- New Town/ Village	FAR: 0.6- 1.35 Stories: 1- 5 DU/acre: 20-30 du/ac	Commercial: 20% Residential: 60% Office: 20%
Community Business Commerce Park	FAR: 0.15- 0.50 Stories: 1- 2 DU/acre: 10-20du/ac	Commercial: 20% Residential: 20% Office: 20% Industrial: 40%
Park and Ride	FAR: 0.08- 0.5 Stories: 1- 2 DU/acre: N/A	Commercial: 50% Residential: N/A Office: 50%
Neighborhood	FAR: 0.6- 1.35 Stories: 1- 3 DU/acre: 20-30 du/ac	Commercial: 10% Residential: 80% Office: 10%

*Net FAR refers to the Floor Area Ratio per net developable acre. Net Density refers to the number of dwelling units per net developable acre.

Policy FLU 10.3.2: Station locations shall be place within in Transit Emphasis Corridor. Park and Ride stations may be located outside of the Corridor and are generally located at nodes/intersections. Map 2-24 identifies the conceptual station locations within the Transit Emphasis Corridor.

Policy FLU 10.3.3: Figure 10-1 identifies the conceptual station typology for stations identified on Map 2-24. The classification of station types is conceptual. Final classification will only be made after preparation and approval of Station Area Plans, as identified in Policy FLU 10.3.5.

Policy FLU 10.3.4: TOD Floating Land Use Zone.

The station typologies identified in Policy 10.3.1 shall constitute a TOD Floating Land Use Zone. The density and intensity associated with the station typology shall be applicable only after:

- (a) Completion of a Station Area Plan as described in Policy 10.3.5;
- (b) Identification of a premium transit route in an approved Long Range Transportation Plan; and
- (c) Approval by Board of County Commissioners in a public hearing after receiving a recommendation from the Local Planning Agency. Upon approval of the Station Area Plan, the Future Land Use Map shall reflect the station area impact location.

Policy FLU 10.3.5: Station Area Plans

- (a) Station Area Plans shall be prepared prior to system construction and prior to or during design phase of the Transit Corridor to efficiently and effectively plan the land uses around proposed transit stations.

- (b) Station Area Plans shall be based on detailed study to determine specific Station Area Plan boundaries, which will, at a minimum, include all areas within a 1/2 mile walking distance from the transit station. In determining the specific Station Area Plan boundaries physical, environmental, and community features, boundaries and borders shall be considered.
- (c) Regardless of how the Station Area Plan is funded, a public involvement program, including community stakeholders, public agencies, and private developers shall be part of the Station Area Planning Process. This process shall include community design and public workshops.
- (d) At a minimum the Station Area Plan shall address:
- Station area typology and development/redevelopment vision
 - Surrounding development pattern and community character
 - Location based station area market analysis and assessment for near and intermediate development projections to identify intensity and land use mix within 0.5 mile of stations.
- (e) Station Area Plans shall include the following design principles for the transit station impact area which consider the following:
- **Land Use**
 - Mixed Use Development (Vertical) and Mix of Uses
 - Density/Intensity Minimums (where appropriate) and Maximums
 - **Building and Site Design**
 - Building Form, Setbacks, and Site Design
 - Building Heights
 - Transitions to/Compatibility With Surrounding Development Patterns
 - Alternative Development Standards (Vehicular/Bicycle Parking, Stormwater, etc.)
 - Public Parking
 - Create parking strategies that can reduce the parking requirements and promote shared parking opportunities.
 - LEED or Other Sustainable Design Principles
 - Roadway Typical Sections
 - Bicycle and Pedestrian Facilities
 - Public Realm, Streetscape, and Open Space
 - Public art, street trees, pedestrian scale lighting, arcades, awnings, Wayfinding signage, and benches
 - Guidelines based on street types: pedestrian priority streets (fronts of buildings/doors and windows), and secondary streets (backs of buildings/blank walls/service areas).
 - Requirement that buildings are designed to front on public streets or on open spaces, with minimal setbacks and with windows and doors at street level instead of expansive blank walls.
 - Building entrances should be located to minimize the walking distance between the transit station and the building entrance.
 - Require that surface parking is located in the rear of buildings, with the exception of on street parking.
 - Require that unencumbered pedestrian paths through surface parking to transit stations are provided.
 - Parking structures are designed to include active uses on the ground floor street frontage.
 - Encourage that buildings are the tallest and most intensely developed structures located near the transit stations.
 - **Connectivity**

- Require direct pedestrian routes within station areas. Sidewalk locations and widths should be based on the anticipated level of service needed within public rights of way 1/2 mile walking distance from all station locations.
 - Encourage pedestrian plazas, and other amenities that will enhance the pedestrian environment in and around transit stations.
 - Encourage the development of bike lanes on arterial and collector roadways that provide connectivity with the Station Area.
 - Logical linkages to connect with the Ped/Bike Trail Systems
- **Policy**
 - Housing Mix
 - Workforce and Affordable Housing
 - Incremental Parking Reduction Policies
 - Land Use Flexibility
 - Station Development Evolution / Requirement Triggers and Thresholds
- **Implementation Strategies**
 - Regulatory
 - Public Private Partnerships
 - Joint/Shared Facilities
 - Capital Improvement Funding/Public Investment
 - Property Aggregation
 - Anchor Tenant Identification

Glossary

Transit Oriented Development- TOD focuses on creating compact activity centers with housing, jobs, shopping, community services, and recreational opportunities, all within easy walking distance (1/2 mile) of a transit station.

Transit Emphasis Corridor- Corridor with high quality premium modes of transit including but not limited to Light Rail or Bus Rapid Transit.

Premium Transit- High quality transit mode that typically includes Light Rail or Bus Rapid Transit.

Light Rail Transit (LRT) - LRT provides the opportunity for the passenger rail service to operate on corridors other than traditional heavy rail and integrate with to transit oriented development. LRT tends to run along its own right-of-way and are often separated from road traffic. With electric propulsion, light rail can operate more efficiently and reduce greenhouse gas emissions.

LRT stations are typically ½ mile to 1 mile apart. Service runs every 10 minutes or less during peak hours or 15 to 30 minutes at other times of the day.

Bus Rapid Transit (BRT) - Frequent service with a limited number of stops. BRT provides a service that is of a higher speed and quality than an ordinary local fixed route transit line. BRT is a high-capacity bus transport system often with its own right-of-way or dedicated lanes.

BRT stations are typically 2 to 4 blocks apart in urban areas, ½ mile to 3 miles in suburban areas. Service typically runs every 10 to 20 minutes during peak hours or 30 to 60 minutes at other times of the day.