

Section Six

Section 6: Congestion Mitigation and Mobility Implementation Strategies

6.1 Strategies to Change Development Patterns

- For the District to increase its overall development density, the buildings will have to assume a more prominent role in the urban landscape. The traditional suburban manner of locating buildings in the center of the lot, surrounded by parking and landscaping, will need to give way to urban forms that bring the building closer to the street, with the majority of the parking in the rear.
- Future development in Central Plantation must define a clear hierarchy between places that should be more “urban” (the town center) versus those that should be more “suburban” (the edges.) This suggests regulating the building placement so that urban areas are characterized by building frontages that address the sidewalk directly, and offer “permeable” ground floor uses that are both inviting and interesting to the pedestrian.
- The control of building placement and massing should be the thrust of any modifications to the land development regulations. This will have a greater effect on the general character of the urban environment than controlling architectural elements or materials. A mixed-use environment must accommodate corporate modernism, national branding standards, as well as a range of residential types, many of which will be looking to traditional and historic development models for design cues. This eclectic mix will be responsible for the interest and vitality of a successful urban environment. Standards for street types, curbside landscaping, and streetscape improvements will serve as the connective tissue that will give the district a distinctive and coherent identity. Buildings are asked to address the street frontage in a consistent manner, but are otherwise afforded flexibility in their architectural expression.
- Amend the City of Plantation Comprehensive Plan and the Broward County Land Use Plan to provide land uses for a mixed use, urban center. The City should create a mixed use, Regional Activity Center (RAC) for the District as part of an overall comprehensive, land use planning approach, which enables the City to plan with the property owners in the District and establish overall land use parameters and other associated planning guidelines for design and improvements. A RAC would allow the City to complete all of the regulatory land use planning from a county, regional, and state perspective in one process. The RAC land use designation allows the City to plan for the total amount of approved future development for each land use in the District. Subsequent review and approval of land use and development within the parameters of an adopted RAC occurs only at the local level. In the interest of creating new redevelopment opportunities, the City may now need to consider the creation of a RAC, which will require City and County Land Use Plan Amendments. The plan amendment processes requires hearings at the local planning agency, City Council, Broward County Planning Council, the County Commission and South Florida Regional Planning Council. In addition, reviews are made by the State of Florida, Department of Community Affairs and follow the guidelines of a large-scale amendment. This process typically takes a year to complete and involves consistency with state, regional and county plans.

6.2 Strategies to Reduce Single Occupant Vehicles

- Encourage transit usage and reduced congestion by providing incentives for employers who implement Transportation Demand Management Strategies:
 - Staggered work schedules
 - Flex-time
 - Telecommuting
 - Mobile employee programs
 - Ridesharing programs
 - Bicycle, shower and locker facilities
 - Employee transit passes
 - Transit pass discounts
 - Transit tax incentive programs

6.3 Strategies to Support Regional Transit Connections

- Support regional transit efforts for future Premium East-West Transit Service on Interstate 595.
- Support a relocation of the BCT transit terminal consistent with transit enhancement opportunities in the Conceptual Master Plan.
- Promote Transit Oriented Development (TOD) within the District, recognizing the importance of transportation designs to create improved urban environments within a livable community. Urban TODs focus on a town center, which has similarities to Central Plantation. The center of the Urban TOD is considered the job core and is the nucleus where offices, retail, and the main transit hub is located. This area consists of intense land uses that include strategically placed open spaces for passive recreation to add to the livability of the area. Applying TOD concepts to Central Plantation provides options to increase the quality of life through transportation and land use design. According to several examples, the physical area associated with a TOD is approximately 60-120 acres with the gross density of 7 homes per acre (4 being the minimum and 12 being ideal). Within this area, the main planning principle should be pedestrian-oriented design concepts, where the radius of the TOD is a 10-minute walk from the town center (or 2,000 feet). These design elements should include wide tree lined sidewalks, pedestrian infrastructure (benches, lighting, plazas), active store fronts and transit connections. The outer limits of the TOD are surrounded by low-density uses such as neighborhoods and local commercial centers. In order for Central Plantation to have successful TODs, the concepts and guidelines listed below should be considered in the planning and development of the area.
 - The area should consist of relatively high overall densities (4 dwelling units (dus)/acre to 15 dus/acres) with a wide variety of land uses including different housing typologies, commercial uses, and retail uses.
 - The area should balance the availability of parking and its cost while relating to particular area's walkability, the availability of transit options with their associated headways in relation to its accessibility, the socioeconomic factors that concern job to housing ratios, and the balance between automobile ownership with public transit usage.

- The area should utilize pedestrian oriented streets that include sidewalks, street trees, and seating all of which are used to encourage the use of public transportation.
- The area should actively utilize key role players such as local decision makers and the public in order to insure the TOD is widely supported and understood.
- The process should include an intricate public-private partnership in order to change current development patterns (sprawl). It is very important to utilize the economic strength of both the public and private sectors to help influence change within current regulations and political forces. Together they can help overcome the political powers or government regulations that often exacerbate land prices and hinder development through impact fees.

