CONNECTED COMMUNITIES VISION KIT

FOR CENTRAL BROWARD COUNTY

US DEPARTMENT OF TRANSPORTATION
THRIVING COMMUNITIES PROGRAM - MAY 2025

Broward MPO | THRIVING COMMUNITIES PROGRAM | WSP | MHCP COLAB | ACCELERATOR FOR AMERICA

ACKNOWLEDGEMENTS

THE ELECTED OFFICIALS, MUNICIPAL STAFF, AGENCY REPRESENTATIVES, AND ALL OTHER STAKEHOLDERS AND BROWARD COUNTY COMMUNITY MEMBERS WHO HELPED SHAPE THIS VISION KIT

BROWARD METROPOLITAN PLANNING ORGANIZATION

SPECIAL THANKS TO:

MARIIA ZIMMERMAN, PRINCIPAL DEPUTY ASSISTANT SECRETARY OF POLICY, USDOT
LAWRENCE "JABBOW" MARTIN, FORMER VICE MAYOR OF CITY OF LAUDERHILL
MAYOR TIM LONERGAN, CITY OF OAKLAND PARK

CONSULTANT TEAM

WSP USA

MHCP COLAB

ACCELERATOR FOR AMERICA

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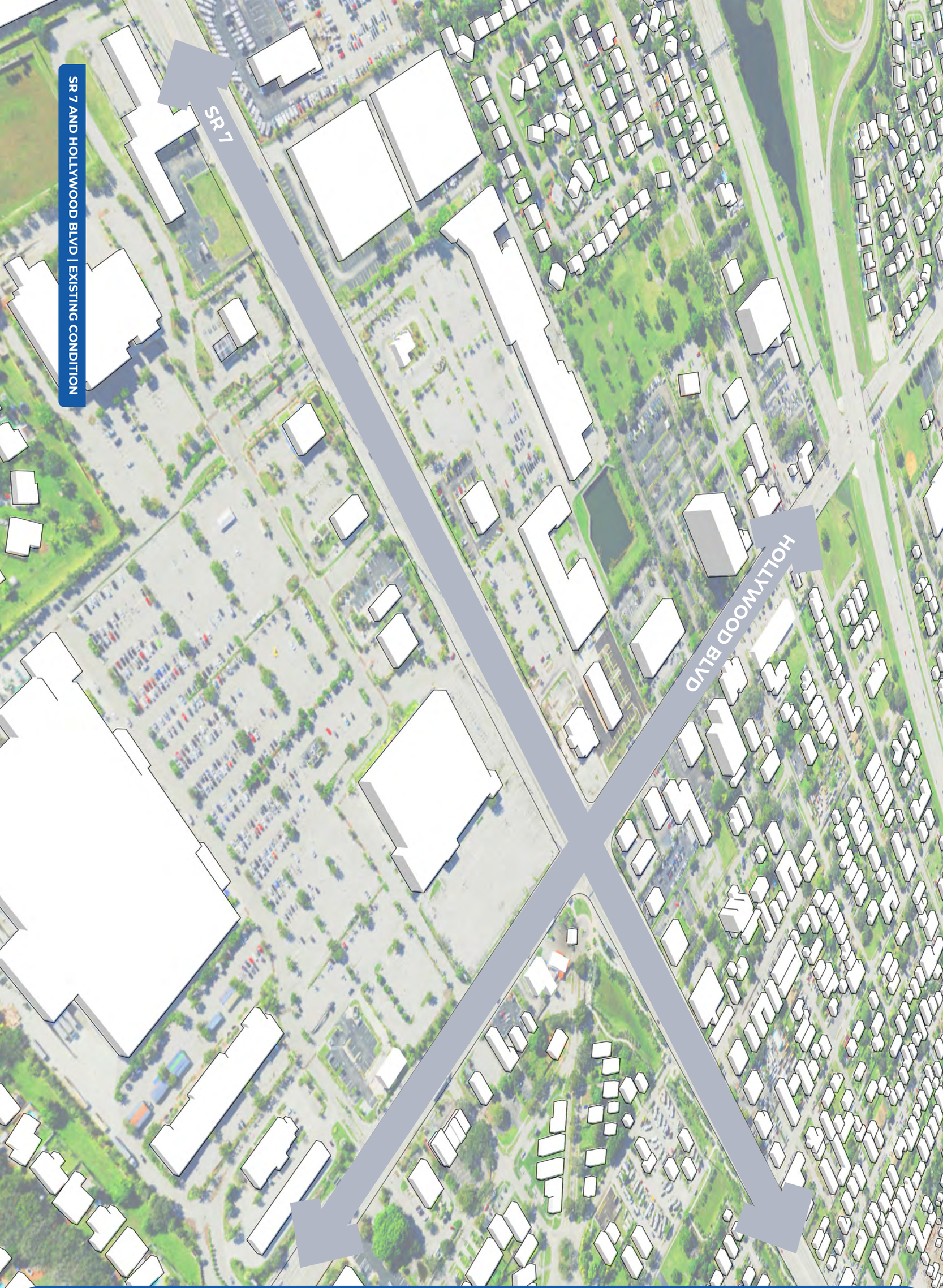


SR 7 AND HOLLYWOOD BLVD | EXISTING CONDITION

CHAPTER 1: INTRODUCTION

THRIVING COMMUNITIES PROGRAM

THRIVING COMMUNITIES PROGRAM

The US Department of Transportation (USDOT) awarded Broward MPO with technical support through the Thriving Communities Program (TCP). TCP funds organizations ("Capacity Builders") to provide technical assistance, planning, and capacity building support to communities, enabling them to advance transportation projects that support community-driven economic development, health, environment, mobility, and access goals.

Broward MPO successfully applied to receive technical assistance and capacity building support for the 2023-2025 Grant Period and was matched with the WSP Capacity Building Team as part of the Complete Transit-Oriented Neighborhoods cohort. The TCP Complete Transit-Oriented Neighborhoods cohort is focused on urban and suburban communities located within metropolitan regions working to advance Transit-Oriented Development (TOD) and improve safe, reliable and accessible transit service.

Recognizing the housing and transportation challenges the Central Broward region faces, Broward MPO has used the grant to provide municipalities with information and resources to foster Connected Communities and TOD in the form a Connected Communities Vision Kit.

THE CENTRAL BROWARD STUDY AREA

STUDY AREA

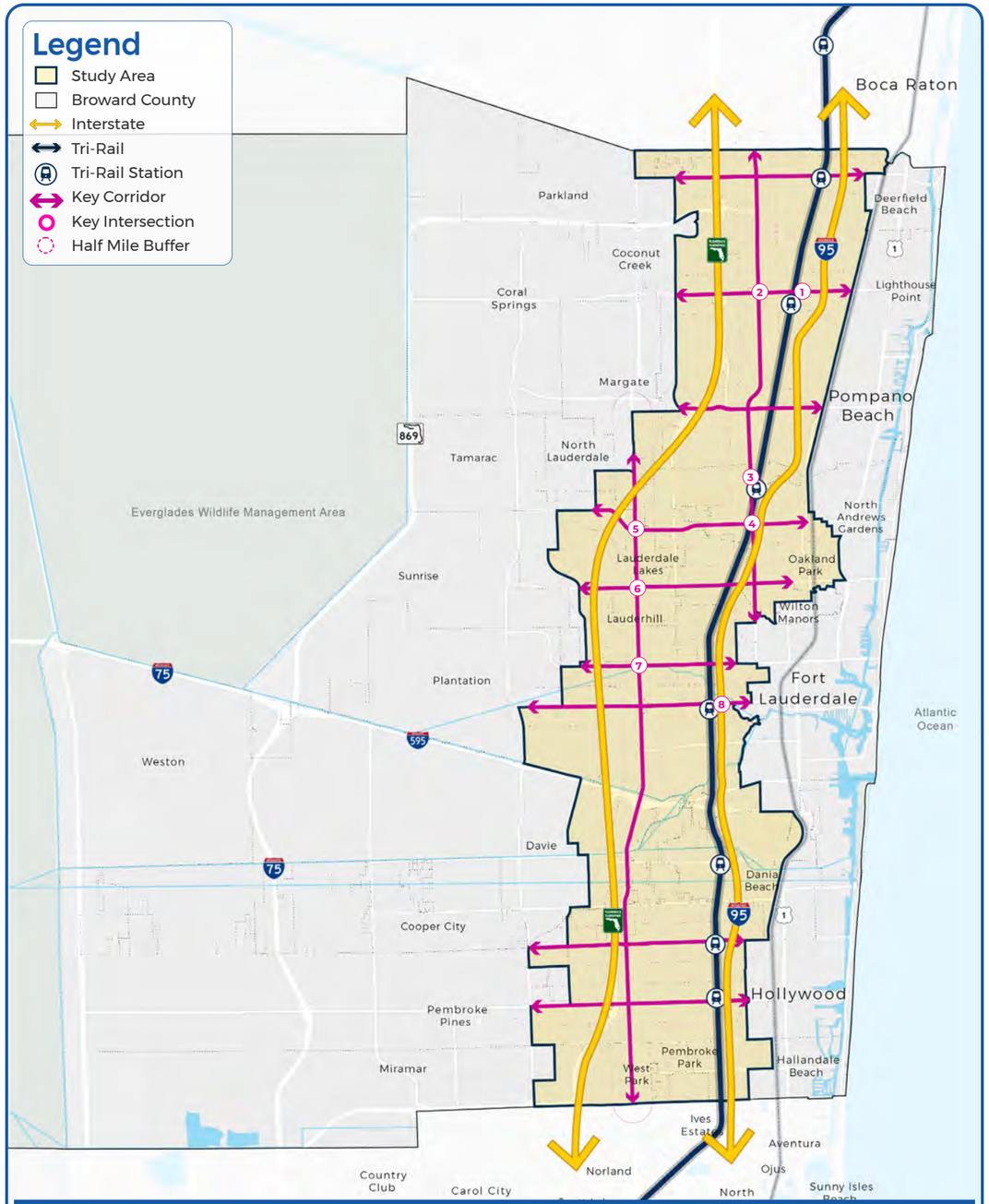
The study area spans from the southern county border to the northern county border and includes census tracts that lie within a quarter mile to the west of the Florida Turnpike and a quarter mile to the east of Interstate 95.

KEY CORRIDORS & KEY INTERSECTIONS

To help focus efforts within this large area, a selection of corridors and intersections were identified that represent key opportunities for Connected Communities and TOD based on existing and proposed transit as well as represent typical conditions found across the study area.

KEY INTERSECTIONS

1. Sample Road & Tri-Rail
2. Sample Road & Powerline Road
3. Cypress Creek Road & Powerline Road
4. Commercial Boulevard & Powerline Road
5. Commercial Boulevard & State Road 7
6. Oakland Park Boulevard & State Road 7
7. Sunrise Boulevard & State Road 7
8. Broward Boulevard & I-95



CENTRAL BROWARD STUDY AREA

WHAT ARE CONNECTED COMMUNITIES?

Connected Communities are places that are designed for people. They are neighborhoods where daily needs are within close proximity and where walking, biking or taking transit is a convenient and common way to get around. They include a range of housing choices and attainably priced housing options.

Many of Broward County's historic communities located along the coastal railroads were originally built following these principles. However, as areas further west were developed in more recent decades, they replaced this traditional way of building towns with a development pattern where places are spread further apart and driving is a necessity.

Connected Communities share many of the same characteristics as Transit-Oriented Development (TOD), described in more detail on the following page, but recognize that transit is not a prerequisite for creating more compact, walkable, and mixed-use places that promote affordable housing, environmentally sustainable development, job creation, and other public policy goals.

CONNECTED COMMUNITIES PRINCIPLES

1. Compact, mixed-use development that brings daily needs closer together

2. Walkable and bikeable streets that are safe and welcoming

3. Development patterns that support future transit

4. Design that reflects and enhances the local context and identity

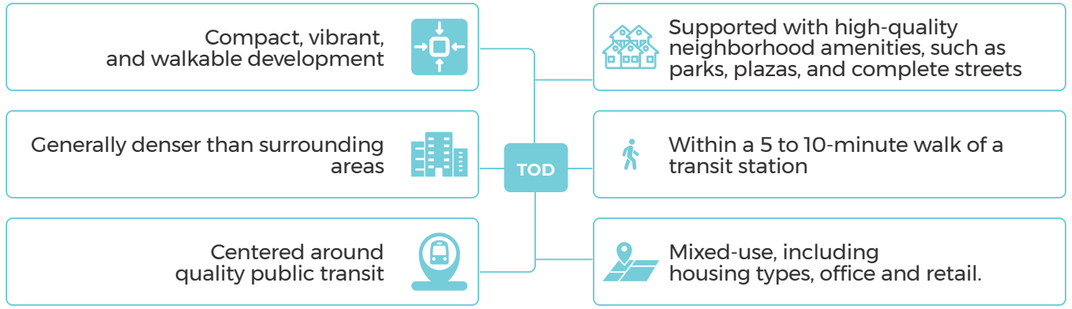
5. Convenient access to housing, jobs, groceries, education, healthcare, and open space

6. A focus on long-term sustainability, mobility, and livability

CONNECTED COMMUNITIES CAN BE CREATED THROUGHOUT BROWARD COUNTY

WHAT IS TRANSIT-ORIENTED DEVELOPMENT (TOD)?

Transit-Oriented Development, or TOD, is a way of building neighborhoods that centers public transit in the community to connect people to jobs, food, healthcare, education, housing, green space, sport, and more. These communities are designed to be vibrant, pedestrian-oriented, compact, and mixed-use. The concept leverages public investment in transit to drive private investment in order to enrich neighborhoods and promote regional growth.



PRINCIPLES OF TOD

Affordability: Ensure affordable housing options near transit, low-cost transit fares, and tenant protection.

Density: Compact development connects people to jobs and commerce, and supports transit infrastructure.

Transit: Expands access to opportunities and provides convenient, reliable transportation.

Walkability: Pedestrian-friendly design creates vibrant and active spaces, which leads to health, environmental and economic benefits.

Mixed Use: A mix of uses (residential, commercial, service, etc.) within a building, block or neighborhood encourages fewer car trips and creates active spaces.

WHAT ARE THE PRINCIPLES OF TOD?

WHAT IS THE CONNECTED COMMUNITIES VISION KIT?

The Connected Communities Vision Kit is a policy foundation and design framework intended to help local leaders attract investment, strengthen business districts, increase housing, and enhance economic opportunity. The Vision Kit provides an alternative approach to the current development patterns in Central Broward, providing resources and strategies to address the diverse challenges and opportunities for creating vibrant, mixed-use, walkable, transit-oriented, and affordable places.

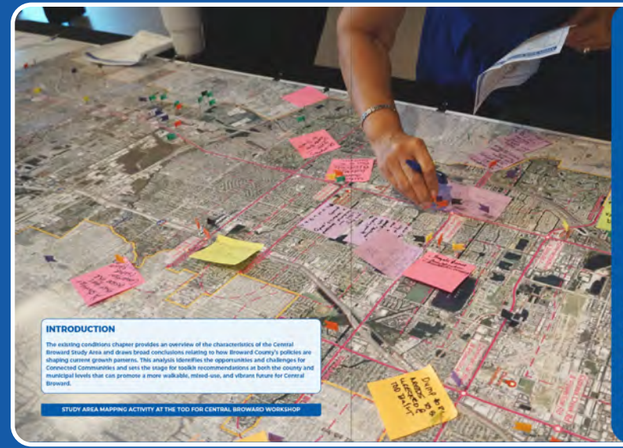
The Vision Kit is structured into three chapters:

1. Existing Conditions
2. Connected Communities Vision Kit
3. Action Plan

VISION KIT GOALS

Provide Communities with Resources to:

- **Leverage investments in transit with land use to support economic opportunity.**
- **Establish goals to advance Connected Communities benefits to existing communities and residents as well as new neighbors.**
- **Guide planning efforts along Key Corridors and Intersections to be consistent with Connected Community goals.**
- **Support municipal plans and goals.**
- **Improve access to transit.**



CHAPTER 2: EXISTING CONDITIONS

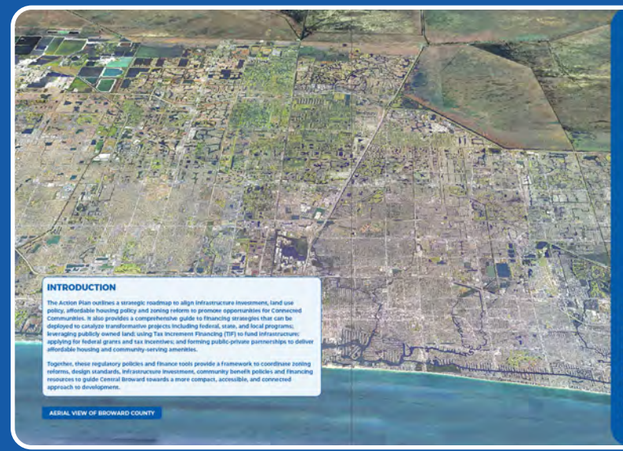
CH 2: EXISTING CONDITIONS

Provides an overview of the characteristics of the Central Broward Study Area, establishing a foundation for toolkit recommendations that can promote a more walkable, mixed-use, and vibrant future for Central Broward.

CHAPTER 3: VISION KIT

CH 3: CONNECTED COMMUNITIES VISION KIT

Provides a set of tools and guidance on how to create Connected Communities across Central Broward through the application of Vision Typologies and Vision Frameworks, illustrated through demonstration areas.



CHAPTER 4: ACTION PLAN

CH 4: ACTION PLAN

Provides recommendations to coordinate zoning reforms, design standards, infrastructure investment, community benefit policies and financing resources to guide Central Broward towards a more compact and connected approach to development.

CHAPTER 2: EXISTING CONDITIONS

INTRODUCTION

The existing conditions chapter provides an overview of the characteristics of the Central Broward Study Area and draws broad conclusions relating to how Broward County's policies are shaping current growth patterns. This analysis identifies the opportunities and challenges for Connected Communities and sets the stage for toolkit recommendations at both the county and municipal levels that can promote a more walkable, mixed-use, and vibrant future for Central Broward.

STUDY AREA MAPPING ACTIVITY AT THE TOD FOR CENTRAL BROWARD WORKSHOP

PART 1: PREVIOUS PLANS

OVERVIEW

The review of previous plans and studies highlights Broward County's ongoing efforts to address urban growth, affordable housing, and transportation needs.

Reviewing previous plans and policies helps clarify the policy landscape and key trends and gaps that inform future planning. The table on the next page is a summary of key existing plans and policies within Broward County. Through this review critical themes have been identified including the need for affordable housing, the prioritization of Connected Communities, and the implementation of multimodal transportation strategies.

The following is a summary of key studies and plans that directly relate to the study area and Connected Communities efforts.

The Broward Next Comprehensive Plan serves as a 10-year blueprint for countywide development, while the 2022 Affordable Housing Needs Assessment identifies a critical shortage of affordable housing, exacerbated by rising investor activity and market prices post-COVID-19. Broward Next outlines strategies to promote higher-density development, affordable housing, and equitable transit-oriented growth in Broward County. Policies supporting higher intensities focus on prioritizing development in transit-accessible areas, increasing residential densities, and requiring a mix of uses in designated Activity Centers to encourage walkability and multimodal connectivity. The 2024 10-Year Affordable Housing Master Plan proposes zoning changes, new funding sources, and incentives to expand affordable housing options.

The Commitment 2045 Metropolitan Transportation Plan (MTP) and the Five-Year Transportation Improvement Plan (TIP) outline key transit projects, including express bus services, bike lanes, and pedestrian pathways. The SR7 Multimodal Improvements Study and Complete Streets Master Plan focus on enhancing transit accessibility and connectivity, particularly for vulnerable populations. Additionally, the Broward MPO 2050 MTP Financially Feasible Plan provides a cost breakdown of planned infrastructure investments, ensuring financial viability for future urban and Connected Communities.

SUMMARY OF RELEVANT STUDIES

Study	Year	Author	Findings
Broward County Affordable Housing Needs Assessment	**2022**	**Broward County**	Highest existing and future housing demand is for extremely low to low income households for rentals
10-Year Affordable Housing Master Plan Leading the Challenge, Sharing the Burden	**2024**	**Broward County**	**Recommendations:** • **Densify** corridors and activity centers through zoning • **Develop new funding sources** from expiring CRAs and new Affordable Housing Trust Funds • **Regulatory changes** to enhance employer assisted housing with forgivable loans and closing assistance; accessory dwelling units; incentivize missing middle; efficiencies and studios near commercial nodes and transit • **Affordability dashboard** and performance metric model to track progress.
Complete Streets Master Plan	**2019**	**Broward MPO**	Demographic mapping shows the most vulnerable populations in terms of wealth, education, race, age, car, ownership. English proficiency and female head of households. A gap analysis shows an incomplete bicycle network and a robust sidewalk network.
SR7 Multimodal Improvements Corridor Study	**2016**	**Broward MPO**	Recommendations strategies to enhance the quality and completeness for non-motorized network, safety and reduce congestion without adverse impacts to bike/ped/transit users.

SUMMARY OF RELEVANT POLICIES

Policy	Purpose
POLICIES THAT SUPPORT HIGHER DENSITY	
Broward Next Policy 2.4.2	Designating Activity Centers
Broward Next Policy 2.4.1	Land use amendments to increase residential densities in Activity Centers by 500 units or 20%
POLICIES THAT SUPPORT ACTIVITY CENTERS	
Broward Next Policy 2.4.3	Requires residential as a primary use
Broward Next Policy 2.4.12	Requires monitoring for development activities
Broward Next Policy 2.4.15	Requires design features to enhance pedestrian mobility
Broward Next Policy 2.4.18	Requires design guidelines
POLICIES THAT SUPPORT AFFORDABLE HOUSING	
2.16.4 (Geller Amendment)	Allows multifamily housing for parcels designated as “Commerce” on arterials by transit stations when affordable housing is provided
Broward Next Policy H1.5	Affordable housing density bonus programs within 1/4 mile of transit
Florida Senate Bill 102 Live Local	Density bonuses and tax exemptions for market rate developments providing 40% affordable housing units within commercial, industrial, and mixed-use areas. Bill does not clearly define these areas

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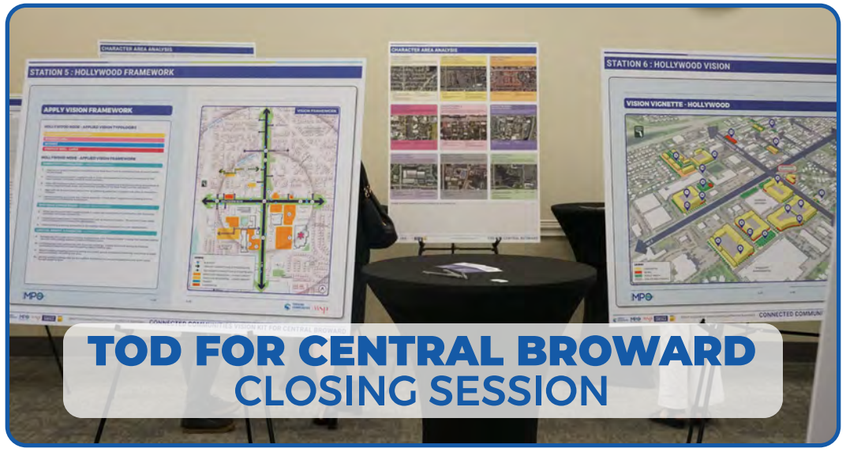
PART 2: STAKEHOLDER ENGAGEMENT

The stakeholder engagement process for the Connected Communities Vision Kit for Central Broward included a virtual project kick-off event and two in-person workshops. The development of the Vision Kit was made possible by the participation and input from stakeholders at these events. More details about these events are provided on the following pages.



COMMUNITY PARTNERS KICK-OFF

OVERVIEW

A virtual kick-off presentation was given to community partners and stakeholders on June 20, 2024 to introduce the project and the Thriving Communities Program. The presentation included an overview of Connected Communities, the Central Broward study area, project scope of work and schedule. An interactive Mentimeter poll was conducted during the kick-off presentation to learn about the stakeholders' vision for Central Broward and Connected Communities. Results from the Mentimeter poll follow.

DATE:
JUNE 20, 2024

TIME:
3:00 PM -4:00 PM

VENUE:
VIRTUAL

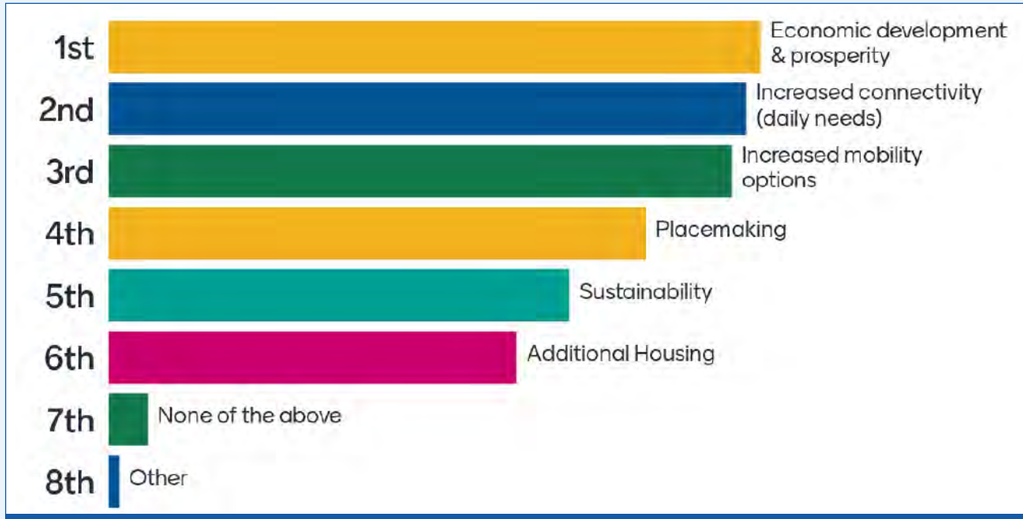
ATTENDEES:
28 PEOPLE

EVENT DETAILS

In 3 Words, tell us what comes to mind in your vision for the future of the Central Broward Corridor?

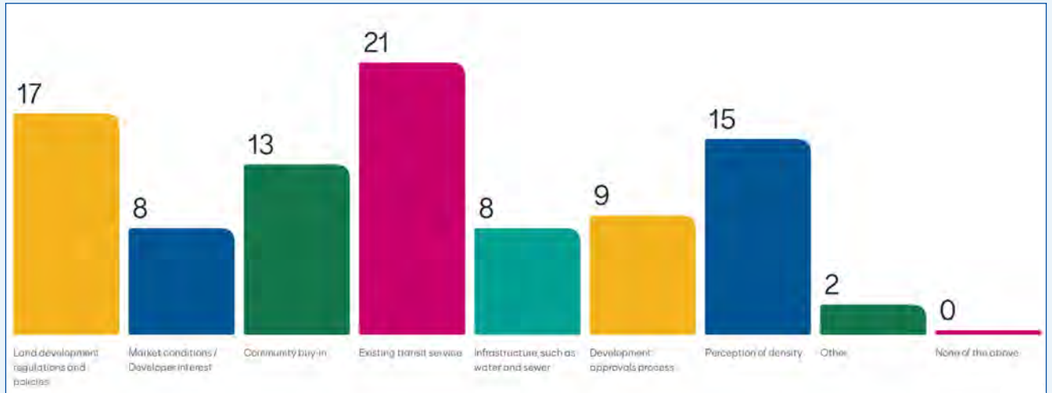
MENTIMETER RESULTS #1

What excites you most about TOD?



MENTIMETER RESULTS #2

What challenges do you associate with TOD?



MENTIMETER RESULTS #3

TOD FOR CENTRAL BROWARD

OVERVIEW

The TOD for Central Broward Workshop was held on October 15th, 2024 at the Lauderhill Performing Arts Center to introduce key stakeholders to the project and gather input from attendees. The event program included a forum panel, presentation, discussion with Mariia Zimmerman, and an interactive open house. The event was attended by stakeholders representing the MPO Board, study area cities, Broward County Planning Council, FDOT, and others.

DATE:
OCTOBER 15, 2024

TIME:
9:30 AM -12:00 PM

VENUE: LAUDERHILL PERFORMING ARTS CENTER

ATTENDEES:
112 PEOPLE

EVENT DETAILS

WORKSHOP DETAILS

OPENING REMARKS

The opening remarks were provided by Lawrence "Jabbow" Martin, the Vice Mayor of City of Lauderhill, and included an introduction to the panelists on the stage and welcoming the attendees to engage with the activity stations during the Interactive Open House. The opening remarks were followed by a brief presentation by the sponsor of the event,"Circuit".

FORUM DISCUSSION

Moderated by Anne Bovaird Nevins (Accelerator For America), a Transit-Oriented Development (TOD) Forum discussion was conducted between Mariia Zimmerman (USDOT), Greg Stuart (Broward MPO), Vice Mayor Martin (Lauderhill), and Josh Turner (WSP) on the transformational value of TOD. Forum members shared examples of personal experiences with TOD, the benefits of TOD, and addressed common misconceptions. The Forum Discussion provided insights for the attendees to think about and discuss during the Interactive Open House session.

TOD PRESENTATION

The Forum Discussion was followed by a brief presentation by Robert Piatkowski (WSP) introducing the project, what it is attempting to accomplish, what has been done so far, and a case study of the Raleigh ETOD Toolkit.

DISCUSSION WITH MARIIA ZIMMERMAN (USDOT)

The TOD presentation was followed by a talk from Mariia Zimmerman (USDOT). Mariia discussed with the audience her vision for the Thriving Communities Program and emphasized the need and importance for a TOD toolkit. She also demonstrated USDOT's role and commitment to partnering with local leaders and communities.

INTERACTIVE OPEN HOUSE

The Interactive Open House included a large Study Area Mapping activity and Existing Conditions Analysis Stations. Members from the capacity building team were available to answer questions.

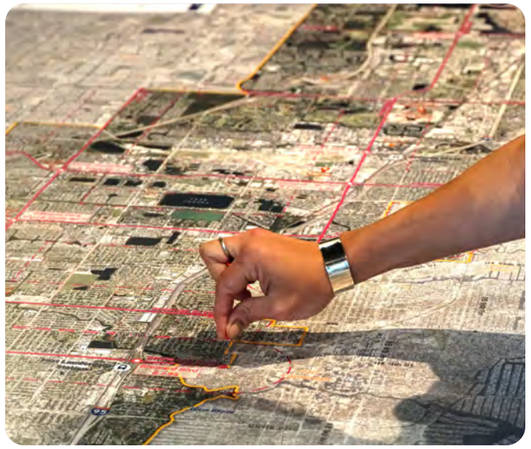
STUDY AREA MAPPING ACTIVITY

The Study Area Mapping activity included a large map of the study area, illustrating Key Corridors and Intersections, major destinations and landmarks, public schools, and parks. Attendees provided input by placing push pin flags and comment notes indicating key areas of concern, needed improvement, connectivity issues or any general input.

EXISTING CONDITIONS ANALYSIS STATIONS

The Existing Conditions Analysis Stations included ten stations presenting a project overview, an introduction to TOD, and a summary of the existing conditions analysis. Stakeholders provided input on the analysis results and how the TOD Toolkit could help their communities.


