

# *City of Temple Terrace Multimodal Transportation District Design Guidelines*



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DRAFT 1/14/11

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# SECTION 1. INTRODUCTION

## A. PURPOSE STATEMENT

In accordance with a signed Letter of Agreement (LOA) between the City and the Florida Department of Transportation (FDOT), dated May 30, 2008, the City shall, in consultation with FDOT, establish design guidelines appropriate for application within the City of Temple Terrace Multimodal Transportation District (MTD) within three years of the City's adoption of the MTD, and no later than December 31, 2011, to ensure that new construction and infill or redevelopment will contribute positively to the character and livability of the district.

## B. GOALS AND OBJECTIVES

The following goals and objectives were formulated to guide the creation of this document, and were reviewed with City of Temple Terrace Planning Staff as well as members of the MTD design guidelines working group. The core working group members included representatives from the City of Temple Terrace, Florida Department of Transportation District 7, and Hillsborough County City-County Planning Commission.

**Goal A: Ensure that new construction and infill or redevelopment will contribute positively to the character and livability of the MTD.**

1. Objective: Promote a unified urban design theme that will enhance the appearance of the City.
2. Objective: Set guidelines for high quality and attractive surroundings that encourage investment and livability.
3. Objective: Prepare the following types of design guidelines for the public realm that are context sensitive and integrate all modes of travel:
  - streetscape guidelines that encourage walkability
  - traffic calming guidelines that control speeding and encroachment of through traffic in neighborhoods
  - design guidelines for pedestrian and bicycle facilities that encourage the use of these modes
  - design guidelines for transit stops that provide for visibility, comfort, and safety
4. Objective: Prepare the following types of design guidelines for the private realm that encourages walking, biking and the use of public transportation:
  - appropriate densities and intensities of land uses within walking distance of transit stops
  - guidelines for a complementary mix and range of land uses
  - guidelines for buildings oriented to transit and pedestrian ways
  - flexible parking strategies
  - guidelines for land use transitions, screening and buffering in appropriate locations
  - attractive and low-maintenance landscape guidelines for the public and private realm

**Goal B: Provide for a safe, efficient, environmentally sensitive, and integrated multimodal transportation system to improve the movement of people and goods with fewer vehicle miles of travel, and thereby achieve the mobility goals of concurrency management for the transportation system.**

1. Objective: Encourage redevelopment of low-density areas near transit stations for mixed use and higher density that will increase the potential effectiveness of public transportation, bicycle travel, and walking.
2. Objective: prepare design guidelines for attractive building frontages with pedestrian oriented uses/activities at the street level leading to transit stations with:
  - wider sidewalks with attractive building frontages and pedestrian oriented uses/activities
  - pedestrian resting places, gathering places, places out of the sun and rain

- lots of trees and green spaces
  - designs for safe street crossings
  - ways to make surface parking lots more attractive and functional elements of the pedestrian system
3. Objective: Prepare guidelines that will result in a high level of connectivity for the vehicular and pedestrian networks.
  4. Objective: Prepare design guidelines for places that are safe for drivers, transit users, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.

**Goal C: Advance the implementation and enforcement of the MTD.**

1. Objective: Prepare clear, user-friendly design guidelines that can be further specified for incorporation into the City's Code of Ordinances.
2. Objective: Prepare typical street cross-sections for publicly maintained facilities that will better accommodate all modes of travel as "complete streets."

### ***C. BACKGROUND RESEARCH***

Prior to developing the MTD Design Guidelines, a review of City plans and the Code of Ordinances was conducted. The plans reviewed included: City of Temple Terrace 2025 Comprehensive Plan (CP), the MPO Long Range Transportation Plan's list of Cost Affordable projects in the City, the City's Bicycle Map, Vision Plan, 56th Street Roadway Design Plans, Downtown Community Redevelopment Area (CRA) Plan, the Vlass Downtown Development Plan, the Hillsborough Area Regional Transit Authority (HART) MetroRapid North-South Study, and Multi-modal Case Studies for the City. Review of these documents provided an understanding of the City's current position in its redevelopment efforts and transportation improvement plans.

The MTD was created with the adoption of the CP in June 2009 to develop and fund improved transit options and efficient and attractive bicycling and pedestrian connections in areas where continued roadway expansion is not considered ideal. Because four of the primary roadways serving Temple Terrace are already, or will become classified as "constrained" (or unable to be widened) it will be necessary to focus largely on non-highway types of transportation improvements to handle the traffic increases expected to be generated by future development in those areas. Policies about the MTD in the Mobility Element of the CP call for design guidelines relating to such components as: street and pedestrian connectivity, transit accommodation, parking, and building orientation. These policies were carefully reviewed for preparation of the MTD Design Guidelines.

The Code of Ordinances was reviewed to understand the current zoning and design standards, and other requirements which guide the physical development and review processes. Special attention was paid to Chapter 29, the Downtown Community Redevelopment Plan Overlay Zoning District in order to maintain consistency with the City's existing Transportation Concurrency Exception Area (TCEA).

### ***D. RELATIONSHIP TO EXISTING PLAN/CODE REQUIREMENTS***

The City of Temple Terrace 2025 Comprehensive Plan (CP) and Code of Ordinances were used as the basis for developing the MTD design guidelines, and are equally critical to the success of any future development and redevelopment efforts within the City. The Mobility Element outlines the City's TCEA, implemented to spur redevelopment within the downtown redevelopment area, as well as the impetus and requirements that guided the creation of the MTD, as well as these design guidelines. The Code of Ordinances provides the zoning, design standards, and other requirements which guide the physical development and review processes.

These recommended guidelines were created to fulfill the intent of the City's Letter of Agreement (LOA) with the Florida Department of Transportation (FDOT) to create the MTD, achieve consistency with the CP, and utilize the existing Code of Ordinances to the fullest extent possible. Although care was taken during the creation of these guidelines, any conflicts that present themselves during the integration of these guidelines into the City's Code of Ordinances must be resolved in favor of the CP. Additionally, although outside of the scope of this document, inconsistencies during integration of these guidelines within the existing Code of Ordinances requirements may present themselves; therefore, care should be taken when relying upon existing code language so that changes thereto do not result in unintended consequences for development activities not affected by these guidelines.

## **E. IMPLEMENTATION FRAMEWORK**

It is important to note that although these guidelines tend toward reading like code language, additional work is required to ensure that implementation of these guidelines is done in a way which is legally enforceable, yet also clear and concise. It is recommended that this general process be followed before, during and after the integration of these guidelines into the Code of Ordinances:

1. **Review Comprehensive Plan Future Land Use Mixed-Use Overlay Districts.** It was noted that a developer choosing to opt-in to certain CP FLU Mixed-Use overlay districts may receive fewer non-residential entitlements than they are otherwise permitted by the underlying future land use category. The City should, in conjunction with the Hillsborough County City-County Planning Commission (Planning Commission), review changes to the densities and intensities provided by the overlay districts in order to better achieve compact, pedestrian friendly development and redevelopment within those areas of the City.
2. **Additional Research.** The City should consider conducting additional research into several areas which require additional attention prior to implementation of these guidelines into the Code of Ordinances:
  - a. ***Lighting.*** The City should consider pedestrian scale lighting requirements in all development areas including but not limited to sidewalks, pathways, bicycle storage areas, bicycle racks, etc., in order to create a system that is usable at night and which maximizes safety. The City might consider standards based on the Illuminating Engineering Society of North America's (IESNA's) lighting design and illumination standards which are periodically updated. Alternatively, the City could pursue static guidelines with measurable performance standards (lumens, foot-candles, etc.).
  - b. ***Parking Design Standards.*** The recommended guidelines for the half-bay parking option were based upon existing standards within the City's Code of Ordinances. Minimization of impervious surface areas and proposed setbacks could result from an examination of drive aisle width and other requirements. The City should determine the minimum requirements necessary to meet health, safety and welfare considerations.
  - c. ***TCEA Sunset and Future Annexations.*** The City should consult with its attorney to determine the best method of incorporating properties newly annexed into the City into the MTD and, by extension, the regulatory purview of code derived from these guidelines. Also, the City should consider how best to incorporate the design guidelines into the City's Code of Ordinances, Chapter 29, Temple Terrace Downtown Community

Redevelopment Plan Overlay Zoning District, in anticipation of the TCEA's sunset on December 31, 2015.

Similarly, the City should consider exploring the extent to which additional properties at key locations may be annexed into the City and included within the overlay districts, provided such would be consistent with the CP and the City's future vision. Specifically, the City might consider those properties located east of North 56<sup>th</sup> Street (between East Fowler Avenue and East Fletcher Avenue), proximate to the Community Corridor Village Overlay district around East Fowler Avenue and Gillette Avenue, the Suburban Village Overlay in the vicinity of the intersection of Temple Terrace Highway and Harney Road, and the Neighborhood Village Overlay proximate to Temple Park Drive and Temple Terrace Highway.

3. Coordination with Public Works and the Fire Department. These recommended guidelines seek to, among other methods, achieve walkability by deemphasizing the automobile and other aspects of vehicular transportation. As such, it is critical that the Public Works and Fire departments be consulted to ensure that the available equipment and training is in place to ensure that reduced drive aisles, roadway widths, or other design considerations can be implemented safely and in such a way as to maintain current levels of service.
4. Ease of Reference. The City should consider working with the Planning Commission to remove design guideline detail from the CP. Also, the City should consider clarifying the meaning of the footnote from Code of Ordinances Section 25.420, Land Use Plan Category Standards.

In order to reduce confusion and provide a friendlier development process, all design criteria should be internally contained and referenced within the City's Code of Ordinances. Only that criteria which meets or exceeds (but is not in conflict with) the CP will be included in the Code of Ordinances. Planning Commission staff will have the opportunity to analyze the consistency of zoning reclassifications with the CP when such a request is submitted.

5. Coordination with Tampa Electric and other Utility Providers. The City should consider working closely with Tampa Electric, Bright House Networks, Verizon, and Peoples Gas, on future changes to any franchise agreements, to ensure that the width of utility easements is minimized to the greatest extent possible. Also, requirements for shared utility easements should be discussed.
6. Public Workshops and Hearings. The City will be required to hold public workshops and/or hearings to review the guidelines and specific code language with the City Council and Planning Commission. Additional workshops will be necessary after these guidelines have been written into specific code language, prior to codification.
7. Reassessment, Prioritization and On-going Planning. The City should evaluate its planned mobility infrastructure, as specified in the CP Mobility Element, as well as the Long Term Schedule of Capital Improvements, as specified in the CP Capital Improvements Element. The City may also wish to prioritize the planned improvements so that funds, as they become available, are properly directed to achieve maximum impact.

Specifically, the City should consider conducting an analysis of its existing block perimeters and anticipated development patterns in order to determine which roadways should serve as the backbone of the bicycle and pedestrian infrastructure, particularly for those constrained

roadways where provision of complete facilities may be impractical or impossible. Mid-block crossings should also be identified and worked into the prioritization of planned improvements.

Utilization of street and pedestrian connectivity measures can help accomplish the above reassessment and prioritization objectives. Such measures should help in assessing whether specific objectives are being met, and may include the metric of 50 or more polygons per square mile, consistent with both the level of service standards specified in the Mobility Element of the CP, as well as the Multimodal Transportation Districts and Areawide Quality of Service Handbook, prepared by the Florida Department of Transportation..

## SECTION 2. MTD-WIDE DESIGN GUIDELINES

### A. *APPLICABILITY THRESHOLDS*

The MTD-wide Design Guidelines contained herein shall apply to all development on parcels 1 acre or greater, including newly annexed properties, unless otherwise noted. Development of 1 single-family residence is exempt from these guidelines.

Notwithstanding anything herein to the contrary, individual application of a specific guideline contained herein shall not:

- a) Be construed as imposing additional mitigation or requirements on an approved Development Order (DO) or Development Agreement (DA) provided such existing Development of Regional Impact is in compliance with its DO and/or DA; nor
- b) Conflict with an applicable guideline or requirement contained within Chapter 29 of the Temple Terrace Code of Ordinances, Downtown Community Redevelopment Plan Overlay Zoning District.

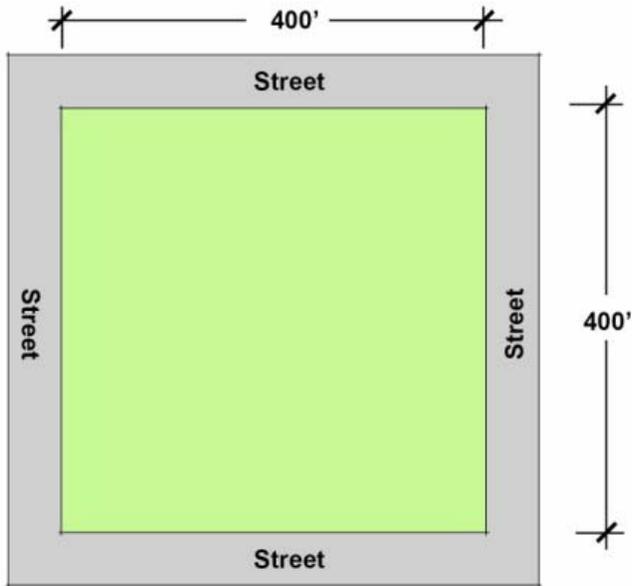
### B. *BLOCK SIZE*

For development of 4 acres or more, block perimeters may not exceed 1,600 feet, except as permitted below. Ideally, blocks should be spaced at 400 foot intervals. At the developer's option, the block perimeter maximum shall be increased to 2,250 feet if a minimum 23-foot wide publicly accessible pedestrian corridor is provided perpendicular to the longest block side. Block perimeters are illustrated on the following page.

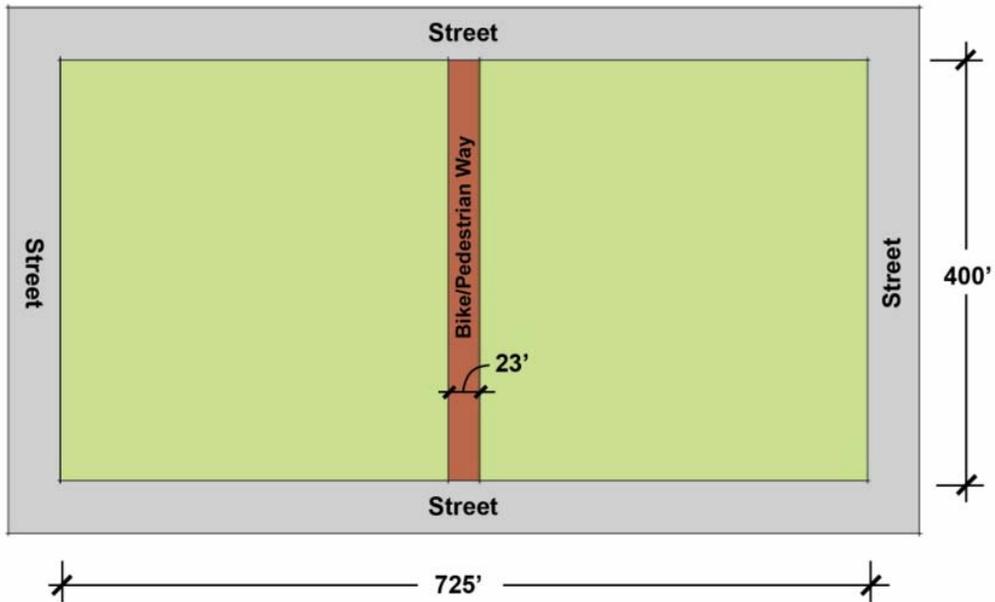
The pedestrian corridor shall be located as close to the midpoint of the block as practicable, unless otherwise sited to maximize connectivity with existing or planned bicycle/pedestrian facilities, or where necessary due to site configuration. The corridor shall, based upon its minimum width, conform to the specifications and design requirements shown in Table 1, below. Examples of a 23-foot wide and a 25-foot wide corridor are illustrated below. Such pedestrian corridors shall be maintained by the property owner, a Property Owners Association, Merchants Association or Homeowners Association, unless otherwise accepted as right-of-way by the City. Pedestrian corridors shall be accessible to the public for travel through the site, except as otherwise may be necessary for short duration construction projects. Pedestrian corridors may be utilized for the provision of underground utilities, and shall count towards the minimum Pedestrian Oriented Space requirements (described herein these guidelines) of the development responsible for constructing or maintaining such corridor.

