

ORDINANCE NO. C-24-09

AN ORDINANCE OF THE CITY OF FORT LAUDERDALE, FLORIDA, AMENDING THE CITY OF FORT LAUDERDALE COMPREHENSIVE PLAN, FUTURE LAND USE ELEMENT POLICY FLU 1.1.12, "TRANSIT ORIENTED DEVELOPMENT" LAND USE DESIGNATION; AMENDING LANGUAGE RELATED TO FLOOR AREA RATIO FOR THE DESIGNATION; PROVIDING FOR SEVERABILITY, REPEAL OF CONFLICTING ORDINANCE PROVISIONS, TRANSMITTAL TO THE APPLICABLE REVIEWING AGENCIES, AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission desires to amend the City's Comprehensive Plan, Future Land Use Element Policy 1.1.12, "Transit Oriented Development" land use designation; and amending language related to floor area ratio for such designation; and

WHEREAS, the Planning and Zoning Board at its meeting of October 19, 2023, recommended that the City Commission approve the amendment for transmittal to the Florida Department of Economic Opportunity (DEO); and

WHEREAS, the City of Fort Lauderdale wishes to adopt the proposed amendments to the City of Fort Lauderdale Comprehensive Plan as provided herein and transmit the proposed amendments to the Broward County Planning Council, Florida DEO and other reviewing agencies; and

WHEREAS, the City Commission of the City of Fort Lauderdale, Florida held a public hearing on March 5, 2024, at the Horvitz Auditorium at the NSU Art Museum, 1 East Las Olas Boulevard, Fort Lauderdale, Florida, which hearing was advertised in accordance with the provisions of Section 163.3184(11) of the Florida Statutes; and

WHEREAS, the Development Services Department transmitted the proposed amendments, supporting data and analysis to the applicable reviewing agencies; and

WHEREAS, on February 11, 2025, the Broward County Board of County Commissioners approved the amendment; and

WHEREAS, the City Commission of the City of Fort Lauderdale, Florida held a public hearing for second reading on March 4, 2025, at the Broward Center for the Performing Arts, Mary N. Porter Riverview Ballroom, 201 Southwest 5th Avenue, Fort Lauderdale, Florida, which hearing was advertised in accordance with the provisions of Section 163.3184(11) of the Florida Statutes;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF FORT LAUDERDALE, FLORIDA:

SECTION 1. That the City of Fort Lauderdale's Comprehensive Plan Future Land Use Element, Section entitled "Transit Oriented Development" land use designation related to floor area ratio for such designation shall be amended as described in Exhibit "A" attached hereto.

SECTION 2. That if any clause, section or other part of this Ordinance shall be held invalid or unconstitutional by any court of competent jurisdiction, the remainder of this Ordinance shall not be affected thereby, but shall remain in full force and effect.

SECTION 3. That all ordinances or parts of ordinances in conflict herewith, be and the same are hereby repealed.

SECTION 4. That the Development Services Department is hereby authorized to transmit the proposed amendments, supporting data and analyses to the applicable reviewing agencies.

SECTION 5. That this Ordinance shall be in full force and effect upon the date when the compliance review requirements as provided in Chapter 163, Florida Statutes, have been met.

PASSED FIRST READING this 5th day of March, 2024.

PASSED SECOND READING this 4th day of March, 2025.



Mayor
DEAN J. TRANTALIS

ATTEST:



City Clerk
DAVID R. SOLOMAN



Transit Oriented Development

Transit Oriented Development (TOD) maximum FAR of ~~2.5~~ 3.0 for ~~combined nonresidential development (residential and non-residential)~~ with residential development based on specific total permitted number of units or by density. Specific density and intensity standards for each TOD will be specified when the map designation is applied.

Encourage mixed use development in areas served by regional transit stations, such as Tri-Rail stations, major transit hubs, and neighborhood and regional transit centers as designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Mass Transit Master Plan, Broward County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan, through the establishment of a Transit Oriented Development (TOD) land use category within the Future Land Use Element of the City of Fort Lauderdale Comprehensive Plan.

