

# **TRANSIT ORIENTED DEVELOPMENT DESIGN GUIDELINES**

**WORKSHOP SUMMARY**

**FROM THE**

**BROWARD COUNTY PLANNER'S WORKSHOP**

**MARCH 28, 2008**

**FLORIDA DEPARTMENT OF TRANSPORTATION**



**and**

**FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS**



## INTRODUCTION

Transit Oriented Development (TOD) Design Guidelines are being developed by the Florida Department of Transportation as guidance for local governments and agencies to promote and implement development that is supportive of transit investment. The guidelines will be vetted with local governments, agencies, and the public through workshops conducted throughout the state. Based on the input gained in these workshops, the guidelines will be refined, and the context, purpose, and use of the guidelines will be more thoroughly defined in a Guidance Document.

The first workshop in this series was conducted on March 28, 2008 in partnership with Florida Department of Transportation District 4, Broward County Department of Environmental Protection and Growth Management (formerly Planning Services Division), Department of Community Affairs, South Florida Regional Planning Council, and American Planning Association Broward Chapter at the Broward County Center. The TOD Design Guidelines Workshop was conducted as part of Broward County's Comprehensive Plan Update Workshops. The workshop was attended by planners and design professionals from various local agencies, local developers, and faculty and students from Florida Atlantic University.

The intent of the workshop was to gather input on the TOD Design Guidelines and to gain insight into local transit and transit oriented development initiatives. The morning session included a presentation of the TOD Design Guidelines as well as a presentation on Broward County's TOD Experience. The afternoon session involved four facilitated group discussions on the TOD Design Guidelines that were broadly based on the following questions:

- Do the station area types represent existing or future station areas in this county? How would these place types be applied within your Comprehensive Plan?
- What provisions in the Land Development Regulations support characteristics of these station area types? How might they be modified?
- Do you agree and/or disagree with the gross densities (residential/population and employment) for the station area types included in the design guidelines matrix?
- Do you agree and/or disagree with the net intensities/densities and mix of uses included in the design guidelines matrix? Also comment on the building footprint guidelines such as building

height, lot coverage, and street frontage? Are these variables ample to describe intended project requirements?

- Do you agree with the parking caps for residential and non-residential uses? What are short term parking strategies to help compensate for the parking shortage created by the parking caps?
- What opportunities and barriers do you anticipate in the implementation of the guidelines?
- What are issues in your county that should be addressed in the Guidelines?

The following pages summarize the input received at the workshop broadly based on the questions above but categorized into the following areas to reflect the priorities and concerns of the workshop attendees:

- Station Area Types
- Local Regulatory Issues
- Densities, Intensities, and Mix of Uses
- Parking
- Opportunities and Barriers to Transit/Transit Oriented Development
- TOD Design Guidelines Document

## WORKSHOP SUMMARY

### STATION AREA TYPES

- Connect station types to reality and actual local places. Accommodate existing transit oriented corridors and other place types.
- Create 'redevelopment friendly' typologies.
- Issues with transit corridors – canyons of density. Balance with nodal development.
- Consider flexible/transitional typologies to accommodate change over time.
- Rural place types are limited in Broward County.
- Emphasize that the impact of TOD guidelines is limited to 'station areas'.
- Local example of potential station areas:
  - Urban Core – Downtown Ft. Lauderdale, Downtown West Palm Beach
  - Urban General – Cypress Creek, Coral Springs, Deerfield Beach, Sheridan Southside
  - Other – North Lauderdale, Hollywood, Lauderhill Mall, Oakland Park Festival Center
- Create another transitional category between urban core and urban general.

### LOCAL REGULATORY ISSUES

- Consider legal ramifications of changing zoning codes.
- Establish short-term and long-term planning perspectives. Consider flexible regulations to allow transition over time. Consider incremental funding options.
- Redevelopment/retrofit friendly regulations are critical in Broward County. Local businesses lack the resources to redevelop.
- Non-conforming uses are a barrier in TOD implementation.
- Engage local leadership in the process.
- Funding is a critical consideration since, at times, development precedes transit. Consider fair share and other long range funding mechanisms.

- Scale of implementation is critical – master plans vs. small or large redevelopment projects, government funded redevelopment areas vs. TOD/Transit Oriented Corridor (TOC) designations for piecemeal redevelopment.
- Incorporate existing or planned thresholds for TODs.
- Clarify state and local government roles and discretion in mandating, calibrating, adopting, and/or implementing TOD guidelines.
- Accommodate other local regulatory priorities such as sustainable development, affordable housing, etc.
- Clarify requirements for master plans, comprehensive plans, site plans, etc.
- Connect with local transportation concurrency/roadway Level of Service (LOS) as well as multi-modal Quality of Service (QOS).
- Need for city sponsored catalyst projects such as pedestrian infrastructure upgrade, events involving transit, etc.

### **DENSITIES, INTENSITIES, AND MIX OF USES**

- Provide flexibility in variables and measures to accommodate existing local conditions.
- Provide for transit infrastructure sites in higher density station areas.
- Increase residential density to 9 -12 dwelling units/acre in T2/Rural category. Consider renaming 'rural'.
- Consider 12-30 dwelling units/acre residential density in T3/Suburban category.
- Consider 18-40 dwelling units/acre residential density, 4-7 FAR, and > 6 floors building height in T4/Urban General category.
- Consider 50% residential and 50% non-residential mix in T6/Urban Core.
- Clarify street frontage requirements. Street frontage is a local discretion issue. Consider not including in guidelines.
- Clarify correlation between mix of uses and hours of activity.
- Consider decreasing employment densities in T6/urban core category.
- Ensure guidelines meet FTA evaluation criteria.

- Allow for flexibility in mix of uses to react to market economics.
- Tie density to existing and planned infrastructure.
- Include other density/intensity related issues such as stormwater management, open space, and school/institutional provisions.
- South Florida is accepting of higher densities.
- Consider telecommuting and other alternative work arrangements in computing employment densities.
- Other design criteria – directional signage, ‘feet to seat’ convenience, pedestrian experience, shelter from heat/rain, streetscaping, bicycle provisions, etc.

## **PARKING**

- Represent parking as minimum instead of maximum.
- Include parking strategies that support redevelopment.
- Promote shared parking.
- Seek public input on parking issues.
- Differentiate between public parking and accessory parking.
- Specify parking policy for different place types. Coordinate ‘parking policy’ with ‘transit policy’.
- Require enforcement of parking standards.
- Reconsider parking requirements for suburban station areas.
- Find middle ground for parking requirements to TOD trip generation, capture rates, and modal split.
- Provide developer incentives for supporting parking maximums and other transit improvements.
- LDRs should include pricing policy for parking based on place types and market economics.

## **OPPORTUNITIES AND BARRIERS TO TRANSIT/TRANSIT ORIENTED DEVELOPMENT**

- Provide for people first and transit second.
- Opportunities:

FEC corridor

'Take-a-lane' devoted to transit

Public private partnerships

Mobility revolution – get transit ready

- Issues:

Funding commitment for transit

Local TIP and CIP requirements impede designation of TOD districts

Parallel funding for transit and land use strategies

Single family residential along FEC corridor

Market economics and per capita income

- Consider design competitions for TODs.
- Need to subsidize transit at the same level as roadways.
- Overcome resistance to TODs.
- Ensure equitable benefit for all who contribute towards transit/transportation system.

### **TOD DESIGN GUIDELINES DOCUMENT**

- Include best practices and precedents from other cities/regions.
- Include more Florida examples in document.
- Include better graphic representations for density/intensity.