



UNIVERSITY DRIVE MOBILITY IMPROVEMENTS PLANNING STUDY

www.UniversityDriveImprovements.org

Zoning Analysis

Prepared For:

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Background

The Federal Transit Agency’s (FTA) FY 2013 Annual Report on Funding Recommendations, specifically, New Starts and Small Starts Evaluation and Rating Process , Table III--3, “ratings applied in assessment of land use criterion” summarizes the ratings that will be applied by FTA in assessment of each land use category, within a project, and provides a supporting factor at each stage of project development.

Table III--3 II. Transit Supportive Plans and Policies Zoning ordinances are rated, to determine the supportive zoning regulations near transit stations, based on the following type of zoning ordinances that:

- a) Support increased development density in transit station areas;
- b) Enhance transit--oriented character of station area development and pedestrian access; and
- c) Provide allowances for reduced parking and traffic mitigation

Purpose

The purpose of auditing the municipalities along University Corridor Drive was to identify specific site and building design regulations that promote walking and public transit as identified in the FTA’s rating process for transit supportive zoning regulations. FTA has not provided specific zoning categories or measurements on how a project would meet these policies. The Consultant created a set of zoning categories that are commonly regulated in transit supportive zoning policies throughout the country to better understand the current context of the regulations along University Drive.

Understanding the Audit

The audit has five site and building design regulation categories that will support and/or inhibit transit development-- Setbacks, Parking, Vehicular standards, Pedestrian Standards and Building Features. Each category has common categories that are regulate in a municipalities zoning code that will enhance or detract from a transit area. Each category provides an explanation on why that particular regulation was selected for audit and review.

1. Setback (roadway)

Buildings, and where they are sited on a parcel provide the greatest site design opportunity to support the pedestrian network. The farther a building is setback from the roadway, the more challenging it is for a pedestrian and transit rider.

2. Parking Requirements

- a. **Min/max standards**, *by establishing maximum parking ratio’s, a development will not exceed typical “minimum” standards which support more auto---oriented uses.*

- b. **Location**, regulations that permit buildings to “face” a parking lot can prohibit and limit a pedestrian experience.
- c. **On-street**, provides opportunities for a more walkable roadway design
- d. **Shared**, permitting shared parking between uses allows for a reduction in parking standards that should be supportive of transit.
- e. **Bicycle**, require or allowing bicycle parking in lieu of automobile parking.

3. Vehicular Standards

- a. **Block Standards**, regulating blocks create a walkable area that provides for safe pedestrian access and linkages to and from transit areas.
- b. **Cross Access**, can also create a more internal network of vehicular and pedestrian access that will allow for movement internal to adjacent sites without access a more regional road.
- c. **Alley**, provide access for automobiles, deliveries, and service vehicles, if buildings frame a street, with minimal access points from a street.

4. Pedestrian Standards

- a. **Sidewalks**, placement, size and whether a municipality requires sidewalks will affect the walkability and pedestrian activity along University Drive.
- b. **Connections**, continuous pedestrian networks within a develop or connections to adjacent developments are important to access a transit stop.
- c. **Lighting**, well lit pedestrian walkways, sidewalks improve pedestrian safety by distinguishing the pedestrian walk from the vehicular areas.
- d. **Landscape**, along pedestrian walkways can offer a sense of security for pedestrians.

5. Building Features

The design of a building can provide shelter, visual interest, safety and can increase the legibility of the entire pedestrian network all within an integrated design. The three most popular building features to regulate are:

- a. **Entryways**, that are facing the street, and or the pedestrian connections contribute to a walkable area.
- b. **Transparency**, contributes to the walking environment of an area.
- c. **Façade**, the add interest to the trip (walk) to transit and can entice people to walk further, provide shelter if needed.