Transit Oriented Developments must incorporate design criteria to require pedestrian connectivity to regional transit stations with development that is mixed use with a "sense of place" and is transit supportive.

Land Use Criteria:

Residential use is required as a principal component within a Transit Oriented Development.

Maximum residential densities must be specified when the designation is applied to the future land use map. Residential densities may be specified, at the option of the local government, either as units per net acre in geographically designated areas and/or as a maximum number of permitted units (e.g. pool of units like in the "Local Activity Center" and "Regional Activity Center" designations). When the density of the Transit Oriented Development is specified as units per net acre the percentage distribution among the mix of uses must also be identified.

At least two non-residential uses must be permitted in the designated area as principal uses: e.g. retail, office, restaurants and personal services, hotel/motel, light industrial (including "live work" buildings), research business, civic and institutional.

Minimum and Maximum Floor Area Ratio (FAR) for non-residential uses within a Transit Oriented Development must be specified by and described in the permitted uses section of the Future Land Use Element. Minimum non-residential FARs (Gross) of two are encouraged. Non-residential intensities may vary in the TOD and may be specified at the option of the local government, either as a maximum FAR in geographically designated areas and/or as an overall maximum square footage by use [e.g. pool of square footage by permitted use (retail, office etc.) or land use category (commercial)]. When non-residential intensity is specified as a maximum FAR the percentage distribution among the mix of uses must also be identified.

Additional or expanded, standalone automobile oriented uses such as large surface parking lots, gas stations/auto repair/car washes; auto dealers; self/equipment storage; "big box"/warehouse; single-family detached dwelling units; carwashes; and drive-through facilities are discouraged and should be prohibited by the local government, or limited, unless designed in a manner to encourage pedestrian and transit usage.

Exhibit "A"



Design Guideline Principles:

Within one year of the adoption of the first TOD on the future land use map, the City shall establish design guidelines in the ULDR for the area. These guidelines shall promote an urban form with the well-integrated land use combinations, balanced intensities and densities or uses compatible with surrounding uses, and mobility through safe and convenient interconnectivity or vehicular, transit, pedestrian and other non-motorized modes of travel. The design guidelines shall integrate public area through open space, urban public plazas, and/or recreational or community facility areas. The guidelines shall promote connectivity and access to transit stations and stops, while establishing a "sense of place". Transit Oriented Developments shall promote and enhance pedestrian mobility, including connectivity to regional transit stations, based on the following characteristics:

- Integrated transit stops with shelter or station (within the TOD area).
- Public plazas, urban open space or green space/pocket park uses that are accessible to the public must be provided as an integrated component within a Transit Oriented Development.
- Wide (5 feet shall be the minimum consistent with ADA Requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.
- Buildings should front the street (zero or minimal setbacks are encouraged).
- Vehicle parking strategies that encourage and support transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios).
- Streets (internal and adjacent to the TOD) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).

Transit Oriented Developments shall include internal pedestrian and transit amenities (such as seating on benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities that could be incorporated into adjacent publicly accessible areas and plazas (such as clocks, fountains, sculpture, drinking fountains, banners, flags and food and refreshment vendor areas) to serve the residents and employees within the area.

Review Process Considerations:

The transportation impact analysis for a proposed Transit Oriented Development designation shall consider the modal shift provided through the provision of transit and the transit-oriented design. In addition, the transportation impact analysis shall consider the effects of internal capture as applicable to transit oriented mixed use projects.

In consideration of non-residential land uses in areas proposed for designation as a Transit Oriented Development, the impact analysis for the designation in the Broward County Land Use Plan and City of Fort Lauderdale Comprehensive Plan may be based on the amount of non-residential development which could be permitted as per the intensity standards of the City's Future Land Use Element, rather than the alternative 10,000 square feet per gross acre standard utilized for non-residential impact analysis.

An interlocal agreement between the City and Broward County must be executed no later than six months from the effective date of the adoption of a Transit Oriented Development which provides that monitoring of development activity and enforcement of permitted land use densities and intensities shall be the responsibility of the City.