EXIT




OVERVIEW
CENTRAL BROWARD STUDY AREA


EXISTING LAND USE PATTERNS


ESSENTIAL GOODS AND SERVICES


ESSENTIAL GOODS AND SERVICES


THRIVING COMMUNITIES
MPO
wsp
ACCELERATOR FOR AMERICA
TOD FOR CENTRAL BROWAR

TOD FOR CENTRAL BROWARD CLOSING SESSION

OVERVIEW

The TOD for Central Broward Closing Session was held on April 22, 2025 at the Jaco Pastorius Park Community Center to unveil the Connected Communities Vision Kit. The event began with an informal opportunity for networking followed by opening remarks by James Cromar, Deputy Executive Director, Strategic Initiatives of the Broward MPO. Mayor Tim Lonergan followed with an inspiring presentation and video on the City of Oakland Park's transformation and new developments that embody the Connected Communities vision. A presentation by Josh Turner and Robert Piatkowski of WSP formally introduced the Connected Communities Vision Kit and celebrated the efforts of all those involved. The presentations were followed by an open house and optional bus tour of the City of Oakland Park. The event was attended by stakeholders representing the MPO, study area cities, and others.

OPEN HOUSE

The open house provided a summary of the Connected Communities Vision Kit, highlighting key Vision Kit components, on a series of boards. Stakeholders were able to participate in a "passport activity" to visit each Vision Kit station to learn more about its content and ask the capacity building team questions.

DATE:
APRIL 22, 2025

TIME:
10:00 AM -12:00 PM

VENUE:
JACO PASTORIUS PARK COMMUNITY CENTER

ATTENDEES:
70 PEOPLE

EVENT DETAILS

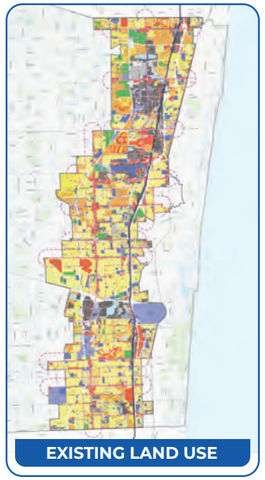
PASSPORT ACTIVITY

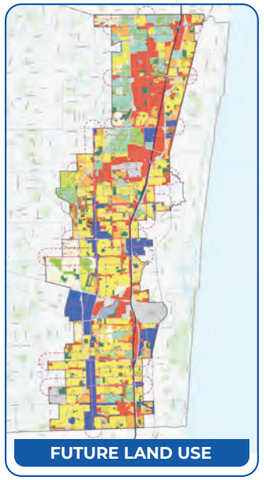
PART 3: EXISTING CONDITIONS ANALYSIS

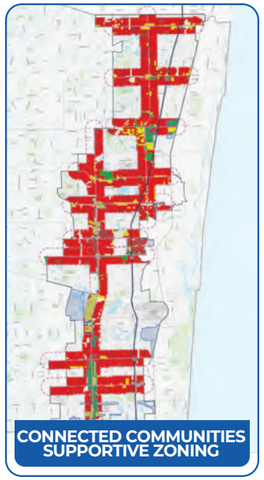
OVERVIEW

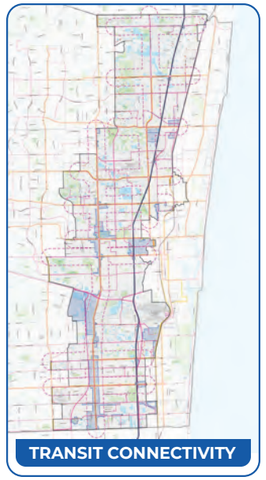
The existing conditions analysis provides an overview of the characteristics of the Central Broward Study Area to support the development of Vision Kit recommendations. The existing conditions analysis was completed through a combination of desktop analysis, field visits and stakeholder input and is focused along the Key Corridors and Intersections identified in Chapter 1. The topics areas shown on the following page were evaluated through this analysis.

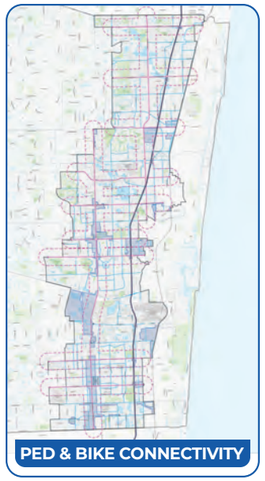
EXISTING CONDITIONS TOPIC AREAS

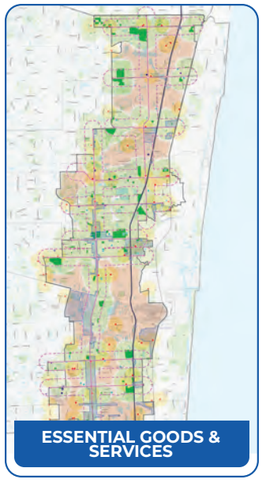


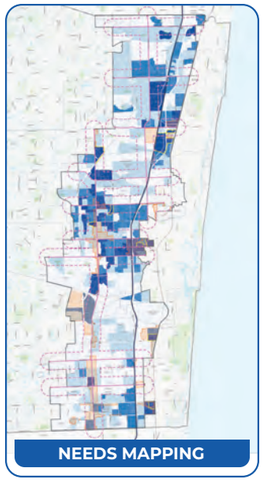


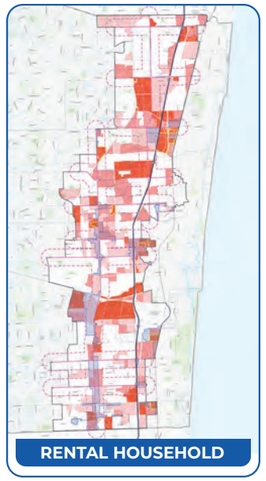












EXISTING LAND USE PATTERNS

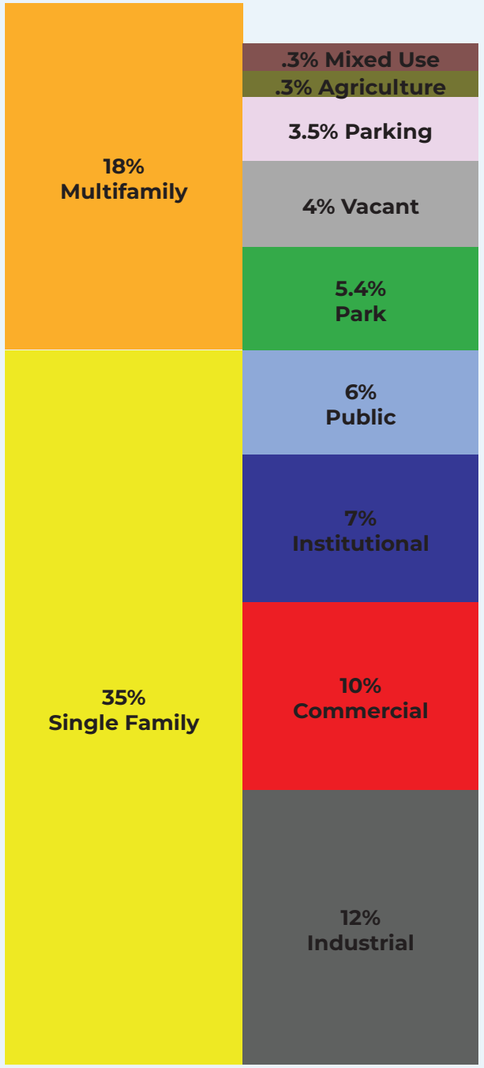
What existing land use patterns tell us about Connected Communities.

OVERVIEW

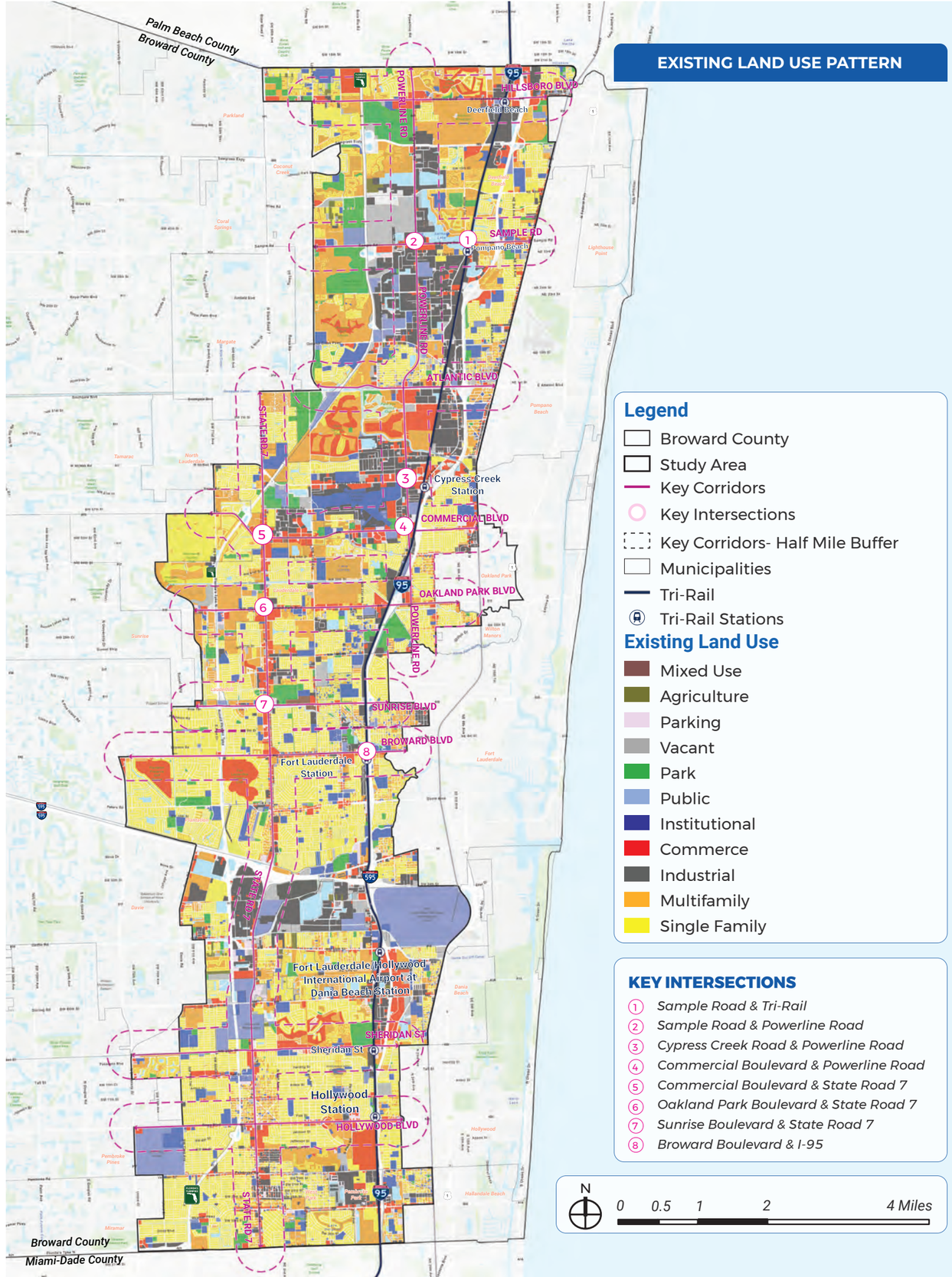
Of the 60,000 acres in the study area, the predominant existing use is residential. Single-family residential accounts for 35% of the land area and multifamily housing 18%. Industrial use covers the third largest area at 12% of the study area with concentrations located south of I-595, along Powerline Road between the Sawgrass Expressway and Coconut Creek Parkway, and along the Tri-Rail Corridor and near the Cypress Creek Station. Commercial makes up the fourth largest share of existing use at 10.1% and tends to be located along arterial roadways, including the key corridors.

Within designated Activity Centers there are no densely developed areas. This suggests that underlying zoning does not support the higher densities and mix of uses allowed within the designated Activity Centers.

The study area is largely built out. This means that redevelopment will be essential for creating Connected Communities and other walkable, mixed-use destinations.



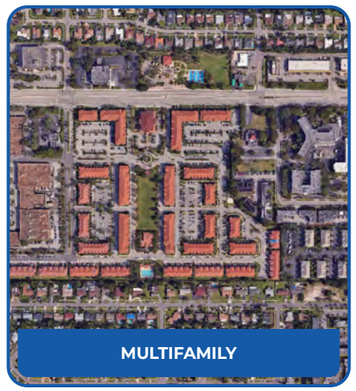
PERCENTAGE OF EXISTING LAND USES WITHIN THE STUDY AREA

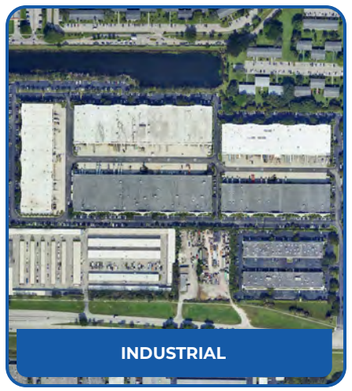


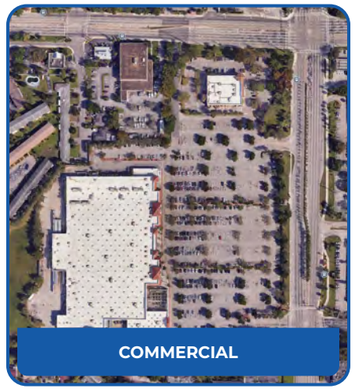
KEY FINDINGS

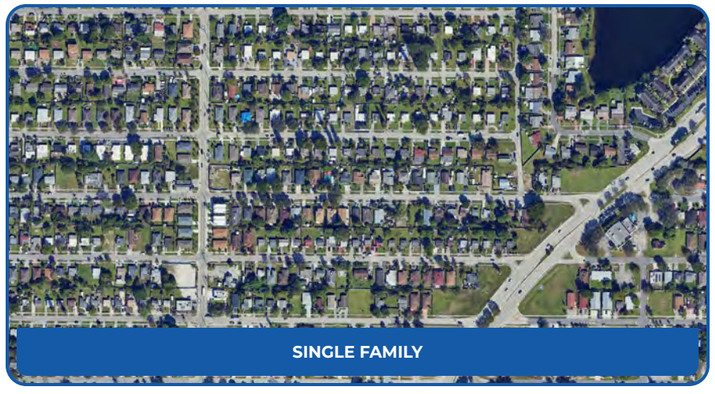
1. **Designated Activity Centers don't appear to have more intense existing uses.**
2. **The majority of the study area is residential at 53%.**
3. **Industrial and commercial uses make up the second and third-largest shares at 12% and 10.1%, respectively.**
4. **The study area is largely built out, with few opportunities to develop on vacant land.**
5. **Redevelopment will be essential for creating Connected Communities and other walkable, mixed-use destinations.**

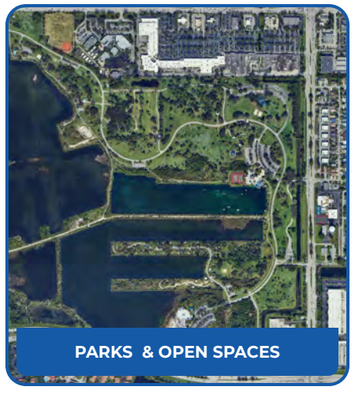
EXAMPLES OF EXISTING LAND USES


MULTIFAMILY


INDUSTRIAL


COMMERCIAL


SINGLE FAMILY


PARKS & OPEN SPACES

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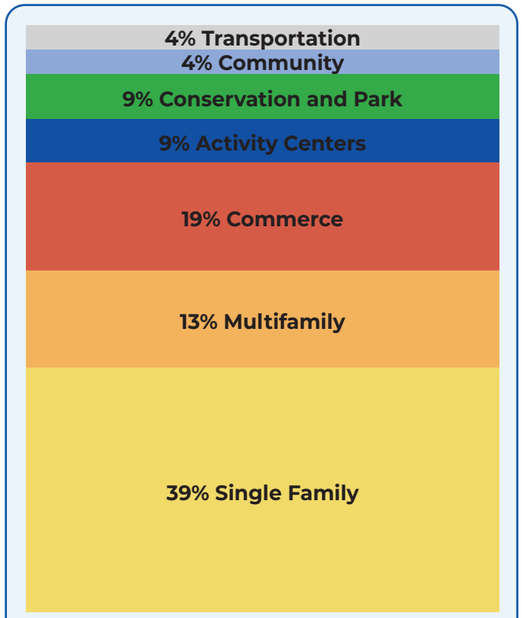
PERMITTED FUTURE LAND USES

Future land uses play a key role in shaping Connected Communities

OVERVIEW

Single family residential is the predominant allowable future land use in the central and southern study area and represents 39% of total land. This means that the majority of parcels in the study area can only be developed for single family housing. In contrast 13% of the study area can be developed for multifamily housing. Two additional future land use categories, Activity Centers and Commerce, can also support multifamily housing. This represents an additional 28% of total land area that could be developed for multifamily.

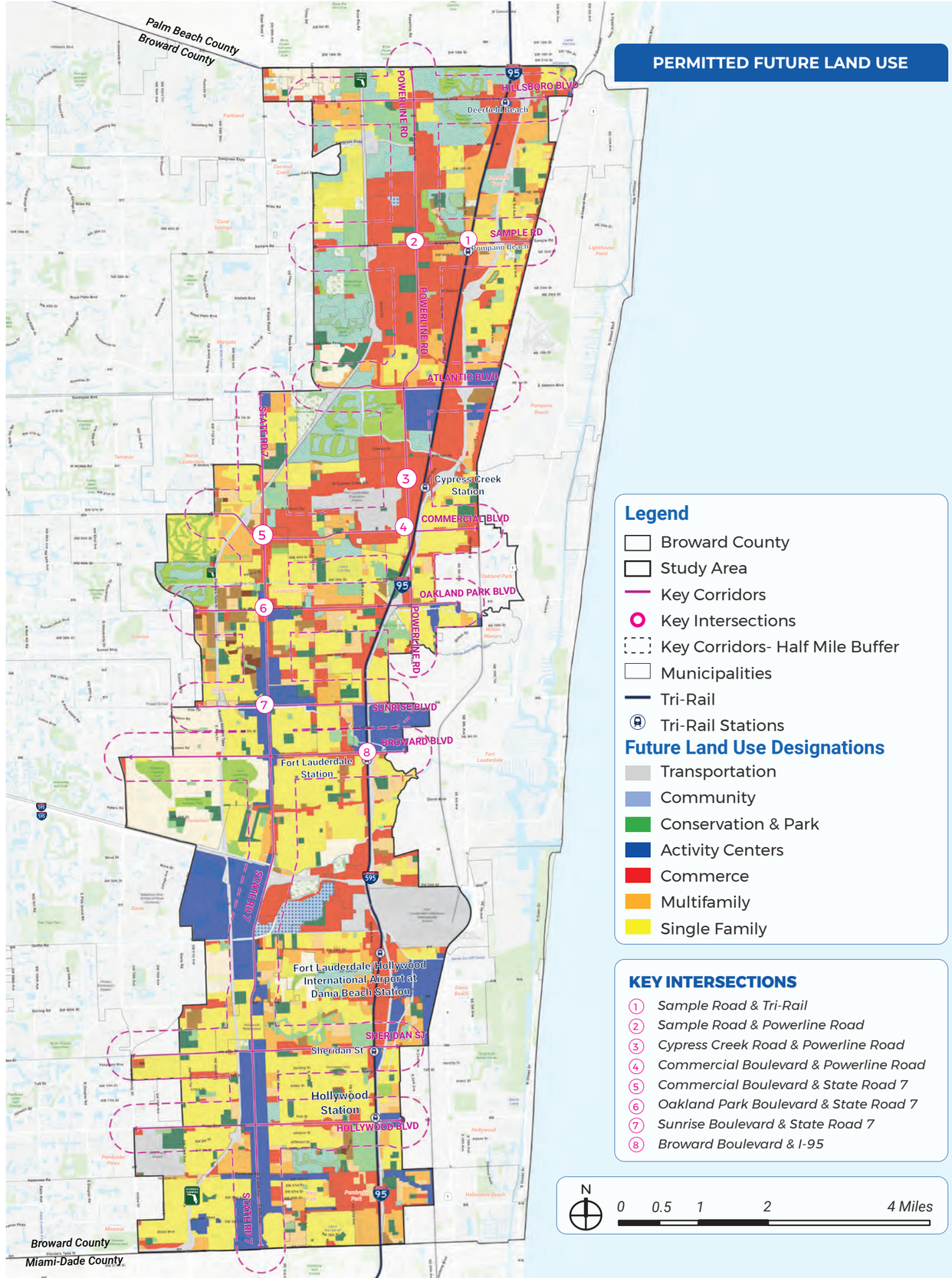
The Commerce future land use category provides another mechanism for affordable housing and high-density multifamily housing for parcels located on major corridors or near transit stations. It also allows commercial uses, which is its primary designation. This future land use category was recently amended to permit affordable and market rate housing as a strategy for addressing the affordable housing shortage. It does not, however, provide additional guidance, like the Activity Center future land use category, for walkable, connected and integrated neighborhoods, which is a key component of successful Connected Communities.



PERCENTAGE OF FUTURE LAND USES WITHIN THE STUDY AREA

KEY FINDINGS

1. **The Activity Centers future land use category and related policies are the best tools for supporting TOD countywide.**
2. **The Commerce future land use category and related policies support affordable housing and high-density multifamily housing on major corridors and/or in proximity to transit but do not include additional guidelines for walkable, connected and mixed-use neighborhoods.**
3. **Single family residential is the predominant allowable future land use in the central and southern portions of the study area. This means that the majority of parcels can only be developed for single family housing.**
4. **Commerce land uses are the predominant allowable future land use in the northern portion of the study area. Multifamily housing is permitted here.**
5. **Commerce and Activity Centers are the predominant allowable future land uses in most key corridors and nodes.**
6. **There are approximately 13 designated Activity Centers within the study area.**



While the Commerce and Activity Center future land use categories provide the best mechanisms to support denser multifamily and affordable housing, most of the central and southern parts of the study area have a single-family future land use designation, which is not Connected Communities supportive. In contrast, the future land use in most key corridors and intersections in the northern portion of the study area are predominantly Commerce, where multifamily and affordable housing are permitted.

While there are three different future land use categories that permit multifamily housing, it is only the Activity Center category that is designed to truly support a mix of dense uses that are designed to encourage better connectivity and walkable neighborhoods.

ACTIVITY CENTERS

The Activity Centers future land use category is a crucial tool to support Connected Communities countywide. This category encourages dense, mixed-use development and walkable communities around major corridors and in proximity to transit. It is supported by 20 different policies in Broward Next, the County's Comprehensive Plan, which require:

- A Mix of Uses
- Residential Uses as a Primary Use
- Monitoring for Development Activities
- Design Standards
- Access to Transit
- Pedestrian and Transit Amenities

There are 13 designated Activity Centers within the study area, some of which overlap with the key corridors and nodes. These are shown in the figure 1-2. The Activity Center future land use category is the best policy tool for encouraging and supporting Connected Communities in the Central Broward study area.

For an area to qualify as an Activity Center (AC) the following criteria must be met:

- **Substantial housing opportunities must be possible.**
- **At least two non-residential uses must be permitted.**
- **Affordable housing needs of the AC must be addressed within the local land use plan.**
- **Park land and/or open space that is open to the public must be included as a functional component.**
- **Convenient access to mass transit and/or multimodal facilities must be ensured.**
- **The development of key intersections or major transit stops to create nodes of development should be promoted.**
- **Pedestrian circulation between non-residential activity nodes and residential to nonresidential activity nodes should be based, at a maximum, on a 10 minute or half-mile walk.**
- **Minimum and maximum FAR (Floor Area Ratio) for non-residential uses must be specified by the local government in the local land use plan.**
- **An interlocal agreement between the municipality and County for monitoring development activity must be executed no later than 6 months after the effective date of adoption.**
- **Prior to submitting an AC amendment, the municipality shall ensure that the proposal has been subject to a broad public participation process, including explanatory information concerning the AC category and a description of potential effects on individual property rights to property owners within and surrounding the AC amendment area.**

POLICIES THAT SUPPORT HIGHER DENSITY

Policy	Purpose
POLICIES THAT SUPPORT HIGHER INTENSITIES	
Broward Next Policy 2.4.1	Land use amendments to increase residential densities in Activity Center by 500 units or 20%.
Broward Next Policy 2.4.2	Designating Activity Centers.
Broward Next Policy 2.4.5	A studio housing unit, or efficiency housing unit, no greater than 500 square feet in size may be counted by the local government as 0.5 dwelling units for residential density calculations.
POLICIES THAT SUPPORT ACTIVITY CENTERS	
Broward Next Policy 2.4.3	Requires residential uses as a primary use.
Broward Next Policy 2.4.4	Requires a mix of uses.
Broward Next Policy 2.4.12	Requires monitoring for development activities.
Broward Next Policy 2.4.15	Requires design features to enhance pedestrian mobility.
Broward Next Policy 2.4.18	Requires design guidelines

CONNECTED COMMUNITIES SUPPORTIVE ZONING

Zoning can help create Connected Communities that are not only functional but also foster social, economic, and environmental connectivity.

OVERVIEW

The existing zoning along the study area's key corridors was evaluated and categorized in terms of its ability to support Connected Communities. Zoning supports Connected Communities when it permits high densities and intensities and a mix of uses to attract a larger population of residents and employees. It often includes special design standards, such as for building design, streetscapes and public realm.

Zoning categories that permit a mix of uses, densities exceeding 30 dwelling units per acre, heights greater than 100 feet, setbacks less than five feet, and extra design guidelines and structured parking were considered highly supportive of Connected Communities. Only 1.3% of zoning categories in the entire study area met these criteria. Densities between 10 and 29 dwelling units per area and between 35 and 100 feet in height with setbacks less than 30 feet are categorized as moderately supportive of Connected Communities. Only 12.6% of the area has zoning that is moderately supportive. The remaining 86% of the study area has zoning that does not support Connected Communities. In addition, the underlying zoning of many of the designated Activity Centers do have zoning that supports Connected Communities.

Among the areas with the most supportive zoning are the Cypress Creek and Atlantic Boulevard intersection in Pompano Beach, the Commercial Boulevard West intersection, and the SR7 corridor in Hollywood and Davie. These locations benefit from zoning regulations that allow for greater densities, building heights, and a mix of uses while incorporating design standards that enhance streetscapes and urban aesthetics.

KEY FINDINGS

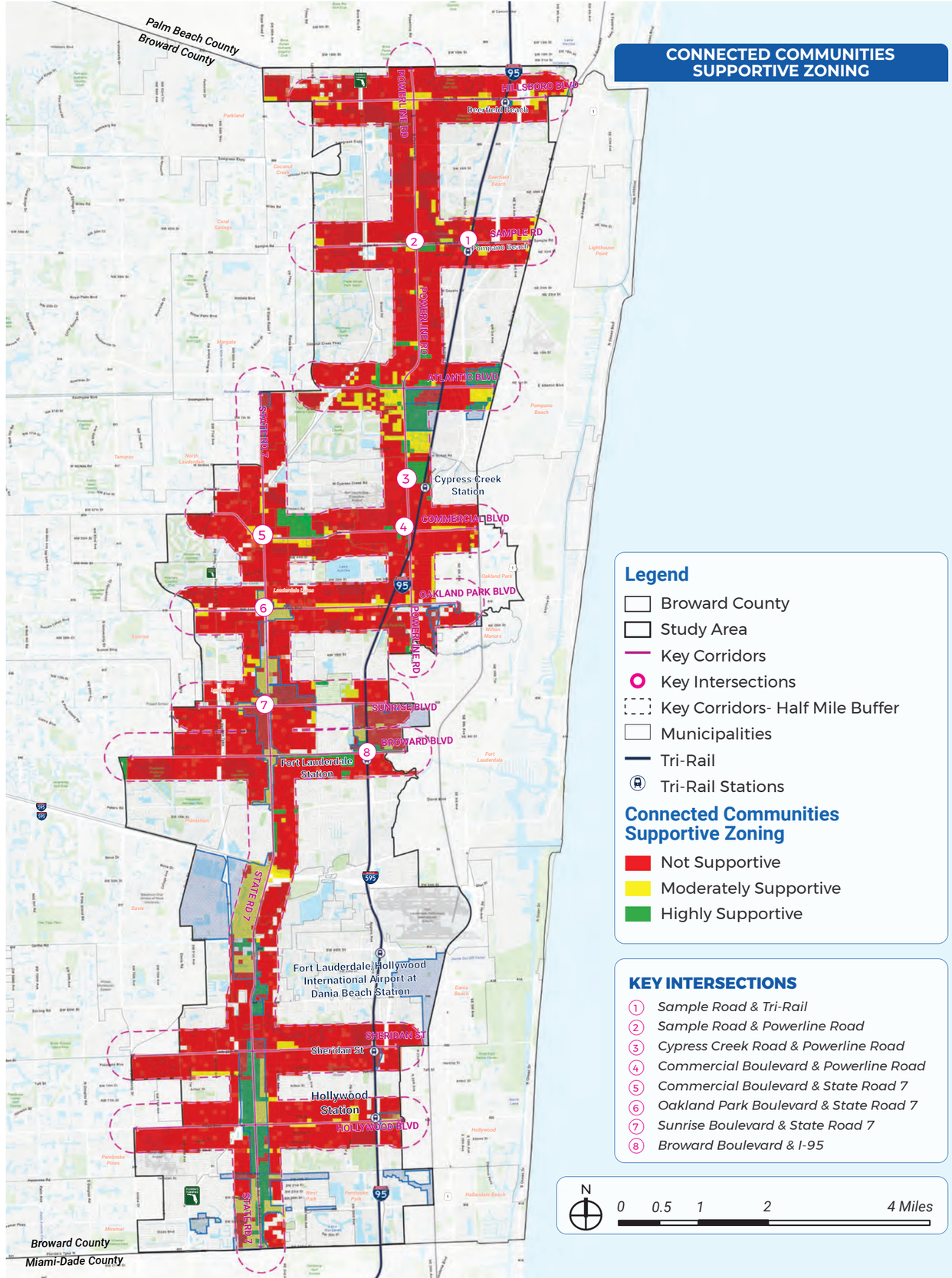
1. **86% of the key corridors and intersections do not have Connected Communities supportive zoning.**
2. **Not all Activity Centers have Connected Communities supportive zoning.**
3. **There are gaps in alignment between existing zoning and the Activity Center and Commerce future land use designations.**
4. **The existing zoning which best supports Connected Communities is:**
   - **Cypress Creek Intersection with Atlantic Boulevard in Pompano Beach.**
   - **Commercial Boulevard West Intersection.**
   - **SR7 in Hollywood and Davie**

1.3% Highly Connected Communities Supportive

12.6% Moderately Connected Communities Supportive

86% Not Connected Communities Supportive

PERCENTAGE OF CONNECTED COMMUNITIES SUPPORTIVE ZONING ALONG THE STUDY AREA'S KEY CORRIDOR



ZONING ANALYSIS METHODOLOGY

The zoning was categorized from 17 different municipalities to create a composite graphic and analysis of Connected Communities supportive zoning.

	Highly Connected Communities Supportive	Moderately Connected Communities Supportive	Non Connected Communities Supportive
Uses	Permits mixed-use development.	Permits mixed-use or multi family.	Single uses, industrial or single-family residential uses only.
Density	30+ dwelling units acre.	10-29 dwelling units/acre.	Less than 10 dwelling units/acre.
Height	100-150'.	35'-100'.	1 to 2 stories.
Setbacks	Mostly 0-5'.	Less than 30'	Greater than 30'.
Miscellaneous	Extra design guidelines exits. Structured parking.	None.	Auto-oriented uses and design standards.