**Block Size Illustrations**

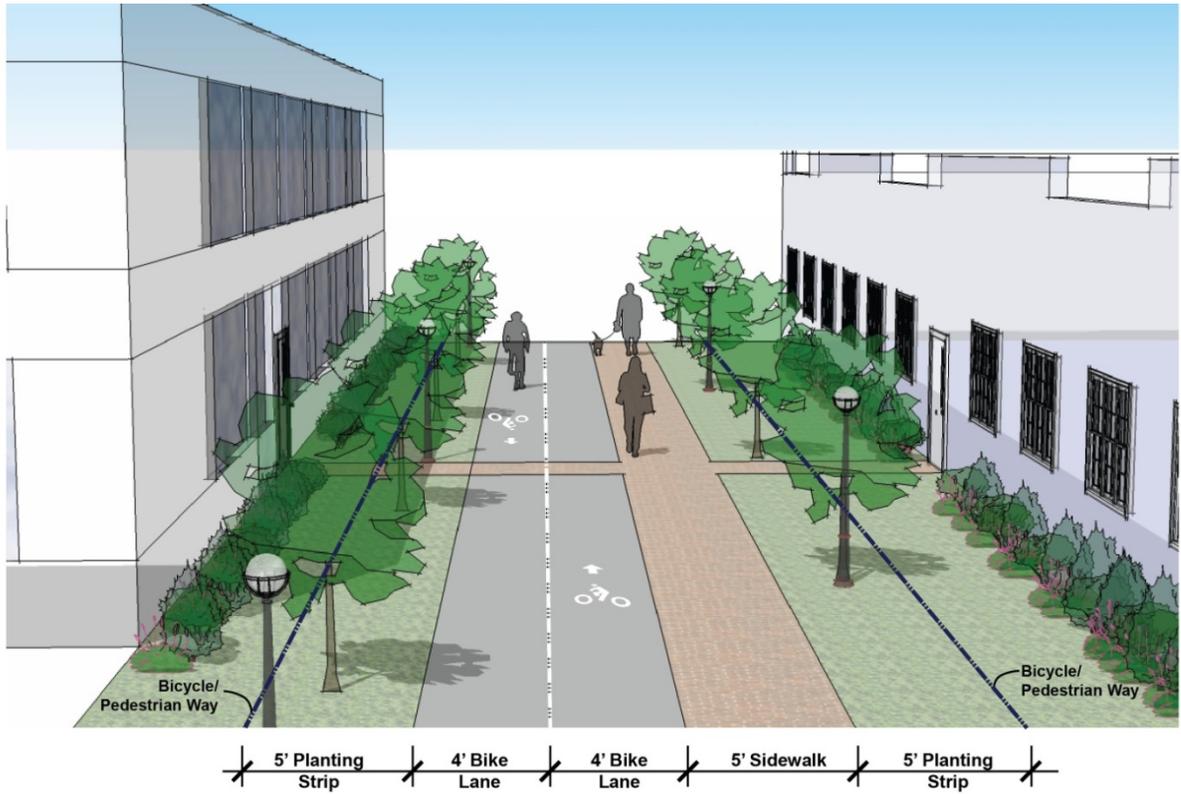
**1,600' Block Perimeter**



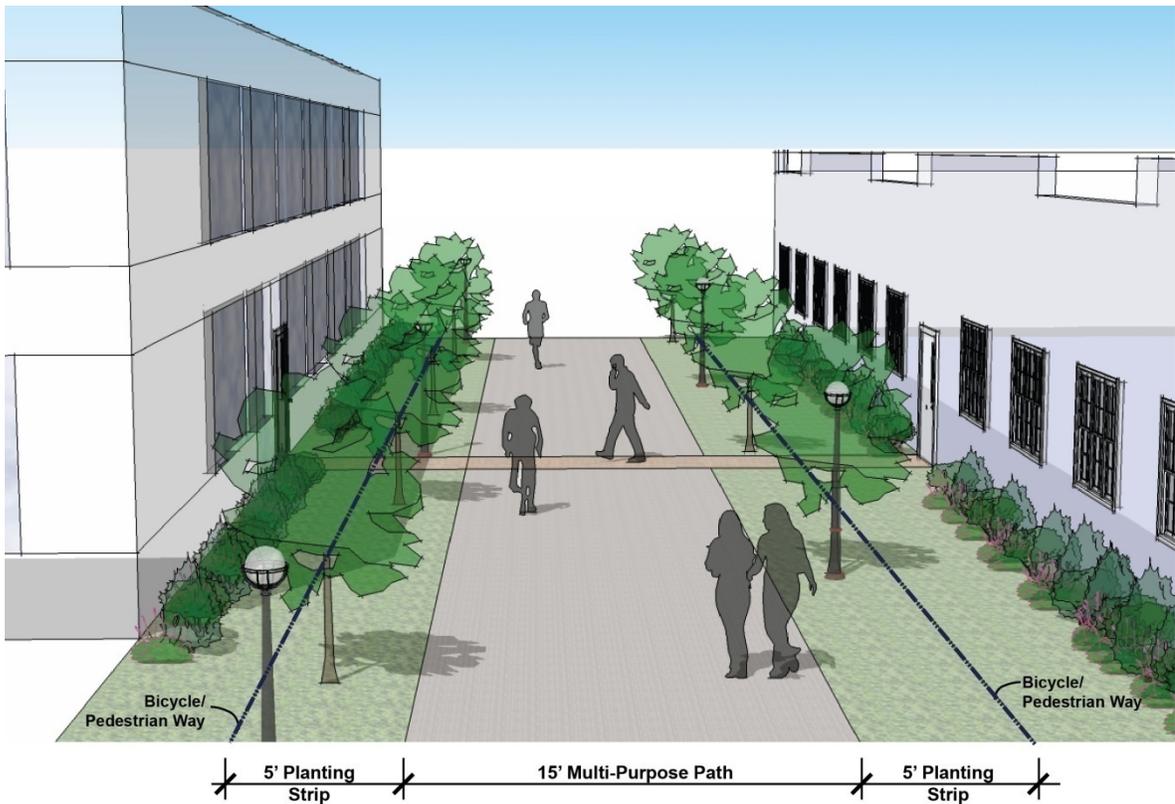
**2,250' Block Perimeter**



**23' Pedestrian Corridor Illustration**



**25' Pedestrian Corridor Illustration**



**Table 1. Pedestrian Corridor Specifications**

Pedestrian Corridor Width	Sidewalk		Bicycle Lanes				Multi-Purpose Path		Landscaped Area	
	Min. Width	Materials	Min. Lane Width	No. of Lanes Required	Striping/ Demarcation Required	Materials	Min. Width	Materials	Min. Width Each Side	Required Plantings
Min. 23' in Width	5 feet (Required)	Brick, Decorative Pavers, Scored Concrete, and/or Recycled Rubber Materials Appropriate for Safe Pedestrian Activity	4 feet (Required)	2	Yes	Brick, Decorative Pavers, Scored Concrete, and/or Recycled Rubber Materials Appropriate for Bicycle Safety	Not Permitted		5 feet	Shade Trees spaced a maximum of 20 feet on center, ideally spaced at opposing intervals within both planting strips; groundcover on the remaining portions of the planting strip
Min. 25' in Width	5 feet (Optional unless Multi-Purpose Pathway not Provided)		4 feet (Optional unless Multi-Purpose Pathway not Provided)				15 feet (Required if Sidewalk and Bicycle Lanes not Provided)	Brick, Decorative Pavers, Scored Concrete and/or Recycled Rubber Materials		

**B. BUILDING PLACEMENT AND DESIGN**

**1. Building Features/Façade**

Building facades located adjacent to the right-of-way (ROW) (those with zero foot setbacks) shall provide recessed entries so that door swings do not interfere with pedestrian traffic.

**2. Building Height**

Where a building that is not a single-family residence abuts a single-family zoning lot without a street separating them, the setback shall be increased by a minimum of 5 feet for each 1 foot of building height above 35 feet, up to the maximum height allowed per the City’s Code of Ordinances.

**3. Primary Entrance Orientation**

Except as otherwise may be required by City Code, there are no specific MTD-wide guidelines for primary entrance orientation; however, buildings directly adjacent to fixed-guideway, limited stop transit stations, local route and/or flex route bus stations, or circulator bus stations are strongly encouraged to provide a main entrance to the building that is oriented toward, and in close proximity to, the station.

Secondary entrances may be provided on the sides and rear of the building. Multi-occupancy buildings, where individual occupant access occurs from the building interior, should provide a primary entrance to the lobby and/or foyer areas, as required above.

It is encouraged that all building entrances front onto a sidewalk. Such sidewalk shall be a minimum width of 5 feet, and shall be designed such that at no point does the door swing result in a sidewalk width of less than 5 feet (temporarily, or otherwise).

#### **4. Building Orientation**

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Except as otherwise may be required by the City's Code of Ordinances, it is strongly encouraged that all new development and redevelopment orient the buildings primary façade to a new or existing roadway, main street, or bicycle/pedestrian corridor.

Where the primary façade is oriented to a newly constructed main street, developer provided and maintained landscaping and pedestrian amenities are preferred, and should be supplied along the entire length of the new main street.

For the purposes of these guidelines, the term "main street" is intended to refer to a new (or existing street that has been reconstructed/converted) roadway within a mixed-use or commercial district. Main streets are typically found in the most pedestrian oriented sections of a community, and are characterized by narrower travel lanes, on-street parking, wide sidewalks, and a heavily amenitized streetscape which may include a combination of awnings, street trees and plantings, street furniture, and pedestrian scaled lighting. An example illustration of building and entry orientations along a new main street is provided below.

For developments controlling frontage on both sides of a street, landscaping and pedestrian amenities should be provided on both sides of the street and for the entire length of the controlled frontage.

#### **5. Setback from Primary Frontage**

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Except as otherwise may be required by City's Code of Ordinances, minimal building setbacks from primary frontages are strongly encouraged. Where compatible or complementary with existing development patterns, 0 foot setbacks from adjacent streets may be utilized with approval of City Council.

### **C. CONNECTIVITY – VEHICULAR AND PEDESTRIAN**

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#### **1. Access Management – Driveways**

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The minimum number of driveways required to safely accommodate project traffic, as determined by the City's Public Works Department, should be provided. Shared access driveways are strongly encouraged and require a reciprocal access agreement to be filed with the Clerk of the Circuit Court for Hillsborough County.

Driveway crossings should maintain the elevation of the sidewalk where possible. Driveway aprons should not extend into the clear pedestrian travel zone, where cross slopes are limited to a maximum of 2%. Steeper slopes are permitted in the frontage, furnishing and edge zones of the roadside. Appearance of the sidewalk should be maintained across all driveway and alley access points in order to indicate that the area being crossed is a part of the public sidewalk system.

#### **2. Bicycle/Pedestrian and Vehicular Cross Access**

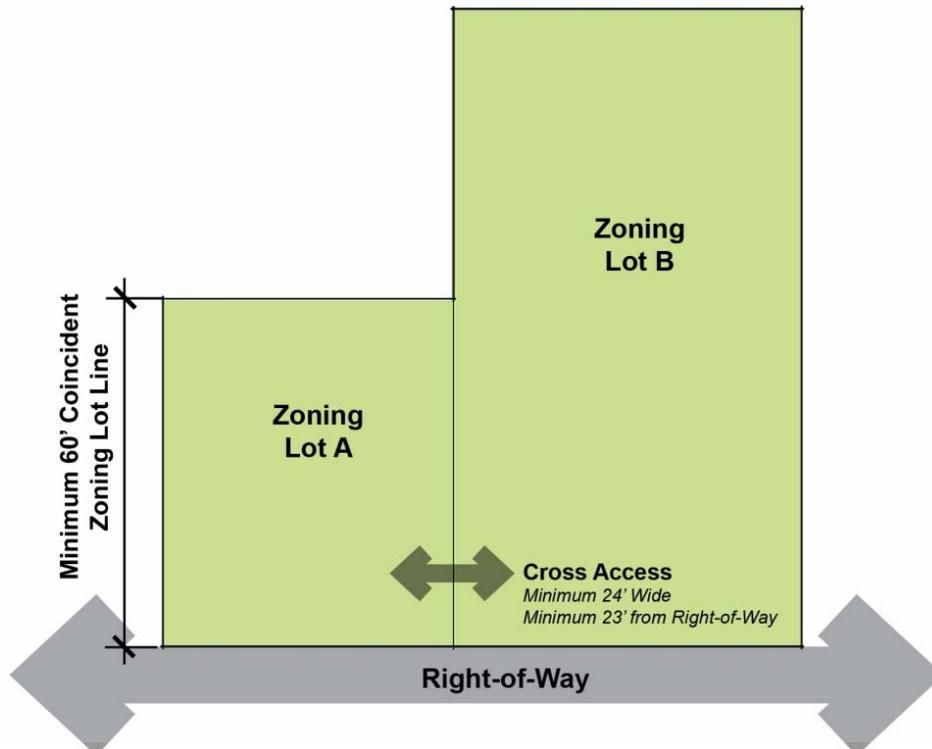
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Bicycle/Pedestrian and Vehicular Cross Access is required for (and between) new multi-family and non-residential uses, or lands with a future land use category permitting such uses as a primary or mixed use. Developers may apply for a waiver to City Council if site constraints and/or other hardships can be

demonstrated. Where noted below, referenced reciprocal access agreements are required for all newly developed and redeveloped properties.

- a. Vehicular cross access shall be required only at zoning lot lines that are coincident (i.e. share a common boundary) for at least 60 feet with another zoning lot, and shall be at least 24 feet in width and a minimum of 23 feet from the nearest right-of-way line, as illustrated below. The connection shall not be located so as to require the removal of on-site or adjacent significant natural features, such as wetlands or protected trees. Reciprocal cross access agreements are required to be filed with the Clerk of the Circuit Court for Hillsborough County. In the intervening period before the adjacent cross access is constructed, the first property owner may utilize the location of the required cross access for up to 3 parking spaces. Such spaces shall not count toward the parking maximum but may count towards the parking minimum. After cross access is established and those parking spaces are removed, the remaining number of parking spaces shall be deemed in compliance until the property changes use (at which time the new use shall meet all applicable parking standards).
- b. Pedestrian cross access shall be required where adjacent to an existing or proposed bicycle/pedestrian facility as identified in Appendix A, MTD Maps, of the Mobility Element of the CP, as may be amended. The pedestrian connection shall be a minimum of 5 feet in width and require a reciprocal access easement to be filed with the Clerk of the Circuit Court for Hillsborough County. Pedestrian cross access shall be provided at 200-foot maximum intervals along each property boundary not abutting a street, with no fewer than 1 provided along each property boundary not abutting a street, but not located so as to require the removal of on-site or adjacent significant natural features, such as wetlands or protected trees. For example, in the “Vehicular Cross Access” illustration below, both Zoning Lots A and B would each provide (depending upon the graphic’s scale) a minimum of 1 pedestrian cross access to the north, west and east adjacent properties.

