



HC/CPA 22-11 Bus Emphasis Corridors (BECs) Text Amendment

Meeting Date	June 22, 2022
Meeting Type	Briefing
Staff Planner	Katrina Corcoran, corcorank@plancom.org, 813-582-7323 Elizabeth Watkins, watkinse@plancom.org, 813-582-7382
Action Necessary	No
Attachments	Attachment A – Draft Language Attachment B – Draft Map

Request for Plan Amendment

Application Type: Publicly Initiated

Summary Information

Bus Emphasis Corridors (BECs) are a series of new policies aimed at encouraging the redevelopment of major corridors to create safer, transit-supportive environments, and supporting the delivery of affordable housing units within the Urban Service Area (USA). These policies are planned to result in transit-supportive density and forms of development along corridors with existing bus service (Attachment A).

BECs are defined as a subset of corridors with headways less than 30 minutes (i.e., 2+ buses/hour) and/or high ridership. An increase in density may be considered for those properties found in proximity to BECs. Potential future BECs are also identified and are defined as corridors identified based on bus frequency, ridership, commitment for future service, and development trends and patterns. Both BECs and future BECs are identified on the draft map (Attachment B).

This is a collaborative partnership between the Planning Commission, Transportation Planning Organization (TPO), the Hillsborough Area Regional Transit Authority (HART), and County staff. BEC policies are proposed to be incorporated into the Future Land Use Element (FLUE) and referenced in the Housing, Capital Improvements, and Mobility Sections of the Unincorporated Hillsborough County Comprehensive Plan. Bus service commitments on these core routes will be described in HART's Transit Development Plan.

Attachment A

Please see attached.

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**Note: The following objectives and policies are draft new language, proposed to be included in the Future Land Use Element (FLUE). Numbering is subject to update based on final placement within the FLUE. Grey highlighting of a section title indicates that Planning Commission staff are discussing that section of language with County staff, and it is subject to update.*

Establish a Bus Emphasis Corridor (BEC) Overlay

Objective 1: Promote transit supportive densities, intensities, and forms of development along corridors with existing enhanced bus service.

Policy 1.1: Establish and maintain a Bus Emphasis Corridor (BEC) overlay for application along roadways identified as BECs on Map 1.

Policy 1.2: The BEC overlay shall apply to a subset of corridors that have frequent and high ridership on existing bus service and will be prioritized for multimodal transportation investments and redevelopment.

Policy 1.3: The identification of BECs will be coordinated with the Hillsborough Area Regional Transit Authority's (HART's) Transit Development Plan (TDP) to ensure a commitment to continuity of service and maintenance of the identified routes.

Policy 1.4: BECs will be reevaluated periodically in coordination with HART's TDP update.

Identify Future BECs

Objective 2: Identify corridors that would be future candidates as BECs.

Policy 2.1: In coordination with HART, future BECs will be identified based on existing and future bus service routes including frequency, ridership, and commitment for future service on those routes, as well as development trends and patterns along those corridors.

Policy 2.2: Future BECs are identified on Map 1, which will be evaluated periodically based on the factors listed above.

Policy 2.3: Consideration of future BECs should be given in the review of Future Land Use (FLU) Map amendments and rezoning applications. Specifically:

- Higher density residential projects should be encouraged in these areas.
- Exceptions to the minimum residential density of 75% of the adopted FLU category should not be permitted.
- Projects should include context-sensitive multimodal facilities in site design and should not preclude future connections to adjacent properties.

Policy 2.4: For future BECs, work toward achieving specific multimodal and, in coordination with HART, transit level of service (LOS) standards within the Capital Improvements Element (CIE) for bicycle, pedestrian, and transit mobility.

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Development Intensity and Land Use

Objective 3: Support transit use along designated BECs by promoting transit-supportive uses and intensities of development.

Policy 3.1: Establish allowable densities/intensities for parcels within the designated BEC overlay that result in development sufficient to support existing or desired levels of transit service.

Policy 3.2: Incentivize affordable housing and Transfer of Development Rights (TDRs) in the BEC overlay consistent with the Affordable Housing and TDR Density Bonus noted in Table 1, to focus residential growth within the Urban Service Area (USA).

Policy 3.3: Promote the development of a full range of housing types within the BEC overlay to allow for households of varying ages, demographics, and income levels.

Policy 3.4: All new residential development should meet a minimum density of 100% of the allowable density of the adopted FLU category. Increased densities may be considered in accordance with Table 1 if the design requirements of these policies and the Land Development Code (LDC) are met.