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TRANSIT CONNECTIVITY

Connected Communities are built around transit, fostering a more sustainable and inclusive environment

OVERVIEW

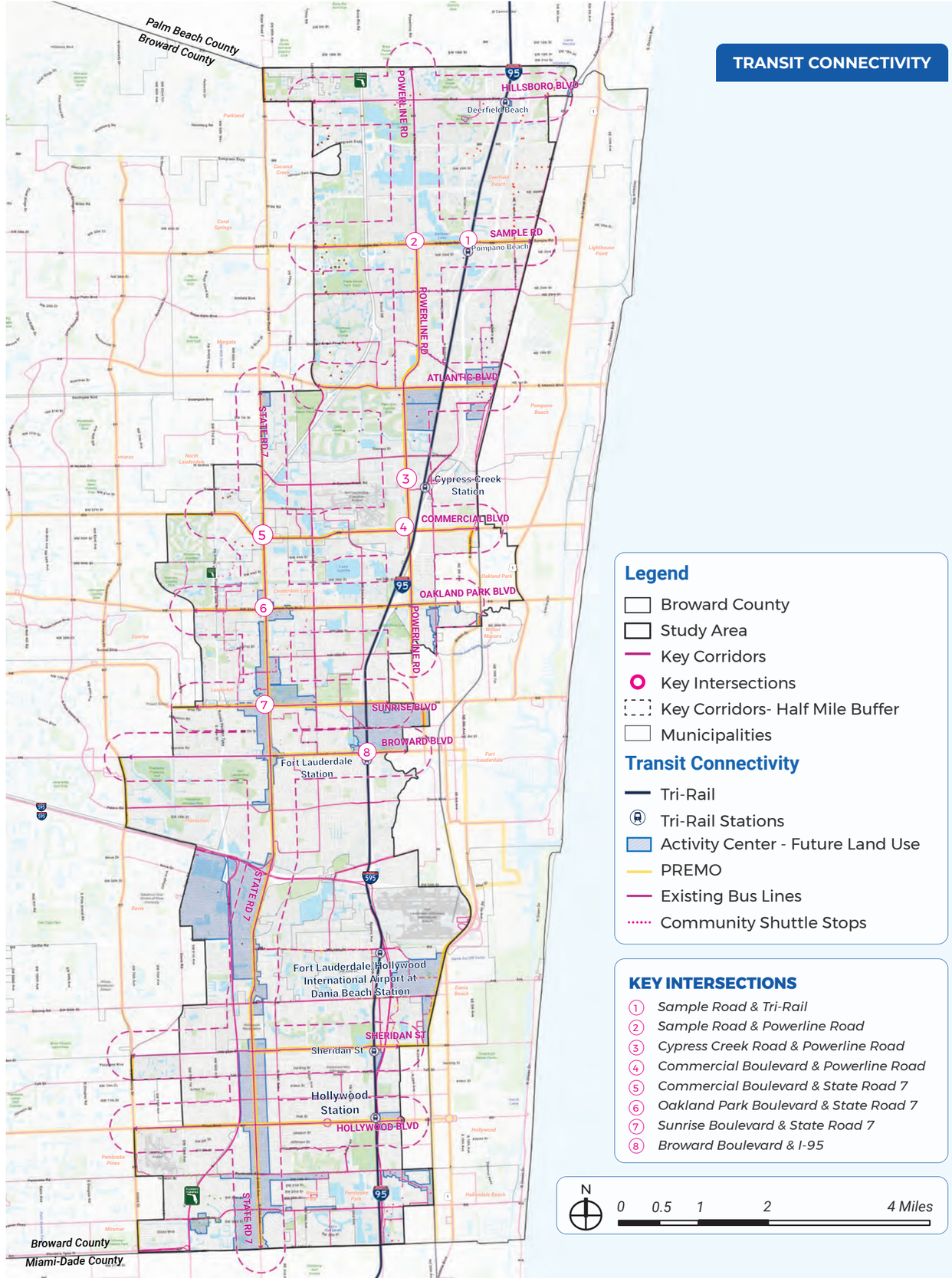
Broward County's Comprehensive Plan emphasizes the importance of convenient access to transit stops and multimodal facilities within designated Activity Centers. This includes integrating bicycle infrastructure and sidewalks to support seamless connections between different modes of transportation. The study found that the existing multimodal network in the study area was somewhat sufficient, but lacked adequate sidewalks between major uses, a limited bicycle network and community shuttle routes that don't align with key intersections and corridors.

KEY FINDINGS

1. **Community shuttles do not generally align with key intersections and corridors within the study area.**
2. **Broward County's Comprehensive Plan requires convenient access to transit stops and multimodal facilities in Activity Centers including bicycles and sidewalks.**
3. **Existing and planned transit within Activity Centers have a higher standard pedestrian and bicycle infrastructure around transit stops.**

POLICIES THAT SUPPORT CONNECTIVITY

Broward Next Policy 2.4.9	Requires pedestrian and bicycle paths within Activity Centers through adopted design guidelines.
Broward Next Policy 2.4.10	Requires convenient access to mass transit stops and multimodal facilities in Activity Centers.
Broward Next Policy 2.4.15	Requires Activity Centers include design features for pedestrian mobility, including connectivity to transit stops and stations.
Broward Next Policy 2.4.16	Requires Activity Centers have internal pedestrian and transit amenities to serve the residents and employees.
Broward Next Policy 2.4.18	Requires design guidelines for mixed uses within a municipality's zoning code including interconnectivity for vehicles, pedestrians and non motorized movement.



PEDESTRIAN & BIKE CONNECTIVITY

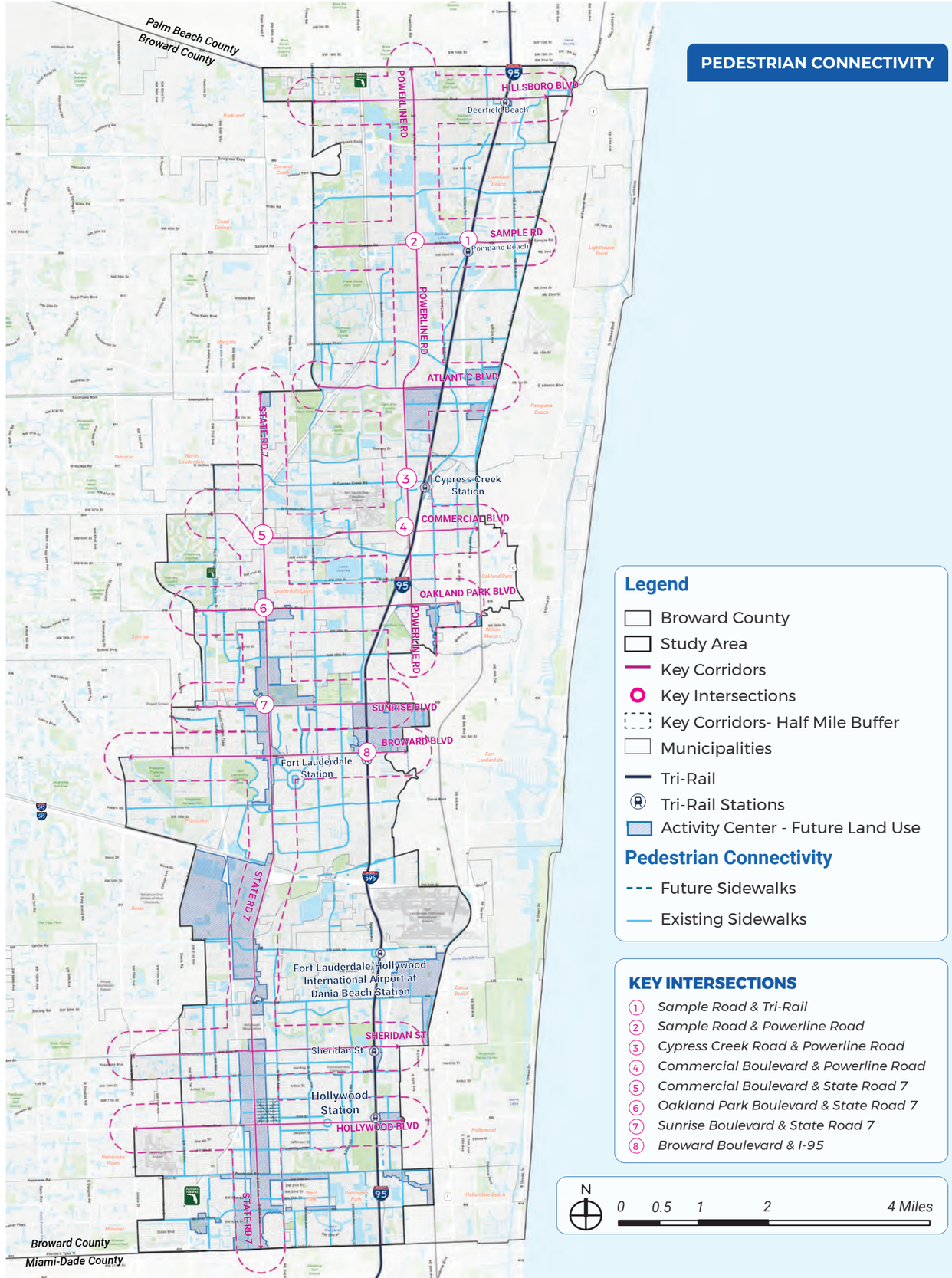
Pedestrian and bike connectivity is essential for creating vibrant, accessible communities.

PEDESTRIAN CONNECTIVITY

The key intersections and corridors in the study area benefit from continuous sidewalks which support pedestrian mobility along major routes. However, many of these sidewalks are not optimally designed for pedestrian comfort. Most sidewalks are not buffered from active travel lanes with landscaping or a parking lane, and very few have shade trees to protect pedestrians from the sun. In addition, some buildings do not have direct access to these sidewalks, especially for buildings that are set far back from the street. Physical barriers, including canals and gated communities, restrict access and reduce walkability within local areas. These barriers limit pedestrian connections between residential neighborhoods and the commercial uses along arterials, even when directly adjacent. While distances between residential and commercial uses may be considered walkable, pedestrian connectivity requires circuitous and lengthy routes - discouraging walking as a viable means of getting around.

KEY FINDINGS

1. **Key intersections and corridors are well served by continuous sidewalks.**
2. **At the neighborhood and block scale, canals and gated communities reduce access and connectivity.**
3. **Limited pedestrian connectivity between residential neighborhoods and adjacent commercial centers.**



BIKE CONNECTIVITY

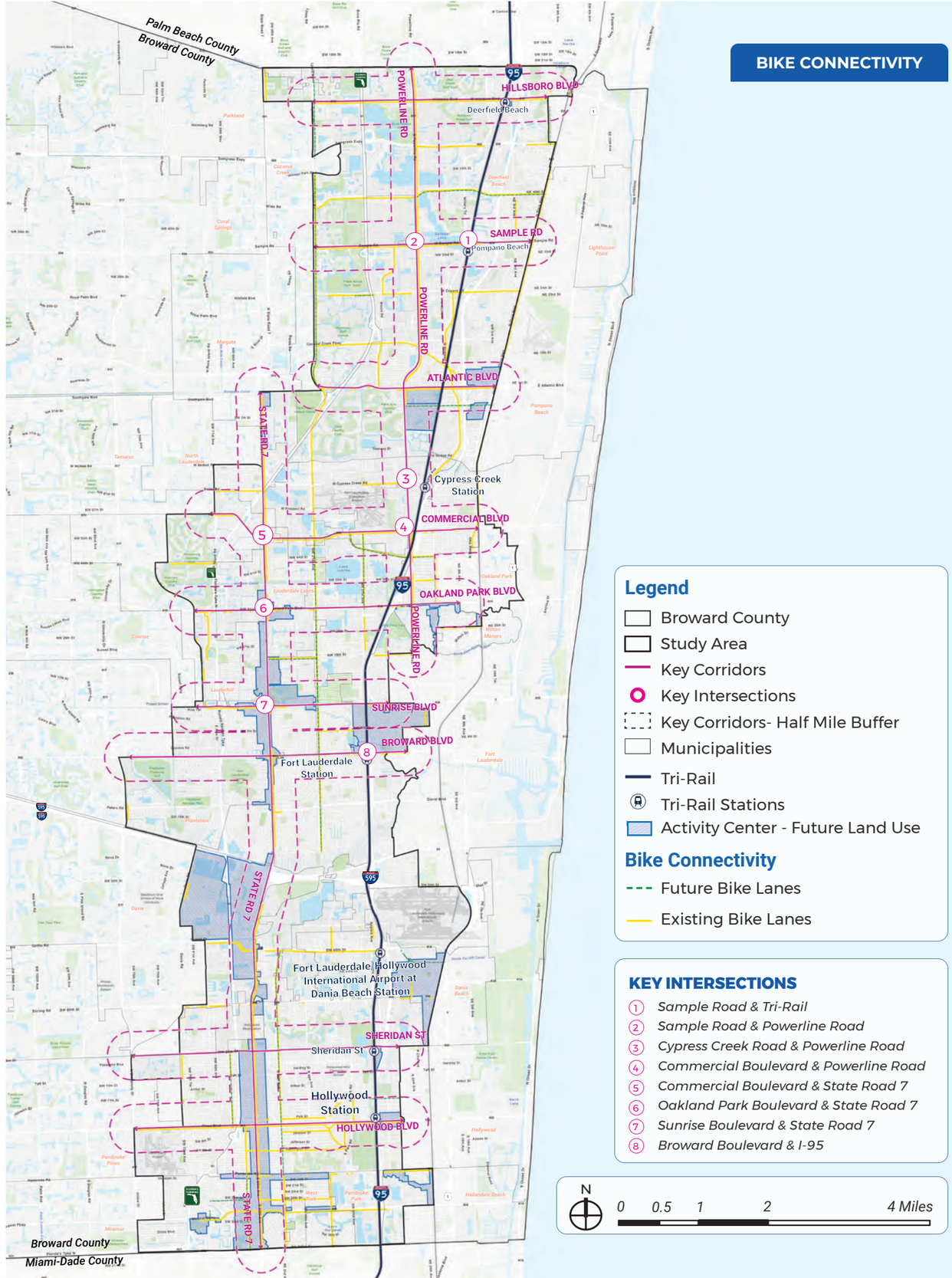
Bicycle infrastructure also remains a challenge, as existing facilities are generally insufficient and not well integrated with the key corridors or intersections. This gap in bike-friendly infrastructure reduces safe and convenient cycling options, making it less viable as a primary mode of transportation.

Looking ahead, planned continuous north-south bike lanes present a significant opportunity to improve regional connectivity within the county. By enhancing access for cyclists, these improvements can help promote alternative transportation options, reduce dependency on cars, and create a more connected and accessible community.

KEY FINDINGS

1. **Bicycle infrastructure is generally insufficient and does not align with key corridors or key intersections.**

2. **Planned continuous north/south bike lanes will enhance connectivity in the study area.**



AFFORDABLE HOUSING

Affordable housing is crucial in creating Connected Communities by ensuring that all individuals and families have access to affordable living options.

OVERVIEW

Broward County has created a robust and multi-layered approach to addressing the affordable housing shortage , including:

- An affordable housing needs assessment;
- A dedicated funding authority which has issued $146 million in bond allocation funding for 552 units since 2018 including funding to assist homeowners in maintaining home ownership;
- A dedicated Trust Fund that will be worth $67 million by 2033;
- A dedicated council to advocate for funding at the state and local levels;
- A mechanism for density bonuses when affordable housing is provided in designated "Activity Centers".

As of July 2023, Broward County had a total of 868,149 housing units serving a population of 1,944,375 and an employment base of 1,035,023. Despite this housing supply, there remains a significant affordability gap across the county, with a shortage of 72,918 homeowner units (8.4%) and 74,124 rental units (8.5%) (Source: Housing Broward-10-year Affordable Housing Master Plan, March 2024). Altogether, this represents a 16.9% shortfall in affordable housing, highlighting the growing challenge of housing accessibility.

Home prices and rents have continued to increase while affordable housing production has not kept pace with growing demand. Most of Broward's municipalities experienced over 60% increases in median and average sale prices from 2020-2023.

SUMMARY OF HOUSING, POPULATION, AND EMPLOYMENT

As of July 2023 Countywide:

868,149
Total Housing ***Units***

1,944,375
Total Population

1,035,023
Total Employment

In the Study Area:

363,563 total units in study area

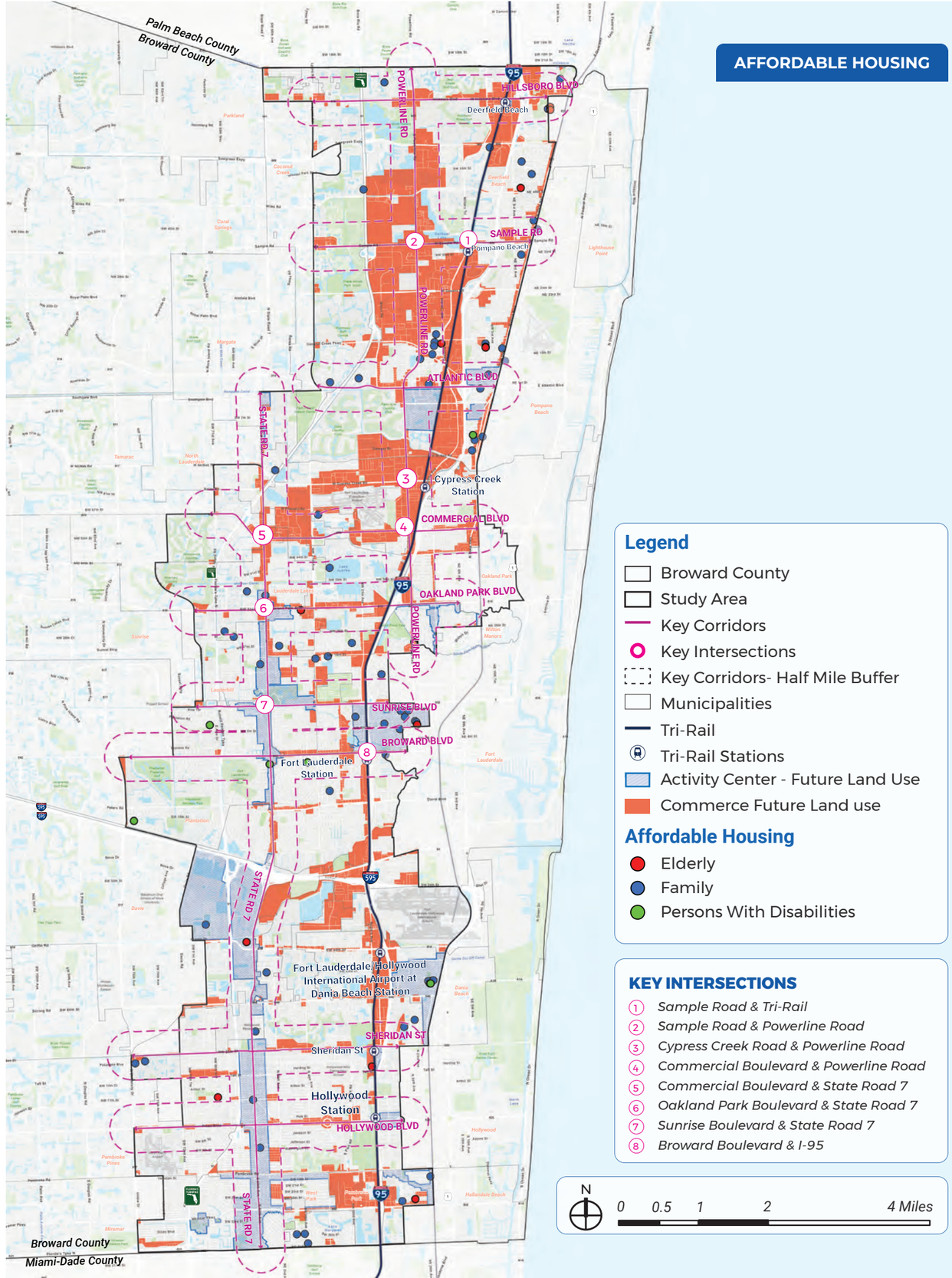
3% are affordable

In Key Corridors & Intersections:

353,348 units in the key corridors and intersections

2% are affordable

Source: Citywide data - Broward MPO Board adopted TAZ data from June 2023. Base year is 2015. 2023 data is interpolated. Affordable housing data - University of Florida Shimberg Center, a statewide clearinghouse for affordable housing units.



Increases in current average rents have created large monthly affordability gaps for renter households which has further widened rental housing demand/supply gaps in most municipalities.

Housing is considered affordable if a household spends 30% or less of total income on housing. Within the study area, the University of Florida Shimberg Center reports a total of 363,563 housing units, of which only 11,689—or 3%—qualify as affordable. The situation is even more critical within key corridors and nodes, where just 6,776 units (2%) of the total 353,348 housing units are considered affordable.

The county has a good toolbox of policies to incentivize affordable housing with the Activity Center future land use category which provides bonus units and density increases when affordable units are provided, and Commerce future land use category which provides another location for market rate and affordable housing on arterials and within close proximity to transit.

The policies offer incentives for affordable housing bonus and payments in lieu of (Policy 2.16.4) and incentives to increase residential densities (Policy 2.4.1) and encourage 500sf units by allowing them to count as 0.5 units. Other policies provide density bonuses within ¼ mile of transit and there is additional funding at the State and local level through the Affordable Housing Trust Fund and the Housing Finance Authority to support low- and moderate-income households. The county also mandates municipalities to establish affordable housing programs and provides incentives for public-private partnerships. Additionally, the Equitable TOD Assessment framework identifies areas at risk of displacement and ensures improved access to housing, jobs, and transit options.

AFFORDABLE HOUSING GAP COUNTYWIDE:

72,918 units (8.4%) homeowner supply

74,124 units (8.5%) rental housing supply

16.9%

Affordable Housing Gap

Source: Housing Broward-10-year Affordable Housing Master Plan, March 2024

POLICIES THAT SUPPORT AFFORDABLE HOUSING

Policy	Purpose
POLICIES THAT SUPPORT AFFORDABLE HOUSING	
2.16.3	Bonus residential density may be allocated to facilitate the development of affordable housing.
2.16.4 (Geller Amendment)	Allows multifamily housing for parcels designated as “Commerce” on arterials by transit stations when affordable housing is provided.
2.16.5	Municipalities shall adopt an inclusionary housing ordinance within municipal zoning code or municipal land development code
Broward Next Policy H1.5	Affordable housing density bonus programs within 1/4 mile of transit.
HOUSING TOOLS INCLUDE	
Affordable Housing Trust Fund	Localized version of the State of Florida’s Sadowski fund, which funds affordable housing.
Housing Finance Authority	Primary funder for affordable housing in Broward County.
Broward Housing Council	Advocacy for state and local funding for affordable housing and local advisory.

ESSENTIAL GOODS & SERVICES

Availability of essential goods and services is vital for Connected Communities.

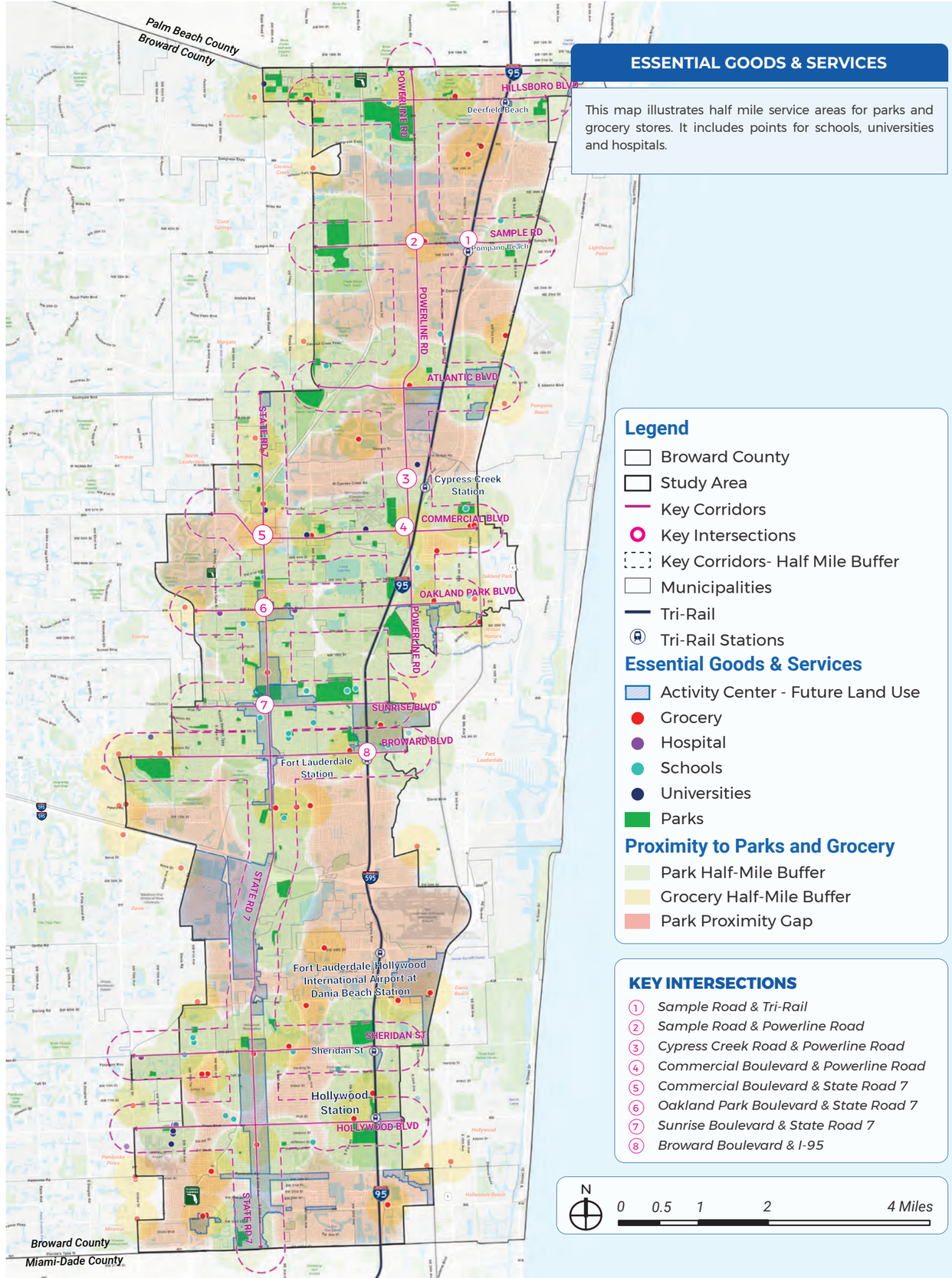
OVERVIEW

Access to goods and services is an important measure of how well a community is served by parks and schools, and neighborhood needs like grocery stores and healthcare services. A complete community will have convenient access to goods and services and can support additional growth. Access to goods and services was measured using a half-mile radius which is roughly equivalent to about a 10-minute walk around parks and grocery stores.

Areas within a half-mile of these services are considered to have good access. The exception is hospitals, which serve the greater region and are evenly distributed within the study area. While proximity to essential goods and services does not always equate to access, as entrance locations, gaps in pedestrian or transit infrastructure, and barriers at the block and lot scale may limit access, it is a good way to estimate accessibility.

KEY FINDINGS

1. **The central portion of the study area has the best access to parks.**
2. **Most of the key corridors and key intersections are within a half mile of a park**
3. **Powerline Road is not well served by parks.**
4. **The southern portion of the study area, with the highest concentration of households, also contains the largest number of grocery stores, whereas the northern portion has the fewest grocery stores in comparison to the rest of the area.**
5. **All of the key corridors are well served by schools.**
6. **Not all activity centers are well served by parks or grocery.**



ESSENTIAL GOODS & SERVICES

This map illustrates half mile service areas for parks and grocery stores. It includes points for schools, universities and hospitals.

Legend

- Broward County
- Study Area
- Key Corridors
- Key Intersections
- Key Corridors- Half Mile Buffer
- Municipalities
- Tri-Rail
- Tri-Rail Stations

Essential Goods & Services

- Activity Center - Future Land Use
- Grocery
- Hospital
- Schools
- Universities
- Parks

Proximity to Parks and Grocery

- Park Half-Mile Buffer
- Grocery Half-Mile Buffer
- Park Proximity Gap

KEY INTERSECTIONS

1. *Sample Road & Tri-Rail*
2. *Sample Road & Powerline Road*
3. *Cypress Creek Road & Powerline Road*
4. *Commercial Boulevard & Powerline Road*
5. *Commercial Boulevard & State Road 7*
6. *Oakland Park Boulevard & State Road 7*
7. *Sunrise Boulevard & State Road 7*
8. *Broward Boulevard & I-95*

N

0 0.5 1 2 4 Miles

PARKS

A park is considered accessible if it is within a 10-minute walk or a half-mile. For this analysis, we approximated the walking time by using a half-mile radius. This rough estimate does not measure distance to park entrances and traditional barriers like walls and canals which might affect the actual walking route and the time to walk to each park.

Our analysis found that Central Broward has the best proximity to parks, with most key corridors and intersections benefiting from park access within a half-mile distance.

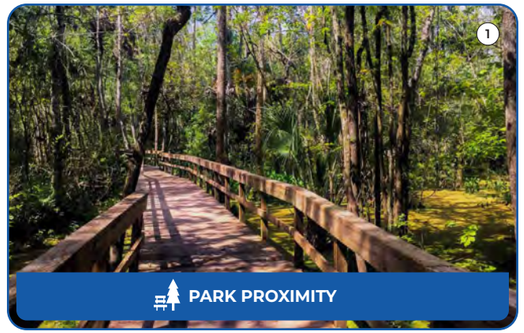
However, Powerline Road remains underserved, lacking sufficient park space to support the surrounding community. Additionally, not all designated Activity Centers have convenient access to parks.

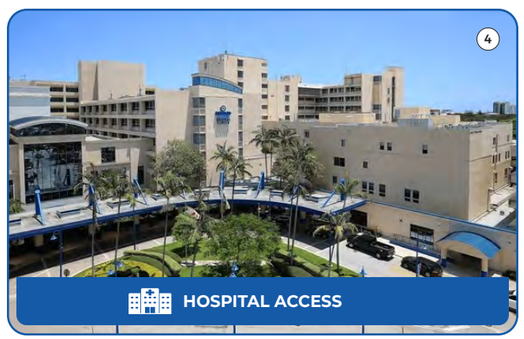
GROCERY STORE

In terms of proximity to grocery stores, there is a geographic divide. The northern portion of the study area has significantly fewer grocery stores compared to the southern portion, where the highest concentration of households is matched by the largest number of grocery stores. This disparity suggests that residents in the northern part of the study area may face greater challenges in accessing food and essential goods. While there is a concentration of industrial and vacant uses in the northern study area there is also a significant pocket of multifamily and single family that may not be adequately served by grocery stores and fresh food.

SCHOOLS & HOSPITALS

Our analysis illustrates that schools and hospitals are well dispersed geographically across the study area. Many of the schools are well integrated into the neighborhoods they serve and the hospitals are regional hubs centrally located across the study area.





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TRANSPORTATION PLANNING DEMOGRAPHICS

Understanding demographics to inform planning for Connected Communities.

