DOWNTOWN MASTER PLAN

TOD Update January 2014 (DRAFT)

PREFACE

[Figures 4.218, 4.219 & 4.220] Development in the Downtown continues to positively transform the City into a live, work and play environment with street activity that supports transit, biking and walking.

In 2003, the City partnered with the Downtown Development Authority (DDA) and other major stakeholders to create this Downtown Master Plan, a blueprint for the future development of Downtown Fort Lauderdale. The Master Plan was amended in 2007 to better address and focus on active streetscapes and building design. After a period of stagnant growth caused by the 2009 global recession, Downtown Fort Lauderdale has experienced an influx in new residential development applications and built projects.

For the first time in almost a century, many American cities are growing at a faster rate than their surrounding suburbs. Across the country, cities are competing with one another to attract young professionals to live, work and play in their downtowns. Seniors and families are also benefitting from living in cities that contain high quality amenities and basic services linked together by walkable streets and premium transit. There is a growing desire to live in and/or around lively urban environments, have the benefit of a walkable lifestyle, and have safe and efficient access to daily needs with the option of not having to use a car.

Companies have taken notice, relocating to those areas that contain premium transit options as a way to attract highly-educated young workers. These changes have coincided with preference changes regarding how people choose to move about in cities. National trends show fewer young people getting drivers licenses and even fewer owning cars.

Downtown Fort Lauderdale continues to grow and mature as the County's regional city. As a great tropical city, the quality of life of its neighbors and visitors cannot be compromised. New development must knit together the urban fabric into a seamless pattern of beautiful streets, public spaces and buildings of the highest quality, all within easy access to various modes of transportation. Mobility options are essential to keep people moving throughout the City and for the continued economic health and vibrancy of the Downtown. Investments in **multimodal transportation** options and creating a **safe and walkable** city were identified as top ranked priorities of *Fast Forward Fort Lauderdale:* the City's **2035 Vision Plan**.

There are several transformative projects that will help support the growth of Downtown Fort Lauderdale while ensuring safe and efficient mobility. These projects include the addition of Tri-Rail Coastal Link **commuter rail** and All Aboard Florida **intercity passenger rail** on the Florida East Coast (FEC) railway, as well as the Wave **Streetcar** in the Downtown.

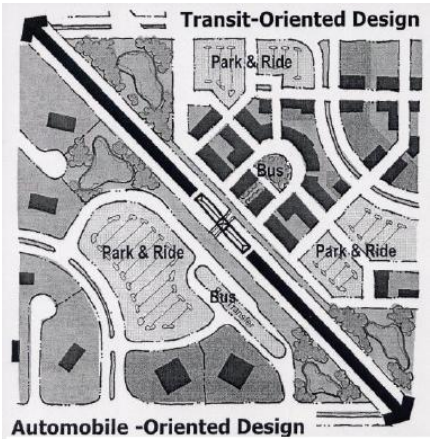
[Figures 4.221, 4.222, & 4.223] *Left:* Rendering of the Wave Streetcar in Downtown Fort Lauderdale. Center: Map of planned Tri-Rail Coastal Link commuter rail system route, including the Downtown Fort Lauderdale station. *Right:* All Aboard Florida train rendering.

PURPOSE AND GOALS

The **purpose** of these Transit Oriented Development (TOD) guidelines is to guide and encourage future development within proximity to premium transit stations, while aligning the current Downtown Master Plan design guidelines with current and planned transit initiatives. The guidelines aim to create pedestrian-friendly, vibrant station areas to support the continued growth of the Downtown as a live, work, and play environment. They are intended to complement the Downtown Character Areas, accommodating the continued existence of compatible uses and transitioning out uses that are incompatible with the City's vision of having multimodal transportation options and streets that are safe and walkable They also address design, density and parking standards in order to create a more compact development pattern that supports transit, walking, and biking.