Cities Evaluated

The following 12 cities were included in the land development audit:

- Cooper City
- Coral Springs
- Davie
- Hollywood
- Lauderhill
- Miami Gardens
- Miramar
- N. Lauderdale
- Pembroke Pines
- Plantation
- Sunrise
- Tamarac

	Cooper City	Coral Springs	Davie	Hollywood	Lauderhill	Miami Gardens
SETBACK (ROADWAY)						
Front Setback	Per the County's Trafficway plan 50'	Typically 65' from major roadways for parking, more for front of the building	Per the County's Trafficway plan 50'	Per the County's Trafficway plan 50'	Schedule E- Additional Requirements and provisions for specific uses, Sec. 2 Trafficway Setbacks 1(c) University Drive: 170' is the setback for all buildings within the area between the centerline of each street and setback line.	Varies by zoning district - 15' to 50'
PARKING REQUIREMENTS						
Min/Max Standards	Sec. 25-3, Off-street Parking required(g) minimum parking requirements are by land use	Sec. 250816 Amount of off-street parking sets min. standards	Sec 12-392 Parking and traffic circulation, f. off site parking incentive bonus allow properties to have a maximum of 60% of the required parking were cross access and parking agreements are executed. Sec 12-208, provides requirements for off-street parking	Article 7.2 Amount of required off-street parking	Schedule G- Minimum Automobile off-street parking requirements, set "minimum" only by land use.	Sec. 34-381. - Number of required off-street parking space requirements for all districts and uses establish minimum standards and not maximum
Location	No Requirements	The city has deed restrictions along major roadways for surface parking which are 65' from the property line.	No Requirements	No Requirements	Sec.9 Road and Parking Standards, 9.1 Primary roads- design standards "existing parking lots should be effectively screened from the street."	No specific requirements
On street	No Requirements	The code doesn't address, however the Urban and Landscape Standards provide dimensions but do not address if on-street parking can count towards meeting the parking requirements. Sec. 25081 size and character of required parking (2) parallel parking in permitted but may not count towards the required parking spaces, just supplemental. Engineering standards, pg 30 only recognize off-street parking	No Requirements	No Requirements	Permitted, 9.6 Parking and Access	Sec. 34-379, Location of parking facilities (b) On-street parking
Shared	No Requirements	Art.VIII, Off street parking, loading (l) shopping centers with a GFLA of 40k or more, owned by a single entity or subject to a cross access/cross parking agreements, may petition the city commission for approval of shared parking. The City's Urban Design guidelines also include provisions for shared parking-pg. 35	Sec 12-210 shared parking, submit a parking study to reduce parking requirements. Sec 12-392 Parking and traffic circulation, i. shared parking incentive bonus are permitted reduction in parking if the buildings are placed to the street	Only for the Downtown Community Redevelopment District. Permits and encourages shared parking, f.3 Shared Parking Requirements table	9.6, Parking and access "encourages sharing parking facilities across adjacent development blocks when uses are mixed within a building or project." However, no relief to parking standards are provided.	Sec. 34-387. - Shared parking. Table 4, Percent Demand for parking by use and time of day and permits a sliding scale of reduction in parking
Bicycle	Sec. 23-92.1 bicycle racks, requires a non-residential develop to include the location of bicycle racks appropriate in size to serve the non-vehicular needs of the proposed development, but doesn't provide standards to meet.	Development order for the Downtown CRA-(s) provide on-site bicycle storage facilities, along with consideration for shower facilities	No Requirements	4.6.G Downtown Community Redevelopment District standards C. General Development Regulations applicable to all districts (e) commercial developments, excluding hotel uses, may provide secure public bicycle racks and or storage at a ratio of one rack space per every twenty (20) required parking spaces. The bicycle racks shall be located within the property line and shall not encroach into the right-of-way. In exchange, these developments may reduce the respective parking requirement for that use by 5%.	Schedule P. Design Standards and Guidelines 4.7 Bikeways, requires proposed development to provide a minimum of 2 bike racks	Sec. 34-386. - Bicycle parking. A minimum of one bicycle rack with a capacity to hold at least five bicycles shall be provided on properties with 50 vehicular parking spaces or more. An additional bicycle rack shall be provided for each additional 50 parking spaces required, up to a maximum of three bike racks or 15 bicycle spaces. Bicycle racks shall be located adjacent to the primary building they are intended to serve, as close to the entrance as is practicable