OVERVIEW

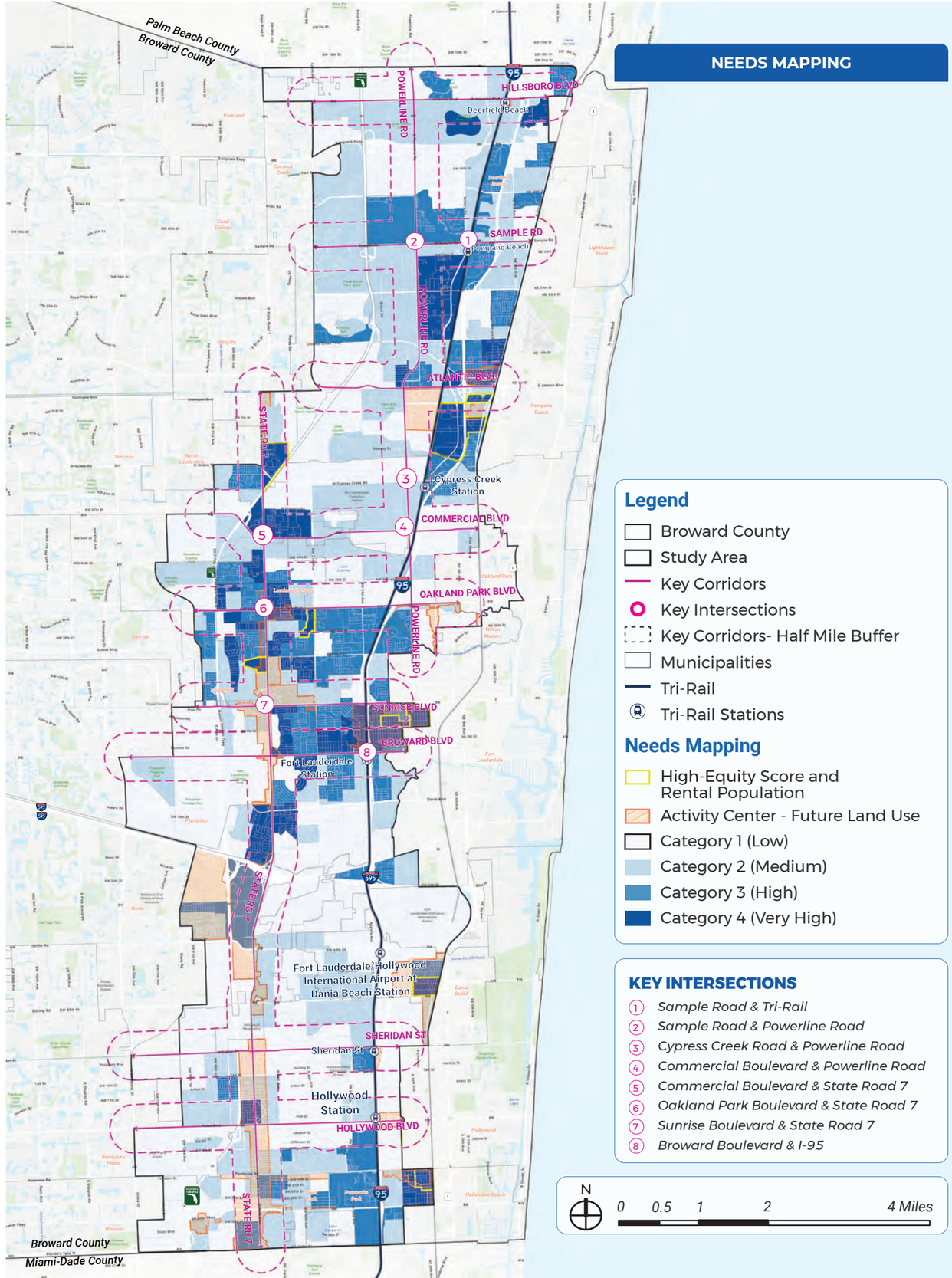
Transportation planning demographic mapping examines the populations that are most at risk of displacement and most in need of transit. This study combined several different demographic mapping tools and criteria to form a comprehensive understanding of need within the study area, including Broward MPO's Transportation Planning Equity Assessment, USDOT's Equitable Transportation Community (ETC) Explorer, and rental housing data. Broward MPO uses a combination of six socioeconomic indicators from the United States Census Bureau to identify where vulnerable populations are concentrated. These include population by age including youth under 16 and seniors 65+, households at or below 200% of the Federal Poverty Level, limited English proficiency, race, high school diploma, and access to a car by census tract. USDOT's ETC Explorer includes additional criteria to measure ethnicity and female head of households to identify census tracts that need better access to transportation.

Areas with these characteristics are considered at high risk of displacement and in critical need of access to multimodal transportation and affordable housing.

Another criteria included in this analysis is the percentage of renters, which measures the percentage of households renting in comparison to the county average of 36.2%. Census tracts with above average concentrations of renters are more vulnerable to displacement and may be more susceptible to housing affordability challenges and economic instability. With rental demand high and affordability concerns growing, ensuring that the study area provides adequate housing options and supportive transit services will be crucial in addressing the needs of these communities.

KEY FINDINGS

1. **Concentrations of need align with key corridors and key intersections.**
2. **The Broward MPO's Transportation Planning Equity Assessment shows a concentration of need within the study area in Pompano Beach, North Lauderdale, Lauderhill, Lauderdale Lakes, parts of Oakland Park, Fort Lauderdale, Hood and Hallandale Beach.**
3. **The area between Oakland Park and Broward Boulevard shows a high concentration of needs. Additionally, the east side of Powerline Road also identified as a high-equity area.**
4. **36.2% is the average percentage of households renting in Broward County. All of the key corridors are well served by schools.**

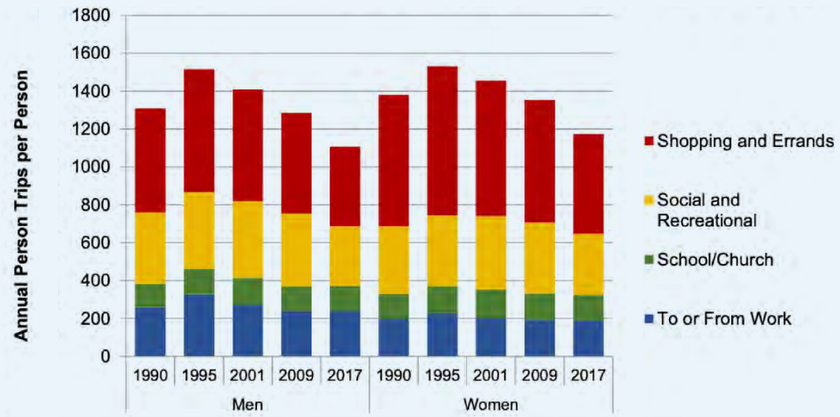


METHODOLOGY FOR NEEDS MAPPING

Census tracts with above average concentrations of populations with the following characteristics are considered vulnerable to displacement with the greatest need for access to multimodal transportation.

- *Low Income*
- *No High School Diploma*
- *Carless Household*
- *Youth*
- *Seniors 65+*
- *Race*
- *Minority*
- *Ethnicity*
- *Limited English Proficiency*
- *Female Head of Household*

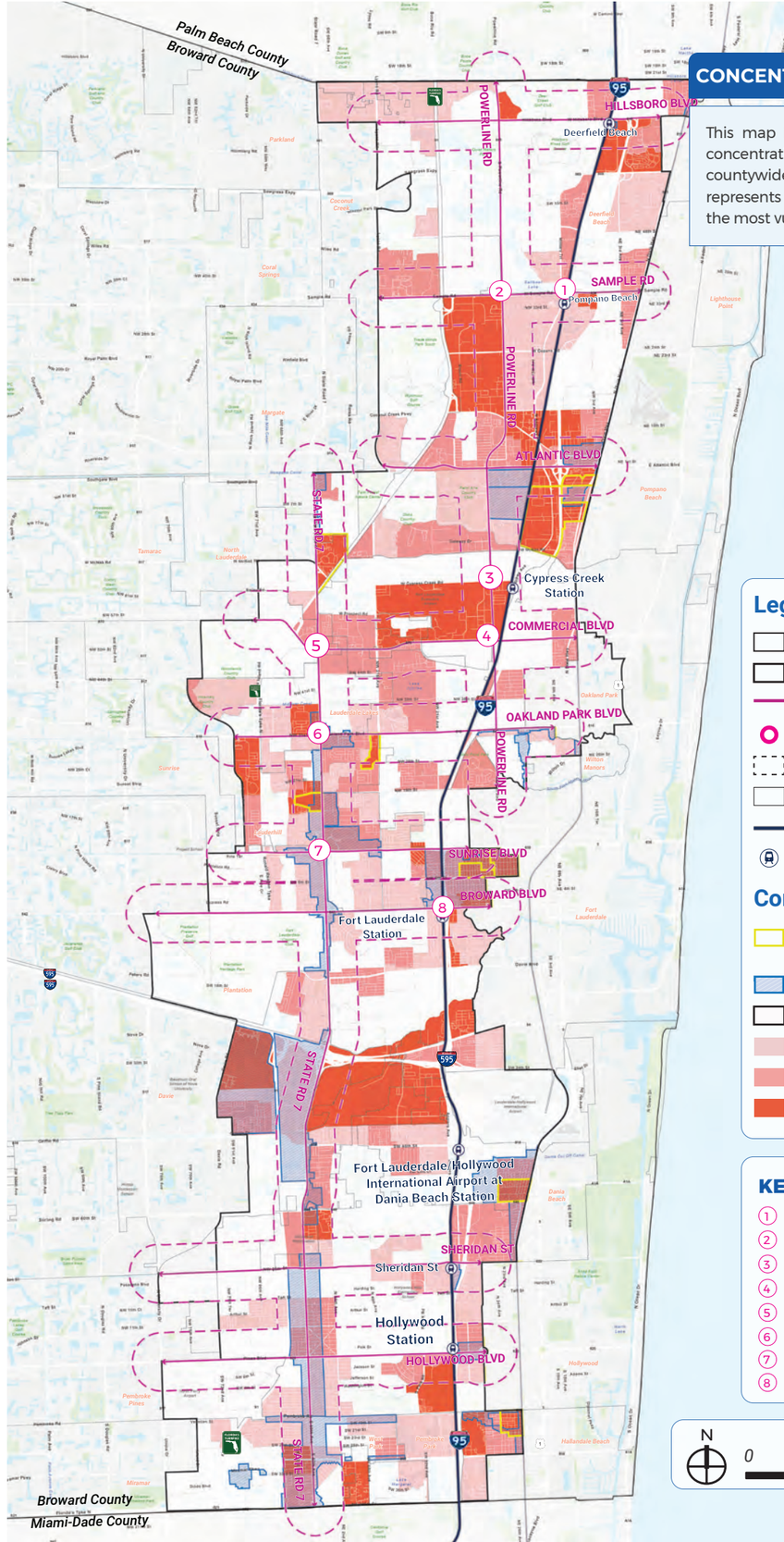
CHARACTERISTICS USED FOR IDENTIFYING VULNERABLE POPULATIONS



TRENDS IN THE DISTRIBUTION OF PERSON TRIPS PER PERSON BY GENDER AND TRIP PURPOSE POPULATIONS

CONCENTRATION OF RENTAL HOUSEHOLDS

This map illustrates the census tracts with the highest concentration of households renting compared to the countywide average in gradations of red. The darkest red represents the greatest number of renters. Renters are the most vulnerable to displacement.



Legend

- Broward County
- Study Area
- Key Corridors
- Key Intersections
- Key Corridors- Half Mile Buffer
- Municipalities
- Tri-Rail
- Tri-Rail Stations

Concentration of Rental Households

- High-Equity Score and Rental Population
- Activity Center - Future Land Use
- >33.1% Renters
- 33.2% - 57.2%
- 57.3% - 78.78%
- <78.79%

KEY INTERSECTIONS

1. *Sample Road & Tri-Rail*
2. *Sample Road & Powerline Road*
3. *Cypress Creek Road & Powerline Road*
4. *Commercial Boulevard & Powerline Road*
5. *Commercial Boulevard & State Road 7*
6. *Oakland Park Boulevard & State Road 7*
7. *Sunrise Boulevard & State Road 7*
8. *Broward Boulevard & I-95*

N

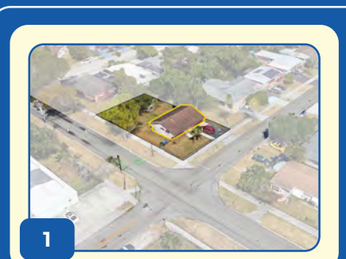
0 0.5 1 2 4 Miles

PART 4: CHARACTER AREAS

OVERVIEW

As a strategy for analyzing development patterns and the opportunities for Connected Communities across a vast and varied study area, nine character areas were identified and applied to the key corridors and intersections. They represent generalized typologies of existing conditions to which the Vision Kit can be applied. Below is a general description of each character area and its potential opportunities and constraints for Connected Communities.

1. Traditional Neighborhood
2. Limited Access Neighborhood
3. Housing Complex
4. Large-Scale Commerce
5. Small-Scale Commerce
6. Campus-Style Commerce
7. Light Industrial / Warehouse
8. Special Area / Destination
9. Parks & Open Spaces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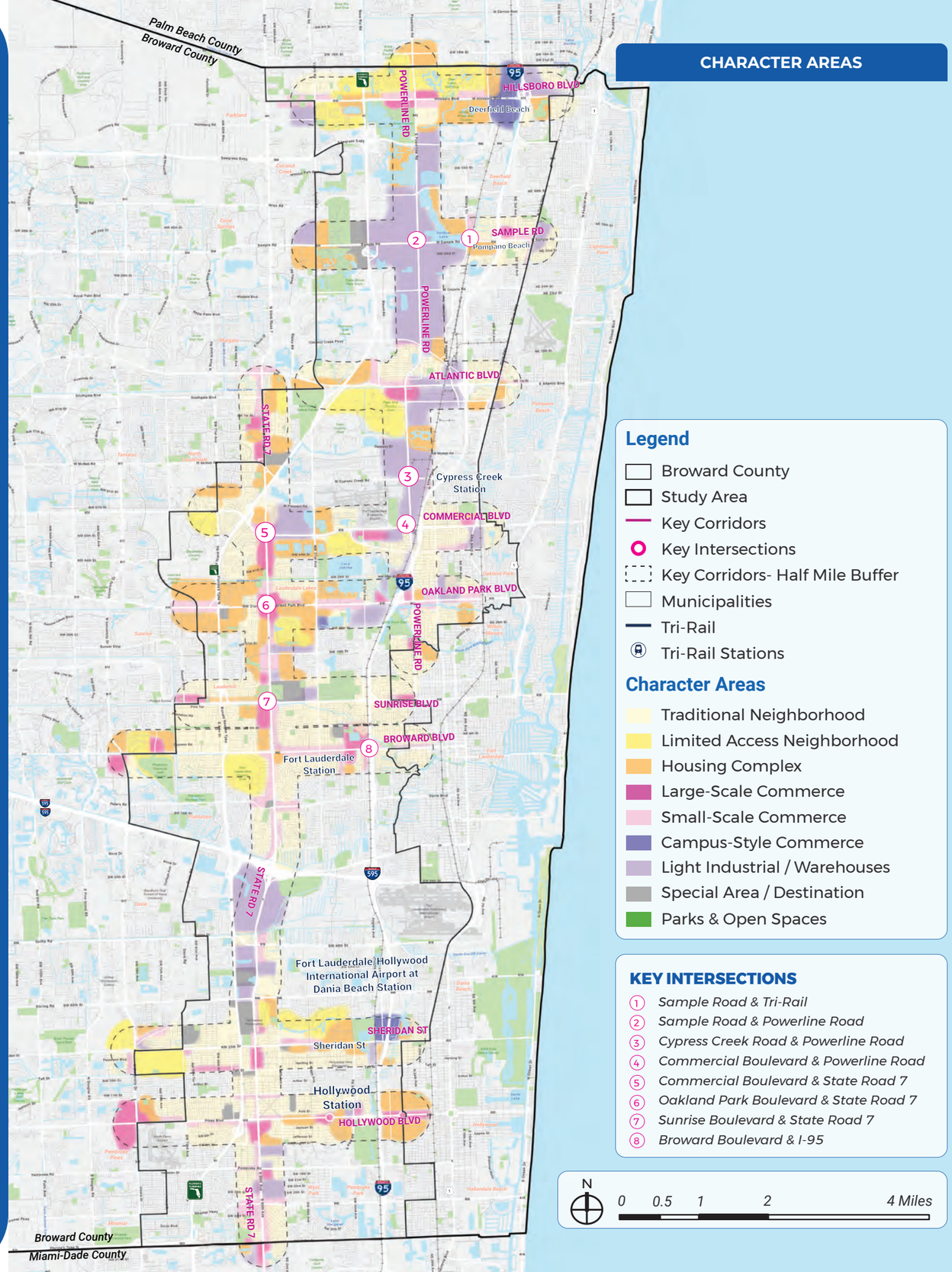


TRADITIONAL NEIGHBORHOOD

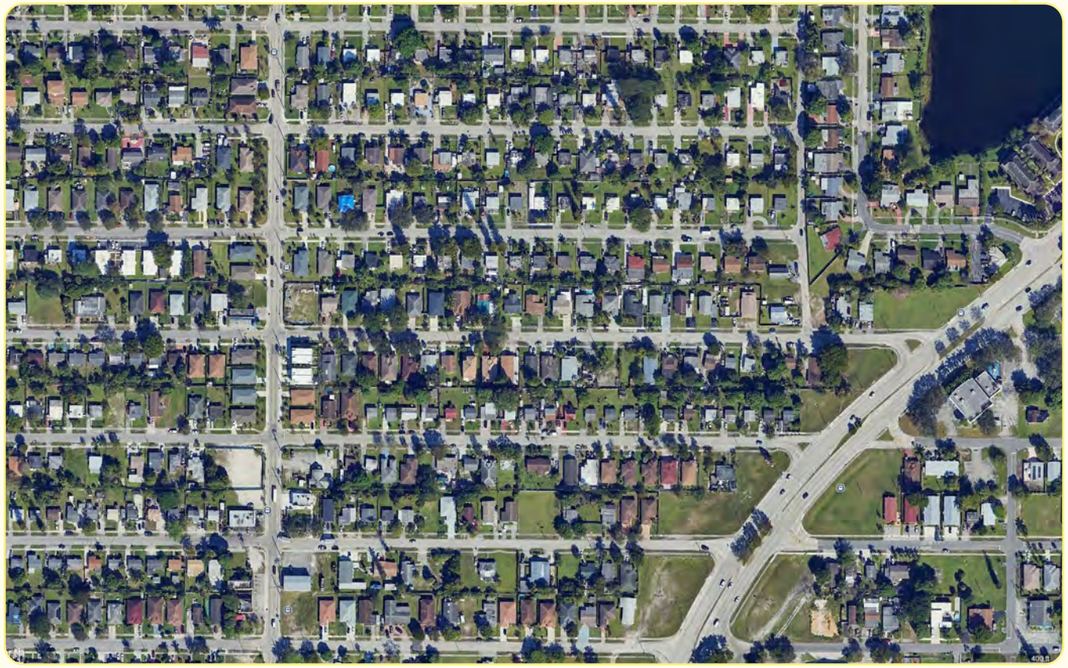
A primarily residential neighborhood comprised of free-standing single-family or small multifamily buildings located on privately owned parcels on blocks within a public street network. Buildings are typically street-facing with relatively shallow setbacks. Streets tend to be narrow and typically have on-street parking and sidewalks on at least one side.

OPPORTUNITY

There is an opportunity to update zoning to increase housing options through incremental development by permitting accessory dwelling units (ADUs) and small-scale missing middle housing. For lots along roads with low walkability, there is an opportunity to add sidewalks and other pedestrian infrastructure.

CONSTRAINTS

Existing zoning tends to permit single family use only and can be challenging to change. For units along major roads or highways, there will be accessibility and mobility constraints.



LIMITED ACCESS NEIGHBORHOOD

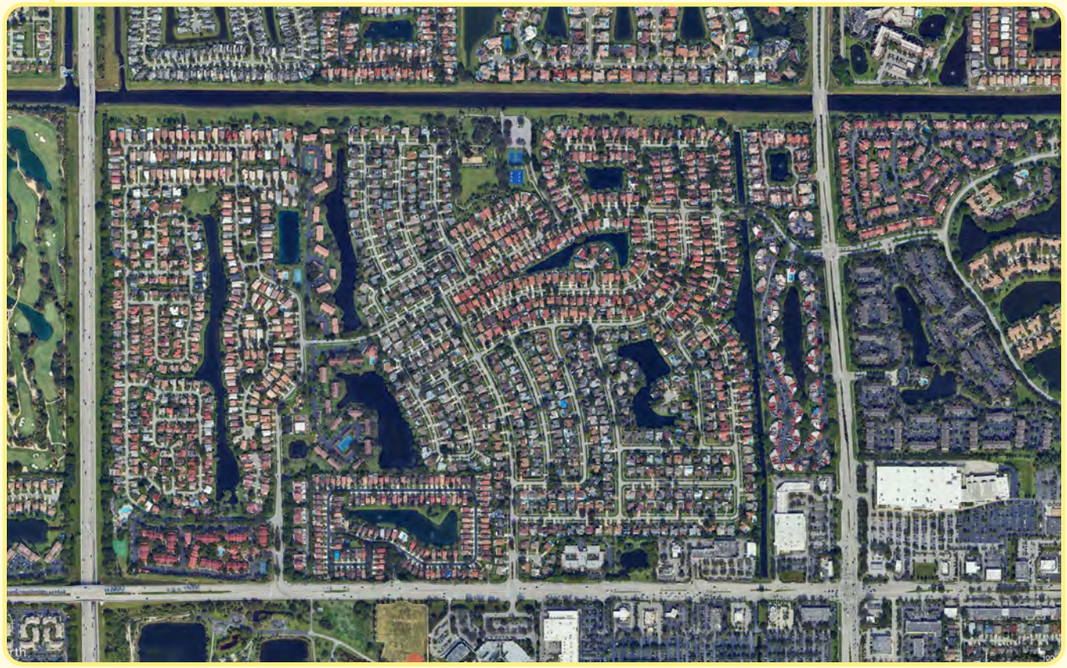
Consists of large, primarily residential master planned communities that have restricted access from surrounding neighborhoods. A private internal street network has limited connections to surrounding streets and may also be gated. Internally, streets tend to be disconnected with water bodies and in some cases, golf courses. Buildings are typically free-standing single-family or multifamily dwellings located on smaller, individual parcels. Generally, these are inward facing communities with private open space and community facilities for residents only.

OPPORTUNITY

Create mixed use development in surrounding areas for more vibrancy. Improve accessibility by strengthening connections to these neighborhoods with additional access points and improved pedestrian infrastructure.

CONSTRAINTS

Difficult to redevelop or have design interventions within these neighborhoods because they are privately owned. The inward-focused development pattern limits accessibility and connectivity to adjacent amenities and services for people living within these developments.



HOUSING COMPLEX

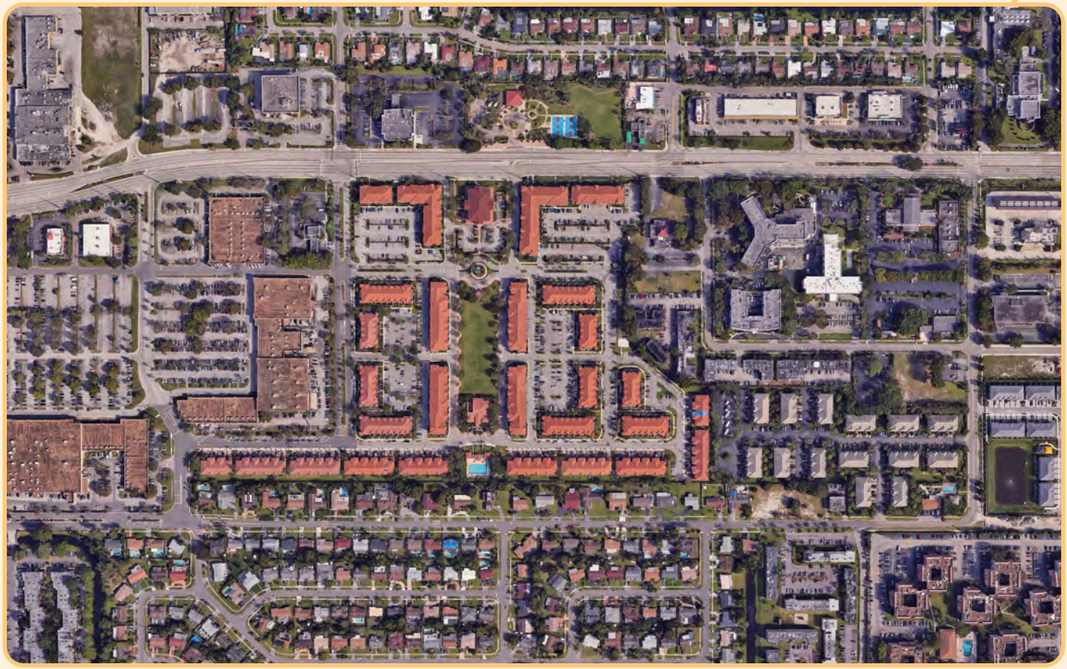
Housing complexes are comprised of multiple multifamily buildings on large parcels that tend to be inward-focused and gated-style communities. Buildings are typically between three and eight stories in height and are organized around a private street network. In some cases, surface parking lots also serve as internal circulation. Buildings can be oriented towards public streets but may also front internal drives and parking. Often, they are set behind green lawns and shared open space and include surface and/or structured parking.

OPPORTUNITY

Improve connectivity between adjacent uses and existing housing complexes.

CONSTRAINTS

Retrofitting these areas and connecting to surrounding uses can be challenging due to the ownership structure and existing residential community.



LARGE SCALE COMMERCE

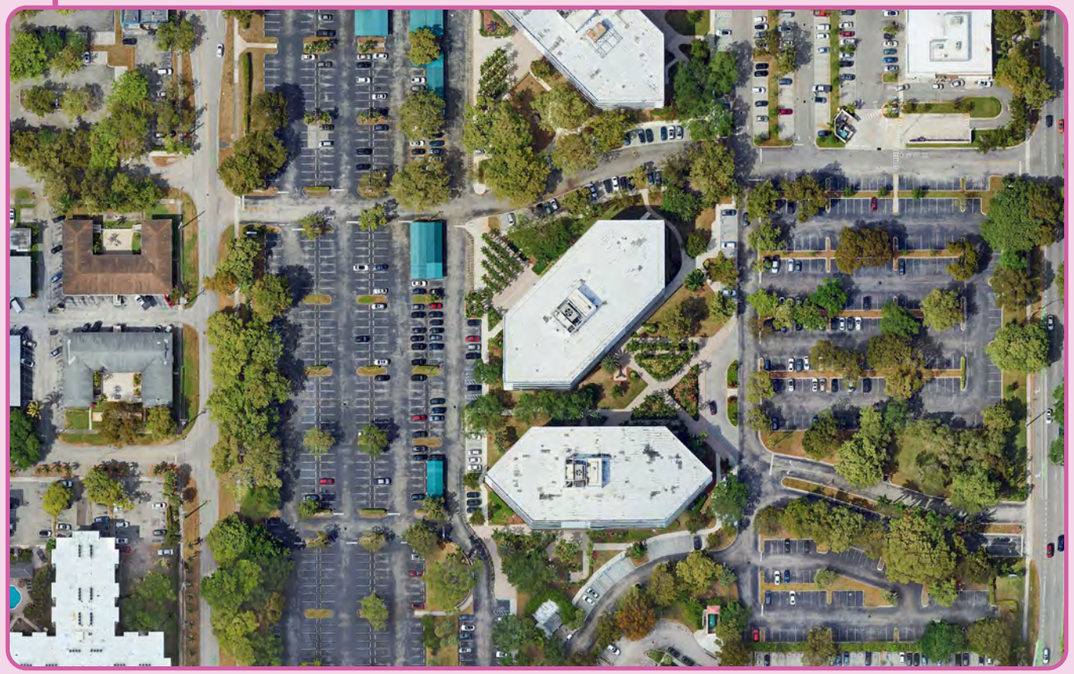
These are large regional malls, office buildings, neighborhood shopping centers and strip malls typically on large parcels. Buildings typically have significant setbacks from the surrounding street network with expansive areas of surface parking between the building and street. Smaller buildings on outparcel lots are located closer to the street and tend to be on their own parcel.

OPPORTUNITY

Large areas of surface parking and no existing residents provides an opportunity to retrofit and redevelop these areas with a mix of uses, including housing, structured parking, and open space.

CONSTRAINTS

Parking minimums and zoning restrictions may limit redevelopment opportunities.



SMALL SCALE COMMERCE

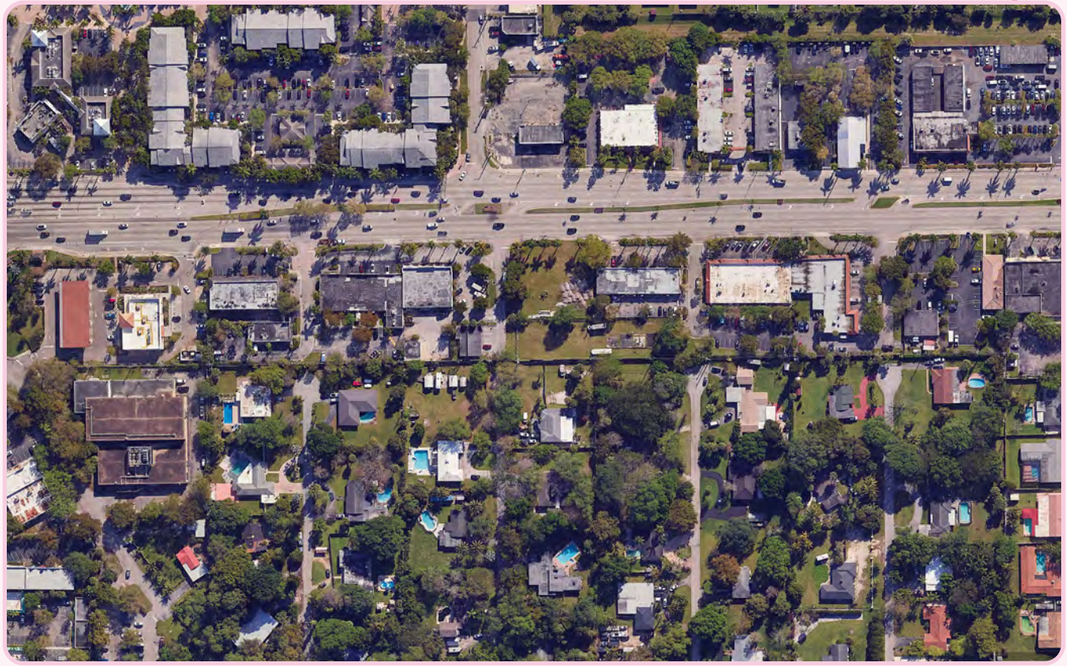
Small Scale Commerce consists of free standing retail and small-scale strip commercial buildings that are set back from the street, typically behind a single bay of surface parking. These frequently include auto-oriented uses and forms, such as drive-thrus. Parcels tend to be relatively shallow with their own driveway access.

OPPORTUNITY

Existing buildings can be repurposed into new uses. Small open spaces and pedestrian infrastructure can be added to enhance access and the public realm.

CONSTRAINTS

The typically small lots offer less available space for adding new buildings. Pedestrian access is limited because this character area is primarily located along highways without a comfortable walking environment and sites tend to be designed primarily for vehicle access.



CAMPUS STYLE COMMERCE

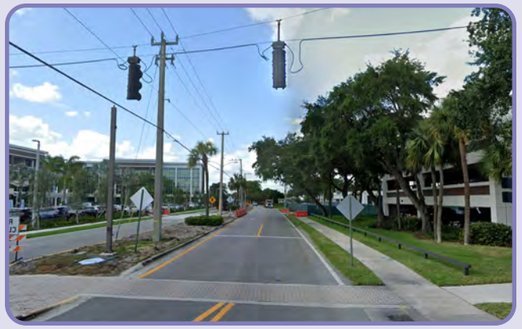
These include medium to large buildings with light industrial spaces and/or industrial commerce units typically arranged around a connected street network. Buildings are generally one to three stories tall, with setbacks from the street. Parking can be either surface or structured.