In support of this vision, these TOD guidelines aim to achieve the following **goals**:

1. Promote the optimum use of transit by encouraging a mix of uses of moderate to high density within walking distance of passenger rail and streetcar transit stations;
2. Increase ridership for all forms of transit;
3. Create attractive, vibrant station areas that emphasizes placemaking, transit supportive and active uses, civic spaces and economic development;
4. Create an environment that makes it efficient, safe, and convenient to travel on foot, bicycle, transit or car;
5. Foster and support the continued growth of the City's economy;
6. Encourage quality building and streetscape design that supports the goals and policies of the Downtown Master Plan, including green buildings and green infrastructure;
7. Support an efficient interconnected transportation network that enhances and maintains neighborhood livability by linking transit stations, bike paths, and sidewalks with services, jobs, residences, entertainment and public spaces; and
8. Reduce auto dependency and the negative impacts of the auto, such as greenhouse gases and lack of physical activity.



[Figure 4.224] TOD is characterized by density, design and diversity of land uses.

WHAT IS TOD?

Transit-oriented development (TOD) is the functional integration of land use and transit via the creation of compact, walkable, mixed-use communities within walking distance of a transit stop or station. A TOD brings together people, jobs, housing and services and is designed in a way that makes it efficient, safe, and convenient to travel on foot or by bicycle, transit, or car.

PREMIUM TRANSIT STATION

A transit station serving a premium type(s) of fixed-rail transit, such as intercity, commuter or light rail, and streetcar. It also includes a station that functions as a local bus hub serving a minimum of three fixed local bus routes operating with headways of 20-30 minutes or less.

PRINCIPLES OF TOD

BENEFITS OF TOD

Focusing housing and employment near transit is one of the most effective ways to reduce road congestion, improve air quality, and promote walking, biking and use of transit. Focusing redevelopment in a compact urban environment uses land more efficiently, which helps to preserve surrounding neighborhoods, reduce the need for costly new public facilities, and prevent the conversion of natural areas to urban use. It can also spur the revitalization of existing neighborhoods, stimulating the creation of more vibrant and social communities.

The following TOD principles are encouraged to promote neighborhoods that are characterized by tree-lined streets, fewer cars, a mix of uses and densities that support transit, walking and biking within close proximity to basic community services and jobs. These principles will help make public transportation convenient and efficient, while creating opportunities for more community interaction, cleaner air, and economic growth:

- Walkable, tree-lined streets that provide shade for pedestrians
- Buildings that face and are built to the street frontage
- Compact development
- Small blocks, supported by an interconnected street system
- Complete Streets that accommodate pedestrians, bicyclists, motor vehicles, transit and transit riders
- Buildings with frequent windows and doors
- Diverse, complimentary mixed uses and active street frontages that encourage people to stroll, shop, meet, greet, and eat
- Focus on pedestrians as part of the development strategy without excluding the auto
- A variety of compact housing in an assortment of architectural styles
- Reduced parking demand, providing more land for development and economic growth
- Linkages to supporting land use and community amenities and services, such as parks, schools, libraries, and retail goods

[Figures 4.225, 4.226 & 4.227] The above places exemplify many of the positive characteristics of TOD, such as active, pedestrian-friendly streets, high-quality transit and economic development.

TOD TYPOLOGIES

There is no “one size fits all” approach to achieving a transit oriented development pattern. Each community surrounding a premium transit station is unique with its own character and transportation needs. TOD typologies (or “place types”) provide a means of classifying and differentiating each station area based on key shared characteristics, such as land use, built form, type of transit, and current or anticipated ridership levels. This document utilizes **Character Areas** and **Mobility Hubs** to help define each TOD place type. Character Areas help to distinguish the various types of urban form in the Downtown while sharing common themes relating to pedestrian-oriented design, whereas Mobility Hubs provide multimodal transportation connections to concentrated activities, such as housing, retail, office, entertainment and education services. There are three different Mobility Hub classifications described below in terms of their typical transit and land use characteristics and mobility strategies.