Table 1: Allowable Density Increases for Bus Emphasis Corridors (BECs)

Land Use Category	Base Density	Bonus within 1/4 Mile of BECs and Meeting the BEC Overlay	Bonus Max if also Incorporating Affordable Housing or Transfer of Development Rights*
RES-4	4	6	10
RES-6	6	9	12
RES-9	9	12	18
RES-12	12	16	30
RES-16	16	20	30
RES-20	20	30	40
OC-20	20	30	60
NMU-4	4	6	10
SMU-6	6	12	18
CMU-12	12	20	30
RES-35	35	60	75
UMU-20	20	30	60
RMU-35	35	60	75
ICMU-35	35	60	75

**Note: Distance from a BEC is measured from the edge of the right-of-way where the BEC runs to the building where affordable units are located utilizing a direct walking route to include sidewalks or trails. If 50% or more of the proposed affordable units are within ¼ mile walking shed, the site is eligible for the full bonus. The maximum may not be able to be achieved due to site constraints and LDC requirements.*

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Policy 3.5: New mixed use and non-residential development developed in accordance the design requirements of these policies and the LDC may be considered for increase Floor Area Ratio (FAR). Categories of 9 units per acre or higher can be considered for an additional .25 FAR. Categories less than 9 units per acres can be considered for an additional .10 FAR.

Policy 3.6: Along BECs, development and redevelopment of transit generating land uses is the primary focus to serve daily needs, encourage multimodal options, and reduce car dependency. Primary trip generators may be high-density residential uses with complementary retail and service uses, employment intensive uses, or public uses (i.e., education, social and community services, and workforce development) with supporting residential, retail, and service uses.

Policy 3.7: Encourage multi-use developments and a mix of uses provided either vertically or horizontally within ¼ mile of BECs.

Policy 3.8: Evaluation of rezonings for non-residential development along BECs should limit uses that have little to no pedestrian activity or transit trips (e.g., warehousing or storage) or are high car trip generating uses not designed in a manner compatible with the creation of walkable places. Site design should include safe, continuous walk and bike facilities along the corridor.

Development Form and Phasing

Objective 4: Establish BEC development standards in the LDC to provide walkable patterns of development with small block sizes and interconnected streets that promote access between destinations and transit stops.

Policy 4.1: Create development blocks in the BEC overlay that are scaled to accommodate a mix of appropriate building types, public spaces, and sufficient area for off-street parking, service areas, and infrastructure. Avoid overly large block sizes to maintain a walkable scale.

Policy 4.2: Include an interconnected grid of pedestrian and bicycle-friendly streets and pathways that form development blocks and accommodate circulation within the BEC overlay.

Policy 4.3: Incorporate the benefits of greenways, parks, and open space by establishing minimum greenspace requirements in the LDC for all developments within the BEC overlay.

Policy 4.4: For larger-scale projects over 20 acres within the BEC overlay, create development blocks that provide for context-sensitive community gathering places fronting the corridor and connected by pedestrian-friendly streets and pathways.

Objective 5: Configure projects in the BEC overlay to allow for phased intensification.

Policy 5.1: Buildings constructed in early phases of a multi-phase project should be aligned along primary streets.

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Policy 5.2: Parking lots should be laid out to accommodate future buildings and parking structures.

Policy 5.3: Utilities should be located and designed to permit ultimate build out at maximum intensity with minimal disruption to improvements delivered in earlier phases of the project.

Building Form and Frontage

Objective 6: Establish BEC development standards in the LDC to provide pedestrian-friendly streetscapes, building frontages oriented to sidewalks, and high-quality urban design to promote better access between buildings and sidewalks and increased transit accessibility.

Policy 6.1: Place buildings along and oriented to public streets and public spaces within the BEC overlay. To maintain building continuity, the majority of the lot width should be occupied by a building located at the setback or build-to line.

Policy 6.2: Locate primary building entries along the street frontage with direct access from a public street or public space within the BEC overlay.

Policy 6.3: Encourage active ground floor uses such as retail and service establishments along BECs, particularly on walking and cycling routes. To allow flexibility, encourage ground floor ceiling heights that allow for commercial use irrespective of initial use.

Policy 6.4: Design building facades in the BECs with distinct base, middle, and top and bays/recesses for longer ones and include a high percentage of transparent windows and doors.

Policy 6.5: To provide appropriate transitions to existing neighborhoods, locate the taller buildings on parcels directly along BECs with transitions in height where BEC development abuts lower density/intensity development.

Connectivity within BECs

Objective 7: Provide safe and convenient connections between neighborhoods and neighborhood-serving uses along BECs.