	Cooper City	Coral Springs	Davie	Hollywood	Lauderhill	Miami Gardens
VEHICULAR STANDARDS						
Block Standards	Sec.25-70, block length shall not exceed 1320ft nor be less than 500' unless found unavoidable by the P&Z board	not required overall. The Landscape and Urban Design Guidelines establish an overall street framework that includes pedestrian connections	Sec.12-288.9, for AG, A-1 and R-1 A (2) at least 25% of all street block lengths shall not exceed 600'	No Requirements	Not required	Sec. 34-219, Design Standards (e) (2) Block length shall not exceed 1,500 feet, or be less than 400 feet, unless a lesser or greater length is requested by the subdivider and is deemed advisable because of unusual conditions by the administrative official. (3)In blocks 900 feet in length or over, pedestrian crosswalks not less than ten feet wide may be required to provide circulation or access to school, playground, shopping center, transportation, and other facilities
Cross Access	Sec 25-101., non=vehicular access (a) all residential developments great than 4 acres, shall be constructed with interior vehicular access (b) all no residential development shall prohibit vehicular ingress and ingress to local service streets.	Permitted but not required as part of Platting Requirements, Sec. 202, 5.c	Sec 12-392 Parking and traffic circulation, (5) (f) cross access and parking agreements will be required where appropriate to facilitate smooth traffic movement from one property to another	Article 4.3, J. Performance Standards,(7) only requires cross access agreements between properties to be recorded, but doesn't require development to provide cross access	Sec. 6.3 Access requirements and restrictions, 6.3.3 Joint and Cross access B. a system of joint use driveway and cross access agreements be established: 1. Continuous drive or corridor existing the entire length of each block served, 2. design speed of 10 mph, 3, stub-outs, 4. unified access and circulation plan.	No requirements
Alley (allow)	Permitted, Sec. 25-91	referenced in the code (sec. 250573), no standards	permit, no specific standards are found	Permitted, Chapter 104 Streets and Sidewalks	Permitted	Sec. 34-219, Design Standards(c) Alleys are permitted minimum of 20'
PEDESTRIAN STANDARDS						
Sidewalks	Sec 25-103, Sidewalks are required in all new construction/both sides of each street. No standards are required	Urban Design Guidelines- size requirements range from 16' to 6' depending on the context of the road and land use. Min and max standards are provided by street type	Sec 12-292 A(2) sidewalks shall be provided on both sides of the road right of way for AG, A-1, R-1	No Requirements on having sidewalks, only Chapter 104.3, Removal of sidewalks are prohibited	Schedule P. Design Standards and Guidelines, 4.6 Sidewalks and pedestrian routes. Sidewalks should connect major points within the city as well as connect the city to the surrounding neighborhoods. Minimum width for all neighborhoods and commercial areas is 5'	Citywide, sidewalks are required at 10', Sec 34-219. Sec 34-590, Upgraded 10'wide sidewalk is required in the PCD corridor district
Connections	Pedestrian crosswalks, walkways, not less than 10' in width may be required in blocks over 1,00' in length	Not required overall. The Landscape and Urban Design Guidelines establish an overall street framework that includes pedestrian connections	Sec.12-292 Street standards (a)6. where there is no connecting access thorough adjacent community, may use a public road right of way at 40' minimum cross section with sidewalks required on one side	No requirement	Sec. 6.3 Access requirements and restrictions, 6.3.3 Joint and Cross access B. a system of joint use driveway and cross access agreements be established: 1. Continuous drive or corridor existing the entire length of each block served, 2. design speed of 10 mph, 3, stub-outs, 4. unified access and circulation plan. Definitions, 6.3.2, define cross access as a service drive providing vehicular and pedestrian access.	No specific requirements
Lighting	nothing specific for pedestrian, sec 25-85 street names, signs and traffic controls (b) design and construction standards	Sec. 250144, Exterior lighting is not pedestrian specific standards regulations are by land use	Sec 12-260 Lighting Standards provides a range of categories. Pedestrian lighting is not included in the regulations	No requirement	Sec.8, Lighting Standards, 8.1, Streetscape Lightings is to provide sufficient illumination for both vehicular and pedestrian safety. 8.2 Pedestrian lighting.	Sec. 34-417. - Lighting standards. (1) a.2. Light fixtures shall not exceed 12' in height in pedestrian areas
Landscape	not specifically for pedestrians (Sec. 25-49), require a tree canopy spread of 6' immediately upon planted	Ranges depending on the context. Main street is 6' min and other streets go up to 24' providing buffers from curb to sidewalk and sidewalk to building. Identified by a street type in the Urban and Landscape Guidelines for downtown	Sec. 12-11 Landscaping Standards for lots and sites, 5.a. requires a 30' wide buffer along university drive. Street trees 1 per 40lf, continuous berm along University drive	Varies based on zoning district. No specific requirements for pedestrians and landscape.	Schedule P. Design Standards and Guidelines, Sec. 5- Landscape and irrigation standards 5.2 Streetscape planting.	Sec. 34-589, Building Placement and landscape for PCD has build-to-lines and landscape for front buffers permit streetscape plantings as part of the landscape, urban standards. Citywide is conventional landscape standards

