Transit Oriented Development

Station Area Planning
TOD Defined

“A compact neighborhood with housing, jobs and neighborhood services within easy walking distance of a transit station and offering multiple travel options.”
Why TOD?

- More sustainable and efficient
- Boost transit ridership and reduces traffic
- Provides a rich mix of housing, jobs, and shops
- Provides value for public and private sectors
- Promotes healthier lifestyles
- Creates a sense of place
- Helps conserve open space and rural areas
Station Area Planning

Type of Place
- Characteristics of the station area
- Transit Mode/Frequency
- Mix of Uses and Housing Types
- Scale – Density, Intensity, Height
- Design and Placemaking
- Connectivity and Mobility
Characteristics of the Area
Transit Mode/Frequency
Mix of Use and Housing Types
Scale
Design and Placemaking
Connectivity & Mobility
TOD Station Area Types

Existing In Comprehensive Plans

High Intensity Urban
Mixed Use Regional
Community Stations
Neighborhood Center
Commuter Station
FDOT Standards

SmartCode Transect

<table>
<thead>
<tr>
<th>Zone</th>
<th>Description</th>
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<tbody>
<tr>
<td>T1 NATURAL ZONE</td>
<td>Unsuitable for settlement</td>
</tr>
<tr>
<td>T2 RURAL ZONE</td>
<td>Agricultural Woodland</td>
</tr>
<tr>
<td>T3 SUB-URBAN ZONE</td>
<td>Low density areas</td>
</tr>
<tr>
<td>T4 GENERAL URBAN ZONE</td>
<td>Mixed-use Primarily residential Medium-sized blocks</td>
</tr>
<tr>
<td>T5 URBAN CENTER ZONE</td>
<td>Higher density Mixed-use Tighter street network</td>
</tr>
<tr>
<td>T6 URBAN CORE ZONE</td>
<td>High density Greatest variety of uses Large blocks</td>
</tr>
<tr>
<td>Station Types</td>
<td>FAR</td>
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<tr>
<td>-----------------------------</td>
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<td>Neighborhood Center Stations</td>
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<td>Community Center Stations</td>
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<tr>
<td>Mixed Use Regional Stations</td>
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<td>High Intensity Urban Stations</td>
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</tbody>
</table>
High Intensity Urban

- Primary Center of Economic and Cultural Activity
- Supported by All Modes of Transit
- High Density Mix of residential, commercial, employment and civic/cultural uses
High Intensity Urban

Appropriate Transit Supportive Density:

- Greater than 3.0 floor area ratio
- Employment: More than 150 jobs/acre
- Mixed Use: More than 20 dwelling units/acre and more than 50 jobs/acre
- Residential: More than 50 dwelling units/acre
T6/T5 – Place type
Special, Light Rail, Bus Rapid, Commuter Rail, Express & Local Bus Hub

- > 35 dwelling units/acre
- > 500 jobs/acre
- > 10 FAR
- Maximum 1 parking space/residence
- Maximum 1 parking spaces/1,000 sf office/retail
- 20% residential and 80% non-residential
High Intensity Urban
High Intensity Urban
High Intensity Urban
High Intensity Urban
High Intensity Urban
High Intensity Urban
Mixed Use Regional

- Located in regional shopping, office centers and medium to high density residential communities
- Regional scale destination
- High Density Mix of residential, commercial, employment and civic/cultural uses
Mixed Use Regional

Appropriate Transit Supportive Density:
• Greater than 2.0 floor area ratio
• Employment: More than 100 jobs/acre
• Mixed Use: More than 12 dwelling units/acre and more than 40 jobs/acre or
• More than 20 dwelling units/acre and more than 30 jobs/acre
• Residential: More than 35 dwelling units/acre
T4 – Place type
Special, Light Rail, Bus Rapid, Commuter Rail, Express & Local Bus Hub

- 15 to 35 dwelling units/acre
- 75 to 150 jobs/acre
- 3.0 to 4.0 FAR
- Maximum 1.5 parking spaces/unit
- Maximum 2 parking spaces/1,000 sf office/retail
- 50% residential and 50% non-residential
Mixed Use Regional
Mixed Use Regional
Mixed Use Regional
Community Center

- Local center of activities for surrounding neighborhoods
- Create “sense of community”
- Encourage gathering places
- Provide places to live, work and shop
- Increasing density while retaining scale and improving transit access
Community Center

Appropriate Transit Supportive Density:

- Greater than 1.0 floor area ratio
- Employment: More than 20 jobs/acre
- Mixed Use: More than 8 units/acre and 10 jobs/acre
- Residential: More than 12 units/acre
T3 – Place type
Light Rail, Bus Rapid, Commuter Rail, Express & Local Bus Hub

- 5 to 30 dwelling units/acre
- 5 to 40 jobs/acre
- 2.0 to 3.0 FAR
- Maximum 2 parking spaces/unit
- Maximum 3 parking spaces/paces/1,000 sf office/retail
- 70% residential and 30% non-residential
Community Center
Community Center
Community Center
Community Center
Community Center
Neighborhood Center

- Serve established and planned residential neighborhoods
- Low to Moderate Density
- Protection of adjacent neighborhoods
Appropriate Transit Supportive Density:
• Greater than 0.75 floor area ratio
• Employment: More than 10 jobs/acre
• Mixed Use: More than 6 dwelling units/acre and more than 5 jobs/acre
• Residential: More than 8 dwelling units/acre
T2 Place type
Express or Local Bus Hub

- 5 to 10 dwelling units/acre
- 2 to 5 jobs/acre
- 0.5 to 1.0 FAR
- Maximum 2 parking spaces/unit
- Maximum 4 parking spaces/1,000 sf office/retail
- 90% residential and 10% non-residential
Neighborhood Center
Neighborhood Center
Neighborhood Center
Neighborhood Center
Commuter Stations

- Located in areas with employment potential
- Major Employers, Educational Centers and Special Destinations
- Examples: USF, Airport area
Commuter Stations
Commuter Stations
Commuter Stations
Transit Oriented Development

Station Area Planning