Policy 7.1: For larger-scale projects over 20 acres along BECs, create new street networks that serve as an extension of the existing or planned network in the surrounding area.

Policy 7.2: Reserve rights-of-way or easements for street, sidewalk, or pathway bulb outs that are located strategically to accommodate future connections to undeveloped neighboring sites or developments that currently do not allow connections.

Policy 7.3: In coordination with LDC standards on access management, provide cross-parcel connections between new development sites and adjacent parcels within the BEC overlay.

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Policy 7.4: Avoid cul-de-sacs in the BEC overlay, except where topography or existing natural features prevent a feasible roadway connection, or as a temporary facility to provide future connections to an abutting site.

Safe, Accessible, and Walkable Streets

Objective 8: Encourage the design of multimodal streets along BECs that promote active transportation and provide safe, convenient access to transit.

Policy 8.1: Design roadways identified as BECs in accordance with Hillsborough County's Context-Based Classification Plan and Complete Streets Guidebook.

Policy 8.2: Prioritize funding of sidewalks, crosswalks, bicycle and pedestrian safety improvements, parallel corridor improvements, and other multimodal accommodations within the BEC overlay.

Policy 8.3: Design streets within the BEC overlay to encourage low speed vehicular traffic and the safe movement of pedestrians and bicyclists. Street widths should be minimal, with narrow travel lanes, to reduce crossing distances for pedestrians.

Policy 8.4: Establish and maintain BEC specific multimodal and, in coordination with HART, transit LOS standards within the CIE for bicycle, pedestrian, and transit mobility.

Policy 8.5: Provide context-sensitive walking and bicycle facilities along BECs, which may include but are not limited to protected bike lanes, cycle tracks, multi-use paths, and off-street walkways.

Policy 8.6: Provide sidewalks that accommodate higher pedestrian volumes and provide ample space for expanded frontage zone, a pedestrian clear zone, and a curb zone along BECs. Streets along BECs should be designed with the following:

- a frontage zone between the front building façade and pedestrian clear zone designed to accommodate building entries, sidewalk café space, and other building frontage amenities.
- a pedestrian clear zone without vertical obstruction between 5-7 feet width in residential settings and 8-12 feet width in commercial settings.
- a curb zone between the pedestrian clear zone and the street for street furniture, bus shelters, lighting, utility poles, landscaping, street trees, rain gardens, or micromobility parking.
- a parking and curb extension zone as an option to allow additional space for on-street parking, curb extensions, transit shelters, stormwater management features, bike racks, micromobility parking, or bicycle facilities. Curb extensions should be considered near intersections and midblock crossing locations to provide additional protected pedestrian space and pedestrian-scaled amenities.

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Policy 8.7: Prioritize enhancements to crosswalks at intersections with transit stops along BECs and promote the placement of protected mid-block pedestrian crossings at locations between intersections to create more direct and safe access to transit stops.

Policy 8.8: Accommodate bicycle parking and micromobility stations, such bike share and electric scooters, near transit stops along BECs to provide easy access. Design facilities to minimize conflicts with pedestrian routes.

Policy 8.9: Design and construct streets with wide sidewalks, crosswalks, wheelchair ramps, and improved access to transit stops along BECs in support of the County's Americans with Disability Act (ADA) Transition Plan.

Policy 8.10: In coordination with HART, integrate transit stops along BECs into a well-designed and well-connected public space that serves both transit riders and the general population.

On-Street Parking and Curb Uses

Objective 8: Implement the use of street design strategies within the BEC overlay to encourage ride-share, off-street parking reductions, and access to transit stops.

Policy 8.1: Encourage on-street parking within the BEC overlay to provide a buffer between pedestrians and moving traffic, deliver high-turnover spots to support storefront retail uses, reduce the potential for spillover traffic in surrounding areas, and reduce the need for off-street parking.

Policy 8.2: Consider parking requirements for on-street parking spaces within the BEC overlay to avoid the use of street parking as informal park and ride parking.

Policy 8.3: Provide pick-up/drop-off areas for carpooling and ride share services within the BEC overlay in a manner that avoids conflicts with transit vehicles, pedestrians, or bicyclists. Locate pick-up/drop-off areas at some distance from transit stops or stations to give priority to non-motorized modes.

Policy 8.4: Provide paratransit access near transit stop locations along BECs to adequately serve transit riders with limited mobility.

Amount and Location of Parking

Objective 9: Establish BEC parking-related development standards in the LDC to encourage transit ridership, reduce auto-dependency, promote better site aesthetics and walkability, and allow for greater efficiency of use of available land.