Gateway Hub	Anchor Hub	Community Hub
Characteristics: ▪ High level transit (2,200 boardings or more) ▪ Area within RAC, surrounded by higher density developments and a mix of uses ▪ Provides connections for two or more high capacity lines (commuter rail, intercity rail, streetcar, Bus Rapid Transit, etc.)	**Characteristics:** ▪ Moderate level transit (1,500 - 2,200 boardings or more) ▪ Area within or near RAC, major institutions, employment centers, and/or regional shopping centers, and mid to high density residential ▪ Provides at least one high capacity line (streetcar, Bus Rapid Transit)	**Characteristics:** ▪ Served by streetcar or Bus Rapid Transit ▪ Attracts more local trips than regional trips
Strategies: ▪ Integration with surrounding development ▪ Pedestrian linkage improvements within half mile radius of station ▪ Bicycle linkage improvements within two mile radius of station ▪ Community space (e.g. public plazas) as appropriate ▪ Public art ▪ Access priority to pedestrian/bike and transit users ▪ Accommodations for park-and-ride and bikeshare / carshare programs	**Strategies:** ▪ Integration with surrounding development ▪ Pedestrian linkage improvements within quarter mile radius of stop ▪ Bicycle linkage improvements within one mile radius of stop ▪ Community space (e.g. public plazas) ▪ Public art ▪ Access priority to pedestrian/bike and transit users ▪ Accommodations for bikeshare programs	**Strategies:** ▪ Pedestrian linkage improvements within quarter mile radius of stop ▪ Bicycle linkage improvements within one mile radius of stop ▪ Community space (e.g. public plazas) ▪ Public Art ▪ Access priority to pedestrian/bike and transit users

[Figure 4.228] Typical Gateway Hub

[Figure 4.229] Typical Anchor Hub

[Figure 4.230] Typical Community Hub

TOD STATION AREAS

TOD STATION AREAS

TOD Station Area: the area within one-half mile (approximately 500 acres) around a premium transit station, comprised of the Transit Core and Transit Neighborhood.

DOWNTOWN RAC:
Transit Core: the area generally within the first quarter-mile (approximately 125 acres) around a premium transit station (or streetcar alignment). Represents about a five minute walk, which is a comfortable walking distance for most people to a transit station.

AREAS OUTSIDE DOWNTOWN RAC:
Transit Neighborhood: the area within the second quarter mile (approximately 375 acres) surrounding a Transit Core, or about a 10-minute walk. This distance is considered to be at the fringe of the distance that is acceptable by pedestrians wishing to walk to a transit station, but is very comfortable for bicyclists.

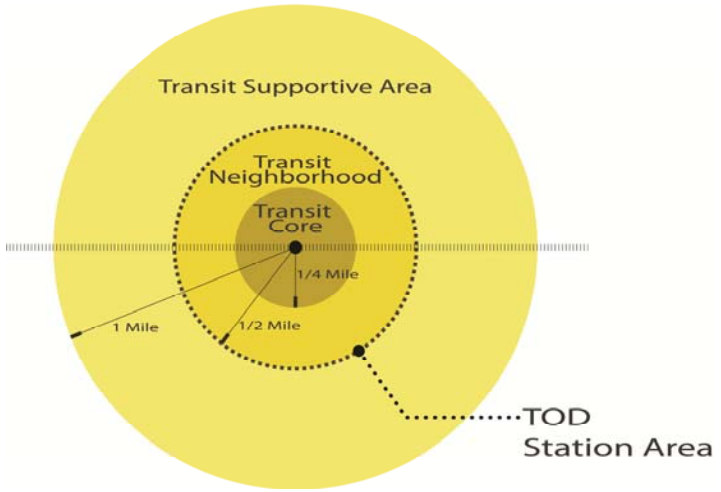
Transit Supportive Area: area within a one-mile radius surrounding a Transit Neighborhood and Transit Core.