Vehicular Cross Access Illustration



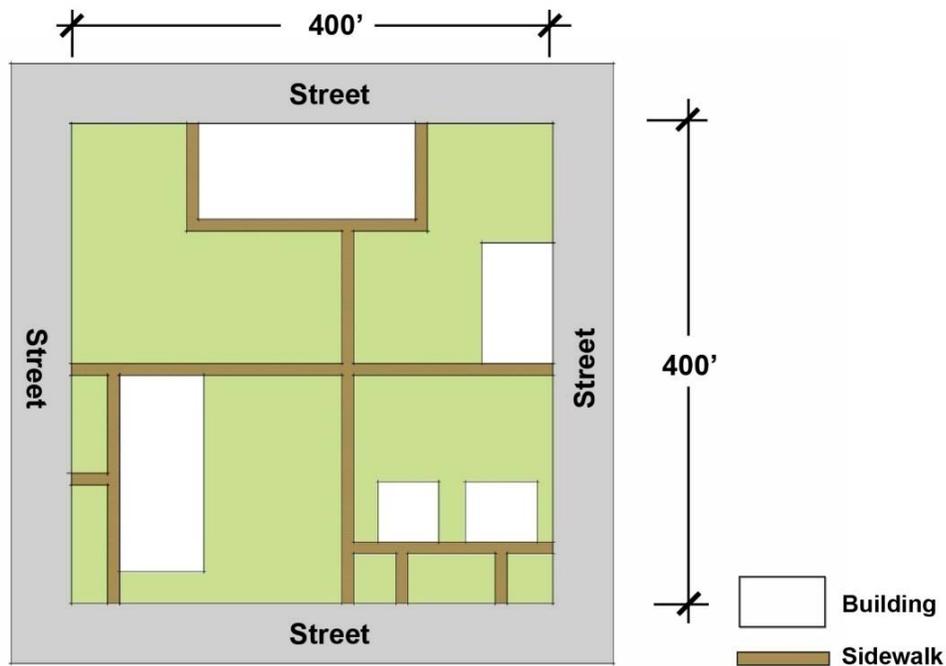
### 3. Pedestrian Access to and through Buildings

Pedestrian access to buildings shall be provided as a direct route from the primary building entrance(s) to the surrounding bicycle and pedestrian networks. As illustrated below, on-site pedestrian connections shall run the entire length (or width) of the site, perpendicular to the frontage through which cross access is being provided, until the sidewalk runs into a sidewalk surrounding a building on-site, or reaches the opposing frontage. Routing adjustments are permitted in order to accommodate site specific conditions, a developer's aesthetic vision and/or other site development considerations. All pedestrian facilities shall meet applicable ADA regulations, and shall be lighted after sunset.

Where internal sidewalks intersect a driveway or drive aisle within a parking lot or other part of a development site (other than single family residential), the walkway should be clearly marked as a pedestrian facility through a prominent method of marking, and/or change in material, as shown in the example on the following page.

Except as otherwise may be required by the City, pedestrian access through buildings is encouraged.

Illustration Demonstrating On-site Pedestrian Connections



**Example of Pedestrian Walkway to a Building with Change of Pavement Material**



***4. Minimum Sidewalk Width – Internal to Site***

The minimum sidewalk width internal to the site shall be 5 feet. Sidewalks shall meet all applicable ADA regulations.

***5. Minimum Sidewalk Width – Adjacent to Roadways***

The minimum continuous sidewalk width adjacent to roadways shall be 5 feet. Additionally, there shall be a minimum 2-foot wide planting strip between the sidewalk and edge of curb, unless otherwise approved by City Council. This planting strip shall not encroach upon, nor count towards, the minimum required sidewalk width. Sidewalks shall meet all applicable ADA regulations.

***6. Decorative Pavement***

Except as otherwise may be required by the City's Code of Ordinances, the use of decorative pavement is encouraged for walkways to emphasize important pedestrian corridors.

***D. PARKING***

***1. Minimum Space Requirements***

Minimum parking space requirements for off-street parking are intended to provide for the safe and efficient parking of customers and citizens. Minimum requirements may be waived upon City Council's finding that such waiver does not violate the intent of the City's Code of Ordinances, or interfere with the public health, safety or welfare. The minimum number of parking spaces required by use is set forth in Table 5, below.

## **2. Maximum Space Requirements**

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Maximum parking space requirements are intended to reduce the proliferation of large parking expanses which can decrease walkability, lead to heat island effects, decrease stormwater quality while increasing the quantity of stormwater which must be treated and attenuated, detract from the City's natural assets and aesthetics, and consume valuable land resources. The maximum number of parking spaces permitted by use is set forth in Table 5.

These maximum requirements do not apply when 90% of all parking on-site is provided within a single parking structure consisting of at least 2 or more levels. Additional surface parking spaces that do not count toward the maximum may be obtained by utilizing one of the parking incentives contained herein.

## **3. Compact Spaces**

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Compact spaces allow developers to, as necessary, reduce the amount of land required to provide parking, and to allow more land for the provision of other amenities necessary to create safe and walkable pedestrian environments. The minimum number of compact parking spaces shall be 10% of the total parking spaces provided. The maximum number of compact parking spaces shall be 30% of the total parking spaces provided.

## **4. Incentives**

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The following are parking incentives which may be utilized to obtain credit against the minimum parking requirements and/or additional parking spaces beyond the parking maximums set forth in Table 5:

- a. All non-residential development within the Designated Golf Cart Use Area, as defined in Section 20.225 of the City's Code of Ordinances, may construct golf cart/neighborhood electric vehicle/moped spaces. These spaces shall not count towards the parking maximums but may count toward the parking minimums at a rate of 1 auto parking credit for every 3 such spaces provided, up to a maximum credit of 5 auto parking spaces.
- b. Additional surface parking may be provided beyond the Code of Ordinances maximums at a rate of 2 additional surface parking spaces for every 1 parking space that provides a permanent, publicly accessible electrical vehicle (EV) charging station on the development site. Such EV parking spaces shall be signed to restrict parking to EVs. There is no limit to the number of additional spaces which may be obtained utilizing this incentive. Such additional spaces must be utilized for on-site uses (unless an approved shared parking plan is accepted by, and on file with, the City).
- c. Additional surface parking may be provided beyond the Code of Ordinances maximums at a rate of 1 additional surface parking space for every 1 parking space which is permanently signed for organized carpool parking programs. A maximum of 4 additional surface parking spaces may be obtained using this incentive unless otherwise authorized by City Council. In relation to the distance from the primary building entrance, the carpool parking spaces shall be given locational priority over non-carpool spaces (other than handicap and EV parking).
- d. Shared parking agreements may be utilized to reduce the combined minimum parking required for two or more uses. All such agreements shall run with the land, be formalized and kept on record by the City. The use of shared parking is at the discretion of the Community Development Director, who may approve shared parking facilities if:

- 1) a convenient pedestrian connection exists between the shared parking and each use utilizing such parking (i.e. through an on-site sidewalk, pedestrian cross access agreement, etc.);
- 2) the properties (and/or uses) are within 1,000 feet of a majority (51%) of the shared use parking; and,
- 3) the availability of parking for all affected properties and/or uses is indicated by directional signage.

Where the shared parking facility consists of one lot on multiple parcels, then the following shall be required of any such shared parking facility (in addition to those herein d., above):

- 1) the parking facility shall be located on parcels which share a common parcel boundary;
- 2) a vehicular cross connection must be provided between the two parcels, within boundary of the shared parking facility; and,
- 3) a safe, visible and convenient pedestrian connection between the two parcels, within the boundary of the shared parking facility.

Where the shared parking facility consists of two or more physically separated lots, then the following shall be required of each such shared lot (in addition to those herein d., above):

- 1) all (100%) of the parking within each shared lot shall be within 1,000 feet of each use sharing such parking;
- 2) a safe, visible and convenient pedestrian connection between each shared lot and each use sharing the parking; and,
- 3) required directional signage shall also indicate the location of the other shared lots.

The amount of reduction in parking is determined by the hours of operation for each use sharing parking as follows:

Where the uses to be served by the shared parking facility have mutually exclusive hours of operation (i.e. the hours of operation do not overlap), the shared parking facility shall contain parking stalls equal to or greater than the minimum parking requirement of the most parking intensive use, and equal to or less than the maximum parking requirement of that same use; or,

Where the uses to be served by the shared parking facility have hours of operation that are the same or partially overlap, the shared parking facility shall contain parking stalls equal to or greater than the sum of the minimum parking requirements of each use, and equal to or less than the sum of the maximum parking requirements of each use; however, provided the following criteria are met, the sum of the parking minimums may be reduced by 10%.

- e. For non-residential development, additional long-term and short-term bicycle parking spaces may be provided to obtain a reduction in the minimum required parking. The minimum parking requirement for each non-residential development may be reduced by 10% or 1 space, whichever is greater, where bicycle parking spaces are provided equal to 25% of the minimum number of required automobile spaces shown in Table 5.

In no case shall less than 4 total bicycle parking spaces be provided when utilizing this incentive. Additionally, this incentive shall allow for a reduction of no more than 25 parking spaces on any one zoning lot. All bicycle parking provided shall meet the requirements of the Bicycle Facilities required

herein, Sections 2.E and 3.E. Such additional parking shall also conform to the ratio of long-term to short-term parking as would otherwise be required.

Where the bicycle incentive calculation would result in a number less than or equal to the minimum bicycle parking requirements for a use as shown in Table 5, the bicycle incentive shall be increased to 1 space greater than the minimum requirement.

- f. Notwithstanding anything herein to the contrary, in no instance shall the utilization of one or more parking incentives reduce the minimum parking requirement for a project by the amounts shown below:
  - 1) For projects with a minimum vehicle parking requirement of 10 or more spaces, the total reduction shall be no more than 30%; and,
  - 2) For projects with a minimum vehicle parking requirement of 10 or less spaces, the total reduction shall be no more than 50%.

**Examples of Electric Vehicle Charging Stations**



**5. Parking Layout**

Except as otherwise may be required by City's Code of Ordinances, placement of a majority of parking on the opposite side of the structure from the primary building façade is strongly encouraged. For commercial structures, where parking is located between the primary building façade and the right-of-way, the City strongly encourages only a half-bay of parking be utilized (see Section 3.D.5. for examples of half-bay parking options). For purposes of these guidelines, a half-bay of parking refers to a parking drive aisle with parking on a single side.

## **E. BICYCLE FACILITIES**

### **1. On-Site Bicycle Facilities**

The presence or absence of bicycle facilities can contribute to the use (or lack thereof) of a City's bicycle and pedestrian networks. Short-term bicycle parking typically consists of exposed bicycle racks that meet the needs of short term visitors to a particular use. Long-term bicycle parking typically consist of standard bicycle racks that are located underneath an eve or awning, within a specially designated and secured area of a building, or specialized bicycle lockers or racks with hinged covers. Long-term spaces are especially important for those who use their bicycle for commuting, where it would otherwise be exposed to elements and a greater potential for theft due to the lengths of time it remains in any given location.

Short-term and long-term bicycle parking space requirements are shown in Table 5. The construction materials and installation methods of all bicycle racks shall be approved by the City Public Works Department prior to installation. The following design and locational requirements shall apply:

a. Short-term bicycle parking must be:

- 1) located outside of a building;
- 2) at the same grade as the sidewalk or at a location that can be reached by an accessible route; and,
- 3) within 50 feet of a main entrance to a building as measured along the most direct pedestrian route.

a. Long-term bicycle parking must:

- 1) be on site, or within 300 feet of a main entrance to a building;
- 2) provide coverage for a minimum of 50% of the required spaces (through the use of hinged covers and/or placement of traditional permanent racks inside of a building, under a roof overhang or awning, or within or under other structures); and,
- 3) be in a secure location (such as a locked room, an area enclosed by a fence with a locked gate, within view of an attendant or guard, within 100 feet of an attendant or guard, in an area that is monitored by a security camera, or in an area visible from employee work areas).



*Above. Typical Short-term bicycle parking.*

*Below. Typical Long-term bicycle parking under building awning.*



## **F. PEDESTRIAN ORIENTED SPACE AND SCREENING**

### **1. Pedestrian Oriented Space**

Minimum open space shall be provided as required by the CP and/or Code of Ordinances. The provision of Pedestrian Oriented Space (POS) on all development sites is encouraged, and may satisfy other open spaces requirements contained within the CP or Code of Ordinances, to the extent permitted therein.

### **2. Screening**

Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, mechanical equipment, solid waste refuse facilities, roof-mounted equipment, and other service functions, shall be screened from view of any street or sidewalk or adjacent residential area as required by all applicable buffering and screening requirements within the City's Code of Ordinances. In no instance shall an accessory structure be located between a primary building façade and an adjacent street.

## **G. TRANSIT FACILITIES**

### **1. Transit Accommodation**

As applicable, all development shall meet the following requirements relating to transit accommodation:

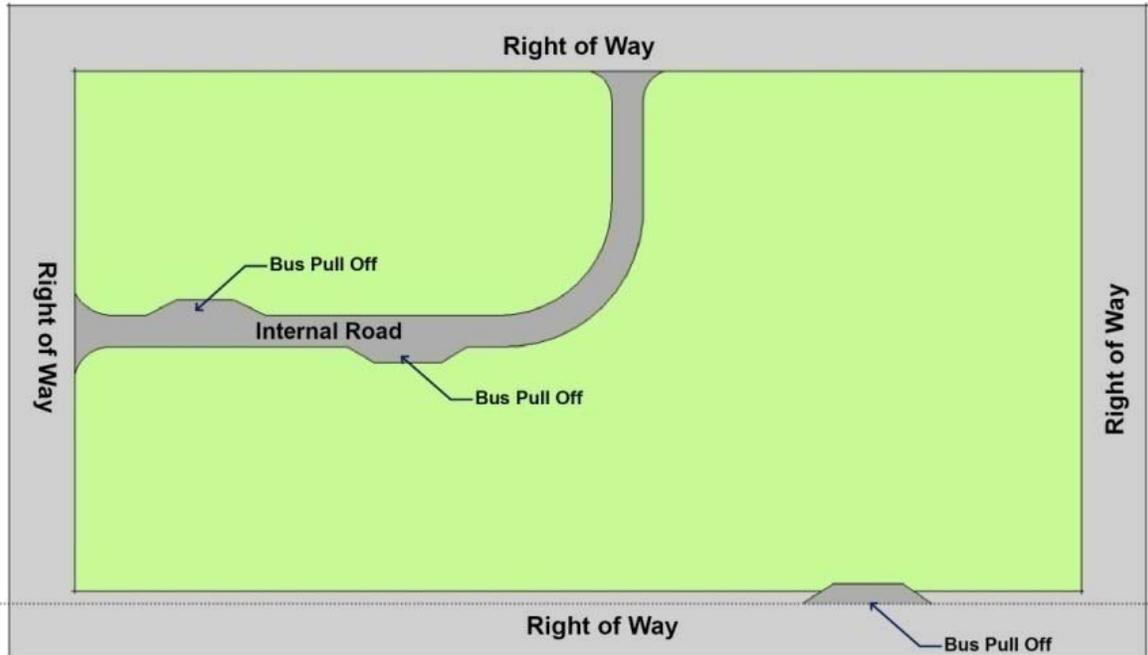
- a. **On-site Accommodation:** Any non-residential development that is 25,000 square feet in gross floor area or greater shall designate transit access points and pick-up areas on-site, if determined to be necessary by the local transit authority.

All residential developments of 200 or more dwelling units shall designate transit access points and pick-up areas on-site, if determined to be necessary by the local transit authority.

A public access easement will be required on any private internal roads necessary to access a transit stop internal to a project. Such transit stop(s) shall meet all applicable standards and requirements of Section 25.745.14, Public Transit Bus Stops, of the City's Code of Ordinances. Examples of on-site transit accommodation options are illustrated below.

- b. **Access to Stops:** Transit stops located adjacent to or within a site, including but not limited to transit stops within rights-of-way, shall have a direct route from the primary building entrance(s) to the transit stop. Such route shall consist of a sidewalk or paved pathway.

## Examples of On-Site Transit Accommodation



## H. STREETSCAPE

### 1. Pedestrian Oriented Streets

Except as otherwise may be required by the City's Code of Ordinances, the use of landscaping along street-facing building elevations, the provision of pedestrian arcades, and/or the provision of hard-surfaced sidewalk extensions are encouraged.

