



## MULTI-MODAL VISION

The predominant development pattern in Broward County has historically been a suburban model with a focus on auto-oriented, low-density, separated land use, and sprawling development. Today, however, Broward County's urbanized "developable" area, consisting of approximately 431 square miles of the eastern portion of the County, can be characterized as essentially built-out. This built-out character physically and fiscally constrains the ability to increase roadway capacity through the construction of additional travel lanes for automobiles. However, Broward County expects to add approximately 235,000 new residents by the year 2040 and strives to enhance its economic base. In this light, the County is committed to support a full range of multi-modal transportation options, in coordination with municipalities and partner agencies, aligned with emerging land use patterns necessary to safely and adequately serve the County's current and future residents, businesses and visitors and strengthen the local economy.

➔ **STRATEGY MM-1:** Make the best use of the regional transportation network to move people, goods and services safely and efficiently while incorporating and promoting Complete Streets principles where appropriate in a context sensitive manner.

“Complete Streets” are roadways designed and constructed for all modes of transportation – automobiles, buses, bicycles, pedestrians, and freight vehicles, and for all users, regardless of age or ability. Complete Streets enhance the community’s quality of life, results in positive health benefits, and have a positive impact on the economy. Broward County’s transportation network is largely defined and the ability to add new links and lanes for cars is limited. The County must utilize the existing and planned regional transportation network to move people, goods and services safely and efficiently, making use of all modes of transportation, including pedestrian, bicycle and transit.

Broward County shall promote, accommodate, and construct Complete Streets features throughout the County, consistent with the County’s jurisdictional responsibilities, and in a “context sensitive” fashion (e.g. consideration of the surrounding area, the primary existing and planned function of the roadway, including the prevalence of freight traffic and safety).

#### Implementation strategies include:

- Accommodating Complete Streets features and technology into County-maintained roadways where practical, context sensitive, and financially feasible, and capitalize on intergovernmental coordination and technical assistance opportunities to identify and achieve efficient interconnected multi-modal networks throughout the County.
- Supporting municipal, metropolitan planning organization, and state Complete Streets projects, including technical and financial support when available.

➔ **STRATEGY MM-2:** Recognize and address the transportation and housing connection.

The two biggest household expenses are housing costs (i.e. mortgages or rents, insurance and property taxes) and transportation costs (i.e. car payments, fuel, insurance and maintenance costs). The nationally recognized “Housing and Transportation Affordability Index” (H + T Index) offers a benchmark that no more than 45% of household costs should be consumed by housing and transportation. As of 2015, Broward County's housing and

transportation cost index stood at 65%, which makes Broward County one of the most expensive in the nation for combined housing and transportation costs. Broward County is committed to recognizing and addressing the transportation and housing connection in redevelopment proposals to help reduce these costs.

Broward County shall support strategically directing new growth and redevelopment to mixed use activity areas such as downtowns and along major corridors which offer multi-modal connections and cost effective infrastructure investments to accommodate full access to housing, jobs, local businesses, and community services.

### Implementation strategies include:

- Promote and support redevelopment and mixed use opportunities within and along major transportation hubs and corridors;
- Support residential affordable housing bonus densities within and along major transportation corridors, stations, and redevelopment areas.

### ➔ STRATEGY MM-3: Promote and support a sustainable funding source for countywide transit and mobility needs.

The built-out character of the County's developable land constrains its ability to increase roadway capacity through the construction of additional travel lanes. To accommodate future growth and urban land use patterns, Broward County supports a sustainable funding source to improve access and mobility for its residents, businesses and visitors.

Broward County supports a sustainable funding source to accommodate the operation and expansion of the County-wide transit system.

### Implementation strategies include:

- Identification, support and approval of sustainable transit and mobility funding sources.
- Identify and adopt minimum acceptable standards for the quality and quantity of transit and multi-modal services.
- Promote mixed use development along major transit corridors.

- The creation of additional capacity for other types of mobility by better utilization of existing rights-of-way, including transit, pedestrians and bicycles.

### ➔ STRATEGY MM-4: Identify and implement a multi-modal level of service standard for redevelopment proposals.

The projected impact to the regional transportation network is one of the primary review and analysis tools in determining the effects of a proposed development. This review and analysis has traditionally been based on the estimated impacts on the regional transportation network resulting from automobiles. Broward County supports and is committed to an analysis that takes alternative modes of transportation and mobility options fully into account.

Broward County shall develop and utilize a multi-modal capacity and impact measure to analyze and evaluate (re)development proposals, including those that require a Broward County Land Use Plan amendment.