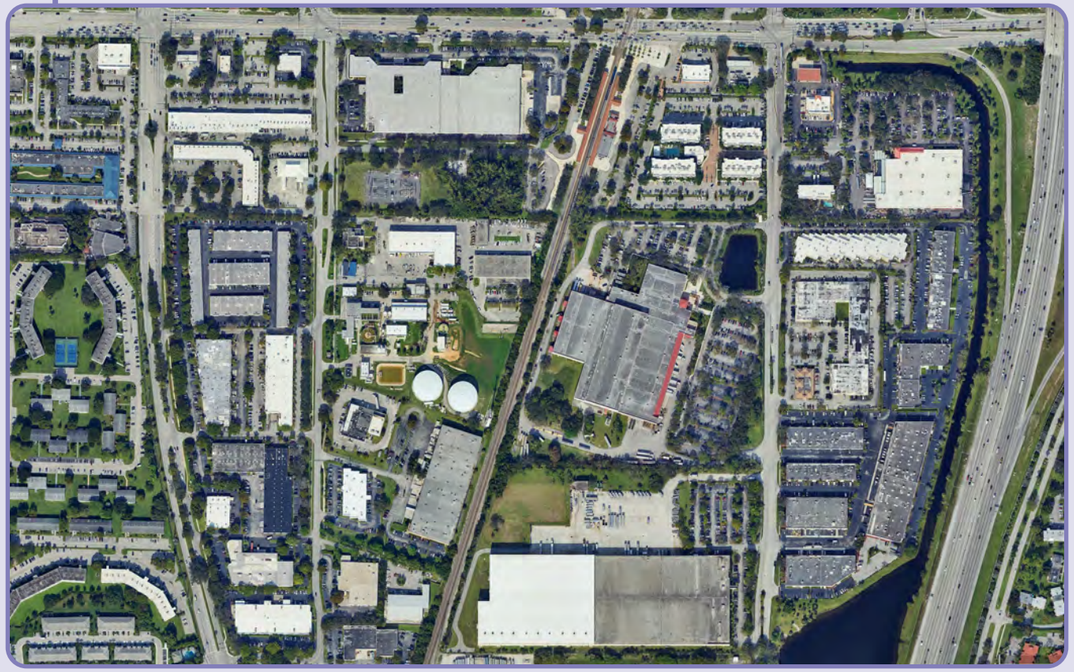
OPPORTUNITY

Infill these areas with housing and/ or mixed-use buildings to activate them into more vibrant neighborhoods that are comfortable for walking.

CONSTRAINTS

Compatibility between industrial and residential uses. Limited connectivity of internal street network.





LIGHT INDUSTRIAL / WAREHOUSE

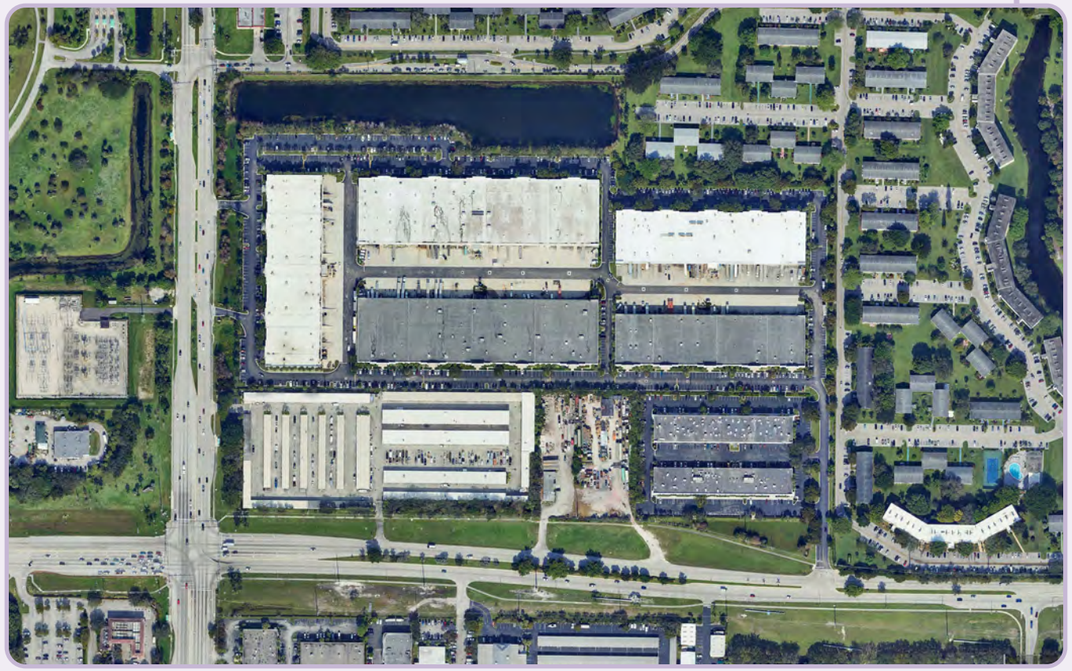
The Light Industrial and Warehouse character areas are designed to meet the needs of specific light manufacturing, warehousing, service, and similar uses. Automobile and freight access are prioritized with frequent curb cuts and large amounts of surface parking. Larger buildings are designed to accommodate movements for truck access to loading docks. Buildings in this character area range from small to very large, but are usually one to two stories in height and are set back from the street. This character area includes both buildings located on smaller blocks within a connected street network as well as buildings set within large blocks around an internal circulation network.

OPPORTUNITY

Include pedestrian infrastructure improvements such as sidewalks, street lights, crosswalks, and wayfinding. Larger sites offer potential for redevelopment into residential and mixed use districts. Opportunities exist for repurposing buildings into new uses.

CONSTRAINTS

Some of these areas are brownfield sites with environmental contaminants and will require expensive site remediation before redevelopment can occur. Some sites are located along large water bodies, railway tracks, and/or highways which limits accessibility.



SPECIAL DISTRICT / DESTINATION

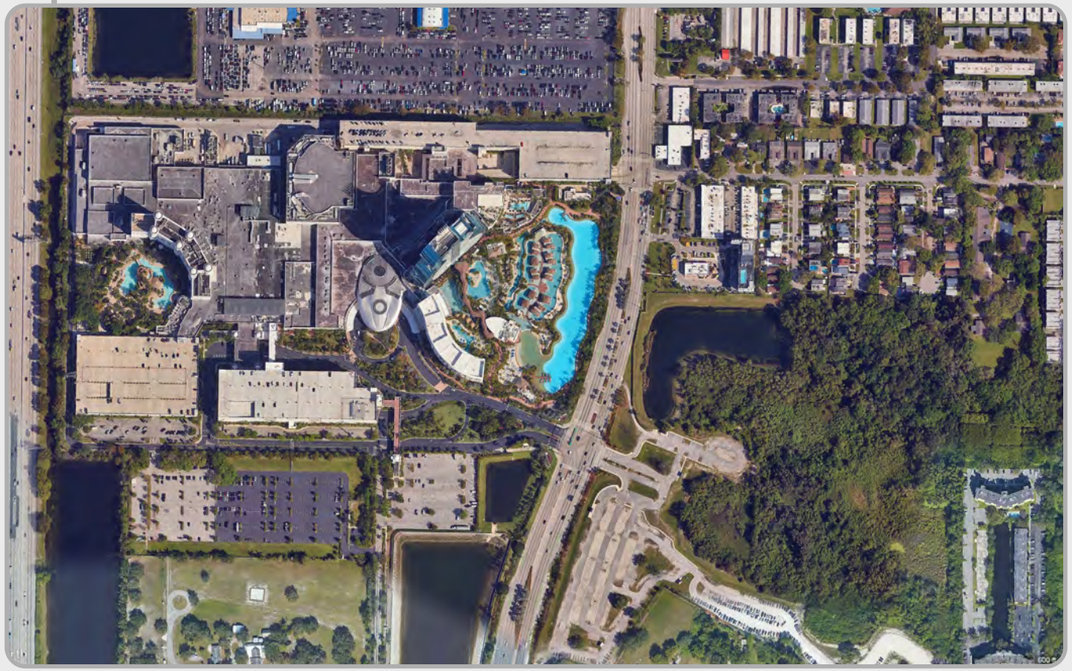
Special districts capture those areas with unique development patterns for highly specific uses. These tend to include areas that are destinations with community and regional amenities. These include sports facilities, airports, entertainment venues, and other destinations.

OPPORTUNITY

As destination sites, these districts bring people together and create vibrancy. Even more opportunities exist to create public spaces, landmarks, and/or mixed-use development around these areas.

CONSTRAINTS

Zoning and ownership limit opportunities to expand these uses.

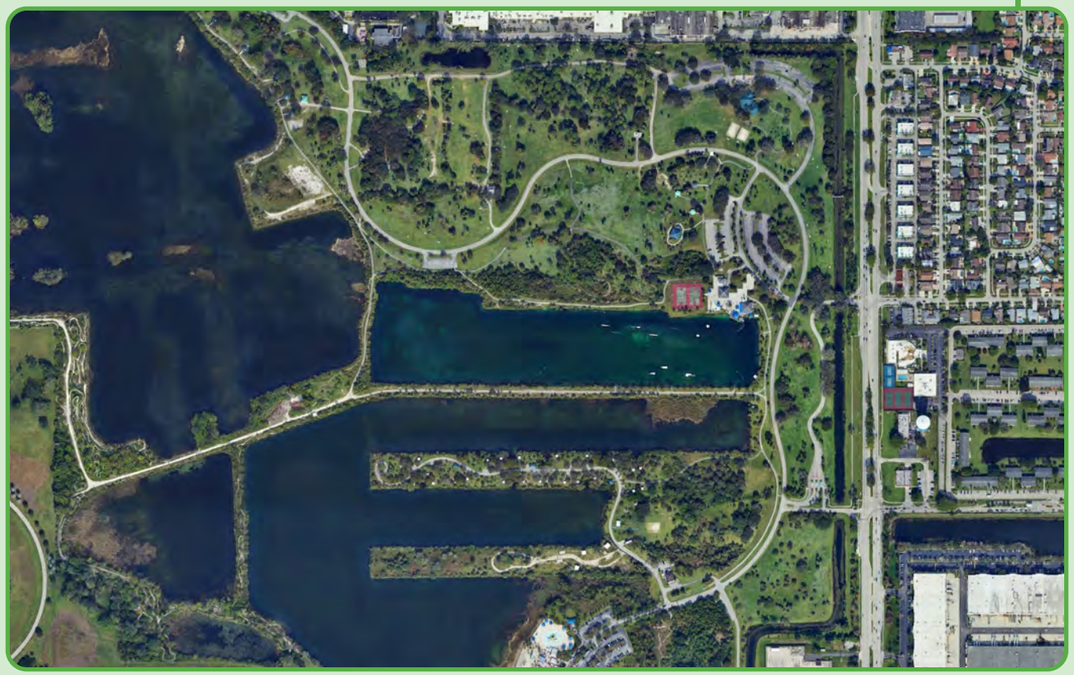


PARKS & OPEN SPACES

Parks or dedicated open space includes both recreational and passive uses. These include neighborhood and regional parks and open space, rivers and lakes that are accessible to the public. They are typically owned by the local, state or federal government or other governing structures such as a conservancy.

OPPORTUNITY

Parks can be leveraged as a vital community space for nearby communities, especially within a 1/4 to 1/2-mile radius. There is an opportunity to develop multi-use trail networks around parks and increase access to adjacent neighborhoods and transit. They can be optimized as programmable public spaces to attract people.



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HOLLYWOOD BLVD

SR 7

SR 7 AND HOLLYWOOD BLVD | VISION FOR A CONNECTED COMMUNITY

CHAPTER 3: VISION KIT

HOW TO NAVIGATE THE VISION KIT

PART 1: VISION KIT COMPONENTS

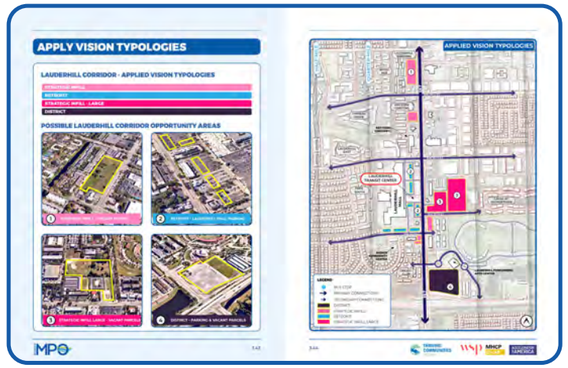
STEP 1: VISION TYPOLOGIES
Learn about the Connected Communities Vision Typologies identified for the Central Broward study area.

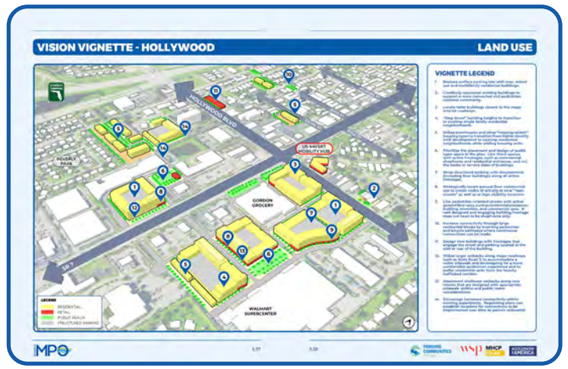
STEP 2: VISION TYPOLOGIES & CHARACTER AREAS
Connect Vision Typologies to the Central Broward Character Areas.

STEP 3: VISION FRAMEWORK
Learn about the guiding elements of the Connected Communities Vision Framework.

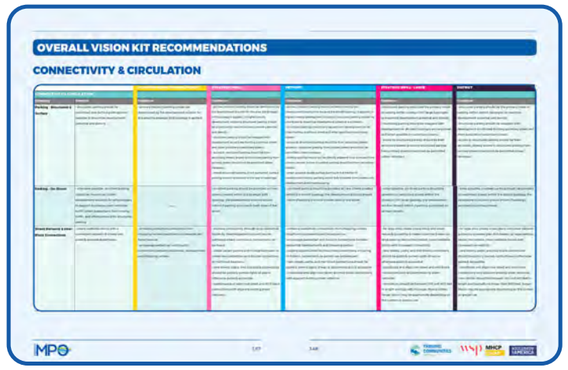
PART 2: VISION KIT APPLICATION

STEP 4: VISION KIT APPLICATION DEMONSTRATIONS
Understand how Vision Typologies and Vision Framework elements come together to create Connected Communities for three cities in Central Broward.





STEP 5: VISION KIT RECOMMENDATIONS
Review overall recommendations and guidance categorized by Vision Typology and structured around Vision Framework elements.



PART 1: VISION KIT COMPONENTS

The Connected Communities Vision Kit provides a set of tools and guidance on how to create Connected Communities across Central Broward. Recognizing that there is not a one-size-fits-all approach, the Vision Kit categorizes recommendations based on a combination of existing conditions and desired future conditions.

The Connected Communities Vision Kit includes two parts:

- **Vision Typologies:** A range of future conditions and Connected Community place types.
- **Vision Framework:** An organizing structure and approach to advance a Connected Community vision.

Specific strategies associated with each Vision Typology and examples of how to apply them are included in **Part 2: Vision Kit Application Demonstrations**.

VISION TYPOLOGIES

Neighborhoods and places vary significantly across Central Broward; planning goals and future development objectives should be flexible to accommodate the differences in situations at various locations.

Vision typologies are a way to think holistically about the desired future condition for a place as it relates to function, character, physical form, and mobility. They represent comprehensive packages of strategies for achieving Connected Communities at different scales and levels of required change across Central Broward. The vision typologies are intended to reflect the diversity of Central Broward communities and accommodate a wide range of goals and envisioned futures as well as existing development patterns.

Five vision typologies have been developed, representing a range of future conditions and the relative level of intervention needed to implement them.

An overview of the five vision typologies follows. Where each vision typology should be applied is dependent on each community's envisioned future and the specific existing conditions of the area, as defined by the identified Character Areas. In general, each vision typology is associated with recommended Character Areas that are best in alignment, as shown in the applicability matrix later in this section.

GREATER INTERVENTION

LESS INTERVENTION

DISTRICT

STRATEGIC INFILL - LARGE

RETROFIT

STRATEGIC INFILL

ADAPTIVE REUSE / REHABILITATION

VISION TYPOLOGIES AT A GLANCE

UNDERSTANDING TODAY TO INFORM TOMORROW

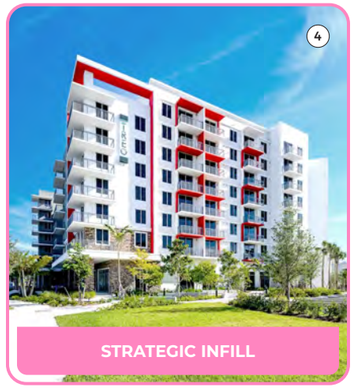
ADAPTIVE REUSE / REHABILITATION

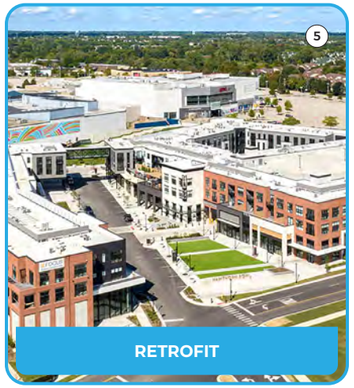
STRATEGIC INFILL

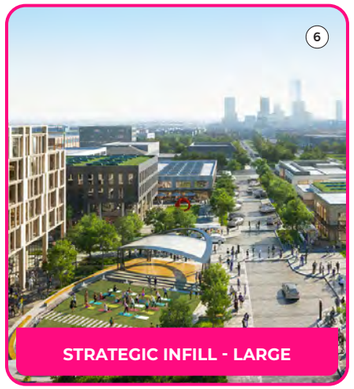
RETROFIT

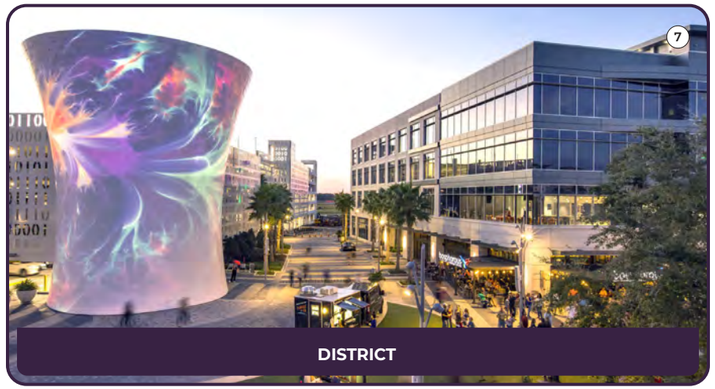
STRATEGIC INFILL - LARGE

DISTRICT









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8

ARMATURE WORKS - TAMPA, FL

ADAPTIVE REUSE / REHABILITATION

OVERVIEW

This vision typology increases connectivity to surrounding neighborhoods and street networks while bringing new life to individual buildings or shopping centers through minimal intervention and change. It is a light touch approach for creating Connected Communities where other vision typologies are not appropriate or feasible. It typically involves increasing pedestrian connections; repurposing existing buildings for new uses, which may require minor changes to the building; and the addition of outdoor public space and seating.

APPLICABILITY & KEY ELEMENTS

- Lowest cost and level of change
- Used to enhance places that are not suitable for more significant change
- Typically focuses on a single building or site, such as a shopping center
- Can include tactical and temporary approaches to test ideas
- Involves increased pedestrian connections, new public open space, and sometimes the re-purposing of buildings.

9

CAMP NORTH END - CHARLOTTE, NC

10

URBAN BREW - ST. PETERSBURG, FL

11

TOCO HILLS - ATLANTA, GA

12

SISTRUNK MARKETPLACE & BREWERY - FT. LAUDERDALE, FL

STRATEGIC INFILL

OVERVIEW

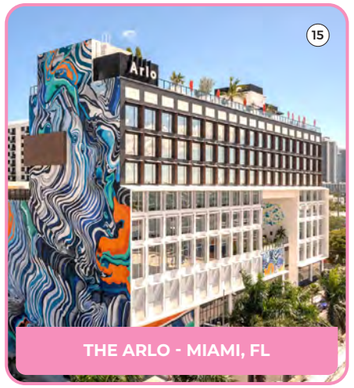
The Strategic Infill vision typology involves the creation of new buildings on small to medium sized lots ranging from infill development of vacant lots in residential neighborhoods with “missing middle” housing to larger multifamily buildings along major roadways within mixed-use and commercial areas. Pedestrian and bicycle connectivity improvements typically accompany new development in the form of wider sidewalks with landscaping, multi-use trails, and bicycle parking.

APPLICABILITY & KEY ELEMENTS

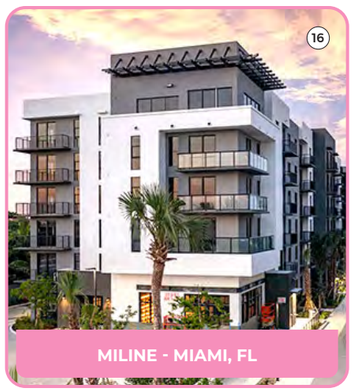
- Typically intended for vacant parcels
- Involves the creation of new buildings on small to mid-sized lots with total development sites of up to 5 acres.
- Can vary in scale from townhomes to multistory multifamily buildings.
- New development is accompanied with pedestrian and bicycle improvements to adjacent streets or the inclusion of new shared use paths.

13 TREO APARTMENTS - FT. LAUDERDALE, FL


14 AD LOFTS - ST. PETERSBURG, FL



15 THE ARLO - MIAMI, FL


16 MILINE - MIAMI, FL


17 PLANT STREET COMMONS - ORLANDO, FL

18

HAWTHORN MALL REDEVELOPMENT - VERNON HILLS, IL

RETROFIT

OVERVIEW

The Retrofit vision typology is a medium level of intervention intended for shopping centers, malls, and office parks with large surface parking lots. This involves the construction of new buildings, such as liner buildings, within parking lots to shield the view of parking, break-up large expanses of surface parking, and create increments of pedestrian-oriented spaces – such as several small buildings surrounding a small public space. A key feature is the addition of new public open spaces. Existing buildings tend to remain, but may be modified to accommodate new buildings, enhanced public spaces, and increased street and pedestrian connectivity.

APPLICABILITY & KEY ELEMENTS

- Intended for shopping centers, office parks, and malls with large areas of surface parking.
- Involves the addition of new buildings and uses to complement existing ones.
- A key goal is to create pedestrian-oriented places within the site and to enhance the pedestrian experience along the adjacent roadways.

19

LAUDERHILL MALL OUTPARCEL RETAIL - LAUDERHILL, FL

20

ROSEDALE - HUNTERSVILLE, NC

21

LANCASTER BOULEVARD - LANCASTER, CA

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STRATEGIC INFILL - LARGE

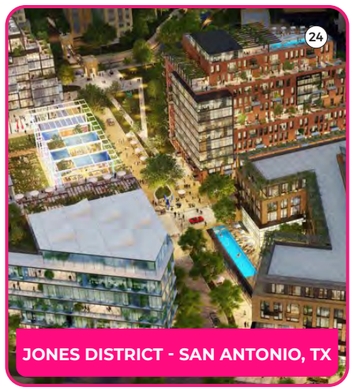
OVERVIEW

This vision typology requires significant intervention in the form of large scale, mixed-use development across multiple parcels, typically with a total area over 5 acres, usually requiring a master plan and a phased development approach. New blocks and a connected pedestrian-oriented street network are typically required to create a Connected Community destination. Larger public open spaces are a central feature within the framework. New buildings can include a mix of residential, retail, office, and other uses. Parking is accommodated on street, in mid-block locations, and in structured parking garages that are lined with active uses.

APPLICABILITY & KEY ELEMENTS

- Intended for large vacant parcels or areas of surface parking, typically including multiple parcels with a total area of over 5 acres.
- Usually part of a master plan and phased development approach.
- Involves creation of new block and street network that is pedestrian-oriented and emphasizes public open space and public realm design.

PLANTATION WALK - PLANTATION, FL



JONES DISTRICT - SAN ANTONIO, TX

SKY BUILDING APARTMENTS & CITY HALL - OAKLAND PARK, FL

26

LAKE NONA TOWN CENTER - ORLANDO, FL

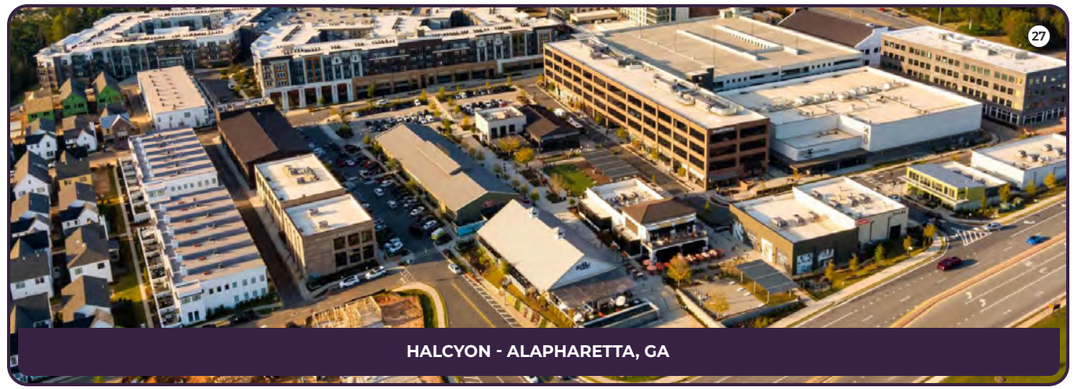
DISTRICT

OVERVIEW

The District vision typology represents the most intensive level of intervention for the transformative change of a site. It involves re-imagining the existing conditions, including potentially removing existing buildings, to create a new destination with a defining attraction. In many cases, a governmental agency is involved as an active partner. Similar to the Strategic Infill-Large vision typology, new blocks and a connected, pedestrian-oriented street network are typically included. However, the mix of uses within the District vision typology tends to include civic, institutional, recreational, or other specialty uses.

APPLICABILITY & KEY ELEMENTS

- Intended for large vacant parcels, areas of surface parking, or publicly owned land with a total area of over 5 acres.
- Usually part of a master plan and phased development approach that may require site clearance.
- Involves creation of new pedestrian-oriented block and street network
- Tends to have a clearly defined attraction and functions as a regional destination which may include a civic use component.



27

HALCYON - ALAPHARETTA, GA

28

BALLANTYNE PARK - CHARLOTTE, NC

VISION TYPOLOGIES & CENTRAL BROWARD CHARACTER AREAS

Central Broward is a large area composed of many municipalities with a diverse range of neighborhoods and types of places. Each Character Area, which represents a typical development pattern found in Central Broward, has a recommended selection of vision typologies and associated strategies for creating a more Connected Community in those areas. The Applicability Matrix on the next page identifies the vision typologies most appropriate for each Character Area. For more information on Character Areas, see Chapter 2 Part 4.

CHARACTER AREAS

TRADITIONAL NEIGHBORHOOD

LIMITED ACCESS NEIGHBORHOOD

HOUSING COMPLEX

LARGE-SCALE COMMERCE

SMALL-SCALE COMMERCE

CAMPUS-STYLE COMMERCIAL

LIGHT INDUSTRIAL / WAREHOUSES

SPECIAL AREA / DESTINATION

PARKS & OPEN SPACES

ADAPTIVE REUSE / REHABILITATION

STRATEGIC INFILL

RETROFIT

STRATEGIC INFILL - LARGE

DISTRICT

APPLICABILITY MATRIX

VISION KIT TYPOLOGY	TRADITIONAL NEIGHBORHOOD	LIMITED ACCESS NEIGHBORHOOD	HOUSING COMPLEX	SMALL-SCALE COMMERCE	LARGE-SCALE COMMERCE	CAMPUS-STYLE COMMERCIAL	LIGHT INDUSTRIAL / WAREHOUSE	SPECIAL AREA / DESTINATION	PARKS & OPEN SPACES
ADAPTIVE REUSE	●	○	○	●	●	●	●	●	○
STRATEGIC INFILL	●	●	●	●	●	●	●	●	○
RETROFIT	○	○	●	●	●	●	●	●	○
STRATEGIC INFILL - LARGE	○	○	○	○	●	●	○	●	○
DISTRICT	○	○	○	○	●	○	○	●	○

CHARACTER AREAS

VISION FRAMEWORK

The vision framework provides an organizing structure and approach for implementing Connected Community vision typologies.

The framework consists of three layers, each with associated strategies and guidelines that can be applied at specific locations:

1. Connectivity & Circulation
2. Public Realm & Open Space
3. Land Use, Density, & Character

An introduction of each vision framework layer and key strategies follows. More specific strategies and guidelines are provided in Part 2: Vision Kit Application Demonstrations.

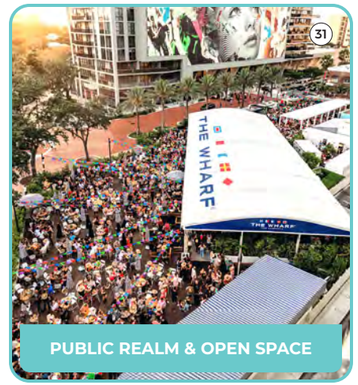
VISION FRAMEWORK AT A GLANCE

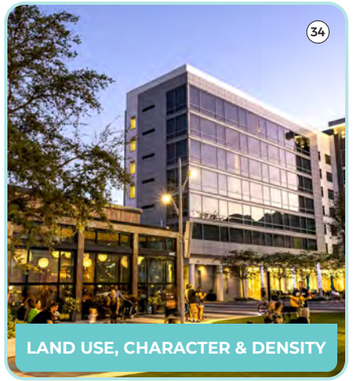
A HOLISTIC STRUCTURE FOR ECONOMIC PROSPERITY

CONNECTIVITY & CIRCULATION

PUBLIC REALM & OPEN SPACE

LAND USE, DENSITY, & CHARACTER





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LAUDERTRAIL - BROWARD COUNTY, FL

CONNECTIVITY & CIRCULATION

MAKE CONNECTIONS

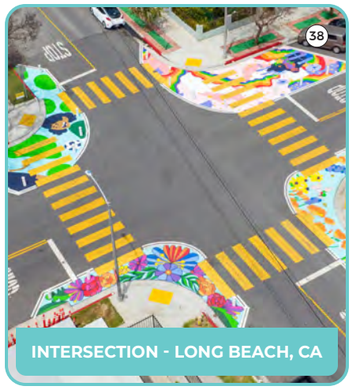
A connected street network forms the basic structure of the Connectivity and Circulation framework layer for Central Broward. A Complete Street network will prioritize connecting neighborhoods to activity centers, transit, and community amenities by organizing pedestrian, bike, transit, and vehicular circulation. This layer explores different approaches for creating connections within and between different character areas.

KEY STRATEGIES

- Create connected street grids of complete streets with small block sizes when applying the Retrofit, Strategic Infill - Large, and District vision typologies.
- Improve pedestrian access from sidewalks to building entrances along commercial streets.
- Explore pedestrian and bicycle connections between residential neighborhoods and adjacent commercial areas and transit corridors.