### 2. Street and On-Site Furniture

Except as otherwise may be required by the City's Code of Ordinances, the provision of street furniture is encouraged. This may include the provision of benches, trash receptacles, bike racks, water fountains, etc., proximate to public streets.

Any development that is 25,000 square feet in gross floor area or greater shall provide an on-site seating area for pedestrians. The surface of the seating area shall be constructed of concrete or decorative pavers. A bench and trash receptacle shall be provided at these seating areas located near the primary entrance to each building and/or within pedestrian areas along the primary frontage of each building.

### 3. Street Lighting

Except as otherwise may be required by the City's Code of Ordinances, the use of street lighting is highly encouraged.

#### 4. *Utilities*

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Except as otherwise may be required by the City's Code of Ordinances, the City encourages the placement of utilities underground as well as the sharing of utility easements, wherever feasible, to enhance pedestrian connectivity and the provision of Pedestrian Oriented Space.

## SECTION 3. CORRIDOR AND OVERLAY SPECIFIC DESIGN GUIDELINES

### A. *APPLICABILITY THRESHOLDS*

The Corridor and Overlay Specific Design Guidelines contained herein shall apply to all development or redevelopment occurring on a parcel within the City of Temple Terrace, including newly annexed properties, which abuts any portion of East Fowler Avenue, East Fletcher Avenue, North 56<sup>th</sup> Street, East Busch Boulevard, Bullard Parkway, Harney Road, and Temple Terrace Highway. These guidelines also apply to all development utilizing the optional Overlay Mixed-Use Land Use Categories as described in the CP. Development of 1 single-family residence is exempt from these guidelines.

Notwithstanding anything herein to the contrary, individual application of a specific guideline contained herein shall not:

- b. Be construed as imposing additional mitigation or requirements on an approved Development Order (DO) or Development Agreement (DA) provided such existing Development of Regional Impact is in compliance with its DO and/or DA; nor,
- b. Conflict with an applicable guideline or requirement contained within Chapter 29 of the Temple Terrace Code of Ordinances, Downtown Community Redevelopment Plan Overlay Zoning District.

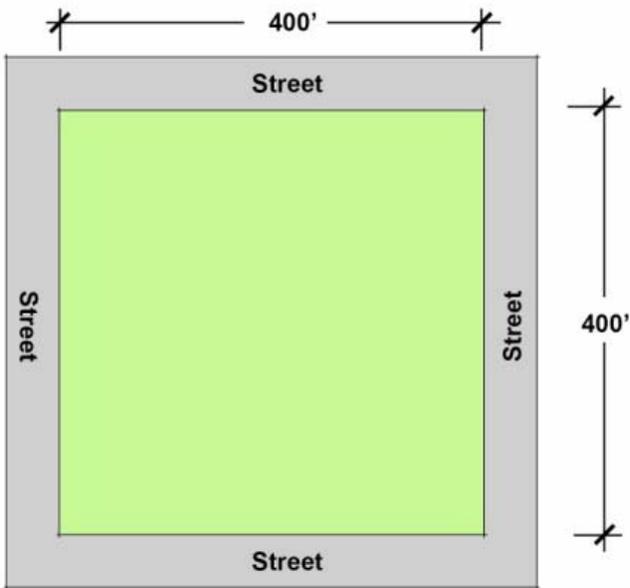
### B. *BLOCK SIZE*

For all development, block perimeters may not exceed 1,600 feet except as permitted below. Ideally, blocks should be spaced at 400 foot intervals as illustrated on the following page. At the developer's option, the block perimeter maximum shall be increased to 2,250 feet if a minimum 23-foot wide publicly accessible pedestrian corridor is provided perpendicular to the longest block side.

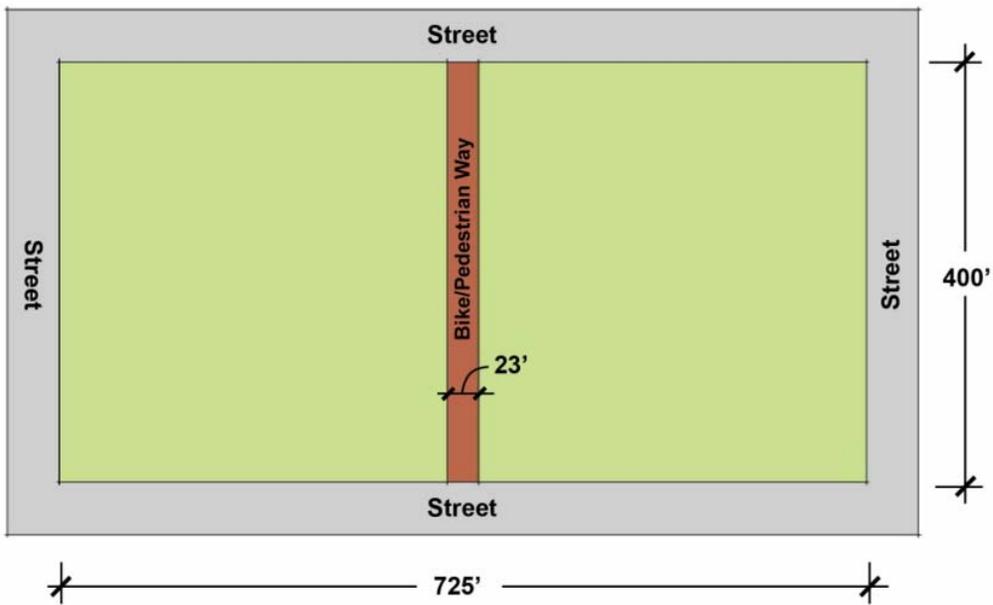
The pedestrian corridor shall be located as close to the midpoint of the block as practicable, unless otherwise sited to maximize connectivity with existing or planned bicycle/pedestrian facilities or where necessary due to site configuration. The corridor shall, based upon its minimum width, conform to the specifications and design requirements shown in Table 1, below. Examples of a 23-foot wide and a 25-foot wide corridor are illustrated below. Pedestrian corridors shall be maintained by the property owner, a Property Owners Association, Merchants Association or Homeowners Association, unless otherwise accepted as right-of-way by the City. Pedestrian corridors shall be accessible to the public for travel through the site, except as otherwise may be necessary for short duration construction projects. Pedestrian corridors may be utilized for the provision of underground utilities, and shall count towards the minimum Public Oriented Space requirements of the development responsible for constructing or maintaining such corridor.

**Block Size Illustrations**

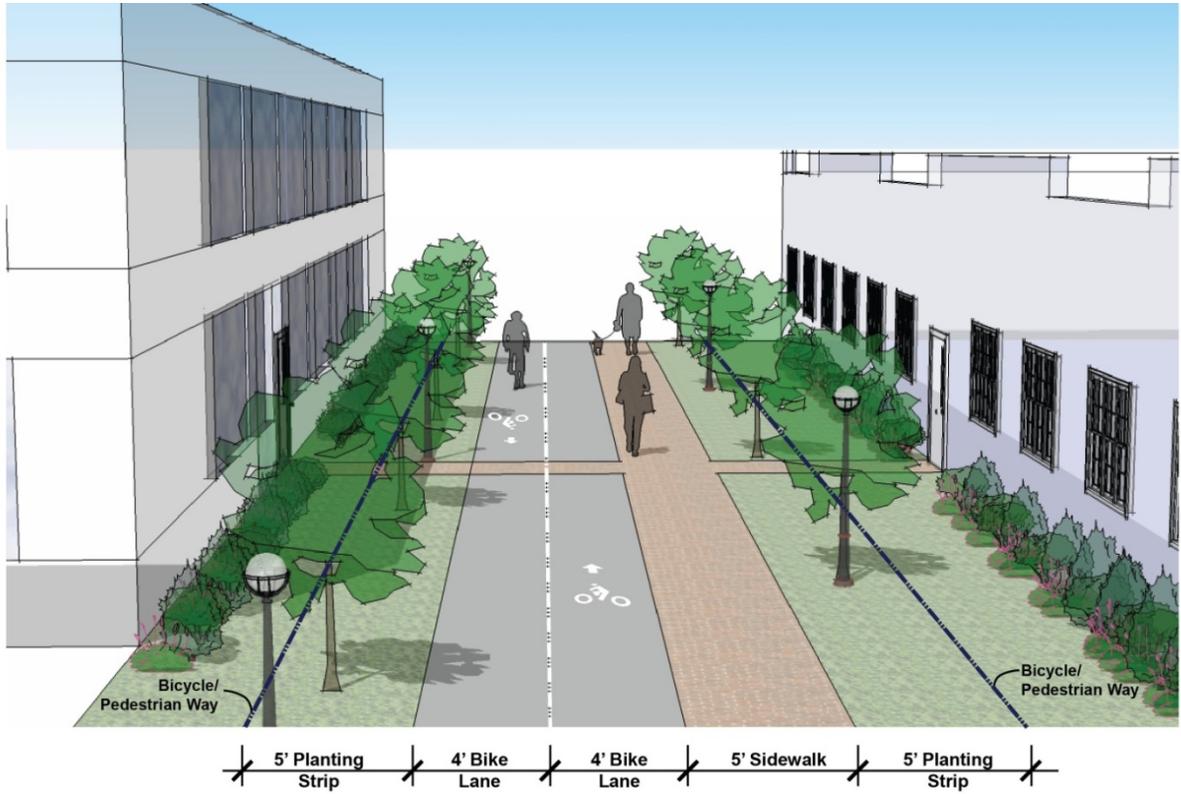
**1,600' Block Perimeter**



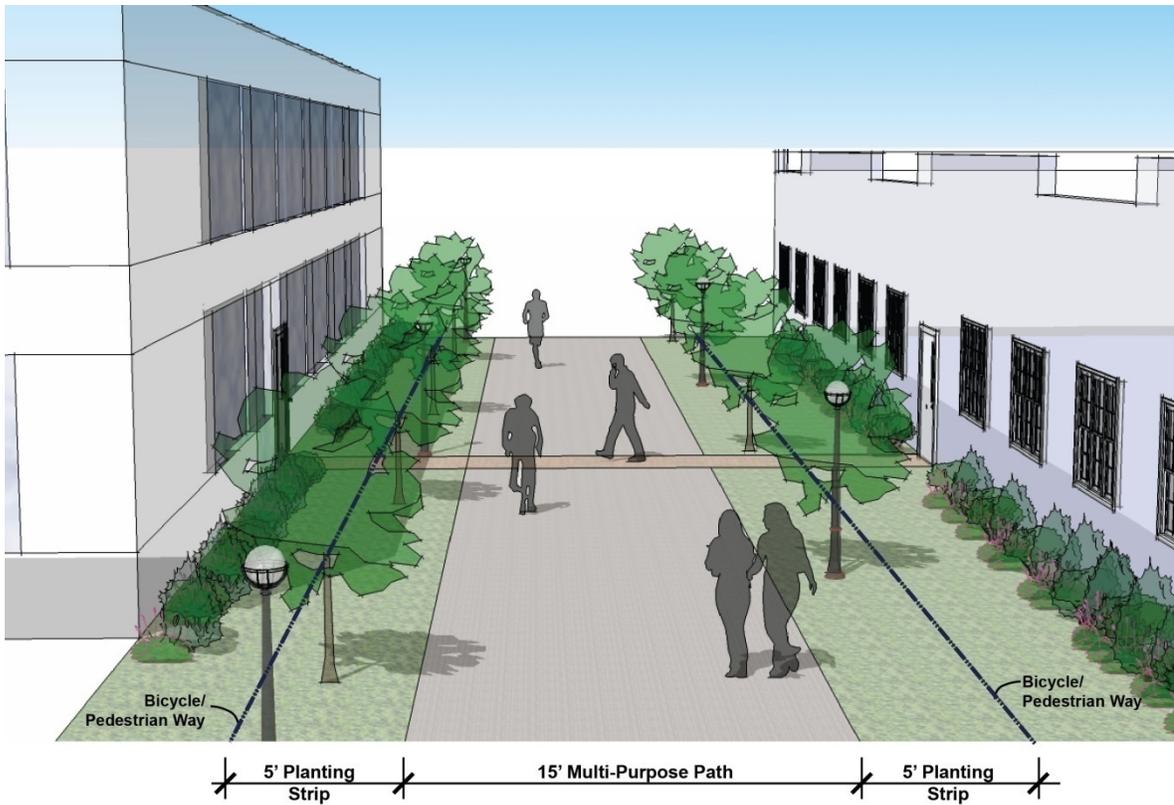
**2,250' Block Perimeter**



**23' Pedestrian Corridor Illustration**



**25' Pedestrian Corridor Illustration**



**Table 1. Pedestrian Corridor Specifications**

Pedestrian Corridor Width	Sidewalk		Bicycle Lanes				Multi-Purpose Path		Landscaped Area	
	Min. Width	Materials	Min. Lane Width	No. of Lanes Required	Striping/ Demarcation Required	Materials	Min. Width	Materials	Min. Width Each Side	Required Plantings
Min. 23' in Width	5 feet (Required)	Brick, Decorative Pavers, Scored Concrete, and/or Recycled Rubber Materials	4 feet (Required)	2	Yes	Brick, Decorative Pavers, Scored Concrete, and/or Recycled Rubber Materials	Not Permitted		5 feet	Shade Trees spaced a maximum of 20 feet on center, ideally spaced at opposing intervals within both planting strips; groundcover on the remaining portions of the planting strip
Min. 25' in Width	5 feet (Optional unless Multi-Purpose Pathway not Provided)	Appropriate for Safe Pedestrian Activity	4 feet (Optional unless Multi-Purpose Pathway not Provided)				15 feet (Required if Sidewalk and Bicycle Lanes not Provided)	Brick, Decorative Pavers, Scored Concrete and/or Recycled Rubber Materials		

**B. BUILDING PLACEMENT AND DESIGN**

**1. Building Features/Façade**

Building facades located adjacent to the right-of-way (those with zero foot setbacks) shall provide recessed entries so that door swings do not interfere with pedestrian traffic.

**2. Building Height**

Where a building that is not a single-family residence abuts a single-family zoning lot without a street separating them, the setback shall be increased by a minimum of 2 feet for each 1 foot of building height above 35 feet, up to the maximum height allowed per the City's Code of Ordinances.

**3. Primary Entrance Orientation**

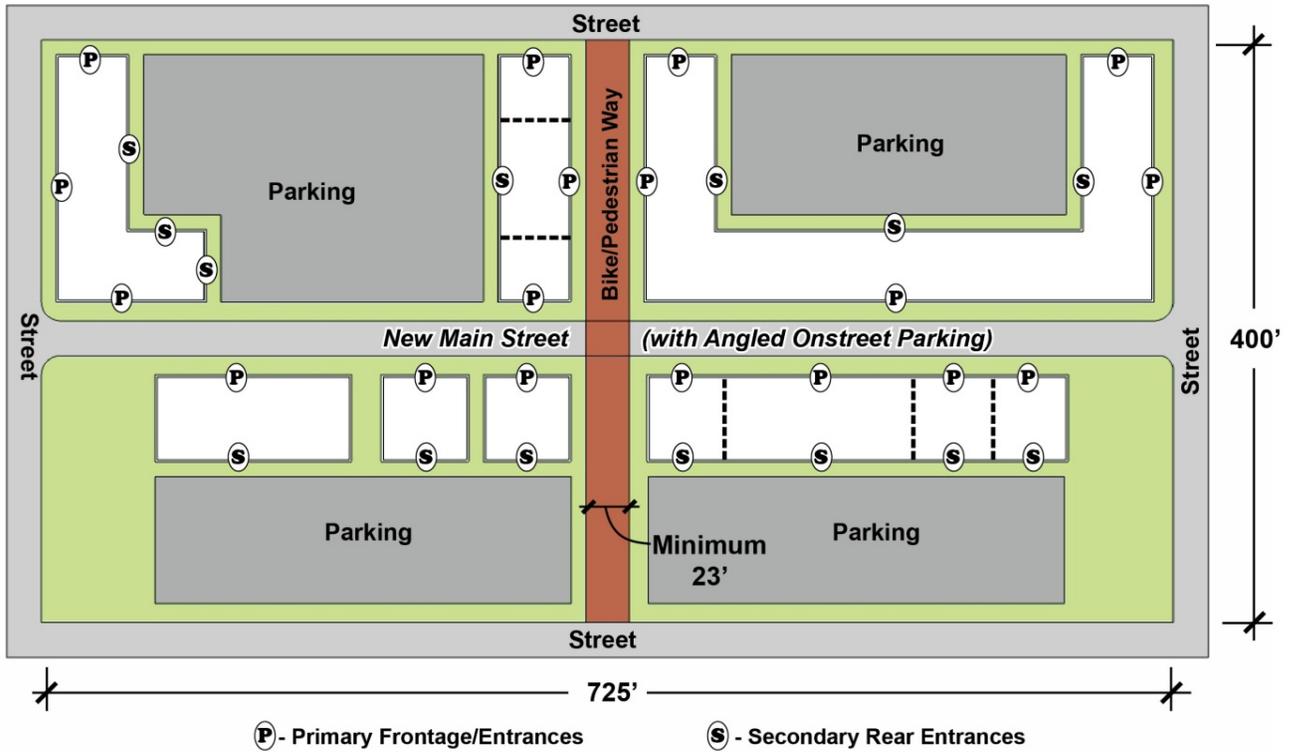
All building entrances shall front on a sidewalk with a minimum width of 5 feet, and shall be designed such that at no point does the door swing result in a sidewalk width of less than 5 feet (temporarily, or otherwise). Buildings directly adjacent to fixed-guideway or limited stop transit stations shall provide a main entrance to the building that is oriented toward, and in close proximity to, the transit station.

