

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

Land Use Principles		Connectivity Principles		Community Design Principles			
<p>Enhance transit ridership by concentrating supportive uses and increased density and intensity developments within 0.5-mile walking distance of stations</p>		<p>Enhance the existing transportation network by increasing walking, bicycle and transit connections within 0.5-mile walking distance of stations.</p>		<p>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.</p>			
<p><b>Supportive Land Use</b></p> <ul style="list-style-type: none"> <li>Encourage mixed-use projects by permitting FAR-based entitlement.</li> <li>Require market analysis for each Station Area Plan location to identify the potential mix, mass and mesh of proposed land uses.</li> <li>Encourage, through incentives, a variety of housing types and price points, including <b>attainable</b> and workforce housing.</li> <li>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.</li> </ul>	<p><b>Supportive Density &amp; Intensity</b></p> <ul style="list-style-type: none"> <li>Require higher density/intensity projects within a 0.25-mile walk from stations, with reduced densities/intensities adjacent to existing, stable and historic neighborhoods.</li> <li>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.</li> <li>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.</li> </ul>	<p><b>Pedestrian and Bicycle System</b></p> <ul style="list-style-type: none"> <li>Establish direct and visible public connections for pedestrian and bicycle connections between stations and neighborhoods.</li> <li>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.</li> <li>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.</li> <li>Ensure compatibility with the Greenways and Trails Master Plans, where applicable</li> </ul>	<p><b>Street Network</b></p> <ul style="list-style-type: none"> <li>Redesign public streets surrounding the station areas for increased multi-modal use, emphasizing pedestrian and bicycle circulation, and traffic calming.</li> <li>Redesign street intersections for enhanced pedestrian and bicycle crosswalk protection.</li> <li>Size the pedestrian network for the anticipated level of service needed.</li> </ul>	<p><b>Parking Accommodation</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>Develop private area wide parking strategies to minimize large surface parking lots for private development, and encourage off-site and shared parking facilities.</li> <li>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.</li> </ul>	<p><b>Building &amp; Site Design</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>Include policies to ensure consistency with the scale and architectural style of local historic districts, if applicable.</li> <li>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.</li> <li>Provide for pedestrian weather protection and visual interest in building design by providing awnings, arcades, and/or recessed entrances.</li> <li>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.</li> <li>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.</li> </ul>	<p><b>Public Realm Design</b></p> <ul style="list-style-type: none"> <li>Design the public streets using Complete Streets principles to encourage pedestrian activity and provide protection from adjacent vehicular movements.</li> <li>Require streetscape elements such as street trees, pedestrian-scale lighting, wayfinding signage and seating.</li> <li>Where appropriate, place new development utilities underground.</li> </ul>	<p><b>Public Open Space</b></p> <ul style="list-style-type: none"> <li>Identify, fund, construct and maintain urban public open spaces around stations as centers of activity.</li> <li>Incentivize private development of additional public urban public open spaces on all lots greater than 20,000 square feet through development density credit.</li> <li>Orient surrounding buildings onto the public open spaces to increase visibility and safety.</li> <li>Include seating, plantings, public art, other amenities and/or programming of activities.</li> </ul>
							
							