The **TOD Station Area** is defined as area extending a half mile in all directions from identified premium transit stations. Within each TOD Station Area, the **"Transit Core**" generally represents the first quarter mile area surrounding the transit station. For streetcar service, the Transit Core surrounds the streetcar alignment or route. The Transit Core optimally contains the most dense and intense development. For purposes of these guidelines, the Transit Core shall include the Downtown Regional Activity Center (RAC) in its entirety. By its very nature, the Downtown RAC meets many of the attributes of a TOD. It is envisioned as the City's' dense urban core with planned transit initiatives that will help support its growth, while ensuring safe and efficient mobility.

The **"Transit Neighborhood**" contains reduced densities and intensities and extends beyond the Downtown's Transit Core, up to a half-mile around each transit station (or streetcar alignment). Finally, the **"Transit Supportive Area"** represents a one-mile radius surrounding the transit station (or streetcar alignment) and includes the Transit Neighborhood and Transit Core.

Within each TOD Station Area projects should comply with the TOD principles contained in this document. Mixed-use development is strongly encouraged, with a vertical and/or horizontal arrangement.

Properties that are bisected by a TOD Station Area shall be deemed to be part of the TOD Station Area. If development falls within overlapping station areas, guidelines associated with the Transit Core shall prevail.



[Figure 4.231] Schematic of typical TOD station area categories and their distance from the transit station (or streetcar alignment). *Source: A Framework for TOD in Florida, March 2011.*

T - 1
Applicability.

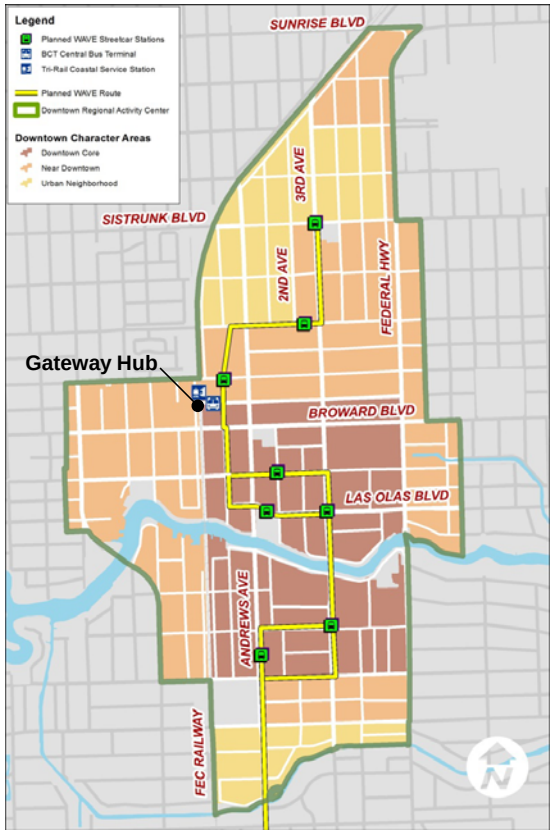
The following **station area guidelines** aim to create compact areas of moderate to high density development, comprised of a mix of uses that are compatible with transit. They are designed to maximize pedestrian and bicycle activity, while increasing access to transit. The station area guidelines also aim to enhance station areas with sustainable architecture and community design.

All new development located within the Downtown Regional Activity Center (RAC) shall be developed in accordance with these guidelines. These guidelines shall not apply to areas located outside the Downtown RAC, unless as otherwise noted.

Downtown Fort Lauderdale is an area of transition where new development projects continue to shape the Downtown as a vibrant, active and walkable urban center. Toward this end, creative designs that vary from these guidelines, while clearly meeting their intent, will also be considered.

[Figure 4.232] Typical development in the Near Downtown Character Area.

[Figure 4.233] Typical development in the Urban Neighborhood Character Area.



[Figure 4.234] Key plan for the Downtown Regional Activity Center (RAC) Transit Core. The Transit Core includes the Downtown RAC in its entirety.