Secondary entrances may be provided in the sides and rear of the building. The first floor of such secondary façade shall:

- a. Have the same or less total door area, and the same or less total window display area;
- b. Have a transparency equal to or less than that of the primary entrance; and,
- c. Contain an equal or fewer number of doors than that of the primary entrance.

Multi-occupancy building, where individual occupant access occurs from the building exterior, may orient primary entrances as required by architectural and site design factors. Multi-occupancy buildings, where individual occupant access occurs from the building interior, shall provide a primary entrance to the lobby and/or foyer areas as required above. These requirements apply equally to both single and mixed-use buildings that are also multi-occupancy buildings. Primary and secondary entrance location options are illustrated below. Examples of secondary entrances are shown below, including one that shows a pass-through to the main street.

**Primary/Secondary Entrance Location Options Illustration**



**Examples of Secondary Entrances**



#### 4. Building Orientation

Each building's primary façade shall be oriented to a new or existing roadway, main street, or bicycle/pedestrian corridor. The primary façade may be oriented to a newly constructed main street if developer provided and maintained landscaping and pedestrian amenities, as required herein, are supplied along the entire length of the new main street.

For the purposes of these guidelines, the term "main street" is intended to refer to a new (or existing street that has been reconstructed/converted) roadway within a mixed-use or commercial district. Main streets are typically found in the most pedestrian oriented sections of a community, and are characterized by narrower travel lanes, on-street parking, wide sidewalks, and a heavily amenitized streetscape which may include a combination of awnings, street trees and plantings, street furniture, and pedestrian scaled lighting. An example illustration of building and entry orientations along a new main street is provided above.

For developments controlling frontage on both sides of a street, landscaping and pedestrian amenities shall be provided on both sides of the street and for the entire length of the controlled frontage.

#### 5. Setback from Primary Frontage

Minimum building setbacks shall be as shown in Table 2, below. For roadway segments not specified, buildings with primary frontages along existing roadways shall have a minimum setback of 0 feet.

*Table 2. Minimum Setbacks for Specified Roadways*

Road	From	To	Min. Setback
N. 56th St.	Hillsborough River	Druid Hills Rd.	5 feet
N. 56th St.	Druid Hills Rd.	E. Fletcher Ave.	0 feet
Busch Blvd.	Western City Limits	N. 56th St.	5 feet
Bullard Pkwy.	N. 56th St.	Hillsborough River	10 feet
Temple Terrace Hwy.	Hillsborough River	Hamilton Hill Ln.	0 feet
Temple Terrace Hwy.	Hamilton Hill Ln.	Eastern City Limits	15 feet
Harney Rd.	Hillsborough River	Eastern City Limits	15 feet
E. Fowler Ave.	Western City Limits	Eastern City Limits	0 feet
E. Fletcher Ave.	Western City Limits	Eastern City Limits	5 feet

Maximum building setbacks shall be 0 feet from new roadways (internal or external to the project) or 25 feet from existing rights-of-way. Where a development uses the half-bay parking option, whereby one row of parking is permitted between the primary building facade and a new roadway, new main street, or existing right-of-way, the maximum setback and parking dimensions shown in Table 3 on the following page, shall apply. The half-bay parking option is further described in Section 3.D.5, herein.

**Table 3. Half-Bay Parking Options and Requirements**

Half-Bay Option, Parking Arrangement	Maximum Building Setback	Half Bay Dimension Requirements			Internal Sidewalk Width (along primary frontages)
		Green Strip (between ROW and parking/drive aisle)	Stall Depth (to wall)	Drive Aisle Width	
90° Regular Parking, Two-Way Drive Aisle	52'	5'	18'	24'	5'
90° Compact Parking, Two-Way Drive Aisle	50'	5'	16'	24'	5'
0° (Parallel) Regular Parking, Two-Way Drive Aisle	43'	5'	9'	24'	5'
0° (Parallel) Compact Parking, Two-Way Drive Aisle	42'	5'	8'	24'	5'
45° Regular or Compact Parking, One-Way Drive Aisle	39'	5'	17'	12'	5'
0° (Parallel) Regular Parking, One-Way Drive Aisle	31'	5'	9'	12'	5'
0° (Parallel) Compact Parking, One-Way Drive Aisle	30'	5'	8'	12'	5'

Note: Above dimensions are governed by Temple Terrace Code, Chapter 25, Section 25.760.7, Design Standards and Development Criteria.

**C. CONNECTIVITY – VEHICULAR AND PEDESTRIAN**

**1. Access Management – Driveways**

The minimum number of driveways required to safely accommodate project traffic, as determined by the City’s Public Works Department, should be provided. Shared access driveways are strongly encouraged and require a reciprocal access agreement to be filed with the Clerk of the Circuit Court for Hillsborough County.

Driveway crossings should maintain the elevation of the sidewalk where possible. Driveway aprons should not extend into the clear pedestrian travel zone, where cross slopes are limited to a maximum of 2%. Steeper slopes are permitted in the frontage, furnishing and edge zones of the roadside. The pedestrian walkway should be clearly marked across all driveway and alley access points as a continuation of the sidewalk, in order to indicate that the area being crossed is a part of the public walkway system, as shown below on the left side of this image. Markings could include striping, scored concrete, or other decorative pavement.

**Example of a Clearly-marked Pedestrian Driveway Crossing**

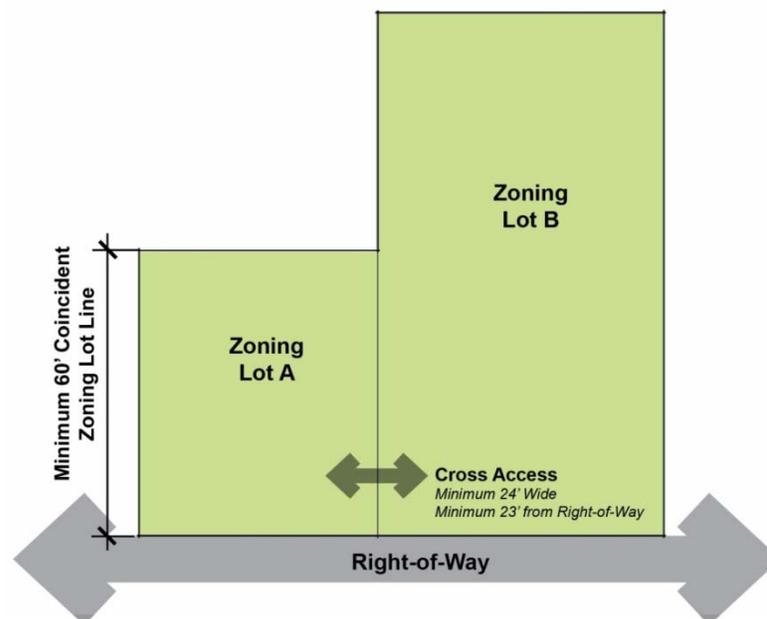


## 2. Bicycle/Pedestrian and Vehicular Cross Access

Bicycle/Pedestrian and Vehicular Cross Access is required for (and between) new multi-family and non-residential uses, or lands with a future land use category permitting such uses as a primary or mixed use. Developers may apply for a waiver to City Council if site constraints and/or other hardships can be demonstrated. Where noted below, referenced reciprocal access agreements are required for all newly developed and redeveloped property.

- a. Vehicular cross access shall be required only at zoning lot lines that are coincident (i.e. share a common boundary) for at least 60 feet with another zoning lot, and shall be at least 24 feet in width and 23 feet from the nearest right-of-way line. The connection shall not be located so as to require the removal of on-site or adjacent significant natural features, such as wetlands or protected trees. Reciprocal cross access agreements are required to be filed with the Clerk of the Circuit Court for Hillsborough County. In the intervening period before the adjacent cross access is constructed, the first property owner may utilize the location of the required cross access for up to 3 parking spaces. Such spaces shall not count toward the parking maximum, but may count towards the parking minimum. After cross access is established and those parking spaces are removed, the remaining number of parking spaces shall be deemed in compliance until the property changes use (at which time the new use shall meet all applicable parking standards).
- b. Pedestrian cross access shall be provided where adjacent to an existing or proposed bicycle/pedestrian facility as identified in the MTD Maps of the Mobility Element (Appendix A) of the CP, as may be amended. The pedestrian connection shall be a minimum of 5 feet wide and require a reciprocal access easement to be filed with the Clerk of the Circuit Court for Hillsborough County. Pedestrian cross access shall be provided at 200-foot maximum intervals along all property boundaries not abutting a street, with no fewer than 1 provided along each property boundary not abutting a street, but not located so as to require the removal of on-site or adjacent significant natural features, such as wetlands or protected trees. In the illustration below, both Zoning Lots A and B would each provide a minimum of 1 pedestrian cross access to the north, west and east adjacent properties.

### Vehicular Cross Access Illustration



### ***3. Pedestrian Access to and through Buildings***

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Pedestrian access to buildings shall be provided as a direct route from the primary building entrance(s) to the surrounding bicycle and pedestrian networks. Pedestrian connections shall run the entire length (or width) of the site, perpendicular to the frontage through which cross access is being provided, until the sidewalk runs into a sidewalk surrounding a building on-site, or reaches the opposing frontage. Routing adjustments are permitted in order to accommodate site specific conditions, a developer's aesthetic vision and/or other site development considerations. All pedestrian facilities shall meet applicable ADA regulations, and shall be lighted after sunset.

Where internal sidewalks intersect a driveway or drive aisle within a parking lot or other part of a development site (other than single family residential), the walkway should be clearly marked as a pedestrian facility through a prominent method of marking, and/or change in pavement material, as shown in the example below.

Buildings that are larger than 200 feet on any side shall provide a lighted internal pedestrian arcade or walkway that is connected to the sidewalks of adjacent streets on at least two sides and is available for public use.

#### **Example of Pedestrian Walkway to a Building with Change of Pavement Material**



### ***4. Minimum Sidewalk Width – Internal to Site***

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The minimum sidewalk width internal to the site shall be 5 feet.

### ***5. Minimum Sidewalk Width – Adjacent to Roadways***

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The minimum continuous sidewalk width adjacent to roadways shall be 5 feet. Additionally, there shall be a minimum 2-foot wide planting strip between the sidewalk and edge of curb, unless otherwise approved by City Council. This planting strip shall not encroach upon, nor count towards, the minimum required sidewalk width. Sidewalks shall meet all applicable ADA regulations.

## **6. *Decorative Walkway Pavement***

Decorative pavement is encouraged for walkways, including the use of alternative paving materials such as brick, decorative pavers, scored concrete, and/or stamped concrete. The use of architectural pavers or poured concrete surfaces is critical to emphasize important pedestrian corridors, especially those that cross vehicular traffic. The use of these materials in crosswalks, intersections, driveways and other areas of high activity provide not only aesthetic benefit, but enhance pedestrian safety.

## **D. *PARKING***

### **1. *Parking – Minimum Space Requirements***

Minimum parking space requirements for off-street parking are intended to provide for the safe and efficient parking of customers and citizens. Minimum requirements may be waived upon City Council's finding that such waiver does not violate the intent of the Code of Ordinances, nor interfere with the public health, safety or welfare. The minimum number of parking spaces required by use is set forth in Table 5, below.

### **2. *Parking – Maximum Space Requirements***

Maximum parking space requirements are intended to reduce the proliferation of large parking expanses which can decrease walkability, lead to heat island effects, decrease stormwater quality while increasing the quantity of stormwater which must be treated and attenuated, detract from the City's natural assets and aesthetic, and consume valuable land resources. The maximum number of parking spaces permitted by use is set forth in Table 5.

These maximum requirements do not apply when 90% of all parking on-site is provided within a single parking structure consisting of at least 2 or more levels. Additional surface parking spaces that do not count toward the maximum may be obtained by utilizing one of the parking incentives contained herein.

### **3. *Parking – Compact Spaces***

Compact spaces allow developers to, as necessary, reduce the amount of land required to provide parking, and to allow more land for the provision of other amenities necessary to create safe and walkable pedestrian environments. The minimum number of compact parking spaces shall be 10% of the total provided parking spaces. The maximum number of compact parking spaces shall 50% of the total parking spaces provided.

### **4. *Incentives***

The following are parking incentives which may be utilized to obtain credit against the minimum auto parking requirements and/or additional auto parking spaces beyond the parking maximums set forth in Table 5:

- a. All non-residential development within the Designated Golf Cart Use Area, as defined in Section 20.225 of the City's Code of Ordinances, may construct golf cart/neighborhood electric vehicle/moped spaces. These spaces shall not count towards the parking maximums but may count toward the parking minimums at a rate of 1 automobile parking credit for every 3 such spaces provided, up to a maximum credit of 5 auto parking spaces.

- b. Additional surface parking may be provided beyond the Code of Ordinances maximums at a rate of 2 additional surface parking spaces for every 1 parking space which provides a permanent, publicly accessible electrical vehicle (EV) charging station on the development site. Such EV parking spaces shall be signed to restrict parking to EVs. There is no limit to the number of additional spaces which may be obtained utilizing this incentive. Such additional spaces must be utilized for on-site uses (unless an approved shared parking plan is accepted by, and on file with, the City).
- c. Additional surface parking may be provided beyond the Code of Ordinances maximums at a rate of 1 additional surface parking space for every 1 parking space which is permanently signed for organized carpool parking programs. A maximum of 4 additional surface parking spaces may be obtained using this incentive unless otherwise authorized by City Council. In relation to the distance from the primary building entrance, the carpool parking spaces shall be given locational priority over non-carpool spaces (other than handicap and EV parking).
- d. Shared parking agreements may be utilized to reduce the combined minimum parking required for two or more uses. All such agreements shall run with the land, be formalized and kept on record by the City. The use of shared parking is at the discretion of the Community Development Director, who may approved shared parking facilities if:
  - 1) a convenient pedestrian connection exists between the shared parking and each use utilizing such parking (i.e. through an on-site sidewalk, pedestrian cross access agreement, etc.);
  - 2) the properties (and/or uses) are within 1,000 feet of a majority (51%) of the shared use parking; and,
  - 3) the availability of parking for all affected properties and/or uses is indicated by directional signage.