#### Implementation strategies include:

- Develop and utilize a level of service standard, including consideration of accessibility-related performance, which fully recognizes existing and planned alternate modes of transportation within recognized mixed use activity centers such as downtowns, redevelopment areas and along major transportation corridors.

Supporting policy and implementation guidelines for the outlined strategies are included in Sections 2 and/or 3 of the Broward County Land Use Plan, and, as may be appropriate, the County's Comprehensive Plan.

## **ACTIVITY CENTERS**

**POLICY 2.4.2** Local governments may propose a specific area for designation on the Broward County Land Use Plan as an Activity Center. The municipality shall include within their land use element policies that ensure the proposed Activity Center will support the location of uses in a manner oriented around the five-minute (i.e. quarter-mile) walk and/or within approximately a quarter-mile on either side of a transit corridor. Multiple nodes of activity oriented around the five-minute (i.e. quarter-mile) walk or transit corridor may be included within one Activity Center.

**POLICY 2.4.7** Local governments shall include within their local land use element policies that seek to accomplish fully-connected routes to all destinations within the Activity Center by ensuring convenient access to high use mass transit stops or multi-modal facilities, encouraging internal transit systems (e.g. trolley, community transit services) and incorporating pedestrian and bicycle paths, as well as greenways.

**POLICY 2.4.10** Local governments shall include within their land use element policies to ensure Activity Centers contain design features that promote and enhance pedestrian mobility and safety, based on the following characteristics:

- Integrated transit stops or stations (within the area) to encourage transit usage/multi-modalism and provide safe and comfortable service including amenities such as seating on benches or planter ledges, shade, lighting, trash receptacles, information kiosks and bicycle parking.
- Wide (5 feet shall be the minimum consistent with ADA requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and discourage high speed traffic. The paths should be spatially defined by buildings, adequately landscaped and lighted, and provide ample opportunities for shade and 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 area) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).

**POLICY 2.4.11** Municipalities which propose an Activity Center designation shall include policies within their land use element which establish design guidelines for mixed use within their land development codes. Policies should promote an urban form which creates well integrated land use combinations, balances intensity and density, promotes the safe, interconnectivity of

vehicular, pedestrian and other non-motorized movement and is compatible with adjacent land uses.

### **TRANSPORTATION CONCURRENCY AND IMPACT FEES**

**POLICY 2.14.1** Broward County will continue, through the criteria established within the Broward County Land Development Code, to provide a transportation concurrency fee credit for new development located in proximity to transit stops.

**POLICY 2.14.2** To maintain those level of service standards identified within the Broward County Comprehensive Plan and local comprehensive plans, Broward County shall, prior to final action on amendments to the Broward County Land Use Plan, determine whether adequate public facilities and services will be available when needed to serve the proposed development.

**POLICY 2.14.3** Prior to plat approval, Broward County and/or the appropriate local government shall ensure that the public facilities and services necessary to meet the level of service standards established within the Broward County Comprehensive Plan and affected municipal comprehensive plan will be available to serve new development.

**POLICY 2.14.4** In order to ensure that land development contributes a proportionate share of the cost of public facilities and services, Broward County shall continue to implement the improvement, dedication and impact fee requirements contained within the Broward County Land Development Code, as amended.

**POLICY 2.14.5** For those portions of the regional roadway network within their respective jurisdictions, local governments within Broward County shall adopt levels of service and concurrency management systems consistent with the Broward County Transportation Element.

**POLICY 2.14.6** Broward County and its local governments shall utilize the highway capacity methodology endorsed by the Broward Metropolitan Planning Organization and approved by the Broward County Board of County Commissioners to determine the capacities and levels of service on the regional roadway network.

**POLICY 2.14.7** Broward County and its local governments shall consider the individual and cumulative impacts of land use plan amendments on the existing and planned transportation facilities within the County.

**POLICY 2.14.8** No municipal government shall accept a building permit application, nor issue a building permit, unless the applicant presents evidence from Broward County either that the impact of the proposed development on the regional transportation network has been mitigated by payment of road impact fees or transit impact fees, based on the appropriate provisions of the Broward County Land Development Code, or that no such payment is due. The County Commission may adopt land development regulations which exempt from this requirement categories of building permits that clearly do not create additional transportation impacts.

**POLICY 2.14.9** The impact analysis for proposed amendments to the Broward County Land Use Plan shall continue to consider as significant those regional roadway segments that are projected to experience, as a result of the net effect from the proposed amendment, an impact of three percent (3%) or greater than the p.m. peak hour level of service capacity for those regional roadway segments.