	Cooper City	Coral Springs	Davie	Hollywood	Lauderhill	Miami Gardens
BUILDING FEATURES						
Entryways	Sec 23-91, Building design standards (a) similarity of building design prohibited within 500 feet or 6 lots. No standards are provided and Sec. 23-103 Outparcels- no specific standards	Sec. 250156. - Architectural guidelines architecture review board for all multifamily and commercial development. Specific to the downtown, pg. 34 urban and Landscape guidelines provides a variety of architectural components.	Sec.12-290 Architectural design standards for AG, A-1, R-1, and Sec. 12-32.305- West Gateway, Downtown, East Gateway , Griffin Commerce, Nodes	4.6.G Downtown Community Redevelopment District Standards	Schedule P. Design Standards and Guidelines Sec. 3.2 Street-level façades should provide entry and exit ways at suitable intervals of no more than fifty (50) feet apart. Appropriate landscaping should also be incorporated in order to provide additional texture and color in a manner that does not block views and openings. Sec. 3.4 Gates and entrances provides guidelines for entrances.	Sec. 34-415. - Design standards for planned corridor district and neighborhood commercial district (6) fenestration, mentions "doors should be recessed" but doesn't require specific design guidelines
Transparency(windows)	same as above (entryways)	Sec. 250156. - Architectural guidelines architecture review board for all multifamily and commercial development	Sec.12-290 Architectural design standards for AG, A-1, R-1, and Sec. 12-32.305- West Gateway, Downtown, East Gateway , Griffin Commerce, Nodes	4.6.G Downtown Community Redevelopment District Standards	Schedule P. Design Standards and Guidelines Sec. 3.3.1 Storefront glass shall be clear and the interior view of the store unobstructed from signs, counters, display racks and merchandise.	Sec. 34-415. - Design standards for planned corridor district and neighborhood commercial district (6) Fenestration mentions windows, but no specific requirements
Façade	same as above (entryways)	Sec. 250156. - Architectural guidelines architecture review board for all multifamily and commercial development	Sec.12-290 Architectural design standards for AG, A-1, R-1, and Sec. 12-32.305- West Gateway, Downtown, East Gateway , Griffin Commerce, Nodes	4.6.G Downtown Community Redevelopment District Standards	Schedule P. Design Standards and Guidelines, Sec. 3.2 Façade treatment and materials. Buildings should relate to the streets in a manner that enhances and strengthens pedestrian activity	Sec. 34-415. - Design standards for planned corridor district and neighborhood commercial district, Façade treatment. For buildings exceeding three stories or forty feet in height, the first story should provide vertical separation from the upper portions of the building by incorporating architectural features that enhance the pedestrian experience. This may include, for example, changes in material or color, variation in window shape and treatment, molding, or other architectural variations.

