

# Tampa/ Hillsborough Fixed Guideway Transit Station Area Design Principles

Land Use Principles		Connectivity Principles			Community Design Principles		
Enhance transit ridership by concentrating supportive uses and increased density and intensity developments within 0.5-mile walking distance of stations		Enhance the existing transportation network by increasing walking, bicycle and transit connections within 0.5-mile walking distance of stations.			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.		
Supportive Land Use	Supportive Density & Intensity	Pedestrian and Bicycle System	Street Network	Parking Accomodation	Building & Site Design	Public Realm Design	Public Open Space
<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 a variety of housing types and price points by providing code and financial incentives.</li> <li>Preserve and protect existing stable and historic neighborhoods through land use transition in the 0.25-mile to 0.5-mile radius of stations.</li> </ul>	<ul style="list-style-type: none"> <li>Encourage higher densities projects within 0.25-mile walk from stations; with reduced densities adjacent to existing, stable and historic neighborhoods.</li> <li>Encourage 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>Encourage non-residential net intensities within a 0.5-mile walk from a station exceeding 0.5 FAR will be, at a minimum, 1.0 FAR where appropriate</li> </ul>	<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>Design the pedestrian system to be accessible, safe, and attractive for all users.</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> </ul>	<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>	<ul style="list-style-type: none"> <li>Reduce the on-site minimum parking requirements in station areas. Transition to parking maximums when certain development thresholds are met.</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>	<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>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>Permit TOD rezoning within Station Area Plan limits after the Federal Transit Administration has issued a Record of Decision for a specific project.</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>Prohibit on-site parking in front of buildings. Parking should be located at rear, along sides, or within buildings and screened.</li> </ul>	<ul style="list-style-type: none"> <li>Design the public streets to encourage pedestrian activity and provide protection from adjacent vehicular movements.</li> <li>Include elements such as street trees, separate building and pedestrian-scale lighting, and seating within the streetscape design.</li> <li>Place new development utilities underground.</li> </ul>	<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>
	 		 				 