Policy 9.1: Establish off-street parking and site development standards along BECs to provide an appropriate supply of parking to encourage the use of transit, walking, and bicycling. Consider a

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reduction of required parking and adoption of shared parking strategies to reduce the overall parking supply and increase the efficiency of use of available land.

Policy 9.2: Establish site development standards along BECs that require off-street parking to be placed behind buildings and out of sight from public spaces.

Policy 9.3: Along BECs, the urban form and walkability should be considered in the location of new park-and-ride lots and rideshare areas.

Policy 9.4: Utilize parking management programs and regulations to control parking in neighborhoods along BECs. Programs may include but are not limited to providing signage to inform motorists on parking location and availability, residential permit programs on neighborhood streets, shared parking programs or spillover parking options.

DRAFT

Attachment B

Please see attached.

HILLSBOROUGH COUNTY, FLORIDA
HILLSBOROUGH COUNTY COMPREHENSIVE PLAN
DRAFT MAP 1
BUS EMPHASIS CORRIDORS
JUNE 2022



LEGEND

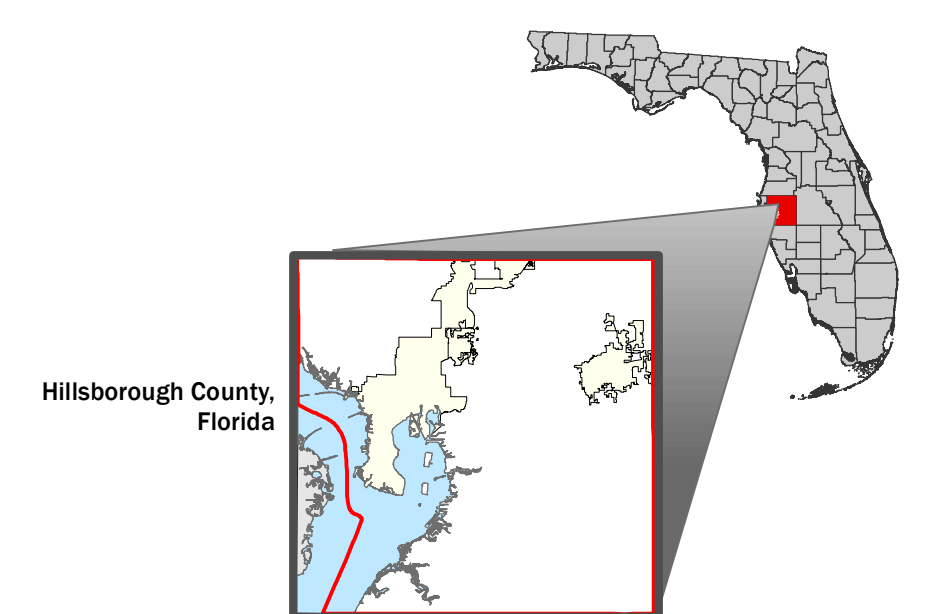
EXISTING TRANSIT WITH FY21 MODIFICATIONS

- BUS EMPHASIS CORRIDORS
- EXISTING BUS EMPHASIS CORRIDORS
- FUTURE BUS EMPHASIS CORRIDORS
- FUTURE BUS EMPHASIS CORRIDORS

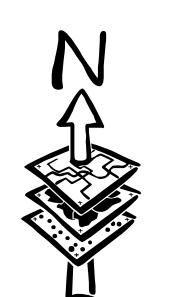
"SHOWN BY MAXIMUM HEADWAYS: LONGEST TIME
BETWEEN BUSES DURING THE COURSE OF THE DAY"

- LIMITED ACCESS ROADS
- MAJOR ROADS
- URBAN SERVICE AREA
- TAMPA SERVICE AREA
- CITY LIMIT BOUNDARY
- COUNTY BOUNDARY
- CREEKS, RIVER, & STREAMS
- COASTAL HIGH HAZARD AREA
- WATER

LOCATOR MAP AND REFERENCE INFORMATION



LAND AREAS: Redevelopable Lands derived from the parcel layer by DOR Code. Vacant Land by Existing Land Use.
TRANSIT: HART - Include Bus Stops, Existing Bus Routes 2021.
JURISDICTIONAL AREAS: Updated by plan amendment. Effective to present.
MAJOR ROADS: Transportation Planning Organization Long Range Transportation Plan. See Adopted TPO Long Range Transportation Plan for specific improvements.
ACCURACY: It is intended that the accuracy of the base map comply with U.S. map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission.
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Date: 6/15/2022

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