[Figures 4.235 & 4.236] Typical developments in the Downtown Core Character Area.

[Figure 4.237] Example of large format retail store integrated into a mixed-use development.

[Figure 4.238] Active first floor uses can promote station area vitality.

[Figure 4.239] Residential, commercial retail, and office uses located near transit can reduce vehicular use and commute times, while improving quality of life.

T - 2

Discourage land uses that are incompatible with transit and walkability.

Some land uses are better suited to help shape development in a manner that is complimentary to TOD than others. Land uses that are typically less dense and have to rely solely on automobile access for their patronage should be sited outside of TOD Station Areas. Instead, mixed uses that contain active first floor uses are encouraged when practical.

The following table indicates those uses that are discouraged in Transit Core station areas. Discouraged uses are further broken down by each of the three Downtown Character Areas: the **Downtown Core**, **Near Downtown** and **Urban Neighborhood**, and are denoted by an "X".

Discouraged Non-Transit Supportive Uses – Transit Core			
Use Type	**Downtown Core**	**Near Downtown**	**Urban Neighborhood**
Residential			
Low-density single-family residential	X	X	
Non-Residential			
Automotive oriented businesses	X	X	X
Car washes	X	X	X
Gas/service stations[2]	X	X	
Drive-in/drive through services[2]	X	X	
Funeral services	X		
Strip commercial retail	X	X	
Towing services and storage yards	X	X	X
Storage facilities within 200' of a premium transit station	X	X	X
Surface parking lots as principal use (except for approved Park-and-Ride)	X	X	
Surface parking lots (except pick-up/drop-off zones) within 200' of a Gateway Hub transit station	X	X	X

Notes:

1. Downtown Fort Lauderdale is an area of transition where new development projects continue to shape the Downtown as a vibrant, active and walkable urban center. Toward this end, creative designs that vary from these guidelines, while clearly meeting their intent, will also be considered.
2. Gas/service stations and drive-in/drive through services are discouraged as indicated in this table. However, these uses are permitted in the Near Downtown Character Area only when abutting Federal Highway and Broward Boulevard and pursuant to the design principles of guideline #B-23, Chapter 4: Design Principles.

T - 3

Encourage pedestrian connections to transit stops.

The pedestrian environment should be engaging and feel safe and comfortable. This increases walkability to and from the station, and signals that pedestrians are a priority in the TOD station area. A variety of streetscape elements, building massing and location, and active ground floor uses can aid in achieving a quality pedestrian environment.

Guidelines:

- Where possible, pedestrian routes should be lined with continuous shade canopy (e.g. shade trees or structure) and should be buffered from the street with on-street parking.
- Furnish the station, station plaza and approaches to the station with appropriate streetscape components and pedestrian amenities, such as benches, trash receptacles, quality paving materials, lighting, wayfinding signs and underground utilities.
- Directly connect sidewalks to transit stations via a continuous high quality, barrier free walking surface.
- Transit stops should be covered when possible to protect riders from the weather.
- Provide for increased pedestrian safety through active building edges and building orientation toward the street.
- Provide visual connection from the station to the larger context of the station area by avoiding blank walls and encouraging building access and windows at the street level.
- The pedestrian realm shall be designed to ADA Standards for Accessible Design.
- When applicable, projects should comply with the City's Complete Streets Manual.

[Figure 4.240 A wide sidewalk, shade trees, covered waiting area, and active first floor uses help make this transit stop successful.

[Figure 4.241] Street trees located within a buffered landscape strip, on-street parking, a continuous sidewalk, and a crosswalk with ADA curb ramps improve the pedestrian experience at this development on NE 6th Street, Fort Lauderdale.

[Figure 4.242] Mature trees and a clear, unobstructed sidewalk help to make a comfortable pedestrian connection to this transit stop.

[Figure 4.243] The provision for a secure and pleasant pedestrian environment encourages walking.

