

Table TOD-2: Tampa and Hillsborough Fixed Guideway • Transit Station Area Typologies

Station Type ¹	Maximum Density Range ²	Maximum FAR Range ³	Applicable City Planning Dist.&Form ⁴ / Location ⁵	Range of Building Height	Range of Desired Land Uses ⁶	Range of Allowable Housing Forms	Transit System Function
High Intensity Urban Station	CBD: Guided by FAR	CBD: Any FAR is acceptable if market feasible	Business Center (CBD) ⁴	FAA Height Limits	Office (general/medical/R&D), Residential, Entertainment, Public/Semi-Public	High-rise and mid-rise apartments and condos	Intermodal facility/transit hub. Major regional inter-regional destination with high quality local transit feeder connections
				Westshore Planning District ⁴	Office (general/medical/R&D), Retail, Residential, Entertainment, Public/ Semi-Public	High-rise and mid-rise apartments and condos	Regional Destination. Linked with high quality local transit feeder connections.
Mixed Use Regional Stations	75-200 du/ac	2.5-7.5	Business Center (USF) ⁴ / Brandon (1-75 area) ⁵	3-12 stories	Office (general/medical/R&D), Retail, Entertainment, Educational, Institutional, Medical, Residential	Mid-rise apartments, condos, and apartment complexes	Regional Destination. Will be served by Park-n-Ride facilities and local high quality transit feeder connections.
				Urban Village, Mixed-Use Corridor Village ⁴	Office (general/medical), Retail, Residential, Entertainment, Public/Semi-Public	Low to mid-rise- apartments, condos, and townhomes	Walk Up Station with potential for localized parking and will utilize local transit connections.
Community Center Stations	40-60 du/ac	1.5-3.5	Urban Village, Mixed-Use Corridor Village ⁴	2-8 stories	Office (general/medical), Retail, Residential, Entertainment, Public/Semi-Public	Low to mid-rise- apartments, condos, and townhomes	Walk Up Station with strong potential for Park-n-Ride and will require local transit connections.
				Westchase area ⁵	Office (general/medical), Retail, Residential, Entertainment, Public/Semi-Public	Low to mid-rise- apartments, condos, and townhomes	Walk Up Station with strong potential for Park-n-Ride and will require local transit connections.
Neighborhood Stations	20-30 du/ac	1.0-2.5	Mixed Use Corridor Village, Traditional Neighborhood ⁴	2-5 stories	Office (general/medical), Retail, Residential, Public/Semi-Public	Low to mid-rise- apartments, condos, townhomes, and attached dwellings	Local transit feeder system with walk-up stops with limited or no parking.
				Brandon (area neighborhoods) ⁴	Office (general/medical), Retail, Residential, Public/Semi-Public	Low rise, townhomes, attached and small lot detached residential	Local transit feeder system. Walk-up stops with parking.
Employment Center Stations	N/A	0.6-3.0	University Planning District (Business Center - USF) ⁴	3-12 Stories	Office (general/medical/R&D), flex space, support retail, restaurant, lodging, Public/ Semi-Public	N/A	Regional Destination. Linked with high quality local transit feeder connections.
				Tampa International Airport, Business Center - Westshore ⁴	Airport, airport related uses and support services	N/A	Regional Destination. Linked with high quality local transit feeder connections.
Special Stations ⁷	N/A	1.0-2.5	Mixed Use Corridor Village ⁴ / Community Plan Areas ⁵	FAA Height Limits	Office (general/medical/R&D)/ Retail	N/A	Capture station for in-bound commuters. Large Park-N-Ride with Local and Express bus connections.
Park and Ride Stations	N/A	Average: 0.5		N/A		N/A	

¹Station Types are listed in a general hierarchy of intensity with associated, typical station characteristics. ²Maximum Density refers to the number of dwelling units per developable acre. ³Maximum FAR refers to the Floor Area Ratio per developable acre. ⁴City Form components are defined in Chapter 3 as part of the "Growth Management Solution" for Tampa, and are defined in a general hierarchy of intensity with associated, typical form characteristics. Station Types are permitted within the corresponding City Form component(s) listed, as well as within any higher (more intense) City Form component. Refer to Map 1, Vision Map in Chapter 2 for representation of Overlay and City Form locations. ⁵Station Types are listed by corresponding location within the respective jurisdictions of Hillsborough County. ⁶Range of allowable uses shall be guided by Table 2 Future Land Use Summary Table in Chapter 3. Residential uses will not be permitted in areas where the underlying Future Land Use is Light Industrial, Heavy Industrial, or M-AP (City of Tampa). Increased development potential shall be prohibited in the Residential-6 category. ⁷Airport-related location. Photo Reference (from top to bottom): Tampa, FL: CBD; Denver, CO: Tampa; University of South Florida; Portland, OR; Arlington, VA; Portland, OR; Hillsborough County; West Park Village; Tampa, FL: Met West Development; Tampa, FL: Tampa International Airport; Tampa, FL: USF.