	Miramar	N.Lauderdale	Pembroke Pines	Plantation	Sunrise	Tamarac
SETBACK (ROADWAY)						
Front Setback	Varies, by zoning district TNND, TOCCD are most urban standards	Per the County's Trafficway plan 50'	Per the County's Trafficway plan 50'	Per the County's Trafficway plan 50', the SPI-3 District does provide relief of the Trafficway plan	Per the County's Trafficway plan 50'	Per the County's Trafficway plan 50' with the exception of the mixed use corridor designation (then the setback is 10-15')
PARKING REQUIREMENTS						
Min/Max Standards	Sec. 808, Off-street parking and loading standards are set by minimums only.TOCD, Sec. 715.3.1.1 Allocations and Calculations (parking) All development in the TOCD shall receive a 35 percent reduction from the parking standards listed in Section 808 "Off Street Parking and Loading Standards" of the LDC.TOCD, Sec. 715.3.1.1 Allocations and Calculations (parking) All development in the TOCD shall receive a 35 percent reduction from the parking standards listed in Section 808 "Off Street Parking and Loading Standards" of the LDC.	Sec. 106-223, amount of off-street parking provides the parking rates, by land use.	155.251, amount of off-street parking required is by land use and minimum standards only.	Sec 27-743, Amount of off-street parking required is by land use, with minimums	Art. VII, Off-street parking and loading, sec. 16-144 Amount of on- street parking is by land use and only minimum standards. Also no buildings can be located directly adjacent to parking,	Mixed use corridor, Sec 24-540, Special regulations(e) Parking (2) allows reduction in required on-site parking if shared parking is utilized.
Location	Sec 715, TOCCD 715.3.1.3. On-Site Parking. A. All parking lots, garages, and Parking Structures shall be located at the rear of all buildings.	106-22, Location, character, size (i) The main building line or setback line of all structures shall be a minimum of ten feet from the closest point of all parking spaces and areas	No Requirements	No requirement citywide, Sec 27-625 Parking for SPI-3 requires surface parking lots to setback 50' from A and B Streets (C)(1)	Sec. 16-142 (b)(10) No parking spaces shall be located within 5' of any building	Mixed use corridor, Sec 24-540, Special regulations(e) Parking (3) surface parking shall not front on the corridor and parking garages much be lined with active uses on the ground floor level.
On street	Sec. 808.Off-street parking and loading standard, 808.1.2, proximity of off-street parking, provides for guidelines to factor in on-street parking by proximity to the parcel.	not permitted, only off-street parking, Sec. 106-223	Not addressed	"curbside parking" is referenced in SPI-3 District, 27-623 Streets, (d)(3)	Sec. 16-79, Master Business List, (h) Business District Overlay, permits on-street parking located within the district to be counted as provided parking	Mixed use corridor, Sec 24-540, Special regulations (d) streetscape design standards (3) on street parking is required to promote ground floor retail activity
Shared	Sec. 808.3.3.Miscellaneous uses (parking) (l) shopping centers, permit shared parking per approval of the City commission. TNDD district also provides regulations of shared parking Sec.714E.(f) Parking (7)On-street parking and spaces within an off-site parking area may be utilized as shared parking when calculating the required parking for applicable uses. The use of shared parking must be authorized in writing by the community development director.	Sec. 106-223, amount of off-street parking (d) mixed- uses allows for sharing of spaces, per board approval, and only where the mixed uses are not concurrently active	155.252, combined off-street parking. Permits shared, joint use from two or more buildings or uses by tow or more owners, however, the total parking spaces can not be less than the sum of the requirements of the individual uses computed separately in accordance with the parking requirements.	Only permitted in SPI-3 Plantation Midtown District, and reduces the number of minimum parking standards 27-625 Parking, Table 27-625b for shared parking divisors	Sec 16-145, Shared parking permits the reduction of parking spaces with public meeting, city commission approval.	Mixed use corridor, Sec 24-540, Special regulations(e) Parking (2) allows reduction in required on-site parking if shared parking is utilize, connections to adjacent parking is encouraged to interconnect to facilitate cross access and traffic flow though parking lots. parking areas designed to connect to adjoin or future adjoining lots shall be granted a 5% reduction in the amount required.
Bicycle	TNDD, sec. 714 (f) parking, Up to five percent of the required parking spaces for all uses except house uses may be replaced by providing spaces for motorcycles, motor bikes or racks for bicycles.	No Requirements for bicycle parking	No requirement	No requirement	Sec 16-102 PDD district, requires bicycle parking (d)(4).e throughout the site, provides no standards for the amount or reduction in parking	No requirements