LONSDALE STREET EXPANDED PEDESTRIAN & PARKING ZONE - MELBOURNE, AUS

TYNDALE GREEN SHARED STREET - NORTH YORK, ON



INTERSECTION - LONG BEACH, CA

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39 THE WHARF - FORT LAUDERDALE, FL

PUBLIC REALM & OPEN SPACE

CREATE GREAT PLACES

Locations and characteristics of existing and new open spaces and public realm improvements can reinforce connectivity and provide an essential amenity for the surrounding community. Public open spaces should be defining features of a Connected Community and included in each vision typology to function as a social hub, a place for recreation or relaxation, and support nearby businesses. Public realm improvements, such as wide sidewalks, street trees, lighting, and other street furniture can make walking a more pleasant experience.

KEY STRATEGIES

- Prioritize streetscape and public realm elements such as shade trees, lighting, wide sidewalks, places to sit, and landscaping.
- Include public realm and open space enhancements into the application of every vision typology - ranging from parklets and temporary public spaces to formal plazas and squares.
- Utilize greenways and multi-use trails to expand connectivity.

40 BELL STREET PUBLIC REALM AMENITIES - SEATTLE, WA

41 THE PORCH - PHILADELPHIA, PA

42 HALCYON MARKET SQUARE - ALPHARETTA, GA

HOTEL & RESTAURANT AT LAKE NONA - ORLANDO, FL

LAND USE, DENSITY, & CHARACTER

AUTHENTIC VARIETY

Land use, density, and character are essential considerations for Connected Communities, where transit, parks, and essential goods and services are all within walking distance. Connected Communities have a mix of uses and a variety of housing types across a range of densities and intensities that is largely dependent on the character area and its surroundings.

KEY STRATEGIES

- Transition building heights and density with the highest near arterial roadways and the lowest adjacent to traditional neighborhood character areas.
- Focus community-centric commercial uses at key locations such as high visibility intersections and public open spaces.
- Encourage active ground floor uses and wrap parking garages with development along primary streets to create engaging building frontages.

MULTIFAMILY APTS - SEATTLE, WA

HILLDALE MIXED-USE LIFESTYLE CENTER - MADISON, WI

ARMOUR YARDS ADAPTIVE REUSE - ATLANTA, GA

TOWNHOMES - KISSIMMEE, FL

PART 2: VISION KIT APPLICATION DEMONSTRATIONS

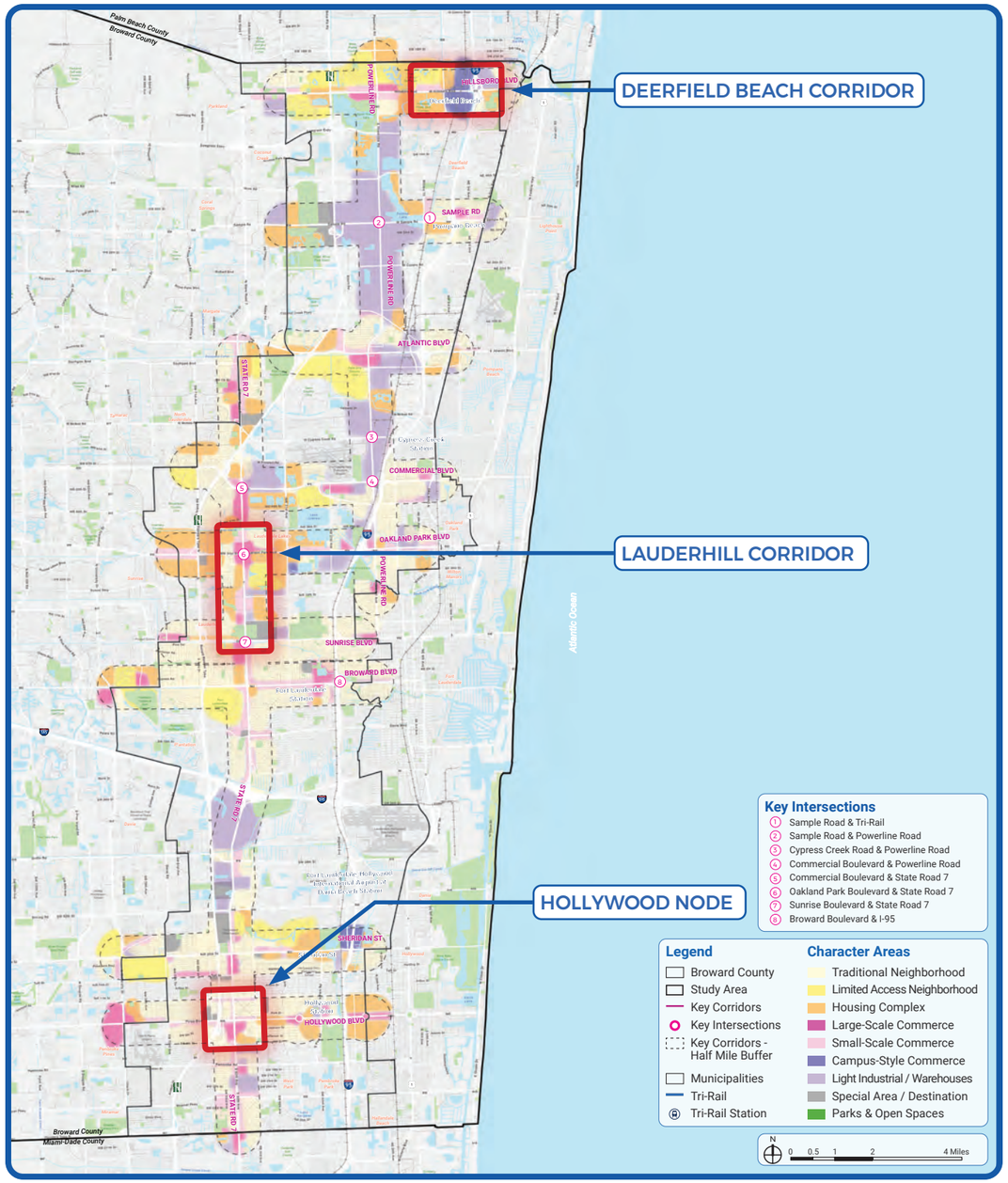
This section provides specific strategies and recommendations for each Vision Typology through the use of demonstration areas as illustrative examples.

Three demonstration areas were selected that represent a cross section of the existing conditions and character areas commonly found throughout Central Broward. These include:

1. Hollywood Node
2. Lauderhill Corridor
3. Deerfield Beach Corridor

For each demonstration area, the applicable vision typologies are applied along with a vision framework and accompanying strategies for each of the three vision framework layers. Vignettes show the realization of the typologies and frameworks with further guidelines and best practices for creating Connected Communities. Guidelines for each vision typology organized by vision framework layers are summarized in the Overall Vision Recommendations matrix.

CHARACTER & DEMONSTRATION AREAS



HOLLYWOOD NODE

HOLLYWOOD BLVD - STATE ROAD 7

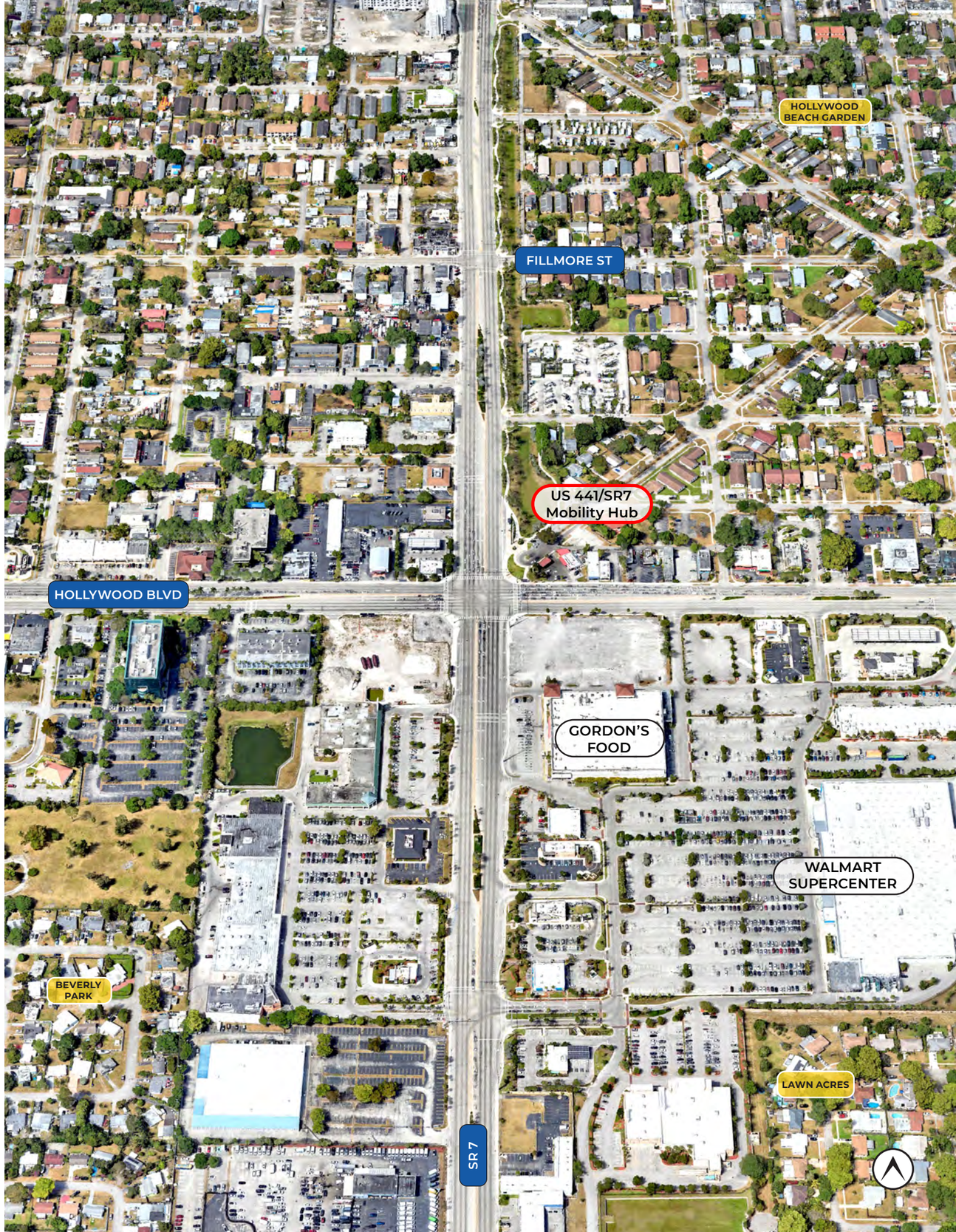
Centered at the intersection of Hollywood Boulevard and State Road 7, this demonstration area is at a key crossroads of existing bus transit and planned PREMO routes. The US441 / SR 7 Mobility Hub is also located within this area at the northeast corner of the intersection of Hollywood Boulevard and SR 7.

The demonstration area is roughly divided into two distinct halves. To the north of Hollywood Boulevard is a mix of uses on small lots - primarily residential with some commercial uses along the state highways. A linear park is located along the east side of SR 7 extending from the mobility hub to Johnson Street. To the south of Hollywood Boulevard are large, suburban shopping centers set within superblocks. It is here where the large parcels, ample surface parking, and limited residential use offer the most potential for creating new community destinations that connect adjacent residential neighborhoods with commerce, new public spaces, and transit. The area's Activity Center future land use designation and zoning help support this vision. This demonstration area explores re-imagining large surface parking lots as new, mixed-use destinations; creating new connections between residential neighborhoods and the State Road 7 corridor; and infilling "missing teeth" vacant parcels.

BUSINESSES ALONG HOLLYWOOD BLVD

US 441 / SR7 MOBILITY HUB

WALMART SUPERCENTER & SURFACE PARKING LOT



APPLY VISION TYPOLOGIES

HOLLYWOOD NODE - APPLIED VISION TYPOLOGIES

ADAPTIVE REUSE / REHABILITATION

STRATEGIC INFILL

RETROFIT

STRATEGIC INFILL - LARGE

POSSIBLE HOLLYWOOD NODE OPPORTUNITY AREAS

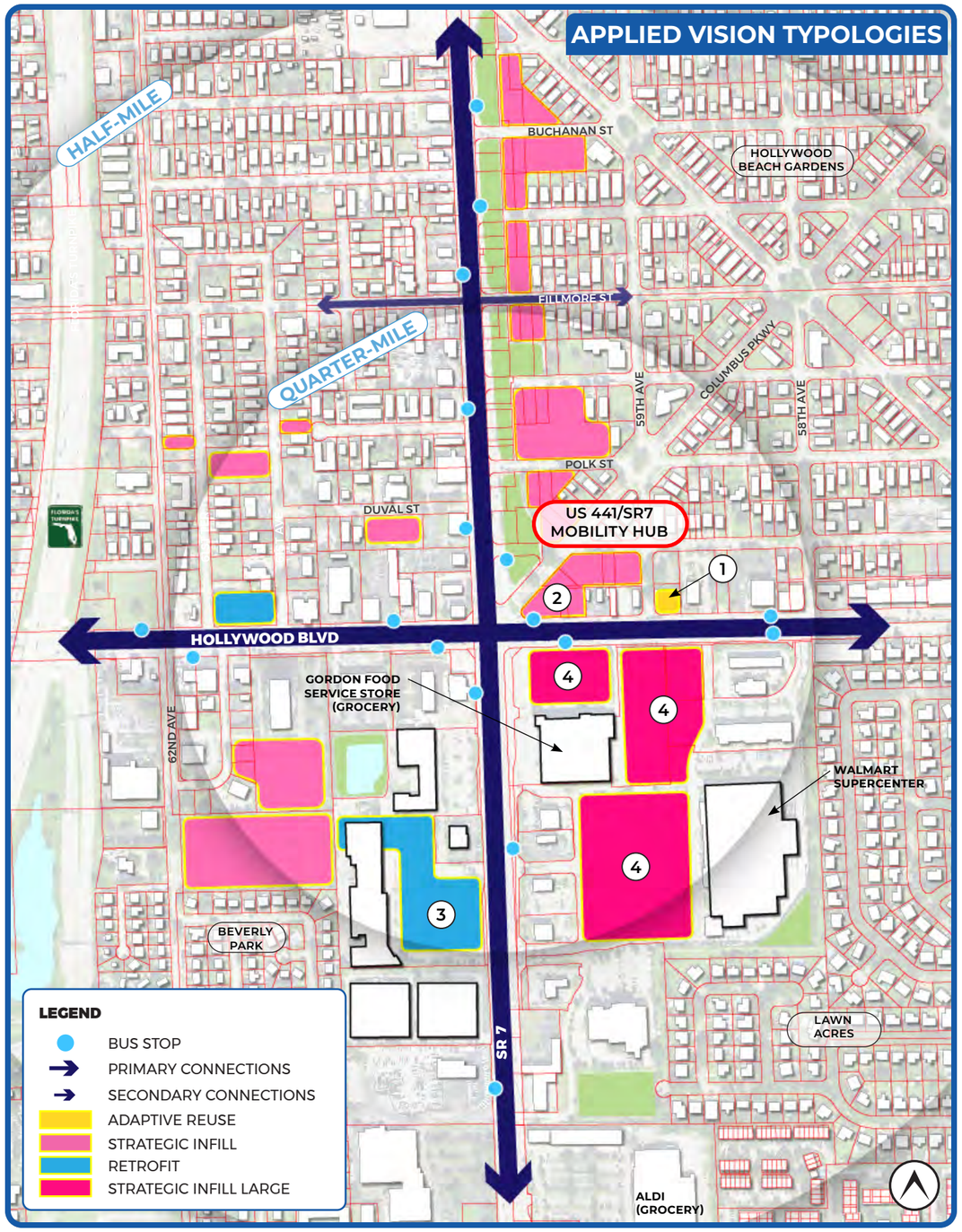
1 ADAPTIVE REUSE / REHABILITATION

2 STRATEGIC INFILL

3 RETROFIT - PARKING LOT & CONNECTIONS

4 STRATEGIC INFILL - LARGE - PARKING LOTS

APPLIED VISION TYPOLOGIES



APPLY VISION FRAMEWORK

HOLLYWOOD NODE - APPLIED VISION TYPOLOGIES

ADAPTIVE REUSE / REHABILITATION

STRATEGIC INFILL

RETROFIT

STRATEGIC INFILL - LARGE

HOLLYWOOD NODE - APPLIED VISION FRAMEWORK

CONNECTIVITY & CIRCULATION - *MAKE CONNECTIONS*

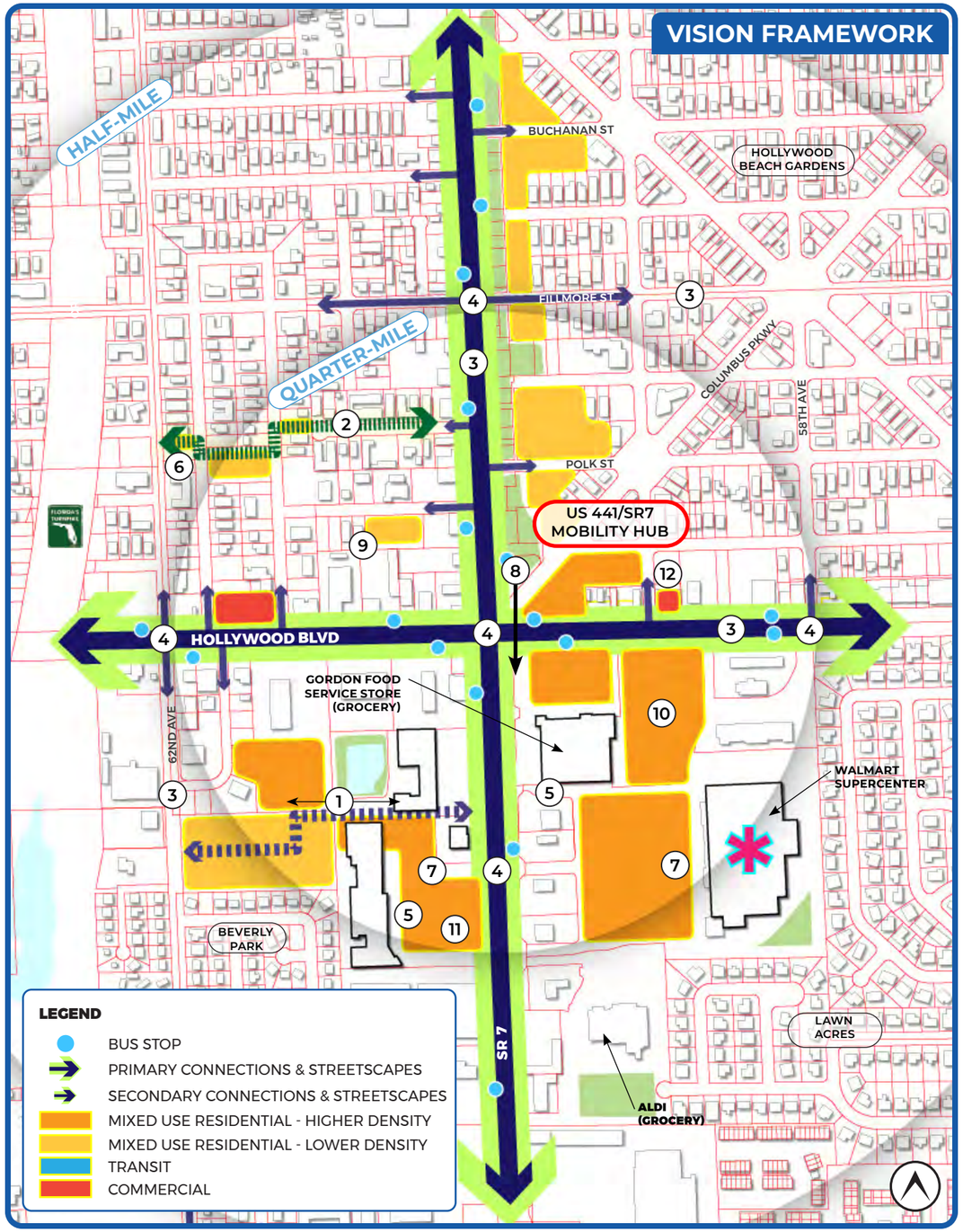
1. Explore new street connections from 62nd Ave to State Road 7 and its commercial uses as vacant parcels are developed.
2. Utilize vacant parcels within neighborhoods to create new pedestrian and bicycle connections in mid-block locations to increase access to transit corridors.
3. Align with the Broward Safety Action Plan by improving the pedestrian & bicycle experience along streets to connect neighborhoods, parks, and community amenities to the State Road 7 corridor and transit.
4. Align with the Broward Safety Action Plan by optimizing pedestrian circulation and safety at intersection crossings.
5. Enhance existing, and create new, internal streets for a “Main Street” experience for existing and new commercial and residential development.

OPEN SPACE & PUBLIC REALM - *CREATE GREAT PLACES*

6. Utilize vacant parcels within neighborhoods to create new pocket parks in coordination with increasing pedestrian and bicycle connectivity.
7. Include public open space in new developments, such as plazas and squares. The amount of open space should correspond to the size of the development.
8. Extend existing greenway connection from the Mobility Hub and incorporate into new developments.

LAND USE, DENSITY, & CHARACTER - *AUTHENTIC VARIETY*

9. Strategically infill vacant lots in existing neighborhoods with “missing middle” housing that matches existing character while adding additional choices of housing types.
10. Infill shopping center parking lots with mixed-use buildings. Explore structured parking to maximize development potential and meet the parking need of existing uses.
11. Retrofit existing shopping centers by adding new public spaces, strategically removing retail stores to create new connections, and adding new uses.
12. Identify existing buildings that can be modified to enhance the pedestrian experience and public realm through adaptive reuse.



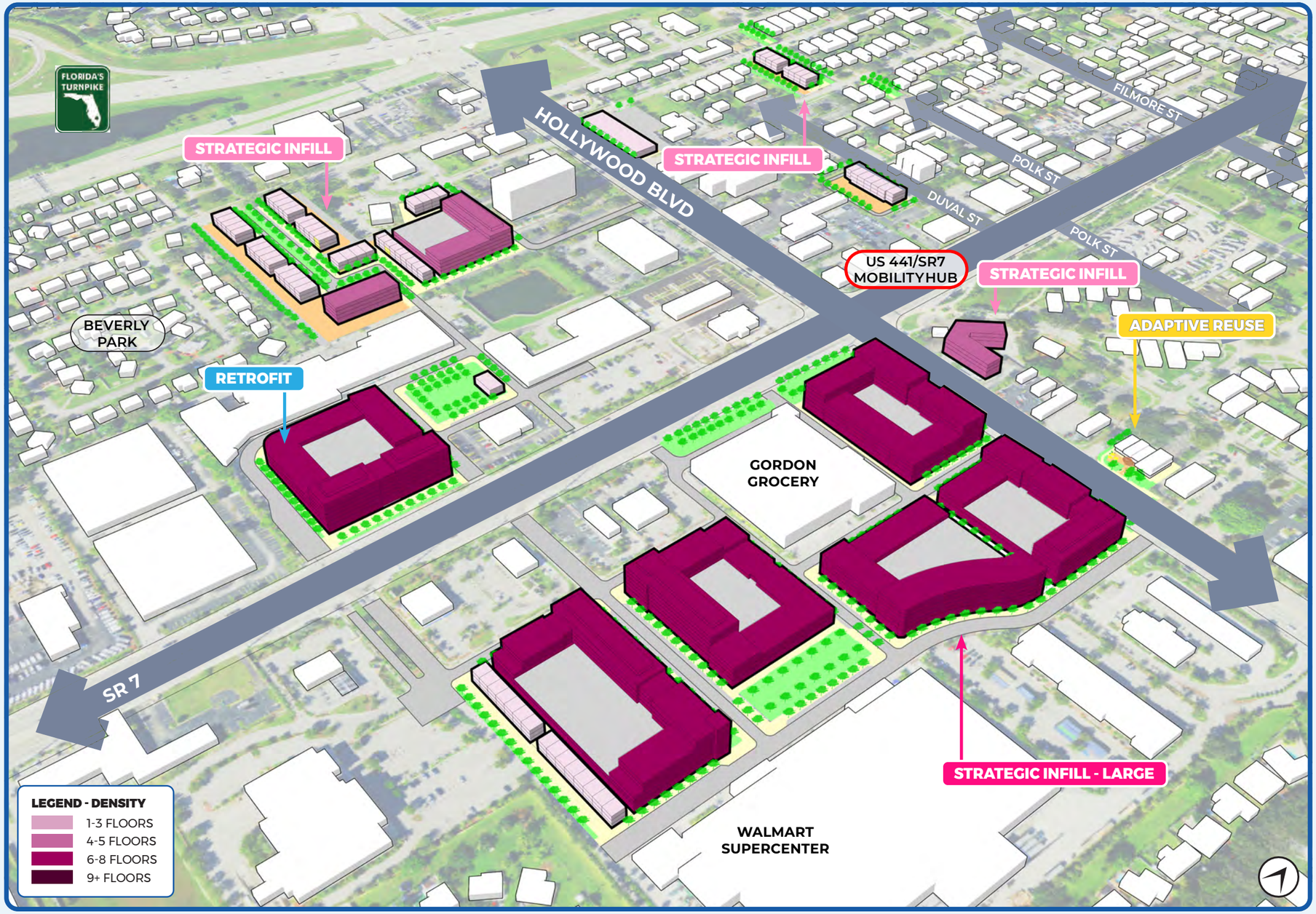
VISION VIGNETTE - HOLLYWOOD

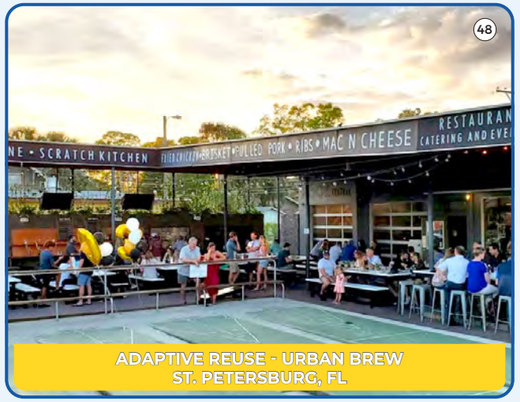
VIGNETTE LEGEND

1. Replace surface parking lots with new, mixed-use and multifamily residential buildings.
2. Creatively repurpose existing buildings to support a more connected and pedestrian-oriented community.
3. Locate taller buildings closest to the major arterial roadways.
4. "Step down" building heights to transition to existing single family residential neighborhoods.
5. Utilize townhouses and other "missing middle" housing types to transition from higher density infill development to existing residential neighborhoods while adding housing units.
6. Prioritize the placement and design of public open space in the plan. Line these spaces with active frontages, such as commercial shopfronts and residential entrances, and not the backs or service sides of buildings.
7. Wrap structured parking with development (including liner buildings) along all active frontages.
8. Strategically locate ground floor commercial use to create nodes of activity or new "main streets" as well as at high visibility locations.
9. Line pedestrian-oriented streets with active ground floor uses, such as residential entrances, building amenities, and commercial uses. A well designed and engaging building frontage does not need to be shopfronts only.
10. Increase connectivity through large residential blocks by inserting pedestrian and bicycle pathways where continuous connections can be made.
11. Design new buildings with frontages that engage the street and parking located at the side or rear of the building.
12. Utilize larger setbacks along major roadways, such as State Road 7, to accommodate a wider sidewalk and landscaping for a more comfortable pedestrian experience and to buffer residential units from the heavily trafficked corridor.
13. Implement shallower setbacks along new streets that are designed with appropriate sidewalk widths and public realm considerations.
14. Encourage increased connectivity within existing superblocks. Regulating plans can establish locations for connections to be implemented over time as parcels redevelop.

VISION VIGNETTE - HOLLYWOOD

DENSITY & HEIGHT





ADAPTIVE REUSE - URBAN BREW
ST. PETERSBURG, FL

INFILL - AD LOFTS
ST. PETERSBURG, FL

STRATEGIC INFILL LARGE - HORIZON
OAKLAND PARK, FL

LAUDERHILL CORRIDOR

SUNRISE BLVD - NW 19TH ST.

Stretching from Sunrise Boulevard to NW 19th Street along State Road 7, this demonstration area includes a diverse mix of uses, character areas, and regional attractions. State Road 7 is a key transit corridor in Broward County that, along with Sunrise Boulevard, are planned PREMO routes. At the center of the demonstration area is the Lauderhill Transit Center, set within the parking lots of Lauderhill Mall.

State Road 7 is mostly lined with large parcels consisting of suburban commercial uses and surface parking lots. Mixed in are several vacant parcels and light industrial buildings. Nearby residential neighborhoods of single family homes and garden style apartment buildings have limited access to these stores and services, with canals parallel to State Road 7 to both the east and west interrupting the street network. Where State Road 7 and Sunrise Boulevard meet are two regional destinations, the Lauderhill Performing Arts Center and the Central Broward Park & Broward County Stadium.

This demonstration area explores retrofitting Lauderhill Mall with a series of pedestrian-oriented spaces and walkways extending from the Lauderhill Transit Center; leveraging the Activity Center future land use designation to infill large, vacant parcels with mixed-use development; and, transforming the surface parking around the Lauderhill Performing Arts Center into a vibrant district.