In order for a TOD to achieve and maintain high levels of success, it is necessary that the above guidelines be incorporated into the design and planning of the TOD area. Public and private sectors should base the effectiveness and success of a TOD upon the project's ability to provide economic sustainability, improvements in the area's walkability, reduced traffic congestion, broadened land uses, and improved mobility. Overtime, TOD policies and guidelines can transform Central Plantation from a suburban commercial district to an active and attractive urban center.

6.4 Strategies to Support Local Circulator Transit

- Provide local circulator transit connections to interface with future Premium East-West Regional Transit Service.
- Complete the internal District roadway network to promote improved internal mobility, reduced congestion to the regional network, and improved access to District origins and destinations.
- Provide transit linkages to support current and future District employment.
- Provide transit linkages to support current and future residential and mixed use development.
- Provide transit linkages with BCT routes, stops and stations.
- Provide transit linkages with the City of Plantation City Hall.
- Provide transit linkages with the proposed District Transit Mall and the proposed District Central Transit Plaza.
- Provide transit linkages between origins and destinations.
- Encourage the use of exclusive or dedicated transit lanes.

6.5 Strategies to Encourage Pedestrian-Oriented Design

- Re-evaluate City land development regulations and applicable sections of the City Code to encourage pedestrian-oriented design and pedestrian enhancements adjacent to District roadways improving pedestrian connections to:
 - Land uses
 - Transit routes
 - Transit stops and stations

- Encourage pedestrian-oriented design with:
 - Wider pedestrian sidewalks
 - Pedestrian-oriented landscaping (shade trees rather than groundcover)
 - Covered walkways, awnings and arcades
 - Way-finding information systems
 - Pedestrian infrastructure (benches, lighting, public art)
 - 10' rather than 12' travel lanes
 - 2 or 3 lane cross-sections rather than 4 or more
 - Landscaped medians with shade trees
 - Roundabouts in lieu of turn lanes
 - Structured parking wrapped with liner buildings (land uses)
 - Continuous building façade
 - Reduced building setbacks and side yards
 - No parking lots adjacent to pedestrian corridors

6.6 Strategies to Obtain Transit and Mobility Funding

The following implementation strategies should be considered by the City of Plantation to promote a pedestrian/transit environment within the District:

- *LIVABLE COMMUNITIES INITIATIVE (LCI)* – The pursuit of designation by the Federal Transit Administration for a portion of the Plan as a Livable Communities Initiative transportation corridor project will enable the City of Plantation to maximize federal support for pedestrian/transit infrastructure for the portions of the Plan that are eligible.
- *LETTER OF NO PREJUDICE (LONP)* – After the City of Plantation identifies infrastructure expenditures, land acquisition, District assessments and/or community redevelopment projects which improve access to transit, the City should pursue a LONP that covers all eligible, future pedestrian/transit related improvements, which will enable the City to utilize local funding commitments to implement improvements while preserving the opportunity to use the value of local support to leverage future federal funding.
- *CAPTURE LOCAL VALUE* – The City of Plantation should identify existing and future components of local value which might be captured to help leverage future federal funding such as land, rights of way, leases for real property upon which future transit components of the plan may be developed, such as transit stations, parking/transit terminals, etc.
- *FEDERAL JOINT DEVELOPMENT PROVISIONS* – Alternatives developed for the Central Plantation Conceptual Master Plan emphasize residential and business development in greater densities than currently exist, combined with other mixed uses. This orientation provides the opportunity to eliminate acres of surface parking in exchange for structured parking, which may provide shared use opportunities linked with transit through a terminal. The creation of a transit terminal/parking structure enables the development of joint use space for uses compatible with transit access such as “day care,” “banking,” “community meeting rooms,” etc.

- In addition to maximizing funding opportunities through LCI provisions, the City of Plantation should also pursue the local programming of funding derived through the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) program within the Transportation Improvement Program (TIP) for the Broward County area. These funding resources could be secured through the local Metropolitan Planning Organization (MPO) process to be used to support certain aspects of the Central Plantation improvement program.
- Other federal funding can be pursued by the City of Plantation to support up to eighty percent of the cost of acquiring transit equipment, facilities, or pedestrian related improvements as outlined earlier in Section 5.4 of this report.
- Major employers should take an active role in subsidizing employee use of public transportation, and to use carpooling/vanpooling to eliminate single occupant automobile vehicle miles traveled.
- Major employers should consider creation of a Transportation Management Association (TMA) through the Public Improvement District (PID), which will open up other avenues of financial support for an on-going dedicated administrative presence to facilitate pedestrian/transit objectives.
- The City of Plantation should consider a reduction of surface parking in exchange for structured transit oriented parking to enable more effective land use, and the opportunity for federal funding to support existing/future parking requirements.

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