	Miramar	N.Lauderdale	Pembroke Pines	Plantation	Sunrise	Tamarac
VEHICULAR STANDARDS						
Block Standards	Sec. 802.3 Minimum intersection spacing has minimum distance on collector streets of 660 feet and 330 feet from any other intersection This is only a minimum- citywide. Sec. 714 TNDD E.3. Streets, The average perimeter of all blocks within a TND Neighborhood shall not exceed 1,500 feet. The maximum perimeter of any block within a TND Neighborhood shall not exceed 2,000 feet.	No Requirements	No Requirement	No requirement. SPI-3 district provides an organization of A, B, C, and D streets Sec.27-623 Streets	No Requirement	Sec. 21-121, Blocks (b) shall not exceed 1320' nor be less than 500' Pedestrian crosswalks, not less than 10' in width to be provided, when planning board deems necessary with blocks over 1000'. (this regulation only applies to "subdivisions")
Cross Access	803.1 Design Concepts (c) the linkage of separate development parcels by pedestrian and vehicular connections	98-141, Preliminary Plan (e)(5) vehicular circulation system for cars and other required vehicle types, with indication of connection to trafficways, no specific standards	No requirements	No specified	Not specified	Not specified
Alley (allow)	Permitted, Engineering Standards	Permitted, no standards found	Alleys are referenced in the Plat Requirements 154.19	Permitted and referenced throughout the Zoning Code, not specific parameters are given	Alley is listed within a street context, variety of sections.	Sec. 21-150 are permitted, minimum width is 20'
PEDESTRIAN STANDARDS						
Sidewalks	Engineering Standards, Section 14 Specific Site design requirements, 14.03 1. Sidewalks are required on all new developments. 2. Minimum sidewalk width shall be four (4) feet for local streets, five (5) feet for collector, and six (6) feet for arterial streets. 4. Sidewalk widths may be required to be greater than five (5) feet when large pedestrian volumes are anticipated. 5. Sidewalks shall incorporate pedestrian cross-access at intersections	Sec. 98-141 Preliminary Plan requires a pedestrian circulation system- no standards are provided	Chapter 52, Streets and Sidewalks	Required, Sec 23-122, Construction of sidewalks. SPI-3 district requires a range of 8-12' width depending on the type of roadway the sidewalk is part of.	References "Chapter 18, Streets and Sidewalks" however, the chapter is not located in the Code of Ordinances.	Mixed use corridor, Sec 24-540, Special regulations (d) streetscape design standards (1) sidewalks- minimum 13' wide sidewalk along the street front, including plant beds, with a 5' wide clear of obstructions walkway for pedestrian circulation
Connections	Sec. 106-350, Land use regulations for a PUD, (l) internal circulations. Requires an internal pedestrian and bicycle circulation system to be provided separate from vehicular circulations systems and a at a distance sufficient to ensure safety. Sec. 803.2 min design standards Pedestrian circulation systems shall be barrier-free and provide alternative ramps in addition to steps consistent with American Disabilities Act	Site plan review requires a pedestrian plan, Sec. 106-350, Land use regulations for a PUD, (l) internal circulations. Requires an internal pedestrian and bicycle circulation system to be provided separate from vehicular circulations systems and a at a distance sufficient to ensure safety.	No requirements	No requirement citywide Sec. 270284, Design Approval required (b)1 for OB-C districts, site plan shall designate pedestrian or bicycle ways of school children and others across the OB-C property and on site.	Development Review procedure when Site Plan is required requests a "pedestrian plan" with no details. Sec 16-31, Site Plan (d)7	Mixed use corridor, Sec 24-540, Special regulations(e) Parking (4) b. Pedestrian circulation shall be considered in the design of parking areas, crosswalks shall be provided where necessary and appropriate., (d) streetscape standards 2) pedestrian crossings- minimum of 10' wide paver or concrete band shall be provided at all intersections
Lighting	Sec. 805, Outdoor lighting standards, 805.3 Minimum illumination provides standards for min and maximum foot-candles specifically for pedestrians	No Requirements	Chapter 116, Lighting standards does not provide any pedestrian lighting regulations	Sec 27-494, Lighting does not require any standards for pedestrians	No specific standards for pedestrians	No specific requirements, sec 16-150, Lighting requirements
Landscape	901.6.1. Street trees shall be shade trees, and are required at the time of road construction or at the time of infill development where the streets are pre-existing, regardless of whether the roads are public or private, and placed in rights-of-way	No Requirements	no specific requirements for pedestrians, only perimeter, buffers and parking lot standards. Chapter 153.02 Standards and Requirements	Chapter 13, Landscape sec 13-41 Pedestrian zones are for building frontages, and areas adjacent to parking	Sec 16-169 minimum landscape requirements (d) establishing a pedestrian zone defined as a setback from any building façade facing a parking area, drive or residential district. In no case shall the required pedestrian zone have a foundation planning area less than 8' in width, nor more than 5' of the width be paved. Provides height of buildings then regulates the pedestrian zone width.	Sec 11-8. Landscape requirements by zoning district (l) pedestrian zone requires, 7' pedestrian zone, 1 tree per 30lf, and a wall height/tree height specification. Mixed use corridor, Sec 24-540, Special regulations (d) streetscape design standards (5) landscaping requires shade trees along the street, palm tree and accent tree specifications depending on the type of landscape the applicant chooses to use