LAUDERHILL TRANSIT CENTER

LAUDERHILL MALL

LAUDERHILL PERFORMING ARTS CENTER

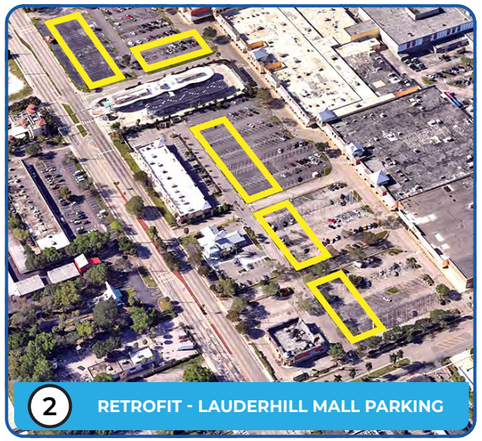
APPLY VISION TYPOLOGIES

LAUDERHILL CORRIDOR - APPLIED VISION TYPOLOGIES

- STRATEGIC INFILL
- RETROFIT
- STRATEGIC INFILL - LARGE
- DISTRICT

POSSIBLE LAUDERHILL CORRIDOR OPPORTUNITY AREAS

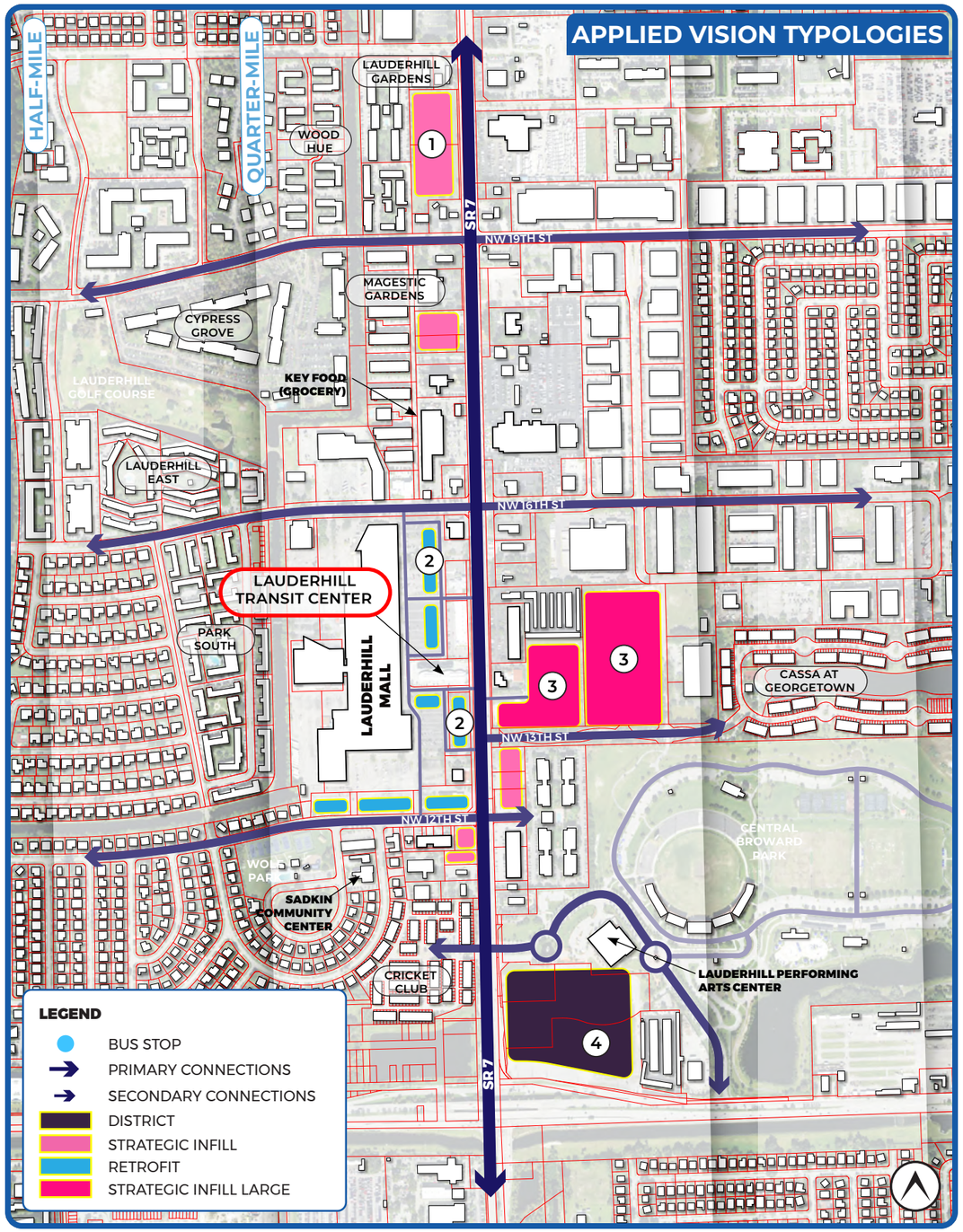
1 STRATEGIC INFILL - VACANT PARCEL



2 RETROFIT - LAUDERHILL MALL PARKING

3 STRATEGIC INFILL LARGE - VACANT PARCELS

4 DISTRICT - PARKING & VACANT PARCELS



APPLY VISION FRAMEWORK

LAUDERHILL CORRIDOR - APPLIED VISION TYPOLOGIES

STRATEGIC INFILL

RETROFIT

STRATEGIC INFILL - LARGE

DISTRICT

LAUDERHILL CORRIDOR - APPLIED VISION FRAMEWORK

CONNECTIVITY & CIRCULATION - *MAKE CONNECTIONS*

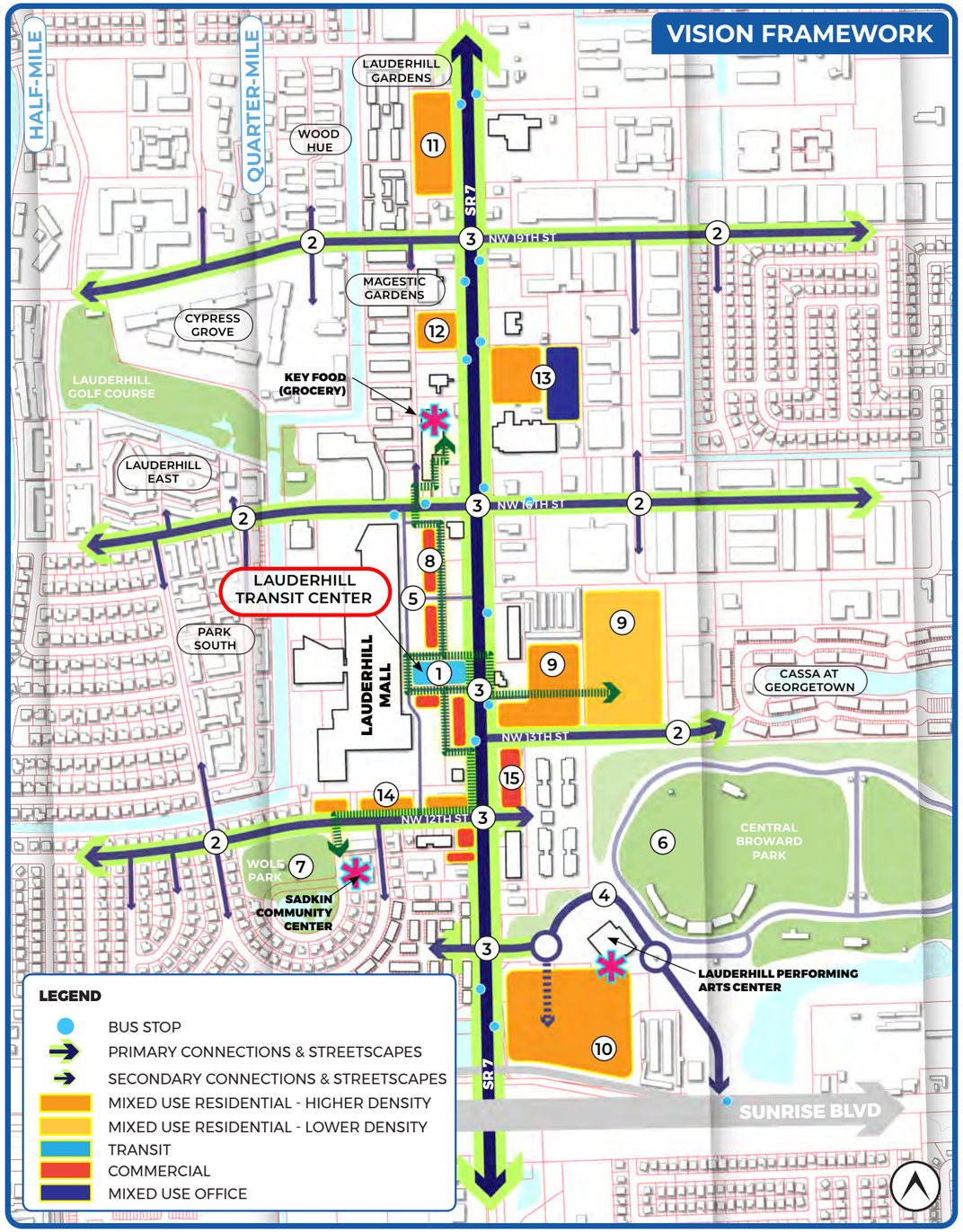
1. Enhance and clarify connections to Lauderhill Transit Center.
2. Align with the Broward Safety Action Plan by improving the pedestrian & bicycle experience along streets to connect neighborhoods, parks, and community amenities to the State Road 7 corridor and transit.
3. Align with the Broward Safety Action Plan by optimizing pedestrian circulation and safety at intersection crossings.
4. Explore expanding pedestrian and bicycle options along NW 11th Place to reinforce connections to Central Broward Park, the Lauderhill Performing Arts Center, and potential new development.
5. Enhance existing, and create new, internal streets within the Lauderhill Mall site to create a “Main Street” experience for existing and new Retrofit commercial and residential development.

OPEN SPACE & PUBLIC REALM - *CREATE GREAT PLACES*

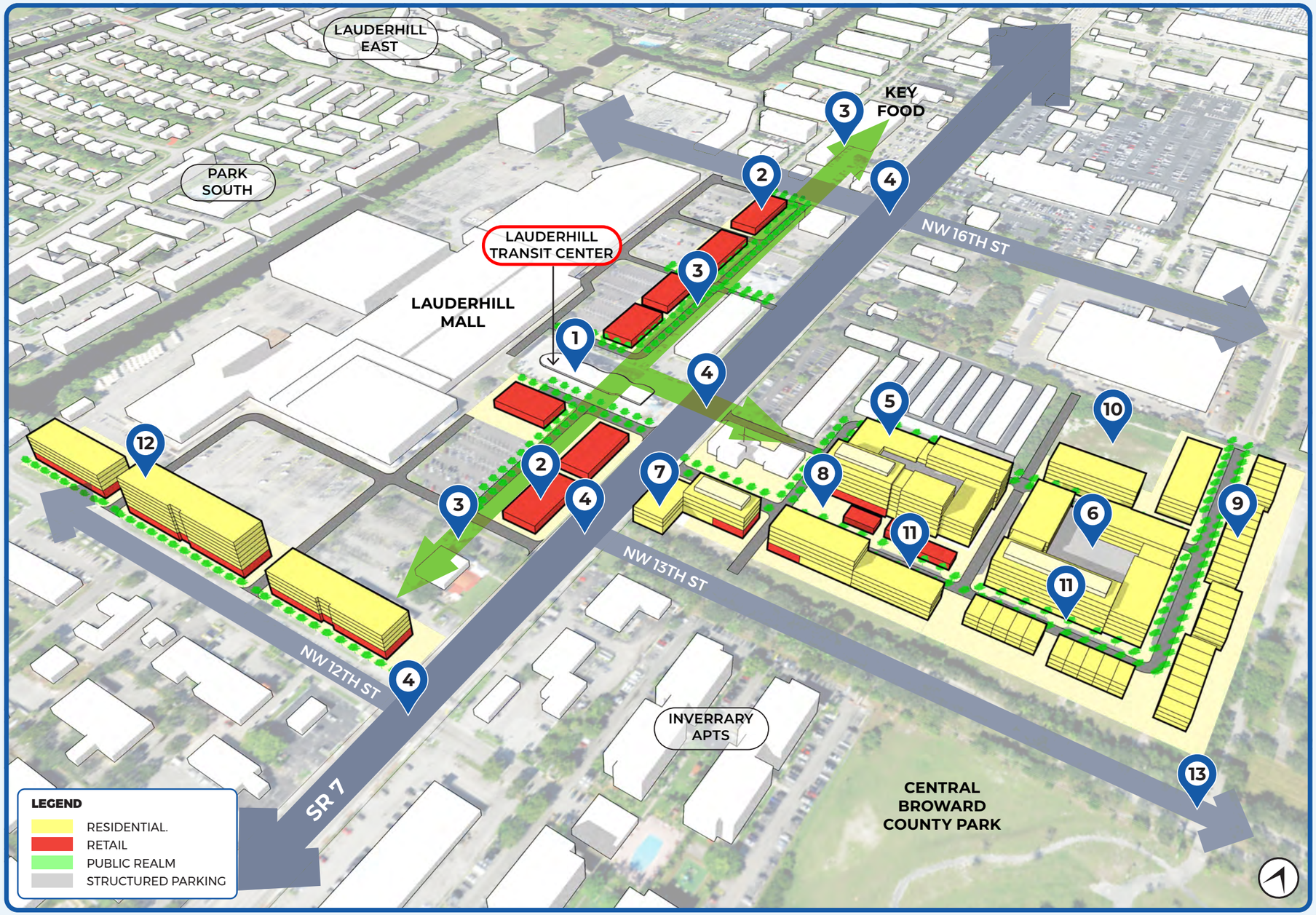
6. Emphasize Central Broward Park throughout the State Road 7 corridor as a regional destination for active and passive recreation and cultural events.
7. Celebrate Wolf Park’s legacy as a neighborhood open space and reinforce connections along NW 12th Street to the State Road 7 corridor.

LAND USE, DENSITY, & CHARACTER - *AUTHENTIC VARIETY*

8. Retrofit Lauderhill Mall’s surface parking with single-story commercial buildings to provide new retail and restaurant opportunities and to improve overall urban form and density.
9. Strategically infill large vacant parcels with mixed-use multi family residential and activate ground floors that are in proximity to State Road 7.
10. Create a new mixed-use District on county-owned vacant and underutilized parcels. Integrate and celebrate the Lauderhill Performing Arts Center as a major anchor of the new mixed-use District. Weave connections to Central Broward Park amenities with the design of the new mixed-use District.
11. Strategically infill vacant parcels with mixed-use residential. Activate ground floors with retail and restaurant uses. Explore structured parking to maximize development potential.
12. Strategically Infill parcels with mixed-use office or residential uses.
13. Explore creating a parking structure for car sales to make the existing car sales lot available for new development.
14. Consider the currently proposed mixed-use multifamily residential development when planning new connections, enhanced public realm, and new development.



VISION VIGNETTE - LAUDERHILL MALL

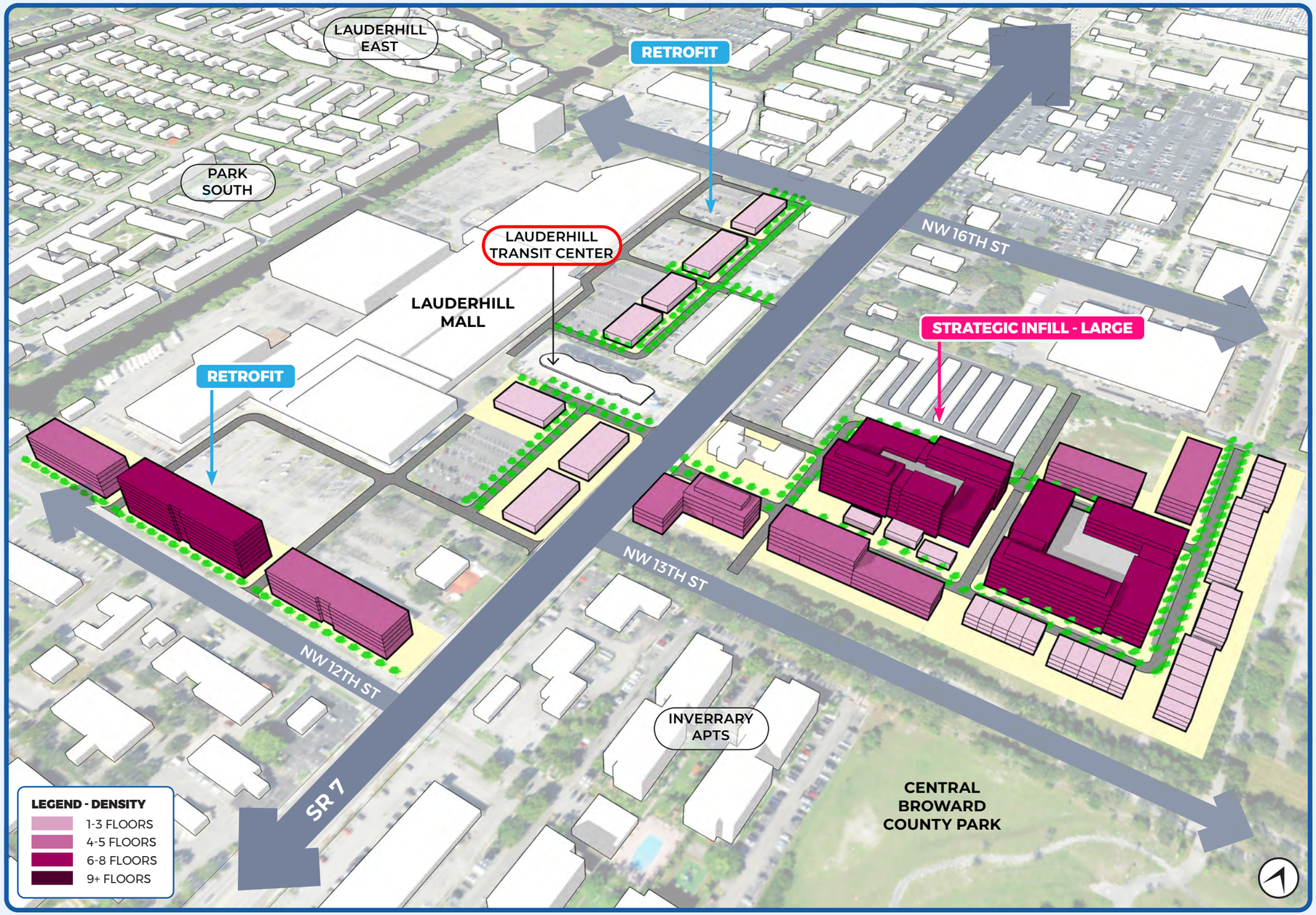


VIGNETTE LEGEND

1. Enhance and clarify connections to the Lauderhill Transit Center.
2. Retrofit surface parking with single-story commercial buildings to provide new retail and restaurant opportunities and to improve overall urban form and density.
3. Create a network of activated public realm spaces to connect transit, community amenities and services, and residents across large commercial blocks.
4. Optimize pedestrian circulation and safety at intersection crossings to align with the Broward Safety Action Plan.
5. Strategically infill large vacant parcels along State Road 7 with mixed-use multifamily residential housing and activated ground floors.
6. Wrap structured parking with development (including liner buildings) along all active frontages.
7. Design new buildings with frontages that engage the street and parking located at the side or rear of the building.
8. Create an active node with retail and food and beverage options to anchor new development and complement commercial uses along State Road 7.
9. Locate townhomes at the edges of new development to transition density to less dense adjacent neighborhoods and developments.
10. Strategize the use of surface parking for less dense multifamily residential development. Locate surface parking to the rear of buildings with access from secondary streets.
11. Implement shallower setbacks along new streets that are designed with appropriate sidewalk widths and public realm considerations.
12. Consider the currently proposed mixed-use multifamily residential development when planning new connections, enhanced public realm, and new development.
13. Explore additional connections to Central Broward County Park.

VISION VIGNETTE - LAUDERHILL MALL

DENSITY & HEIGHT

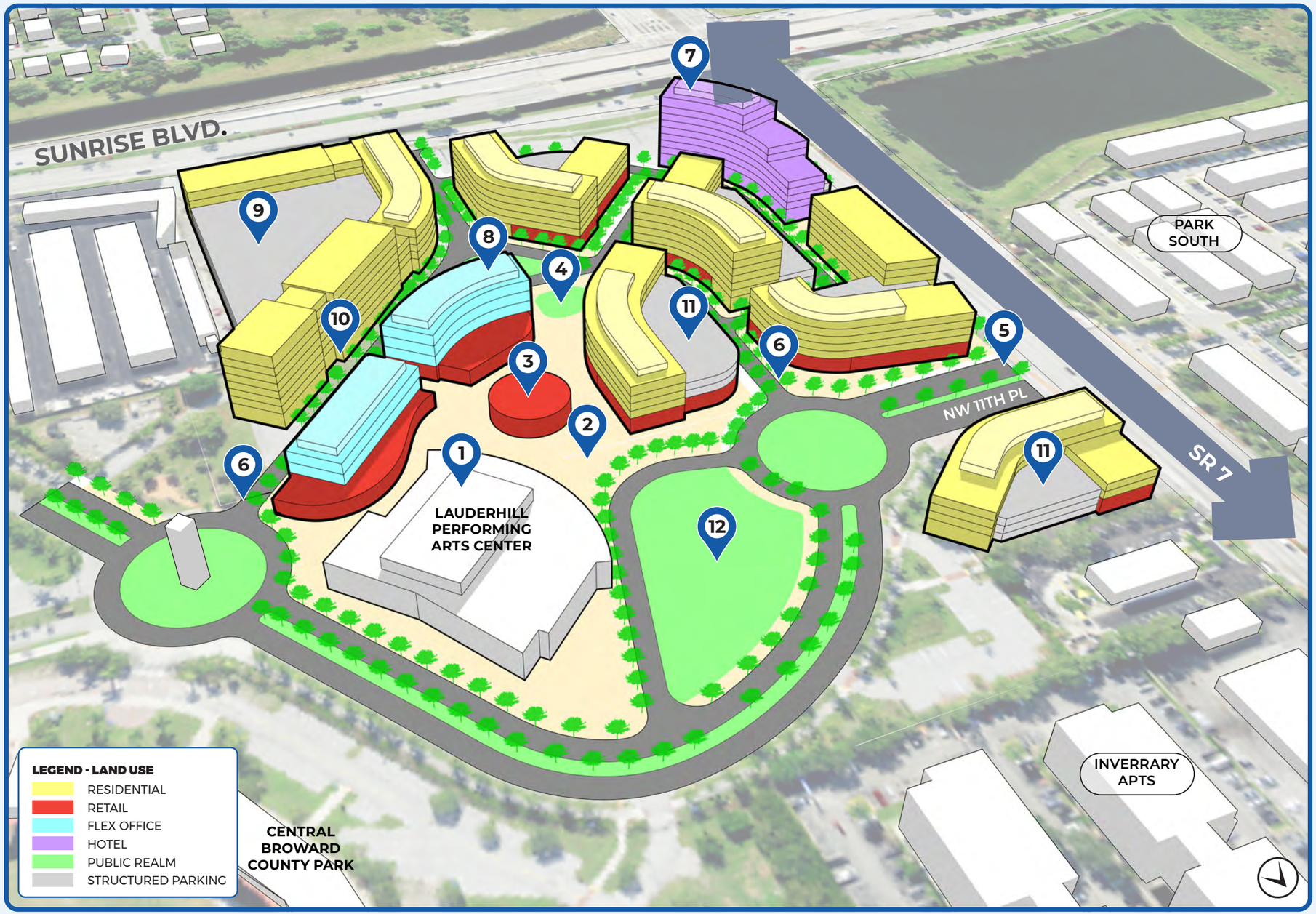


RETROFIT - PERIMETER MARKETPLACE
DUNWOODY, GA

STRATEGIC INFILL LARGE - SKY BUILDING
OAKLAND PARK, FL

STRATEGIC INFILL LARGE - ALLY NORTH
OKLAHOMA CITY, OK

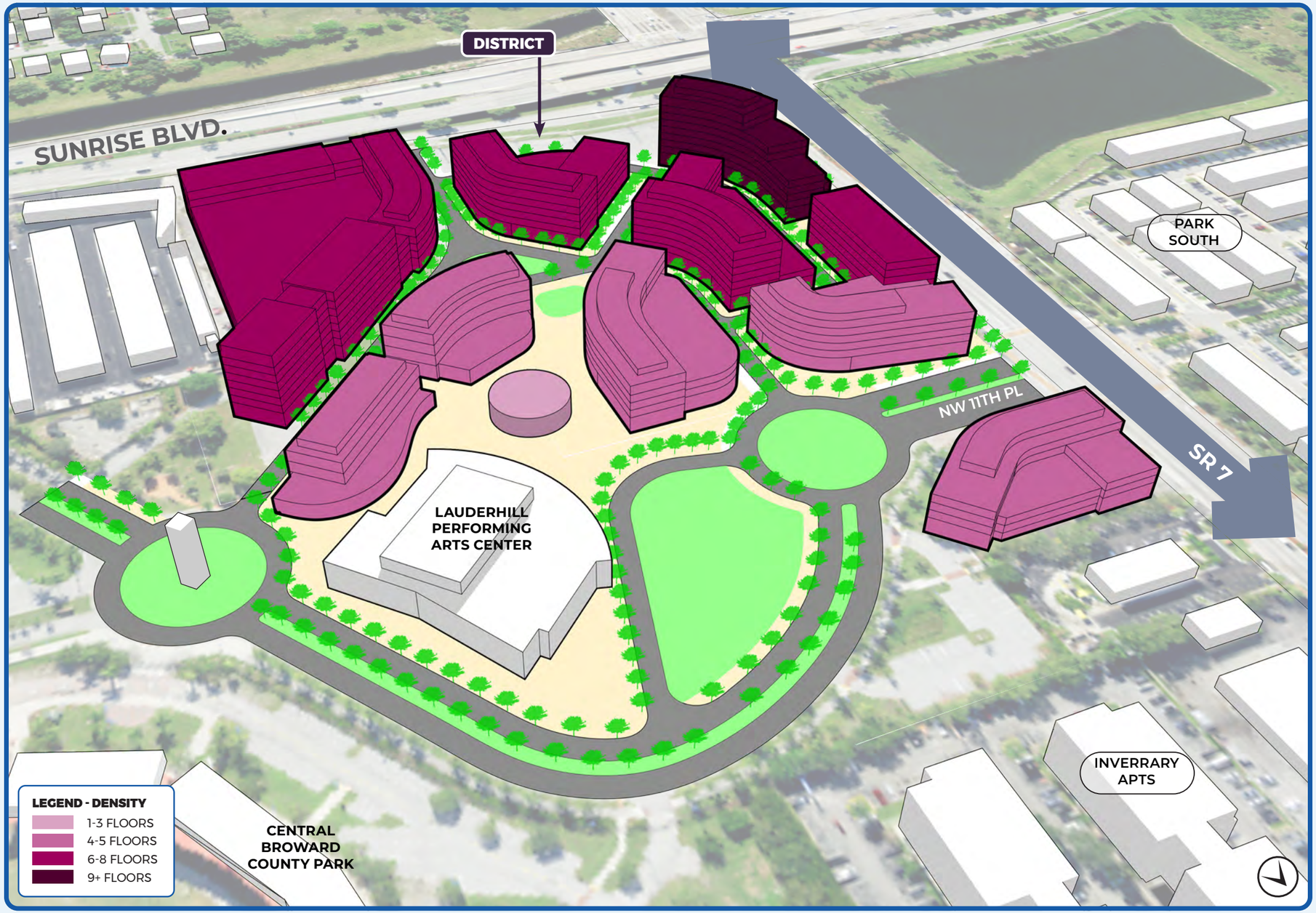
VISION VIGNETTE - LAUDERHILL PERFORMING ARTS CENTER



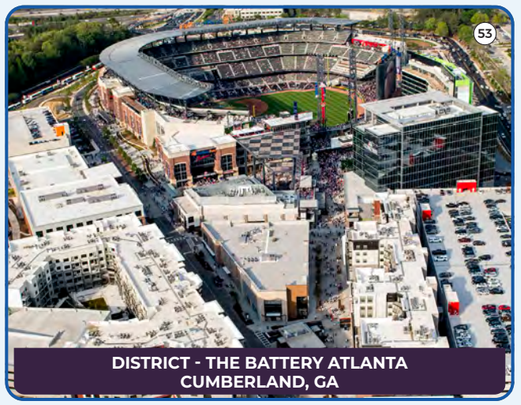
VIGNETTE LEGEND

1. Create a high-density, mixed-use district anchored by the Lauderhill Performing Arts Center.
2. Locate a plaza adjacent to the performing arts center to create a public realm threshold between it and new development. Connect the plaza to the district and to the State Road 7 corridor with enhanced public realm optimized for pedestrian and non-vehicular circulation.
3. Create a food and beverage cluster that complements the performing arts center use and establishes an active node in the heart of the district.
4. Prioritize public open space placement and design in the plan. Line these spaces with active frontages, such as commercial shopfronts and residential entrances, and not the backs or service sides of buildings.
5. Encourage pedestrian and bicyclist connections between the district and the State Road 7 corridor.
6. Create a network of primary and secondary streets designed for multimodal circulation. Adhere to Complete Streets design principles, including an optimized pedestrian experience, street trees, plantings, and pedestrian amenities. Integrate new streets with the existing network of streets associate with Central Broward County Park.
7. Locate a 150-300 key hotel at the southwest corner of the site to create a highly visible landmark for the district at the intersection of State Road 7 and Sunshine Boulevard.
8. Vary uses in the district by exploring flexible office use with activated ground floors.
9. Locate a large, structured shared-use parking garage adjacent to the district core to provide parking for performing arts center and district visitors, residents, workers, and commuters utilizing nearby transit.
10. Wrap structured parking with multifamily residential use and provide a centrally located garage entrance with efficient access to and from the district.
11. Wrap structured parking with development (including liner buildings) along all active frontages.
12. Explore transforming surface parking adjacent to the performing arts center into a new park to serve the district and the greater Lauderhill area.

VISION VIGNETTE - LAUDERHILL PERFORMING ARTS CENTER



DENSITY & HEIGHT



DISTRICT - THE BATTERY ATLANTA
CUMBERLAND, GA

DISTRICT - LAKE NONA
ORLANDO, FL

DISTRICT - BALLANTYNE RE-IMAGINED
CHARLOTTE, NC

DEERFIELD BEACH

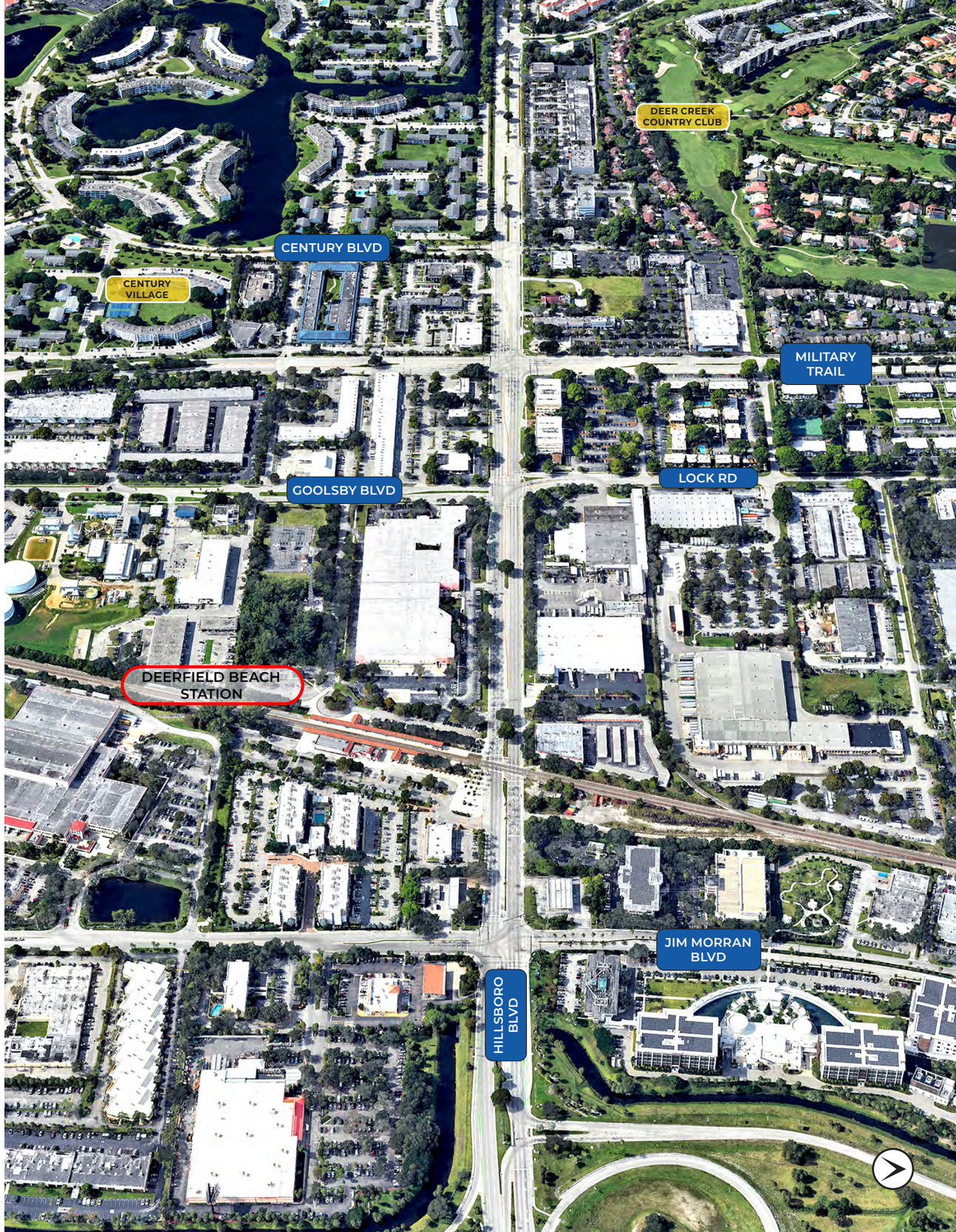
HILLSBORO BLVD - DEERFIELD BEACH STATION

Surrounding the Deerfield Beach station, this demonstration area illustrates steps for creating a more Connected Community oriented toward rail transit. Hillsboro Boulevard is the primary roadway connecting nearby neighborhoods to the train station, along which can be found a mix of existing uses and development patterns including large industrial buildings, suburban offices, and shopping centers. The area is adjacent to large, gated subdivisions and industrial parks, with limited connectivity and public access. However, within this setting, there are still strategies at multiple scales to make new connections, create new destinations, and create a hub of activity at the Tri-Rail station. This demonstration area explores leveraging the Commerce Future Land Use designation, tapping the potential of publicly owned land, and taking incremental steps to connect shopping centers with their surrounding neighbors.