Where the shared parking facility consists of one lot on multiple parcels, then the following shall be required of any such shared parking facility (in addition to those above):

- 1) the parking facility shall be located on parcels which share a common parcel boundary;
- 2) a vehicular cross connection must be provided between the two parcels, within boundary of the shared parking facility; and,
- 3) a safe, visible and convenient pedestrian connection between the two parcels, within the boundary of the shared parking facility.

Where the shared parking facility consists of two or more physically separated lots, then the following shall be required of each such shared lot (in addition to those above):

- 1) all (100%) of the parking within each shared lot shall be within 1,000 feet of each use sharing such parking;
- 2) a safe, visible and convenient pedestrian connection between each shared lot and each use sharing the parking; and,
- 3) required directional signage shall also indicate the location of the other shared lots.

The amount of reduction in parking is determined by the hours of operation for each use sharing parking as follows:

Where the uses to be served by the shared parking facility have mutually exclusive hours of operation (i.e. the hours of operation do not overlap), the shared parking facility shall contain parking stalls equal to or greater than the minimum parking requirement of the most parking intensive use, and equal to or less than the maximum parking requirement of that same use; or,

Where the uses to be served by the shared parking facility have hours of operation that are the same or partially overlap, the shared parking facility shall contain parking stalls equal to or greater than the sum of the minimum parking requirements of each use, and equal to or less than the sum of the maximum parking requirements of each use; however, provided the following criteria are met, the sum of the parking minimums may be reduced by 10%.

- e. For non-residential development, additional long-term and short-term bicycle parking spaces may be provided to obtain a reduction in the minimum required parking. The minimum parking requirement for each non-residential development may be reduced by 10% or 1 space, whichever is greater, where bicycle parking spaces are provided equal to 25% of the minimum number of required automobile spaces shown in Table 5.

In no case shall less than 4 total bicycle parking spaces be provided when utilizing this incentive. Additionally, this incentive shall allow for a reduction of no more than 25 parking spaces on any one zoning lot. All bicycle parking provided shall meet the requirements of the Bicycle Facilities required herein, Sections 2.E and 3.E. Such additional parking shall also conform to the ratio of long-term to short-term parking as would otherwise be required.

Where the bicycle incentive calculation would result in a number less than or equal to the minimum bicycle parking requirements for a use as shown in Table 5, the bicycle incentive shall be increased to 1 space greater than the minimum requirement.

- f. Notwithstanding anything herein to the contrary, in no instance shall the utilization of one or more parking incentives reduce the minimum parking requirement for a project by the amounts shown below:
  - 1) For projects with a minimum vehicle parking requirement of 10 or more spaces, the total reduction shall be no more than 30%; and,
  - 2) For projects with a minimum vehicle parking requirement of 10 or less spaces, the total reduction shall be no more than 50%.

## **5. Parking Layout**

The preferred location for parking shall be internal to the site with buildings surrounding the parking on all sides fronting a street. Otherwise, the majority of parking shall be located on the opposite side of the structure from the primary building facade. Only a half-bay of parking is permitted between the buildings and the right-of-way. Where provided, development located within the Designated Golf Cart Use Area, as defined by Section 20.225 of the City's Code of Ordinances, shall locate a minimum of 50% any on-site golf cart parking as close to the street or bicycle/pedestrian corridor as practicable. These requirements are not intended to restrict creative architectural license.

The half-bay parking option may be elected at the developer's sole option and, where such option includes a two-way drive aisle compliant with Section 3.C.2. herein, and provides an on-site connection

with any ancillary side and rear parking, such two-way drive aisle shall count towards the cross access requirement. This provision applies equally to all publically and privately maintained roadways.

Example illustrations of three of the 90°, 45° and 0° half-bay parking options are provided below.

**Table 3. Half-Bay Parking Options and Requirements**

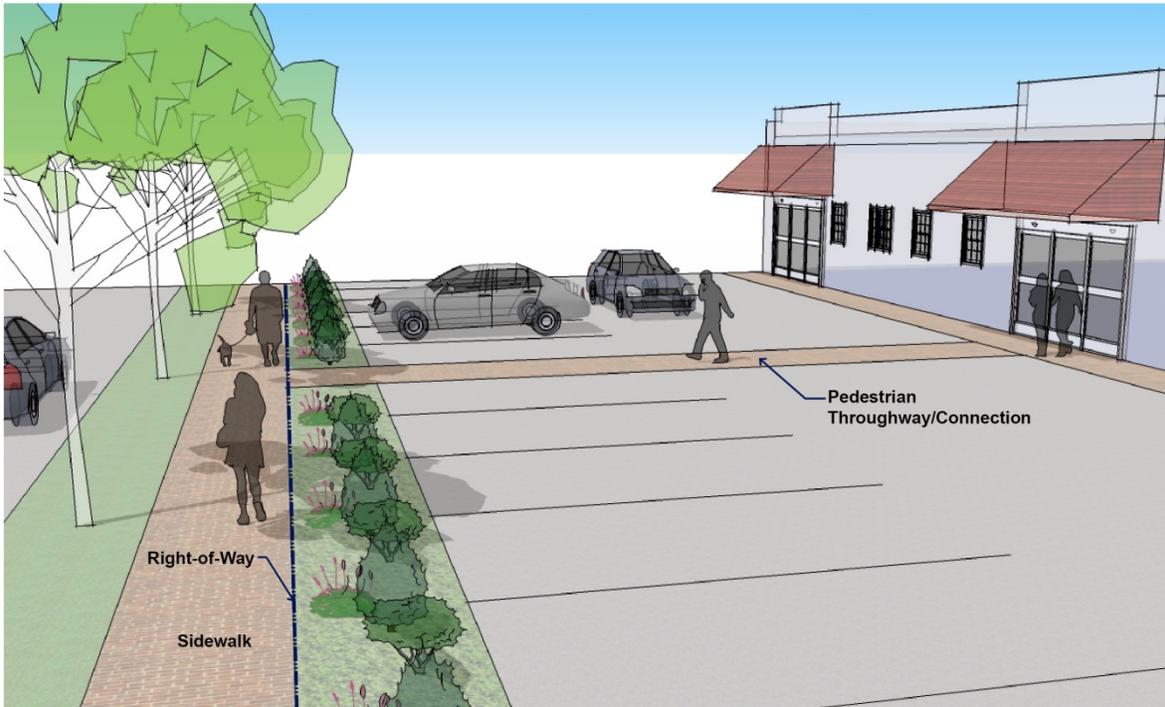
Half-Bay Option, Parking Arrangement	Maximum Building Setback	Half Bay Dimension Requirements			Internal Sidewalk Width (along primary frontages)
		Green Strip (between ROW and parking/ drive aisle)	Stall Depth (to wall)	Drive Aisle Width	
90° Regular Parking, Two-Way Drive Aisle	52'	5'	18'	24'	5'
90° Compact Parking, Two-Way Drive Aisle	50'	5'	16'	24'	5'
0° (Parallel) Regular Parking, Two-Way Drive Aisle	43'	5'	9'	24'	5'
0° (Parallel) Compact Parking, Two-Way Drive Aisle	42'	5'	8'	24'	5'
45° Regular or Compact Parking, One-Way Drive Aisle	39'	5'	17'	12'	5'
0° (Parallel) Regular Parking, One-Way Drive Aisle	31'	5'	9'	12'	5'
0° (Parallel) Compact Parking, One-Way Drive Aisle	30'	5'	8'	12'	5'

Note: Above dimensions are governed by Temple Terrace Code, Chapter 25, Section 25.760.7, Design Standards and Development Criteria.

**Half-Bay 90° Regular Parking, Two-Way Drive Aisle Illustrations**

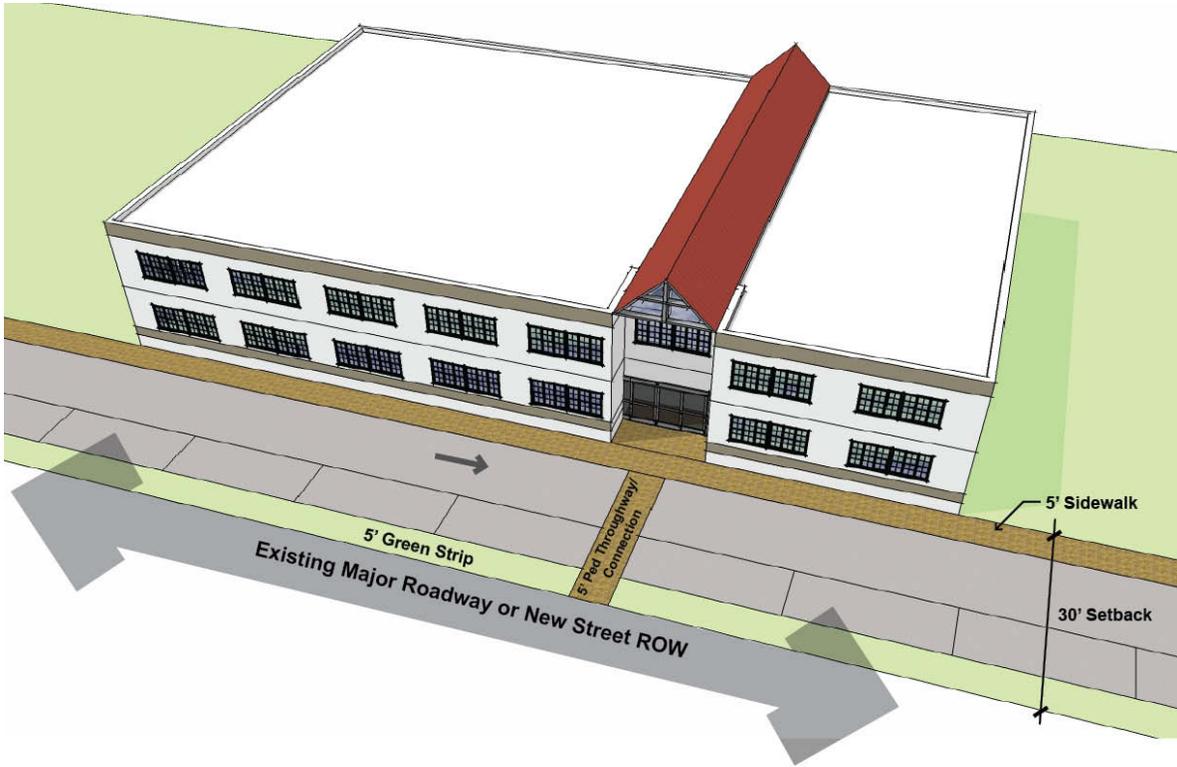


**Half-Bay 90° Regular Parking, Two-Way Drive Aisle Perspective**

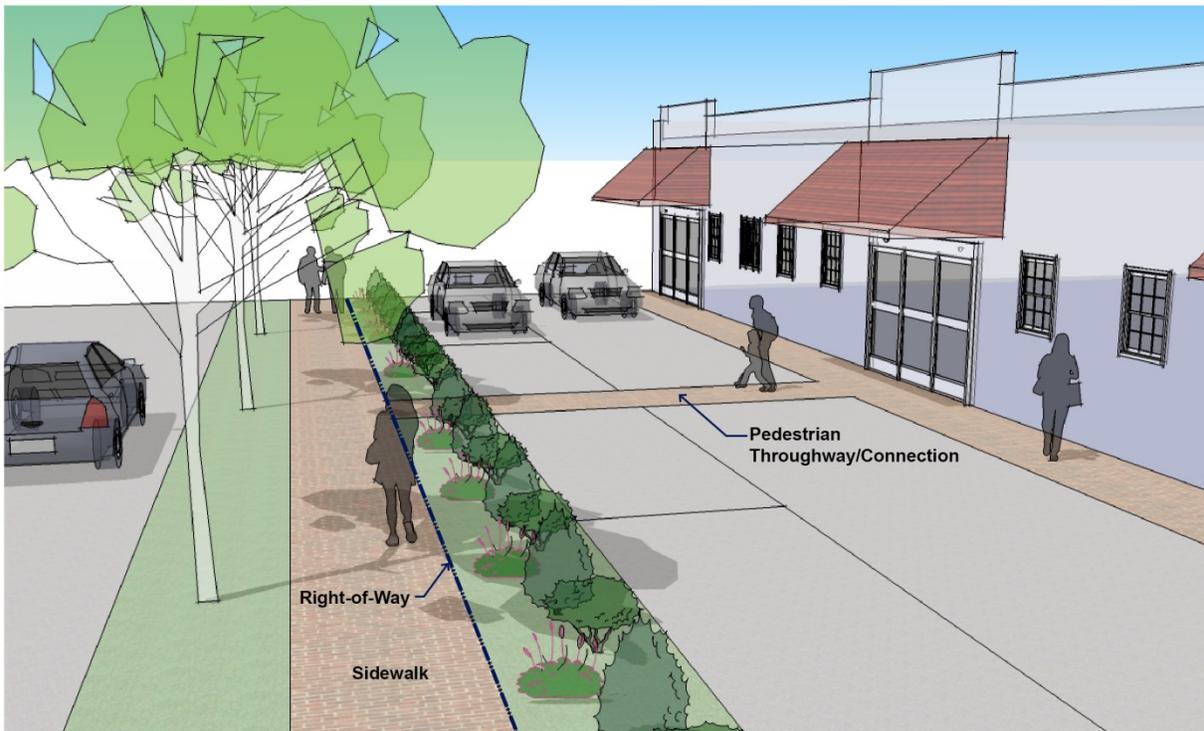




**Half-Bay 0° Compact Parking, One-Way Drive Aisle Illustrations**



**Half-Bay 0° Compact Parking, One-Way Drive Aisle Perspective**



## **E. BICYCLE FACILITIES**

### **1. On-Site Bicycle Facilities**

The presence or absence of bicycle facilities can contribute to the use (or lack thereof) of a City's bicycle and pedestrian networks. Short-term bicycle parking typically consists of exposed bicycle racks that meet the needs of short term visitors to a particular use. Long-term bicycle parking typically consist of standard bicycle racks that are located underneath an eve or awning, within a specially designated and secured area of a building, or specialized bicycle lockers or racks with hinged covers. Long-term spaces are especially important for those who use their bicycle for commuting, where it would otherwise be exposed to elements and a greater potential for theft due to the lengths of time it remains in any given location.

Short-term and long-term bicycle parking space requirements are shown in Table 5. The construction materials and installation methods of all bicycle racks shall be approved by the City Public Works Department prior to installation. The following design and locational requirements shall apply:

- a. Short-term bicycle parking must be:
  - 1) located outside of a building;
  - 2) at the same grade as the sidewalk or at a location that can be reached by an accessible route; and,
  - 3) within 50 feet of a main entrance to a building as measured along the most direct pedestrian route.
  
- c. Long-term bicycle parking must:
  - 1) be on site, or within 300 feet of a main entrance to a building;
  - 2) provide coverage for a minimum of 50% of the required spaces (through the use of hinged covers and/or placement of traditional permanent racks inside of a building, under a roof overhang or awning, or within or under other structures); and,
  - 3) be in a secure location (such as a locked room, an area enclosed by a fence with a locked gate, within view of an attendant or guard, within 100 feet of an attendant or guard, in an area that is monitored by a security camera, or in an area visible from employee work areas).



*Above. Typical Short-term bicycle parking.*

*Below. Typical Long-term bicycle parking under building awning.*



## **F. PEDESTRIAN ORIENTED SPACE AND SCREENING**

### **1. Pedestrian Oriented Space**

In order to create a more inviting and functional pedestrian system, as well as accomplish other goals as outlined below, all development shall provide Pedestrian Oriented Space (POS) as required below. This requirement may satisfy other open spaces requirements contained within the CP or Code of Ordinances, to the extent permitted therein.

- a. A minimum 5% of the gross site acreage is required to be provided as open space, and shall be designated on any zoning and/or site plans as POS. This POS shall not include stormwater retention areas. Portions of the site which may count towards the POS requirement are those areas consisting of Low Impact Development (LID) applications (e.g. bio retention strips, rain gardens, etc. that are a part of a maintained on-site stormwater management system), and littoral shelves and/or planted berms of those on-site treatment and attenuation facilities that are surrounded by a maintained trail, and are not fenced so as to impede visual access to the pond(s). For the purposes of these guidelines, LID techniques generally means those planning and design approaches which further the minimization and management of stormwater runoff.