**POLICY 2.14.10** Broward County shall continue to support and link local and state infrastructure investments to better coordinate multi-modal transportation and mixed land uses, which encourage a reduction in vehicle miles traveled and in greenhouse gas emissions, improved energy efficiency, affordable housing proximate to urban work centers, and progress toward other sustainability and quality of life measures.

### **AFFORDABLE HOUSING BONUS DENSITY**

**POLICY 2.16.4** Within parcels located west of and including US 1\*, ~~and~~ that are designated “Commerce” on the Broward County Land Use Plan and are either, (1) fronting with direct access to a roadway classified as a State road, County arterial, per the Broward Highway Functional Classification map, or other road or portion thereof, as approved by the Board of County Commissioners (“Board”), herein after referred to as a “Qualified Road,” or (2) are located no more than one-half (1/2) mile from a passenger rail station, defined as a station for the transportation of passengers by rail on board trains, locomotives, rail cars, or rail equipment pursuant to a passenger rail service provided by a governmental or non-governmental entity (“Qualified Rail Station”); or are within a parcel designated “Activity Center,” multi-family residential use is permitted in addition to that permitted otherwise in those designations by this Plan.

### **TRANSPORTATION RIGHTS-OF-WAY/TRAFFICWAYS PLAN**

**POLICY 2.17.1** Local plans shall contain a policy that forms the basis for access control regulations for the protection of the regional roadway network and Broward County Trafficways Plan.

**POLICY 2.17.2** In order to ensure that the rights-of-way necessary to accommodate all modes of Broward County’s future transportation needs are available, Broward County shall implement the Broward County Trafficways Plan.

**POLICY 2.17.3** Rules for the implementation of the Broward County Trafficways Plan shall be contained within the “Documentation of the Broward County Trafficways Plan.”

**POLICY 2.17.4** At the time of plat recordation rights-of-way shall be conveyed to the public by deed or easement sufficient to address the impact of development on transportation needs and to meet the requirements of the Broward County Trafficways Plan.

**POLICY 2.17.5** Local governments shall adopt and implement land development regulations to provide for the reservation and acquisition of rights-of-way sufficient to meet the requirements of the Broward County Trafficways Plan.

**POLICY 2.17.6** In order to protect the transportation corridors identified on the Broward County Trafficways Plan, local governments shall require that development is set back from identified rights-of-way when issuing development orders while providing an administrative relief process to ensure such set back does not deny all beneficial use of the property proposed for development.

### **TRANSPORTATION MULTI-MODAL LEVELS OF SERVICE**

**POLICY 2.18.1** For Land Use Plan amendments, transportation impacts from development within designated or proposed and eligible “Activity Centers,” or municipal and county approved community redevelopment areas, may be analyzed utilizing an Institute of Transportation Engineers (ITE) “urban infill area – person trip methodology.”

**POLICY 2.18.2** By 2018, Broward County and the Broward County Planning Council shall study and recommend integrated levels of service standards for bicycle, transit, and pedestrian facilities and services within, at a minimum, designated or proposed and eligible “Activity Centers,” or municipal and county approved community redevelopment areas. If a proposed development fails to meet levels of service standards for automobile roadway capacity in such areas, the proposed development may be recommended for approval if levels of service for bicycle, transit, and pedestrian facilities and services are acceptable after considering effects from the proposed development.

### **COMPLETE STREETS**

**POLICY 2.19.1** Broward County shall promote and encourage (re)development, and shall implement to the maximum extent feasible for those (re)development projects and lands owned by the County or within unincorporated areas, to take advantage of compact building design to preserve more open space, support a complete range of transportation choices, make public transportation viable, reduce public infrastructure cost and improve the health condition of residents and the wider community, in a manner generally consistent with the *Broward Complete Streets Guidelines*, or equivalent principles.

**POLICY 2.19.2** Broward County shall promote and encourage (re)development, and shall implement to the maximum extent feasible for those (re)development projects and lands owned by the County or within unincorporated areas, the creation of walkable sites, neighborhoods and community designs that are accessible to and address the needs of all users and support healthy lifestyles using public venues, inclusive of all modes of transportation in a manner generally consistent with the *Broward Complete Streets Guidelines*, or equivalent principles.