[Figure 4.244] This Active building frontage, shade trees and pedestrian amenities define the urban fabric of this sidewalk.

T - 4

Encourage bike connections to transit stops and bike parking.

TODs function best when all modes of transportation are accommodated, including bicycles. Creating those connections between transit uses and destinations for bicycle users plays a role in increasing ridership while decreasing the number of vehicular trips.

Guidelines:

- When automobile parking is provided onsite, a minimum of one bicycle space or rack should be provided for every 20 vehicular parking spaces.
- Bicycle parking should be appropriately located in a way that engages safe use.
- Parking access should not conflict with pedestrian, vehicle, or transit circulation.
- Bicycle parking areas should be covered when possible or located indoors to protect it from the weather.
- Bike accommodations, such as bike lanes or sharrows, should be provided to create a network of bicycle accommodations connecting to transit stops.
- Bike sharing stations are encouraged at premium transit stops and as part of large new development projects.
- When applicable, projects should comply with the City's Complete Streets Manual.

[Figures 4.245 & 4.246] Examples of covered bike parking.

[Figure 4.247] Bike lane on A1A.

[Figure 4.248] Bike racks located adjacent to a streetcar transit stop.

[Figure 4.249] Example of separated bike lanes.

T - 5

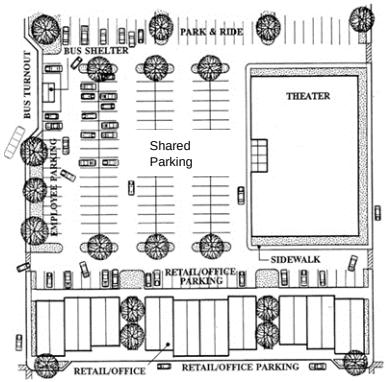
Design and locate parking to be consistent with TOD principles.

TOD functions best when parking has been optimized and managed, and non-vehicular modes take a larger share of trips than is typical in non-TOD areas.

Guidelines:

- When parking is provided, structured parking is encouraged rather than surface parking.
- When surface parking is provided, a number of smaller parking lots are preferred versus larger contiguous lots.
- Structured parking is encouraged to be shielded with a "liner" of active uses or screening and disguised through a variety of architectural screening solutions consistent with this plan.
- With the exception of pick-up/drop-off zones, surface parking is discouraged within 200 feet of a Gateway Hub transit station.
- Parking should be accessed from an alley or secondary frontage when available.
- Parking should not face onto any plaza or park space of any transit station.
- On-street parking should be provided where possible.
- Utilize shared parking between complementary uses, both on- and off-site. When appropriate, a shared parking analysis should be prepared.
- Include parking for mopeds, scooters, motorcycles and similar vehicles where possible.

[Figure 4.250] If provided, parking should be split into smaller lots, distributed throughout the station area and away from the transit station.



[Figure 4.251] Shared parking among various users can increase the efficiency of the parking facility and can reduce unnecessary pavement.

[Figure 4.252] Parking for mopeds and motorcycles can be combined with standard parking for vehicles.

[Figure 4.253] On-street parking allows for quick, convenient access to buildings, acts as an effective traffic calming device, and physically shields pedestrians from traffic.

[Figure 4.254] A parking garage with sophisticated styling, screening, windows and green roof elements integrated into the design.

[Figure 4.255] Broward B-Cycle bike share station in Fort Lauderdale.

[Figure 4.256] Shower and change facilities for cyclists at the work place.

[Figure 4.257] A room designated solely for bicycle parking within an office building.

T - 6

Incorporate Travel Demand Management (TDM) Measures into developments.

Travel (or "Transportation") Demand Management (TDM) includes a wide range of strategies or policies that aim to reduce traffic impacts, parking demand and environmental impacts of a particular travel generator. TDM measures result in more efficient use of transportation and parking resources. They are often a cost effective alternative for improving mobility compared to traditional strategies, such as roadway expansion. TDM programs can also produce significant cost savings by decreasing parking demand.

