Streetcars as a New Urbanist Tool

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Tampa’s Streetcar Development
1984 - 2008

Ybor City Historic District - Centro Ybor streetcar stop
Tampa – The Regional Center 
and Downtown Tampa
TECOLine Streetcar System
Ybor City to Downtown

- 2.5 miles of track
- 11 streetcars
- 7 day per week service
- $2.3 million operating budget
- Opened 2002
- Birney replica cars
Connecting urban cores of three major neighborhoods:

- Ybor City
- Channel District
- Downtown Tampa
Linking Urban Districts
Ybor City - Channel District - Downtown

Centro Ybor
Retail-entertainment complex in Ybor City historic district
The Shoppes at Channelside
Retail – entertainment complex, cruise ship port south end of downtown
Downtown Tampa

Has nearly 60,000 employees but is just reinventing residential and retail
The streetcar system has been context sensitive in the design of its facilities.
The streetcar Car Barn and Maintenance Facility in Ybor City was a 2003 Community Design Award Winner.
Recognized for outstanding design of an industrial building in an historic district.
Southern Transportation Plaza was 2004 Planning Commission Community Design Award winner.
Governance
Tampa Streetcar System

- THS is a separate Not-for-Profit Board
- Currently 6 City Appointees, 3 HART Appointees
- Purpose - to manage, operate & maintain streetcar system, and provide operating funding
- HART under contract to THS for operations
- Capital equipment owned by City or HART
• 1998 Interlocal Agreement between City and HART
• 1998 THS Articles of Incorporation & By-Laws
• 2001 Tri-Party Agreement between City, HART and THS
• 2007 Interlocal Agreement for Extension
• Agreement to Build & Run the System
• Using Fed & State Grants plus City Funds to Construct
• Operations to be (uniquely) Funded by:
  – Farebox
  – Advertising/Naming Rights Revenue
  – Special Assessment District
  – Endowment
• City or HART may adjust service to bring into line with available funding
• City must make up any shortfall
Ridership Meeting Projections
Tampa Streetcar System

- 432,000 riders 2003-04
- 440,000 riders in 2007
Nearly $1 billion in private investment along alignment.

- 1,200 riders per day
- 2,500 new housing units (new phenomena)
- Integral to City’s image (iconic)
- Invaluable to Special Events, conferences
• More residents, retail, & office uses will create new demand for streetcar service
• Mission of the streetcar system will evolve from its current mission of primarily serving visitors
• Demand for more service may justify modern trams, double-tracking
Economic Development
Streetcar Corridor

- Over $900 million in new private developments dot the 2.4 mile TECO Line Streetcar System
- New housing predominates in transitioning urban setting
Representative New Development
Streetcar Corridor

- Hampton Inn Hotel at Ybor City (Historic District hotel located facing the streetcar car barn)
- Grand Central at Kennedy (412 units, mixed-use)
- The Place at Channelside (227 units, retail/dedicated art studios)
- Towers at Channelside (269 units, 30 story twin towers, mixed-use)
- Downtown Channelside (250 units, 30 story, retail)
- Victory Lofts (89 units)
- Seaboard Square (387 units, mixed use)
- Seaport Village (680 units, rental apts)
- Ventana (84 units, 11 story, retail)
- Cobalt (280 units, 8 story)
- Meridian (37 units, 6 story)
- Lafayette Lofts (30 units, 6 story)
- Embassy Suites Hotel (400 suites, 300 rooms)
Ybor Development Projects
Streetcar Corridor

Ybor Development Projects

Completed
Under Construction
Entitled (in BLC process)
Planned
Hampton Inn Hotel under construction (completed in 2005) beside streetcar tracks and facing streetcar car barn.
New Development
Channel District

North Ybor Channel
• 1100 residential units, mixed use, 300,000 sf office, 50,000 sf retail
Phase 1
• new streetcar stop to be constructed
Grand Central
- 412 residential units, mixed use
- 1 block from streetcar line
New Development
Channel District

The Place
at Channelside

• 227 units retail/ artist lofts

The Place model center

TECO Streetcar Line
New Development
Channel District

Victory Lofts
• 89 units
• 1 block from streetcar line
New Development
Channel District

Towers at Channelside
- 269 units, retail
- Twin 30 story towers with water views
New Development
Channel District

Towers at Channelside  Victory Lofts  Grand Central  The Place

Channel District Development Overview
Embassy Suites Hotel
• Adjacent to Convention Center, HQ Marriott, Streetcar Plaza
• Completed 2007
New Development
Downtown

Embassy Suites Hotel
• view looking north from Southern Transportation Plaza
Expansion plans take the streetcar north to the new cultural arts district and create new opportunities to grow and infill a dead zone in the north end of downtown.
First Extension
Tampa Streetcar System

- First Extension – 0.35 mile extension from Southern Transportation Plaza to downtown Core
  - Design 2008
  - Construct 2009-10
  - Open 2010
• EA accepted by FTA – February 2008
• Interlocal agreement between City and HART defines project roles - completed
• Grant funding in place!
**Recommended Capital Funding Program**

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Funding Amount</th>
<th>Detail</th>
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<tr>
<td>Surface Transportation Program</td>
<td>$1,400,000</td>
<td>FY 2008 funds not yet obligated in an approved grant</td>
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<tr>
<td>Federal Discretionary</td>
<td>$980,000</td>
<td>FY 2008 discretionary funds recently approved by Congress, not yet obligated in an approved grant</td>
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<tr>
<td>Surface Transportation Program</td>
<td>$2,000,000</td>
<td>FY 2008 funding originally programmed to Ybor city Streetcar Museum; not yet obligated in an approved grant</td>
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<tr>
<td>TOTAL</td>
<td>$4,380,000</td>
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The Tampa Bay Regional Transportation Authority (TBARTA)
Regional Initiatives
TBARTA

The Tampa Bay Regional Transportation Authority was created by the Florida legislature on July 1, 2007 with the ability to plan and develop a multi-modal transportation system connecting seven Florida counties.
TBARTA is charged with developing a Regional Transportation Master Plan by July 1, 2009.

- Only solution for light or commuter rail
Extending Tampa streetcar is next step to light rail viability. Along with TBARTA initiatives, exciting changes are in store for Tampa Bay area regional transit.
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