**POLICY 2.19.3** To identify multi-modal transportation systems consistent with the *Broward Complete Streets Guidelines*, Broward County and its local governments should utilize the “Context Sensitive Corridor” Broward County Trafficways Plan designation to provide for the reservation or acquisition of rights-of-way necessary for mass transit, bicycle and pedestrian facilities and services within their land development regulations.

**POLICY 2.19.4** Additional policies and criteria which guide Broward County’s implementation of Complete Streets are adopted as part of the Broward County Transportation Element.

### **SMART GROWTH**

**POLICY 2.20.6** Broward County shall promote and encourage, and shall implement to the maximum extent feasible for those (re)development projects and lands owned by the County or within unincorporated areas, mixed land uses serviced by a variety of transportation modes within an integrated transportation network, and link intensive development to existing or planned pedestrian, bicycle and public transportation nodes or corridors.

**POLICY 2.20.7** Broward County shall promote and encourage, and shall implement to the maximum extent feasible for those (re)development projects and lands owned by the County or within unincorporated areas, the creation of walkable sites, neighborhoods and community designs that are accessible to and address the needs of all users and support healthy lifestyles using public venues, inclusive of all modes of transportation in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles.

**POLICY 2.20.12** Broward County shall promote and encourage, and shall implement to the maximum extent feasible for those (re)development projects and lands owned by the County or within unincorporated areas, to take advantage of compact building design to preserve more open space, support a complete range of transportation choices, make public transportation viable, reduce public infrastructure cost and improve the health condition of residents and the wider community, in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles.

### **GREENWAYS AND TRAILS**

**POLICY 2.29.2** Broward County’s greenways and trails shall link neighborhoods with park and recreation facilities, beaches, conservation areas, schools and other public buildings, cultural and historic sites, business areas and multi-modal transportation facilities, in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles.

## **RECOMMENDED PRACTICES**

### **TRANSPORTATION**

**POLICY 3.5.1** Promote mass transit use and discourage automobile travel by encouraging local governments to locate mixed land uses along major roadway corridors with mass transit facilities.

**POLICY 3.5.2** Large developments which generate high traffic volumes should be located with direct access to mass transit.

**POLICY 3.5.3** Transportation facilities should be planned and located in a manner which minimizes the potential for adverse impacts on adjacent land uses.

**POLICY 3.5.4** The “Safe Routes” programs and applications, to make schools and parks more accessible for children, including those with disabilities, should be considered and implemented by Broward County’s local governments.

### **SMART GROWTH/COMPLETE STREETS**

**POLICY 3.6.1** Encourage local governments to establish and/or expand their pedestrian and bikeway facilities in accordance with the Florida Department of Transportation and the American Association of State Highway Transportation Officials planning and design standards, and coordinate their placement with Broward County, in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles.

**POLICY 3.6.2** Ample and secure bicycle parking should be incorporated into non-residential and mixed use redevelopments. The bicycle parking should be consistent with the Broward County “End of Trips Facilities Guide.”

**POLICY 3.6.3** Local governments should include within their development codes and regulations incentives for constructing safe and accessible pedestrian and bicycle facilities, pathways and greenways throughout Broward County, in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles.

**POLICY 3.6.4** Regional or community libraries, clinics, civic centers, cultural facilities and other public facilities should be located in areas of concentrated activity, such as downtown areas and community or regional shopping centers, in order to allow multi-purpose trips, provide easy access by mass transit and economize on parking areas.

**POLICY 3.6.5** Development designs should be context-sensitive, and consider existing and planned adjacent land uses. Development projects should be considered both separately and as part of a connected network with integrated pedestrian, bicycle and transit facilities generally consistent with the Broward Complete Streets Guidelines or equivalent principles.

**POLICY 3.6.6** Transportation facilities and services should be developed inclusive of all modes of transportation in a manner generally consistent with the Broward Complete Streets Guidelines, or equivalent principles, encouraging infill development and promoting the efficient use of urban services.

## **IMPLEMENTATION REGULATIONS AND PROCEDURES**

### **1. DEVELOPMENT REVIEW REQUIREMENTS**

A local government may grant an application for a development permit consistent with the Broward County Land Use Plan or a certified local land use plan when it has determined that the following requirements are met:

- a. Traffic circulation, transit, parks and recreation, drainage and flood protection, potable water, solid waste, sanitary sewer public facilities and services and public schools will be available to meet established level of service standards, consistent with Chapter 163.3180, Florida Statutes, and the concurrency management policies of the Broward County Land Use Plan.
- b. Local streets and roads will provide safe, adequate access between buildings within the proposed development and the trafficways identified on the Broward County Trafficways Plan prior to occupancy.