	Miramar	N.Lauderdale	Pembroke Pines	Plantation	Sunrise	Tamarac
BUILDING FEATURES						
Entryways	803.2. Pedestrian orientation. All nonresidential and multifamily development shall contribute to the creation of a pedestrian oriented community by providing the following: (a)Emphasis on the buildings' street facades as major elements of the overall street-scape; and (b)Street level architectural treatment including colonnades, arcades, awnings, and other shade producing elements should be provided along all pedestrian-oriented frontages. (c) Pedestrian oriented frontages shall be adjacent to building entrances and integrated with adjacent properties	No Requirements	Only in The MXD districts have architectural standards, 155.210	No requirement citywide, Sec. 27-626 Architectural Requirements (b) Design Standards(1)(iii) building entrances to be architecturally emphasized	No requirements	Mixed use corridor, Sec 24-540, Special regulations (c) (1), requires entrances to be emphasized through a change in mass or architectural feature that include extrusions or recessions in the building façade.
Transparency(windows)	see above (entry features)	No Requirements	Only in The MXD districts have architectural standards, 155.210	No requirement citywide, Sec. 27-626 Architectural Requirements (b) Design Standards(1)(i) require a minimum percentage of lineal frontage to be open or glazed with clear or lightly tinted glass	No requirements	No requirements
Façade	see above (entry features)	No Requirements	Only in The MXD districts have architectural standards, 155.210	No requirement citywide27-60 Intent of SPI-3 midtown district (g) architecture should reinforce the pedestrian experience Sec 27-626 (b)1(v)The ground floor along street frontages shall be architecturally distinguished from the upper floors by such means as a change in material, scale of openings, change of plane, string courses, etc.	Sec. 16-140, Building Design (2) building façade. Requires wall articulation, "faux window or door openings, three colors, and architecture features	No requirements

Initial Observations

Overall summary observations are:

Setbacks:

The most significant challenge, for municipalities within Broward County, is the County's Trafficway Plan that requires a 50 foot setback from the roadway. Most of the municipalities include the setback requirement "as identified in the County's Trafficway Plan". However, some of the municipalities have increased the setback to even further than the county's regulation. The County also has permitted reductions in their Trafficway Plan for a variety of conditions, with one being transit oriented development or being located on a transit oriented corridor.

Parking Requirements:

- All municipalities regulate minimum parking standards and do not cap parking
- Most municipalities have a shared parking regulation, however, it is not applied citywide
- Few municipalities require bicycle parking citywide
- Many municipalities prohibit on-street parking. Only a few allow for it- Miramar, Plantation, Tamarac (requires it)
- Location of Parking is regulated in Miramar, Plantation, and Tamarac

Vehicular Standards

- Block standards are regulated in some of the municipalities and cross access is rarely regulated.

Pedestrian Standards:

- Most of the municipalities have some regulations that support pedestrians, such as Plantation, Tamarac, and Sunrise that require "pedestrian zone" landscape.
- All municipalities require sidewalks.
- Lighting standards are not focused on pedestrians except for Miami Gardens

Building Features:

Most municipalities are regulating building features in specific zone(s) within the city when a special overlay has been developed.

Next Steps

During the station location/assessment process of the project is refined and specific area(s) are identified for station locations, a use and density/intensity analysis will be provided and specific zoning categories, by municipality will be developed.

It is also recommended, to create a set of "model" policies that will further support and enhance the transit opportunities along University Drive.

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