Except as otherwise provided for herein, POS must be useable space and shall not consist of remnants of open space left over after site development. Linear open space provided along those constrained roadways, as show on Map 4, within Appendix B of the Mobility Element of the CP, as may be amended, may be counted towards this requirement if its shortest dimension is greater than or equal to 10 feet. On-site lands dedicated and accepted for transit shelter accommodation shall also count towards this requirement, as shall any pedestrian corridor provided in order to meet block size and/or other connectivity guidelines. In such case, the entire pedestrian corridor area, including areas paved for use as a sidewalk, bicycle lane and/or trail, shall count towards this POS requirement.

- b. The City may find it beneficial to cluster POS within certain corridors where POS is lacking, and/or City intervention is required to provide a related public benefit (such as creating a bicycle/pedestrian connection which may otherwise not occur). Additionally, the small size of certain development/redevelopment parcels may make provision of usable POS difficult.

For parcels less than  $\frac{1}{2}$ -acre, all required on-site POS may be “transferred” to a City-approved receiving area. For parcels greater than  $\frac{1}{2}$ -acre, 50% of all required on-site POS may be “transferred” to a City approved receiving area. This receiving area may be a park that was created for such purpose by one or more private developers, a Merchants’ Association, or the City. The receiving area may also be a linear POS facility, such as property acquired by the City to enhance pedestrian connectivity (for example, a minimum 10 foot wide strip of land which provides a public bicycle path and/or sidewalk).

Such transfer could consist of a monetary payment or other inducement from the “sender” to the “receiver.” In the case of a receiving area created by a party other than the City, the payment must be utilized for the provision and maintenance of the park or linear POS facility. An easement for public access must be recorded over any privately owned receiving area, unless such area is dedicated to (and accepted by) the City for maintenance. The POS created in the receiving area shall be equal to or greater than the area of POS in the sending area.

## 2. Screening

Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, mechanical equipment, solid waste refuse facilities, roof-mounted equipment, and other service functions, shall be screened from view of any street or sidewalk or adjacent residential area as required by all applicable buffering and screening requirements within the City's Code of Ordinances. In no instance shall an accessory structure be located between a primary building façade and an adjacent street.

## G. TRANSIT FACILITIES

### 1. Transit Accommodation

As applicable, all development shall meet the following requirements relating to transit accommodation:

- a. **On-site Accommodation:** Any non-residential development that is 25,000 square feet in gross floor area or greater shall designate transit access points and pick-up areas on site, if determined to be necessary by the local transit authority.

All residential developments of 200 or more dwelling units shall designate transit access points and pick-up areas on site, if determined to be necessary by the local transit authority.

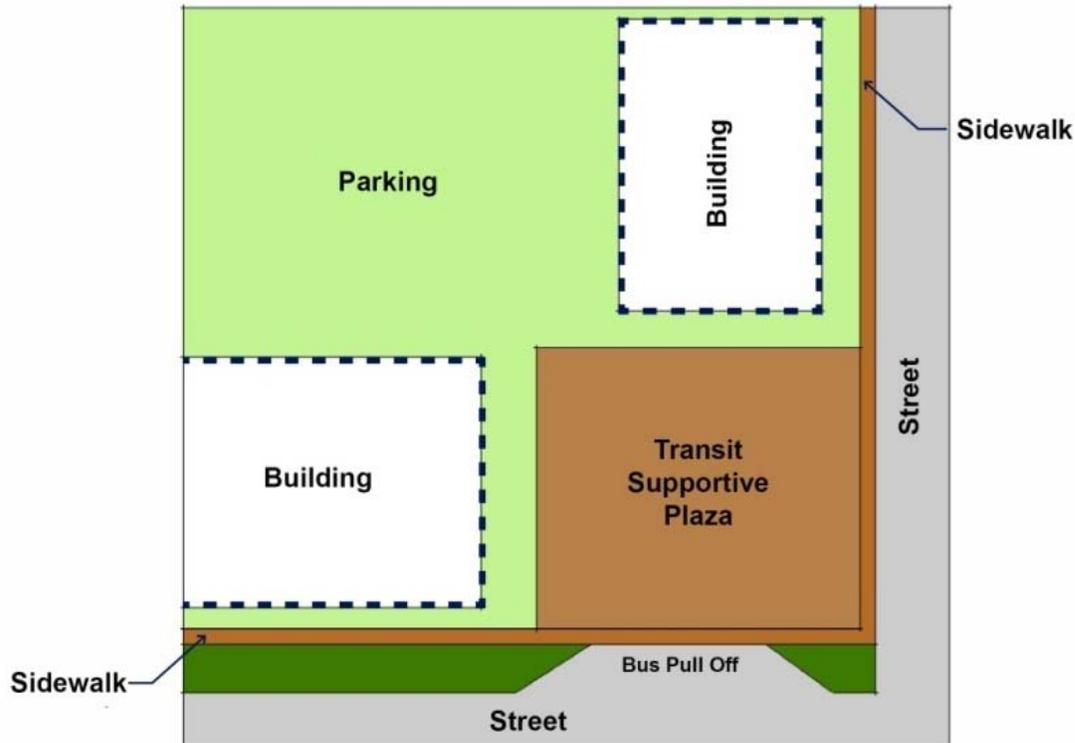
A public access easement will be required on any private internal roads necessary to access a transit stop internal to a project. Such transit stop(s) shall meet all applicable standards and requirements of Section 25.745.14, Public Transit Bus Stops, of the City Code of Ordinances.

- b. **Access to Stops:** Transit stops located adjacent to or within a site, including but not limited to transit stops located within rights-of-way, shall have a direct route from the primary building entrance(s) to the transit stop. Such route shall consist of a sidewalk or paved pathway.
- c. **Transit Supportive Plazas/Parking Incentive:** Development requiring at least 20 parking spaces, and where at least one street lot line abuts a street with existing or planned transit facilities, may substitute transit-supportive plazas for required parking. For the purposes of these guidelines, a transit supportive plaza shall mean an area generally open to the public on a controlled basis and used for passive recreational activities and relaxation. These plazas are paved areas located proximate to transit stops with amenities such as seating, drinking and ornamental fountains, art, trees, and/or landscaping.

Existing parking areas may be converted to take advantage of these provisions. Transit-supportive plazas may be substituted for up to 10% of the required parking spaces on site, provided the plaza is adjacent to (and visible from) the transit street. If there is a transit stop along the site's frontage, the plaza must be adjacent to the stop. The plaza must be at least 300 square feet in area and shaped so that a 10-foot by 10-foot square will fit entirely in the plaza. Additionally, the plaza must be open to the public and a public access easement must be recorded with the County Clerk. The plaza shall also contain: a) a bench or other sitting areas with at least 5 linear feet of seating; b) a shelter or other weather protection of at least 20 square feet; and c) landscaping.

An illustrative graphic showing a transit supportive plaza is shown below. The area of the transit supportive plaza shall count towards the project's Public Oriented Space requirement in Section 3.F.1., herein.

#### Transit Supportive Plaza Illustration



## **H. STREETScape**

### **1. Pedestrian Oriented Streets**

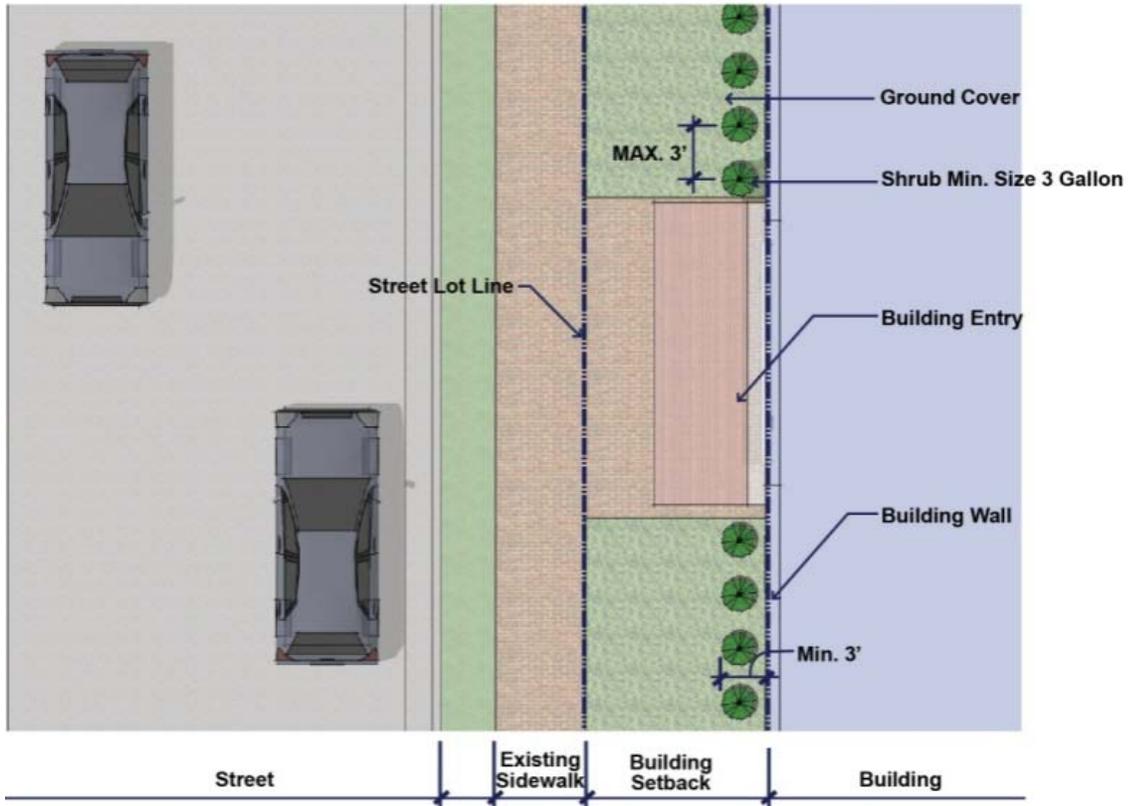
Structures built to the street lot line are exempt from this requirement. All street-facing elevations must have one or a combination of the following: a) landscaping along their foundations; b) arcade; or c) hard-surfaced widened sidewalk. Requirements for election and design of each option are presented in Table 4 on the following page. Illustrations of the Streetscape Options are shown below.

**Table 4. Streetscape Options and Election Criteria**

Criteria for Election		Streetscape Options		Landscaping Requirements		Hardscape Requirements		Additional Requirements	
Minimum Setback	Maximum Setback		Required (Y/N)	Area	Minimum Plantings	Options	Materials		
> 0 feet	< 3 feet	Ground Cover		Yes	Between building and adjacent street	Ground Cover	N/A	N/A	N/A
≥ 3 feet	None	Landscaping		Yes	Plantings to occur within minimum 3 foot wide landscaped area adjacent to building and groundcover between landscaped area and adjacent street	One 3 gallon shrub for every 3 lineal feet of foundation, with ground cover plants fully covering the remaining areas	None	None	None
≥ 0 feet	None	Arcade		Optional	Arcades may contain planters and/or urns, provided ADA requirements for minimum passable width are maintained	None	The arcade must be a min. 6 feet deep between the front elevation and the parallel building wall, and consist of openings that are a min. 6 feet wide, running the full length of the street facing elevation. Additionally, the arcade must be at least 14 feet in height, between 25% and 50% solid, and open to the air on three sides.	Arcades shall be architecturally consistent with the structure(s) to which they are attached. No glass block, walls, lattice, glass, or other material may block an opening.	Arcades shall be considered part of the building structure when calculating applicable setback requirements. Arcades may contain benches or other seating, provided ADA requirements for minimum unobstructed width are maintained.
≥ 3 feet	≤ 10 feet	Hard-Surface Sidewalk Extension	A	See Additional Requirements Column	Between building and sidewalk extension (ground cover/planters/pedestrian amenities) adjacent to the ROW or within the ROW* (shade trees)	See additional requirements. Shade trees may be utilized only where sufficient ROW exists (as determined by the City Public Works Department) to ensure that: 1) sufficient space is maintained to provide the required bike/pedestrian facilities as required herein this code, included at least 5 feet of clear width of pedestrians or as otherwise required to comply with ADA; 2) required clear zones and clear sight triangles are maintained; 3) 3 to 6 feet tree wells are utilized; and, 4) sufficient separation is provided between the tree and building(s) as necessary for proper growth.	See Additional Requirements Column	Hard-Surface Sidewalk construction materials shall be consistent with any Streetscape Plans adopted by the City. On roads where no such plan exists, Brick, Decorative Pavers, and/or Stamped/Scored Concrete shall be utilized. Benches shall be made of durable materials and maintained in good condition.	Hard-surface sidewalk extensions shall run the entire length of the frontage for which that option is selected. For each 100 s.f. of hard-surface area between the building and the adjacent street, at least one of the following must be provided: 1) a bench or other seating; 2) a landscape planter or urn; 3) a drinking fountain; or 4) a shade tree. Where utilized with a building setback greater than 10 feet, a combination of the landscaping option and hard-surface sidewalk extension option shall be utilized such that the existing sidewalk (within the ROW) and additional sidewalk does not exceed 15 feet.
> 10 feet	None		B	Yes	Between building and sidewalk extension (ground cover/planters/pedestrian amenities) adjacent to the ROW or within the ROW* (shade trees)		See Additional Requirements Column		

Notes: (1) All landscaping, additional sidewalks, arcades, and/or pedestrian amenities shall be constructed and maintained by the Developer, a Property Owners Association, Merchants Association, or Homeowners Association.  
(2) Unless xeriscaped, all landscaped areas shall be equipped with an automatic irrigation system appropriate to the landscaping. All irrigation systems must be properly maintained to avoid overspray onto pedestrian areas.  
\*Where feasible, as determined by the City.