Acceptable TDM measures include, but are not limited to:

- Programs that support and encourage alternative modes of transportation.
- Marketing and promotional support for transit and biking.
- Providing bike facilities, such as bike showers, storage lockers and enclosed bike parking.
- Construction or extension of bicycle lanes and pedestrian walkways.
- Car sharing and bike sharing programs.
- Preferential parking for carpools and vanpools.
- Rideshare networking tools.
- Park-and-ride lots in appropriate locations.
- Parking fee structures tailored to discourage single-occupancy vehicles.
- Subsidized transit and vanpool passes, transit pre-tax benefit programs and parking cashout programs for employees.
- Shared parking or, if parking is exempt, providing less parking than typical Unified Land Development Regulations (ULDR) parking ratios.
- Employer supported flexible work schedules and telecommuting.
- Programs that guarantee a ride home in case of emergency.
- Commuter information or wayfinding boards and kiosks.
- Traveler Information Services available at stations and electronically.

[Figure 4.258] Traveler Information Services at a transit station.

[Figure 4.259] Promotional materials for transit, biking and walking.

[Figure 4.260] Wayfinding kiosk in a downtown area.

T - 7

Reduce parking to eliminate excess pavement and promote highest and best use of land within the station area.

TODs can increase transit ridership and, combined with mixed-use development, offer opportunities to reduce the number of parking spaces below the conventional parking requirements for residential and non-residential uses. Reduced parking results in less pavement, which lessens the heat island effect. It also maximizes the economic benefits of developing land with the highest and best use, potentially increasing land values within the station area. The following parking requirements will accommodate the demand for parking without providing excessive amounts, helping to create walkable and active station areas. These requirements shall only apply if streetcar and/or commuter passenger rail are planned.

Parking Standards – Transit Core			
Use Type	**Downtown Core**	**Near Downtown**	**Urban Neighborhood**
Minimum Parking Requirements[1,2]			
Residential	Exempt	Exempt	1 space/dwelling unit[3]
Non-Residential	Exempt	Exempt	≤ 2,500 SF = exempt; > 2,500 SF = 50% of requirement in Table 1, Sec. 47-20.2 of the ULDR[3,4]
Restaurant	Exempt	Exempt	≤ 2,500 SF = exempt; > 2,500 SF = 1 space/200 SF (incl. outdoor dining)[3,4]

Notes:

1. Required parking is exempt except as otherwise provided in this table, and except for non-residential uses located within 100 feet of a predominately single-family residential neighborhood, which shall be calculated at 50% of the parking space requirements in Table 1. Parking and Loading Zone Requirements, Sec. 47-20.2 of the City's Unified Land Development Regulations (ULDR).
2. If parking is provided and it equals or exceeds 125% of the parking requirements in Table 1. Parking and Loading Zone Requirements, Sec. 47-20.2 of the ULDR, it is strongly encouraged to be lined with active space on the ground floor (excluding ingress/egress). It is also encouraged that the upper floors of the parking garage not be visible and be lined with active uses and/or architectural features or screening that hide the parking. Examples of active uses include but are not limited to residential, commercial, office and amenity space. Refer to guideline #B-9, Chapter 4: Design Guidelines for the minimum criteria for liner depth of active uses.
3. On a case-by-case basis and subject to market supportable conditions, a further parking reduction may be approved subject to Section 47-20.3 of the ULDR and subject to a Site Plan Level II application and other appropriately defined criteria.
4. Parking is not required for the first 2,500 square feet (SF) of gross floor area.

[Figure 4.261] Reduced parking allows more active uses to be prevalent in a TOD, creating a lively station area.

[Figure 4.262] The highest and best uses should be located directly adjacent to transit.

[Figure 4.263] Solar panels over surface parking saves energy and provides shade.

[Figure 4.264] Bioswales can be applied both in the public and private realms.

