



## 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.



*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.