**Streetscape Option - Landscaping Illustrations**

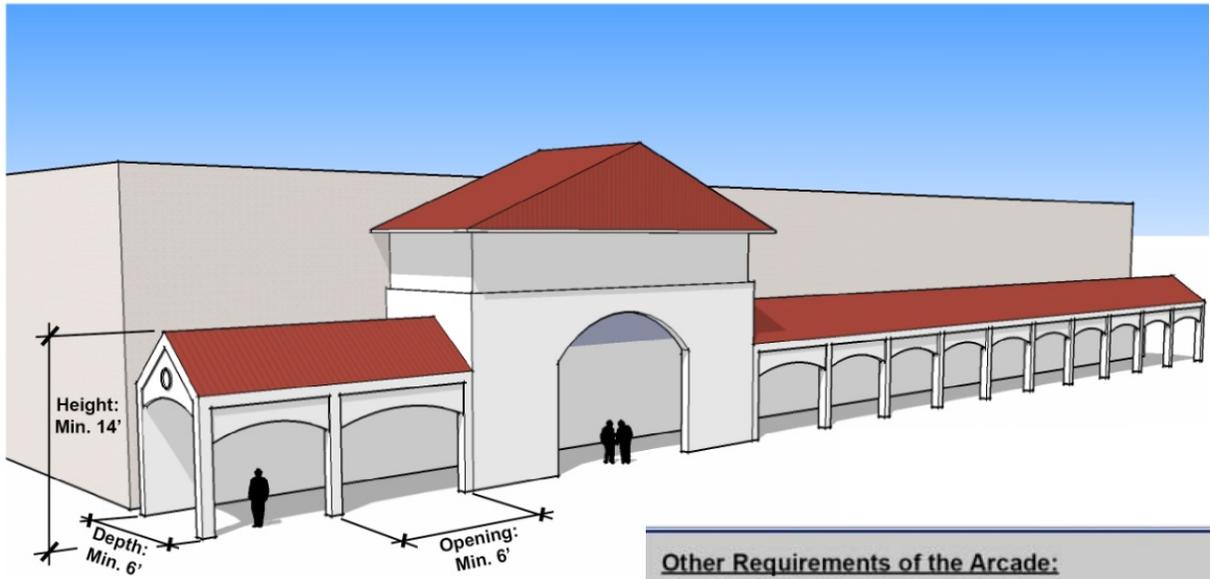


**Landscaping Option (Plan)**



**Landscaping Option (Perspective)**

**Streetscape Option - Arcade Illustration**



**Arcade Option**

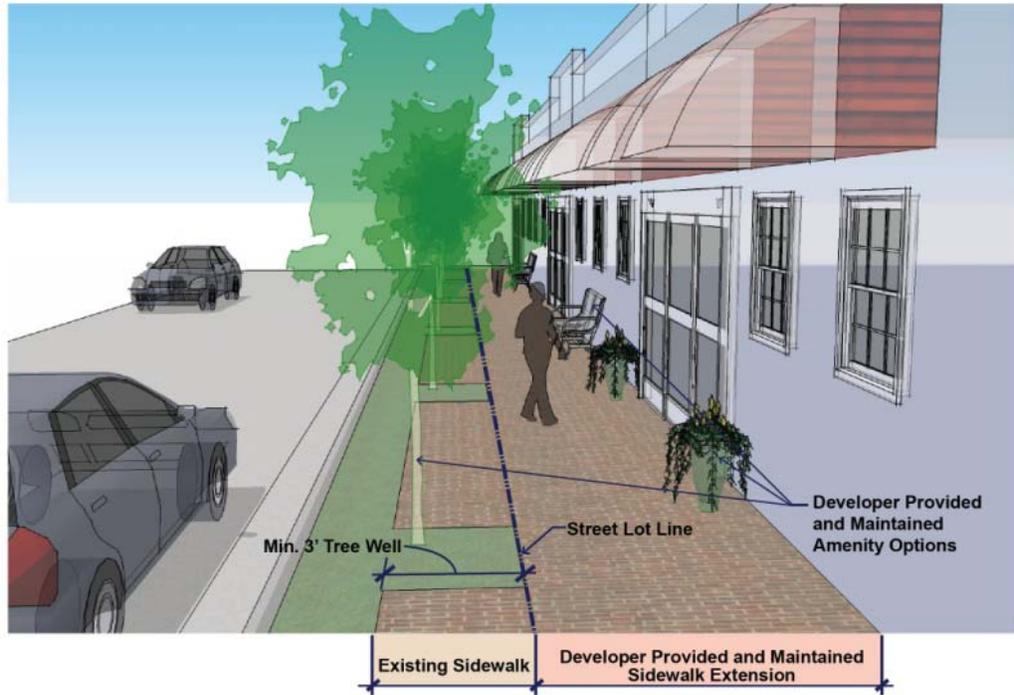
**Other Requirements of the Arcade:**

- Runs the full length of the street facing elevation
- Between 25 and 50 percent solid
- Open to the air on three sides
- No glass block, walls, lattice, glass, or other material may block an opening



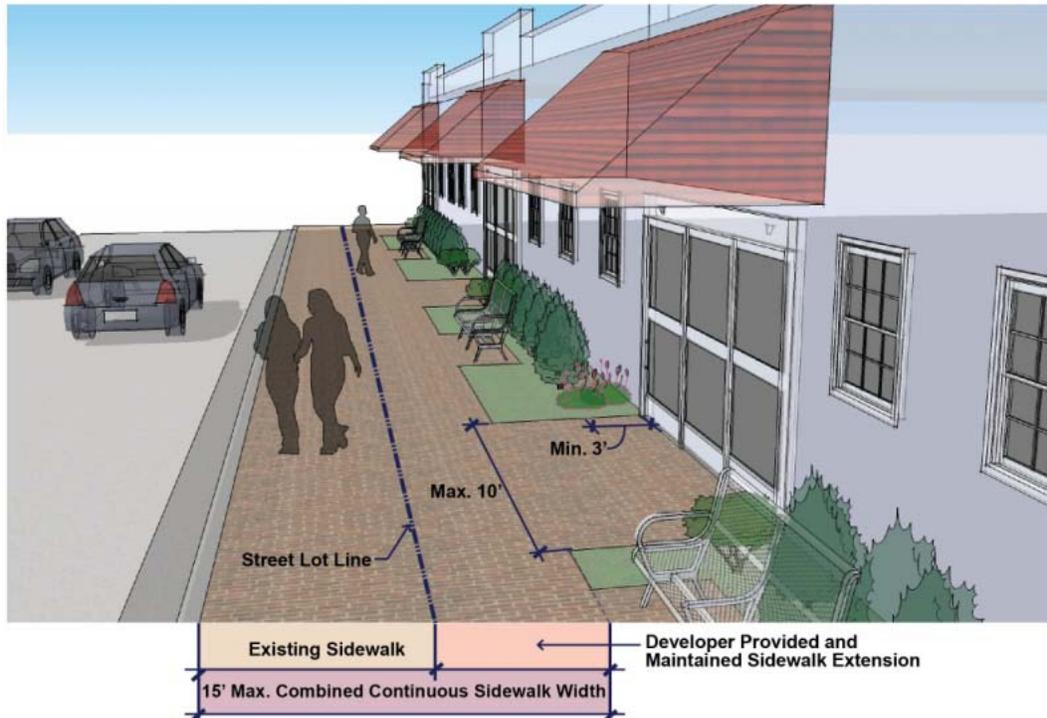
**Streetscape Option – Hard-Surface Sidewalk Extension Illustrations**

**Option A**



**Hard-Surface Sidewalk Widening Option ( $3' \leq$  Building Setback  $\leq 10'$ )**

**Option B**



**Hard-Surface Sidewalk Widening Option (Building Setback  $> 10'$ )**

## 2. *Street and On-Site Furniture*

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The quality of the pedestrian experience is affected by the provision and placement of street furnishings. Street furniture should be sited to maximize use of shade where street trees are present. Similarly, street lighting provides both pedestrian and vehicular safety, increasing the frequency of nighttime use. Benches, trash receptacles, bike racks, water fountains, etc. provide comfort and gathering locations along the corridors. These elements are common to safe, quality and frequently used pedestrian facilities, and where possible, should be initially designed into a corridor rather than placed as an afterthought.

Any development that is 15,000 square feet in gross floor area or greater shall:

- b. Provide an on-site seating area for pedestrians. The surface of the seating area shall be constructed of concrete or decorative pavers. A bench and trash receptacle shall be provided at these seating areas along the primary frontage of each building; and,
- c. Provide street furniture when the hard surfaced sidewalk extension option, as described in 3.H.1. herein, is not utilized. The amount and type of amenities provided shall be provided as described in the Additional Requirements column of Table 4, above. Where streetscape plans are formally adopted for a segment of roadway, any street furniture requirements contained in that plan shall control.

## 3. *Street Lighting*

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Street lighting along 56<sup>th</sup> Street shall substantially conform to the standards of City's Code of Ordinances, Section 29.925.8, for all non-residential developments north of the Hillsborough River and south of Fowler Avenue. Developments with frontage along North 56<sup>th</sup> Street, Busch Boulevard, Bullard Parkway, Temple Terrace Highway, Harney Road, East Fowler Avenue, and/or East Fletcher Avenue shall provide lighting of a design compatible with the lighting specified in the City's Code of Ordinances Section 29.925.8, as to be determined by the City, along the portion(s) of those roadways fronting the development. Such lighting shall also be provided for major internal project roadways (i.e. entry roadways).

## 4. *Utilities*

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All utility transmission lines, including, but not limited to those required for electrical services, telephone, CATV, fiber optic, and/or street lighting shall be installed underground to promote connectivity measures where feasible. Any above ground utility lines may be installed only if they do not interfere with achieving pedestrian accessibility measures, by interrupting a sidewalk or bicycle path or preventing the minimum width requirements from being continuously maintained along the entire length of the path, or conflict with lighting, landscaping, or other streetscape elements.

Shared utility easements are strongly encouraged and shall be required to the greatest extent possible to enhance pedestrian accessibility and the provision of Pedestrian Oriented Space. The City shall continue to coordinate with local utility providers regarding the pursuit of shared utility easements and minimization of required land area through memoranda of understanding or as City Franchise Agreements are renegotiated.

**Table 5. Parking Requirements**

Use	Off-street Auto Parking Requirements (City-Wide)			MTD-Wide		Corridor and Overlay Specific	
	Existing Code Minimum	Proposed Minimum	Proposed Maximum	Minimum Bicycle Parking Requirements		Minimum Bicycle Parking Requirements	
				Proposed Short Term	Proposed Long Term	Proposed Short Term	Proposed Long Term
accessory dwelling units	Not specified	1 per unit	None	None	None	None	None
bowling alleys	5 spaces for each alley and one additional space for each 2 employees	2 spaces for each alley and one additional space for each 2 employees	3 spaces for each alley and one additional space for each 2 employees	5% of vehicle parking, minimum 2 spaces	2.5% of vehicle parking, minimum 1 space	10% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 1 spaces
business, professional, financial and govt. offices	1 per 400 s.f	1 per 350 s.f.	1 per 275 s.f.	5% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 2 space	10% of vehicle parking, minimum 2 spaces	10% of vehicle parking, minimum 2 spaces
churches	1 per 4 seats in the auditorium or chapel (not including school classrooms)	1 per 4 seats in the auditorium or chapel (not including school classrooms)	1 per 2.5 seats in the auditorium or chapel (not including school classrooms)	5% of vehicle parking, minimum 2 spaces	2.5% of vehicle parking, minimum 1 space	10% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 1 spaces
colleges and universities	Not specified	1 per 4 students	1 per 2 students	5% of vehicle parking, minimum 2 spaces	25% of vehicle parking	10% of vehicle parking, minimum 2 spaces	35% of vehicle parking
dependent/independent living facility	Not specified	1.25 per unit	None	5% of vehicle parking, minimum 2 spaces	2.5% of vehicle parking, minimum 1 space	10% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 1 spaces
dormitories and student housing	Not specified	1 per 3 beds	1 per 1.5 beds	25% of vehicle parking	25% of vehicle parking	30% of vehicle parking	30% of vehicle parking
duplex	Not specified	2 per unit	None	None	None	None	None
elementary/junior high schools	1 per classroom plus 1/2 of the additional parking spaces for rooms used for public assembly	1.25 per classroom	1.5 per classroom	5% of vehicle parking, minimum 2 spaces	75% of vehicle parking	10% of vehicle parking, minimum 2 spaces	100% of vehicle parking
funeral home or undertaking establishment	1 per 4 seats in public rooms, plus 1 additional space for each 2 employees	1 per 4 seats in public rooms, plus 1 additional space for each 2 employees	1 per 3 seats in public rooms, plus 1 additional space for each 2 employees	5% of vehicle parking, minimum 2 spaces	2.5% of vehicle parking, minimum 1 space	10% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 1 spaces
gas station (with convenience store)	Not specified	1 per 4 gas pumps	1 per 2 gas pumps	5% of vehicle parking, minimum 2 spaces	2.5% of vehicle parking, minimum 1 space	10% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 1 spaces
group home (halfway house, substance abuse treatment)	Not specified	1 per 4 beds	1 per 2 beds	5% of vehicle parking, minimum 2 spaces	2.5% of vehicle parking, minimum 1 space	10% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 1 spaces
hotel/motel	1 per each room/rental unit plus 1 additional for each 2 employees	1 per room plus 1 per 2 employees	1 per room plus 1 per employee	5% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 2 spaces
industrial, manufacturing, and warehousing	Not specified	1 per 2,000 s.f.	1 per 400 s.f.	None	5% of vehicle parking, minimum 1 space	None	10% of vehicle parking, minimum 1 spaces
medical, dental, chiropractic, etc. clinics (separate buildings)	4 per doctor	1 per 250 s.f.	1 per 150 s.f.	5% of vehicle parking, minimum 2 spaces	2.5% of vehicle parking, minimum 1 space	10% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 1 spaces
movie theatres	Not specified	1 per 5 seats	1 per 3 seats	5% of vehicle parking, minimum 2 spaces	2.5% of vehicle parking, minimum 1 space	10% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 1 spaces
multi-family dwellings	2 per unit plus 1 additional space for each 3 bedroom unit that exceeds 30% of the total number of units. 4 spaces for each 4 bedroom unit	1.25 per unit	2.25 per unit	5% of vehicle parking, minimum 2 spaces	10% of vehicle parking, minimum 2 space	10% of vehicle parking, minimum 2 spaces	20% of vehicle parking, minimum 2 spaces

**Table 5. Parking Requirements (continued)**

Use	Off-street Auto Parking Requirements (City-Wide)			MTD-Wide Minimum Bicycle Parking Requirements		Corridor and Overlay Specific Minimum Bicycle Parking Requirements	
	Existing Code Minimum	Proposed Minimum	Proposed Maximum	Proposed Short Term	Proposed Long Term	Proposed Short Term	Proposed Long Term
nursing home (elderly or disabled)	Not specified	1 per 4 beds	None	5% of vehicle parking, minimum 2 spaces	2.5% of vehicle parking, minimum 1 space	10% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 1 spaces
public places of assembly, i.e. assembly halls, exhibition halls, billiard halls, dance halls, skating rinks, sports arenas, community centers, libraries and museums	1 per 5 seats or 1 per 200 s.f., whichever is greater	1 per 5 seats or 1 per 200 s.f., whichever is less	1 per 3 seats or 1 per 175 s.f., whichever is greater	5% of vehicle parking, minimum 2 spaces	2.5% of vehicle parking, minimum 1 space	10% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 1 spaces
quick-service stations	1 for each bay with 1/2 the same requirement for bay areas	1 per bay plus 1 per employee	2 per bay plus 1 per employee	None	2.5% of vehicle parking, minimum 1 space	None	5% of vehicle parking, minimum 1 spaces
restaurants and/or lounges	1 per 4 seats, plus 1 additional for each 2 employees	1 per 200 s.f.	1 per 100 s.f.	5% of vehicle parking, minimum 2 spaces	2.5% of vehicle parking, minimum 1 space	10% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 1 spaces
retail stores, personal service shops, household repair or equipment shops, interior decorators	1 per 300 s.f.	1 per 400 s.f.	1 per 300 s.f.	5% of vehicle parking, minimum 2 spaces	2.5% of vehicle parking, minimum 1 space	10% of vehicle parking, minimum 2 spaces	5% of vehicle parking, minimum 1 spaces
senior high schools	1 per classroom plus either 1 space for each 10 students or 1/2 the additional parking for rooms used for public assembly, whichever is greater	5 per classroom	10 per classroom	5% of vehicle parking, minimum 2 spaces	25% of vehicle parking	10% of vehicle parking, minimum 2 spaces	35% of vehicle parking
single-family dwellings	2 per unit plus 1/2 space for each bedroom in excess of 2 (rounding up)	2 per unit	None	None	None	None	None
townhomes	1 per unit (on the lot)	1 per unit (on the lot)	None	None	None	None	None
vehicle repair	Not specified	1.25 per bay plus 1 per employee	2.5 per bay plus 1 per employee	None	2.5% of vehicle parking, minimum 1 space	None	5% of vehicle parking, minimum 1 spaces
passive recreational uses	Not specified	Per Community Development Director Approval	Per Community Development Director Approval	minimum 10 spaces	None	minimum 10 spaces	None
clubhouse and/or recreational uses accessory to residential development	Not specified	Per Community Development Director Approval	Per Community Development Director Approval	2.5 times the number of vehicle parking spaces; minimum 10 spaces	None	2.5 times the number of vehicle parking spaces; minimum 10 spaces	None

Compact Car Spaces (% of Total Spaces)	20% (max.)	MTD-Wide and Corridor/Overlay Specific: 10% (min.)	MTD-Wide: 30% (max.)/ Corridor and Overlay Specific: 50% (max.)
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