[Figure 4.265] A Porous or permeable pavement is highly effective when applied to parking spaces.

T - 8

Encourage green buildings, green site design and green infrastructure.

By its very nature TOD contains sustainable design practices. It encourages people to use transit, walk and bike, and promotes efficient use of resources. TOD can further incorporate reductions in energy use, emissions, water pollution and waste production through sustainable architecture and community design, creating a "green" TOD, while enhancing community resilience to the impacts of Climate Change.

Projects should comply with City and County Comprehensive Plan Climate Change Elements, and should incorporate other "green" principals when appropriate. **Acceptable "green" measures include, but are not limited to:**

- Using commonly accepted "green" building and "green" site design guidelines and performance benchmarks for sustainable land design, construction and maintenance practices, such as Leadership in Energy and Environmental Design™ (LEED®) and the Sustainable Sites Initiative (SITES™).
- Constructing energy-efficient buildings that reduce air, water and land pollution (e.g. energy efficiency improvement over American National Standards Institute (ANSI)/American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE)/Illuminating Engineering Society of North America (IESNA) Standard 90.1-2007 or equivalent standard).
- Accommodating electric vehicle charging stations in parking areas.
- Using local, recycled and/or reclaimed building materials.
- Integrating the use of solar or wind energy in building and site design (e.g. photovoltaic panels over parking, on buildings and on station shelters, solar-powered lighting, parking meters, transit pay stations, and traffic/pedestrian signals, wind turbines, etc.).
- Reducing indoor water usage less than typical baseline buildings (i.e. improved fixture efficiency and performance, use of grey water, etc.).
- Incorporating green infrastructure and green landscaping into site design, such as the use of porous pavement, bioswales, raingardens, green roofs, drip irrigation and drought tolerant and Florida-friendly/native landscaping.
- Reducing pollution from construction activities by controlling soil erosion, waterway sedimentation and airborne dust.

[Figures 4.266 & 4.267] *Left:* Wind turbines on top of a hotel at Fort Lauderdale beach. *Right:* a LEED Certified bank near Downtown Fort Lauderdale.

T - 9

Create attractive, active and safe multimodal transit stations.

TOD celebrates the station and leverages transit access for increased development and ridership. The public realm, streets, sidewalks, plazas, public space, building placement and programming should be integrated in a way that creates a "place" that is used not just by transit users, but non-transit users as well. Transit stations have the opportunity to sustain and enhance urban life with vibrant 18-hour or more activity. This activity creates "eyes on the street" that can improve neighborhood safety and contribute to the creation of world-class transit facilities.

Guidelines:

- Integrate the station with the surrounding area by providing continuous multimodal connections.
- Building placement and massing should allow direct pedestrian movement between transit, mixed land uses and surrounding areas.
- Where appropriate, provide public amenities, such as civic art, parks, plazas, landscaping and seating.
- In places where there are buildings adjoining the station plaza, buildings should provide entrances, translucent windows and sitting areas servicing the space that fronts the plaza.
- Transit plazas should be continuous with the pedestrian realm, properly shaded and have access from at least two sides.
- Utilize Crime Prevention Through Environmental Design (CPTED) strategies, such as landscape designs that provide surveillance, transparent weather vestibules, and pedestrian scale lighting at building entrances and along walkways.
- Provide areas for bicycle parking and storage at the station.
- Provide landscape-enhanced view corridors into the station from appropriate approaches.
- Design a way-finding system that facilitates the approach to train platforms and serves as an orientation guide for the station area.

[Figure 4.268] This multimodal transit station is flanked by active mixed-use buildings overlooking an expanse civic plaza.

[Figure 4.269] Shaded transit plaza with multiple access points and continuous pedestrian connections to surrounding uses.

[Figure 4.270] Multi-use buildings frame the edges of this active plaza.

[Figure 4.271] Stations should provide for a seamless transition between various modes of transportation.