

ATTACHMENT A

Transit Oriented Corridor Land Use Category

3. Retail, office, restaurants and personal services, hotel motel, light industrial (including "live work" buildings), research business, civic, institutional and transit related facilities.

The TOD Land Use designation encourages redevelopment or development of significant areas served by regional transit stations. The major purposes of this designation are to facilitate multi-use and mixed-use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development, and give definition to the urban form. Hollywood's Transit Oriented Development will:

- Focus on the best mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses promoting a lively, livable, and successful Transit Oriented Development area;
- Encourage a pedestrian oriented core;
- Promote mass transit and other forms of transportation as an alternative to the automobile that will link the downtown with 1-95, the airport, the Port, Tri-Rail, Hollywood Beach with the rest of the City; and
- Promote creative siting of buildings, transportation routes, and open space to create vistas linking the developments together.

Transit Oriented Corridor

Facilitate mixed use development with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus) designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and 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 Corridor (TOC) land use category within the Broward County Land Use Plan. State Road 7, which is an existing transit corridor designated for high performance transit service such as bus rapid transit, or rapid bus by the above referenced plans, is appropriate for this designation. The Transit Oriented Corridor category may also be applicable along other existing and planned high performance transit corridors designed in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County MPO's Long Range Transportation Plan, Broward County Transit Development Plan, or local adopted financially feasible transportation or transit plan.

Land Use Criteria

Specific geographic land areas must be designated as a Transit Oriented Corridor. This designation may only be applied to areas within approximately 1/4 mile on either side of the mainline transit corridor. The area may extend beyond 1/4 mile around all major intersections, activity nodes and in locations served by existing or funded community shuttle service.

Residential use is required as a principal component within a Transit Oriented Corridor. Maximum residential density must be specified, may vary along the corridor, and must be described in the permitted uses section of the City of Hollywood Land Use Element and Broward County Land Use Plan. Residential densities must be specified as both units per gross acre in geographically designated areas and maximum number of permitted units (e.g. pool of units in the "Regional Activity Center" (RAC) designation). When the density of the area is specified as units per gross acre the percentage distribution among the mix of uses must also be identified.

At least two non-residential uses must be included in the designated area as a principal use: e.g. retail, office, restaurants and personal services, hotel motel, light industrial (including "live work" buildings), research business, civic and institutional.

Minimum and maximum FAR (Floor Area Ratio) or other measurements of intensity for non-residential uses within a TOC must be specified, in the permitted uses section of this Plan and the Broward County Land Use Plan. Minimum non-residential FAR's (gross) of 2 are encouraged. Non-residential intensities may vary within the development and may be specified 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.)].

Additional or expanded stand alone 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 unless designed in a manner to encourage pedestrian and transit usage.

Design Guidelines Principles

Proposed Transit Oriented Corridors shall adequately address the transition to adjacent

residential development and promote connectivity to transit stations and stops. Public plazas, urban open space or green space pocket park uses accessible to the public must be provided as an integrated component within a Transit Oriented Corridor. Proposed Transit Oriented Corridors shall include design features promoting and enhancing pedestrian mobility, including connectivity to transit stops and stations, based on the following characteristics:

- a. Integrated transit stops with shelter or station (within the TOC area).
- b. 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.
- c. Buildings should front the street (zero or minimal setbacks are encouraged).
- d. Vehicle parking strategies encouraging and supporting transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios).

- e. Streets (internal and adjacent to the TOC) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).
- f. Proposed Transit Oriented Corridors must include internal pedestrian and transit amenities to serve the residents and employees within the area designated as a Transit Oriented Corridor (such as seating on benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities incorporated into adjacent publicly accessible areas and plaza (such as clocks, fountains, sculpture, drinking fountains, banners, flags and food and refreshment vendor areas.)

The intent of the required Design Guidelines Principles is to provide guidelines for implementation of the TOC land use category. Developments are encouraged to use some or all of the above design strategies, which accomplish the goals of using design elements to enhance pedestrian and transit mobility. County review of applications seeking TOC land use category designations will only determine whether the City of Hollywood has adopted, through plan policies, a cohesive set of implementation strategies to accomplish the design strategies sought, and will not seek to require a specific design approach or a fixed set of design approaches as a requirement for County approval of the land use designation sought.

Review Process Considerations

The transportation impact analysis for a proposed Transit Oriented Corridor designation

shall consider the modal shift provided through the provision of transit and the transit oriented design. A proposed Transit Oriented Corridor shall demonstrate consistency with the goals, objective and policies and other requirements of the City of Hollywood Comprehensive Plan.

Permitted Uses in Areas Designated Transit Oriented Corridor

The following uses are allowed within Transit Oriented Corridor (TOC) areas to the degree and extent permitted by the applicable zoning regulations.

1. Residential use; (single family detached dwelling units permitted only if it encourages pedestrian and transit use.)
2. Public plazas, urban open space or green space/pocket park uses accessible to the public.
3. Retail, office, restaurants and personal services, hotel/motel, light industrial (including "live work" buildings), research business, civic, institutional and transit related facilities.

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Intensity Standards for Non-residential Land Uses

Per Section 163.3177(6)(a) of Florida Statutes, local governments are required to define in their comprehensive plan standards for the intensity of use of nonresidential land uses.

The City of Hollywood has relied on its zoning and land development regulations to control intensity of nonresidential uses, through limitations on height, lot coverage, number of permitted square feet, landscape and parking requirements. The Florida Department of Community Affairs (DCA) requires local governments to include intensity standards for nonresidential uses in the future land use element.

With the exception of land designated Regional Activity Center (RAC) all non residential uses must provide intensity standards. Lands with the RAC designation are not required to provide intensity standards because under the Broward County Land Use Plan lands with the land use designation have intensity standards given in terms of maximum square footage.

As Broward County had already set a precedent in allowing “flexibility” of allocating residential densities, as long as the overall density of a flex zone was not exceeded, the logical extension for the City of Hollywood is to apply intensity standards to City sub -areas instead of parcels. The logical sub-areas are as determined in the City-Wide Master Plan. (See details map LU-1). This system envisions the evaluation of each proposed land use amendment to determine whether approving the proposed amendment would cause the overall average of the FAR for the particular nonresidential land use or uses for that sub area to be exceeded. If not, the amendment could be deemed compatible from the perspective of intensity. The maximum FAR for nonresidential land uses in each sub area, with certain exceptions explained below, is provided in the following table.

<u>Land Use Category</u>	<u>Floor Area Ratio</u>
Office	3.0
General Business	3.0
Employment Center	3.0
Industrial	3.0
Utilities	3.0
Transportation	3.0
Community Facilities	3.0
Open Space and Recreation	3.0
Conservation	0.25
Electrical Generating Facilities	3.0
<u>Land Use Category</u>	<u>Floor Area Ratio</u>
Transit Oriented Corridor	2.0
Transit Oriented District	2.0