DEERFIELD BEACH STATION

BROWARD COUNTY NORTH REGIONAL COURTHOUSE

OFFICES AT HILLSBORO BLVD & MILITARY TRAIL



APPLY VISION TYPOLOGIES

DEERFIELD BEACH - APPLIED VISION TYPOLOGIES

STRATEGIC INFILL

RETROFIT

DISTRICT

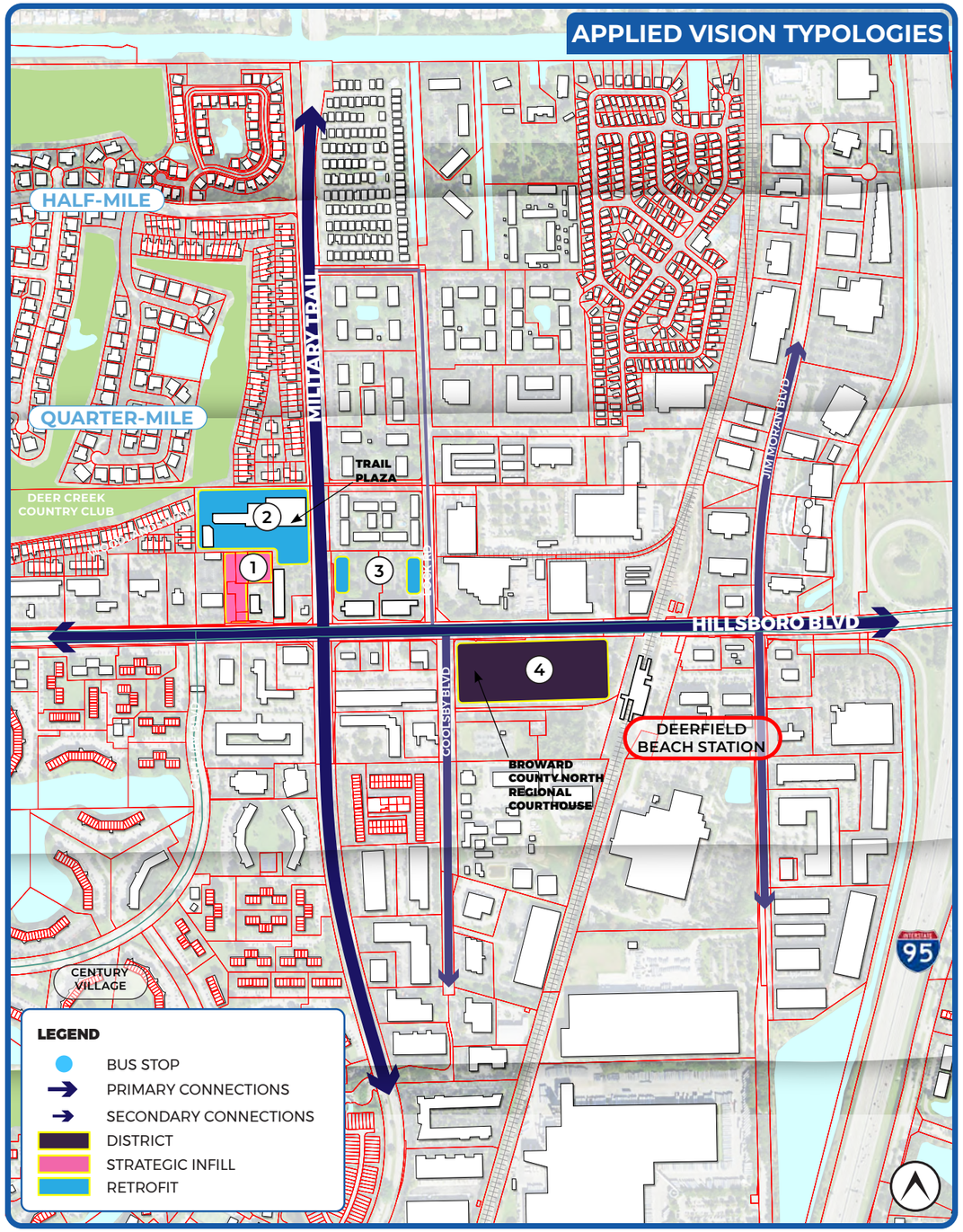
POSSIBLE DEERFIELD BEACH CORRIDOR OPPORTUNITY AREAS

1 STRATEGIC INFILL - VACANT PARCEL

2 RETROFIT - SHOPPING CENTER

3 RETROFIT - SURFACE PARKING

4 DISTRICT - STATION ADJACENT CIVIC ASSET



APPLY VISION FRAMEWORK

DEERFIELD BEACH - APPLIED VISION TYPOLOGIES

STRATEGIC INFILL

RETROFIT

DISTRICT

DEERFIELD BEACH - APPLIED VISION FRAMEWORK

CONNECTIVITY & CIRCULATION - *MAKE CONNECTIONS*

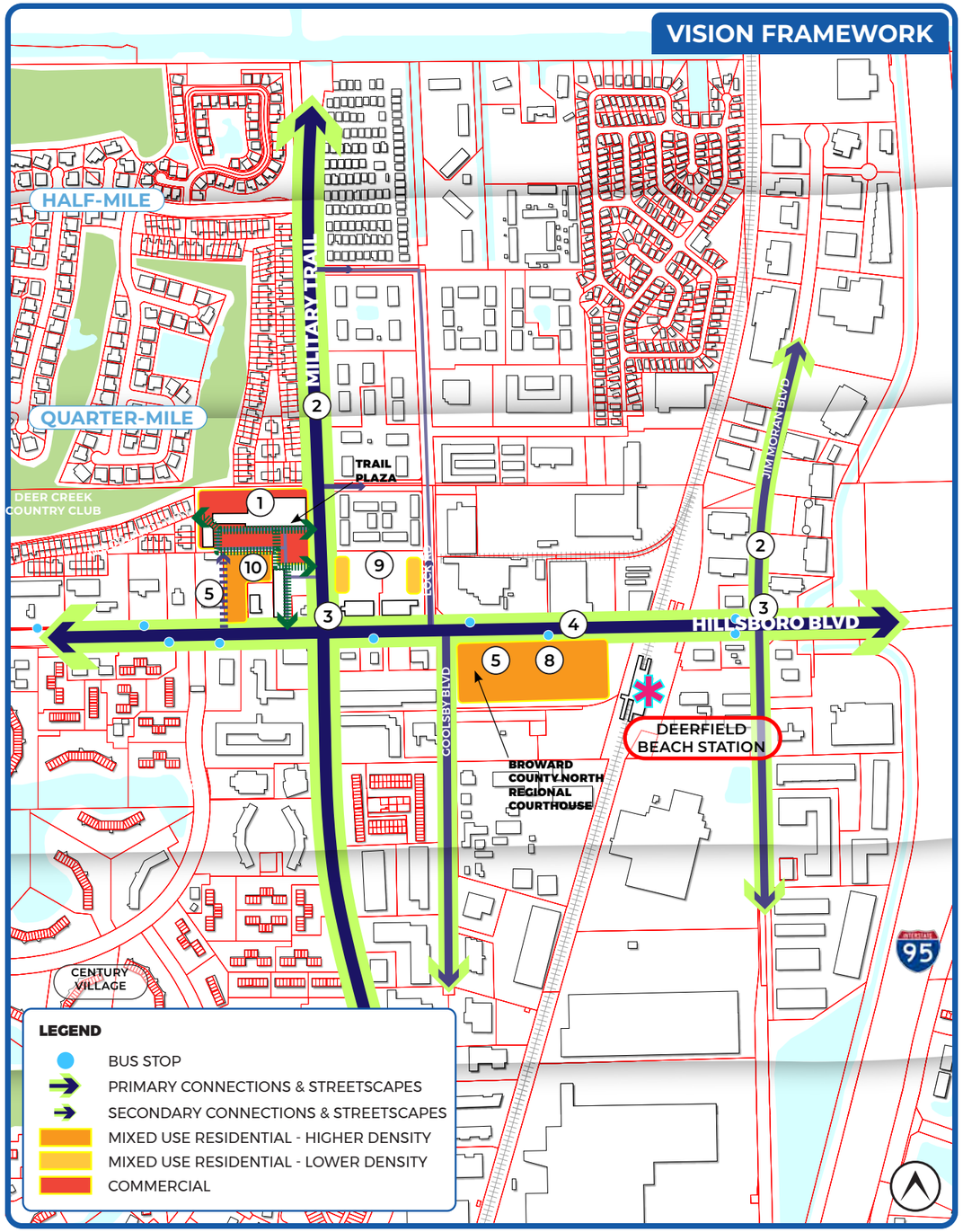
1. Enhance pedestrian connections from shopping center storefronts to Hillsboro Boulevard and its transit service.
2. Align with the Broward Safety Action Plan by improving the pedestrian & bicycle experience along streets to connect neighborhoods, parks, and community amenities to the Hillsboro Boulevard corridor and transit.
3. Optimizing pedestrian circulation and safety at intersection crossings to align with the Broward Safety Action Plan.
4. Utilize frontage roads to provide access to buildings while creating a more pedestrian-oriented streetscape along Hillsboro Boulevard.
5. Create new, walkable-sized blocks with pedestrian-oriented streets in larger mixed-use and residential developments.

OPEN SPACE & PUBLIC REALM - *CREATE GREAT PLACES*

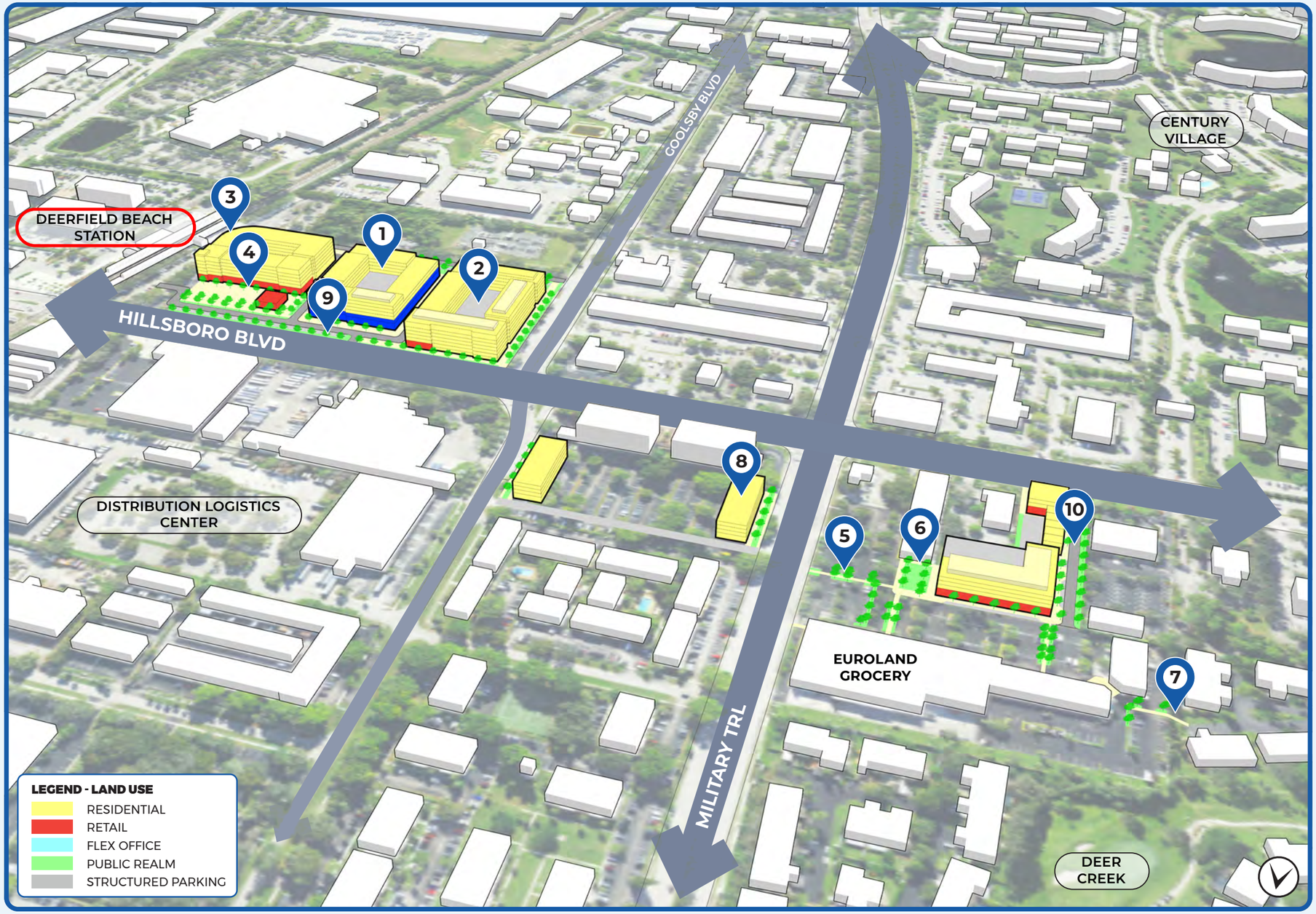
6. Include public open space in new projects, such as plazas and squares. The amount of open space should correspond to the size of the project.
7. Prioritize the placement and design of public open space. Line these spaces with active frontages, such as commercial shopfronts and residential entrances, and not the backs or service sides of buildings.

LAND USE, DENSITY, & CHARACTER - *AUTHENTIC VARIETY*

8. Explore the potential for a new mixed-use Connected Communities district on county-owned land adjacent to the Deerfield Beach Tri-Rail station.
9. Retrofit large surface parking lots with small multifamily buildings (or liner buildings) adjacent to streets to create active frontages that improve the pedestrian experience and shield the view of parking from the street.
10. Strategically infill vacant parcels with mixed-use residential.
11. Create new street connections along property lines where possible and activate ground floors with commercial uses in key locations, such as along major roadways and across from existing retail uses.
12. Create active ground floors in non-commercial locations with regularly spaced residential entrances.



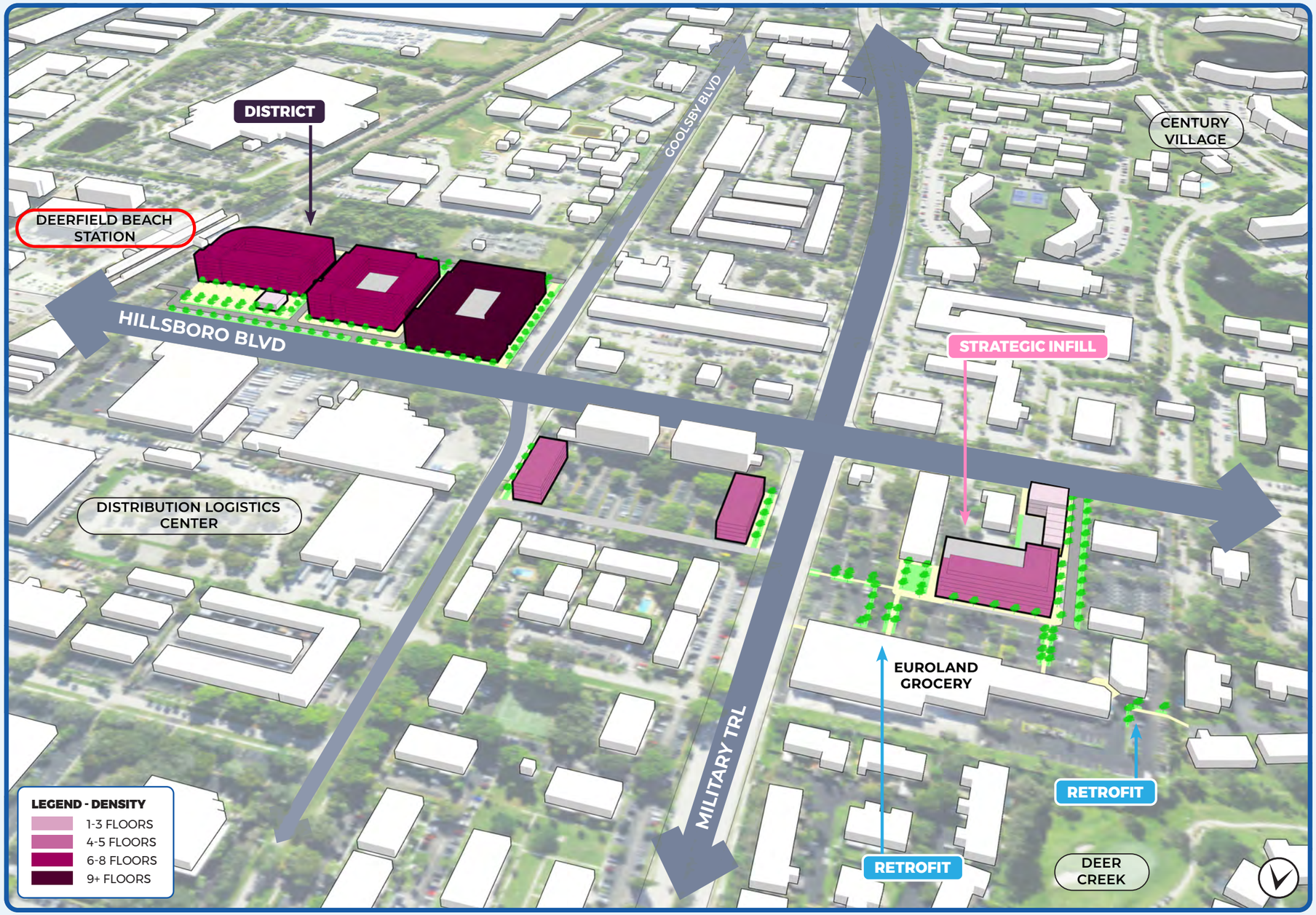
VISION VIGNETTE - DEERFIELD BEACH



VIGNETTE LEGEND

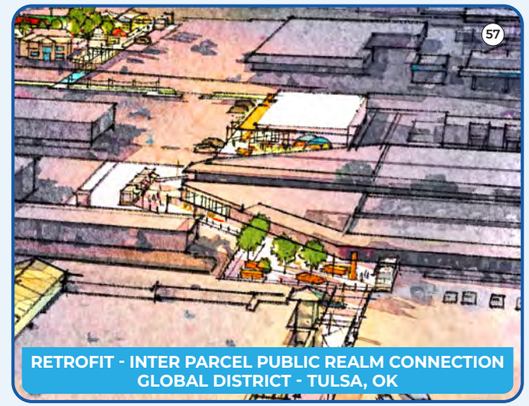
1. Utilize publicly owned land near transit to advance housing and economic development goals. Replace the existing building with new mixed-use buildings and a public plaza within walkable blocks to provide housing near transit, new space for businesses, and county offices.
2. Meet commuter parking needs and the parking demand of new development with structured parking. Wrap structured parking with development (including liner buildings) along all active frontages.
3. Locate the tallest buildings along Hillsboro Boulevard and near the Tri-Rail Station.
4. Orient public spaces and building frontages towards the transit station. Line these spaces with active frontages, such as commercial shopfronts and residential entrances, and not the backs or service sides of buildings.
5. Create pedestrian connections from sidewalks along Hillsboro Boulevard and other streets to the pedestrian networks within shopping centers.
6. Utilize small public open spaces to support adjacent business needs, such as outside dining and programmed events.
7. Encourage pedestrian and bicyclist connections between residential developments and shopping centers.
8. Design new buildings with activated frontages along streets, open spaces, or, as shown here, pedestrian walkways. Locate the back of buildings, where services and loading occurs, towards mid-block locations and the backs of other buildings.
9. Create frontage roads along busy arterial roadways to establish a wide sidewalk with enhanced public realm that supports a vibrant streetscape.
10. Create a new block structure on large sites with a connected network of streets that prioritize pedestrians.

VISION VIGNETTE - DEERFIELD BEACH



DENSITY & HEIGHT

STRATEGIC INFILL - PLANT STREET COMMONS
ORLANDO, FL



RETROFIT - INTER PARCEL PUBLIC REALM CONNECTION
GLOBAL DISTRICT - TULSA, OK

DISTRICT - LAKE NONA
ORLANDO, FL

OVERALL VISION KIT RECOMMENDATIONS

CONNECTIVITY & CIRCULATION

		ADAPTIVE REUSE / REHABILITATION	STRATEGIC INFILL	RETROFIT	STRATEGIC INFILL - LARGE	DISTRICT
CONNECTIVITY & CIRCULATION						
Category	**General**	**Guidance**	**Guidance**	**Guidance**	**Guidance**	**Guidance**
Primary Streets	· primary streets, new and reconstructed, should adhere to complete streets principles, including an optimized and safe pedestrian experience, pedestrian amenities, trees and plantings, and wayfinding signage. · primary streets, new and reconstructed, should be designed to promote all forms of travel to encourage walking, cycling, and connections to transit.	n/a	· primary streets should be a maximum of 22' and include one travel lane in each direction. · primary streets in the strategic infill typology should be limited to new streets that connect the development solution to major streets and arterials.	· the development solution should inform if the creation of primary streets is necessary.	· primary streets should be a maximum of 22' and include one travel lane in each direction. · primary streets in the strategic infill - large typology should be limited to new streets that connect the development solution to major streets and arterials and those that provide primary internal circulation.	· primary streets should be a maximum of 44' and include up to two travel lanes in each direction. · primary streets in the district typology should be limited to new streets that connect the development solution to major streets and arterials and those that provide primary internal circulation.
Secondary Streets	· secondary streets, new and reconstructed, should adhere to complete streets principles, including an optimized and safe pedestrian experience, pedestrian amenities, and trees and plantings.	n/a	· secondary streets should be a maximum of 22' and include one travel lane in each direction. · secondary streets should support primary streets and overall development solution circulation.	· the development solution should inform if the creation of secondary streets is necessary.	· secondary streets should be a maximum of 22' and include one travel lane in each direction. · secondary streets should support primary streets and overall development solution circulation.	· secondary streets should be a maximum of 22' and include one travel lane in each direction. · secondary streets should support primary streets and overall development solution circulation.
Service / Loading		· when possible, locate service/loading on secondary streets and not along primary frontages.	· locate service/loading on secondary streets and not along primary frontages.	· when possible, locate service/loading on secondary streets and not along primary frontages.	· locate service/loading on secondary streets and not along primary frontages.	· locate service/loading on secondary streets and not along primary frontages.
Sidewalks	· sidewalks should be located on both sides of streets. · wide sidewalks are required in areas with high pedestrian circulation.	· new sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.	· sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.	· new sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.	· sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.	· sidewalks should be 12'-15' in width along primary streets and 10'-12' in width along secondary streets. · sidewalk right-of-way should include a landscape/tree zone of not less than 6' and be located along the street.
Intersections / Crosswalks	· new and adjacent existing intersections and crosswalks should be aligned with the Broward safety action plan.	n/a	· new and adjacent existing intersections and crosswalks should be optimized for pedestrian circulation, safety, and experience.	· when possible new and adjacent existing intersections and crosswalks should be optimized for pedestrian circulation, safety, and experience.	· new and adjacent existing intersections and crosswalks should be optimized for pedestrian circulation, safety, and experience.	· new and adjacent existing intersections and crosswalks should be optimized for pedestrian circulation, safety, and experience.

OVERALL VISION KIT RECOMMENDATIONS

CONNECTIVITY & CIRCULATION

		ADAPTIVE REUSE / REHABILITATION	STRATEGIC INFILL	RETROFIT	STRATEGIC INFILL - LARGE	DISTRICT
CONNECTIVITY & CIRCULATION						
Category	**General**	**Guidance**	**Guidance**	**Guidance**	**Guidance**	**Guidance**
Parking - Structured & Surface	· structured parking should be prioritized over surface parking when possible to maximize development potential and density.	· primary mode of parking should be determined by the development solution for the area the strategic infill typology is applied.	· primary mode of parking should be determined by the development solution for the area the strategic infill typology is applied. in higher-density development solutions, structured parking should be prioritized to maximize development potential and density. · structured parking should be wrapped with development on all sides fronting a primary street and when possible on secondary streets. · access to structured parking should be from secondary streets. access to structured parking from primary streets should not be permitted unless necessary. · where structured parking is not warranted, surface parking should be located to the rear of buildings.	· primary mode of parking should be determined by the development solution for the area the retrofit typology is applied. in higher-density development solutions, structured parking should be prioritized to maximize development potential and density. · structured parking should be wrapped with development on all sides fronting a primary street and when possible on secondary streets. · access to structured parking should be from secondary streets. access to structured parking from primary streets should not be permitted unless necessary. · surface parking should not be directly adjacent to or accessed from primary streets. access to surface parking should be from secondary streets. · when possible, locate surface parking in the interior of development blocks, partially and/or fully shielded from streets with development and/or landscaping.	· structured parking should be the primary mode of parking within strategic infill-large typologies to maximize development potential and density. · structured parking should be wrapped with development on all sides fronting a primary street and when possible on secondary streets. · access to structured parking should be from secondary streets. access to structured parking from primary streets should not be permitted unless necessary.	· structured parking should be the primary mode of parking within district typologies to maximize development potential and density. · structured parking should be wrapped with development on all sides fronting a primary street and when possible on secondary streets. · access to structured parking should be from secondary streets. access to structured parking from primary streets should not be permitted unless necessary.
Parking - On-Street	· whenever possible, on-street parking should be maximized within development solutions for all typologies to support businesses, calm vehicular traffic, shield pedestrians from moving traffic, and offset demand for structured parking	n/a	· on-street parking should be provided on new streets created within the strategic infill typology. the development solution should inform if parking is on one or both sides of the street.	· on-street parking should be provided on new streets created within the retrofit typology. the development solution should inform if parking is on one or both sides of the street.	· when possible, on-street parking should be provided on secondary streets within the strategic infill-large typology. the development solution should inform if parking is provided on primary streets.	· when possible, on-street parking should be provided on secondary streets within the district typology. the development solution should inform if parking is provided on primary streets.
Street Network & Inter-Block Connections	· create walkable blocks with a connected network of streets and publicly accessible pathways	· enhance pedestrian connections from shopping centers shopfronts to sidewalks and transit service. · encourage pedestrian and bicyclist connections between residential developments and shopping centers.	· increase connectivity through large residential blocks by inserting pedestrian and bicycle pathways where continuous connections can be made. · utilize vacant parcels within neighborhoods to create new pedestrian and bicycle connections in mid-block locations. · new streets, paths, and mid-block connections should be publicly owned rights of way or otherwise publicly accessible · coordinate and align new street and mid-block connections with adjacent existing street networks.	· enhance pedestrian connections from shopping centers shopfronts to sidewalks and transit service. · encourage pedestrian and bicyclist connections between residential developments and shopping centers. · explore opportunities for new street connections, including mid-block connections, as parcels are redeveloped. · new streets, paths, and mid-block connections should be publicly owned rights of way or otherwise publicly accessible · coordinate and align new street and mid-block connections with adjacent existing street networks.	· for large sites, create a new block and street network guided by a master plan that breaks up large existing blocks into smaller, more walkable blocks with increased connectivity. · new streets, paths, and mid-block connections should be publicly owned rights of way or otherwise publicly accessible · coordinate and align new street and mid-block connections with adjacent existing street networks. · new blocks should be between 240 and 400 feet in length and typically no longer than 600 feet. longer blocks may be appropriate depending on the context or special use.	· for large sites, create a new block and street network guided by a master plan that breaks up large existing blocks into smaller, more walkable blocks with increased connectivity. · new streets, paths, and mid-block connections should be publicly owned rights of way or otherwise publicly accessible · coordinate and align new street and mid-block connections with adjacent existing street networks. · new blocks should be between 240 and 400 feet in length and typically no longer than 600 feet. longer blocks may be appropriate depending on the context or special use.

OVERALL VISION KIT RECOMMENDATIONS

PUBLIC REALM & OPEN SPACE

		ADAPTIVE REUSE / REHABILITATION	STRATEGIC INFILL	RETROFIT	STRATEGIC INFILL - LARGE	DISTRICT
PUBLIC REALM & OPEN SPACE						
Category	General	Guidance	Guidance	Guidance	Guidance	Guidance
Sidewalks - 'Main Street'	· sidewalks associated with commercial areas should be wide enough to accommodate pedestrian circulation, outdoor commercial activity, street trees, lighting, and pedestrian amenities.	· where possible, sidewalks should be widened and enhanced with landscaping.	· where new, primarily residential streets or sidewalks are included, sidewalks should include two functional zones, the pedestrian through zone and the furnishing/landscape zone. the pedestrian through zone should be 5 to 7 feet wide. the furnishing/landscape zone should be a minimum of 5 feet wide, but ideally 6 feet or more to accommodate healthy street tree growth. · shade-producing street trees should be planted at regular intervals using the minimum spacing permitted. · locate site furnishings, such as seating, lighting, bike racks, and other features within the furnishing/landscape zone.	· new "main streets" should have sidewalks that include three functional zones, the frontage zone, the pedestrian through zone, and the furnishing/landscape zone. the frontage zone can vary depending on intended use. a minimum of 1.5 feet can accommodate signs and door openings, while 8 to 10 feet can accommodate seating. the pedestrian through zone should be 8 to 12 feet wide. furnishing/landscape zones should be a minimum of 5 feet wide, but ideally 6 feet or more to accommodate healthy street tree growth. · locate site furnishings, such as seating, lighting, bike racks, and other features within the furnishing/landscape zone.	· new "main streets" should have sidewalks that include three functional zones, the frontage zone, the pedestrian through zone, and the furnishing/landscape zone. the frontage zone can vary depending on intended use. a minimum of 1.5 feet can accommodate signs and door openings, while 8 to 10 feet can accommodate seating. the pedestrian through zone should be 8 to 12 feet wide. furnishing/landscape zones should be a minimum of 5 feet wide, but ideally 6 feet or more to accommodate healthy street tree growth. · locate site furnishings, such as seating, lighting, bike racks, and other features within the furnishing/landscape zone.	· new "main streets" should have sidewalks that include three functional zones, the frontage zone, the pedestrian through zone, and the furnishing/landscape zone. the frontage zone can vary depending on intended use. a minimum of 1.5 feet can accommodate signs and door openings, while 8 to 10 feet can accommodate seating. the pedestrian through zone should be 8 to 12 feet wide. furnishing/landscape zones should be a minimum of 5 feet wide, but ideally 6 feet or more to accommodate healthy street tree growth. · locate site furnishings, such as seating, lighting, bike racks, and other features within the furnishing/landscape zone.
Pedestrian and Bicycle Connections / Mid-block Passage	· on long blocks, provide publicly accessible mid-block connections for pedestrians and bicyclists. · explore opportunities to make new pedestrian and bicyclist connections between neighborhoods, commercial areas, and transit corridors.		· explore opportunities to create new through-block connections with infill development on large blocks. · explore connections to adjacent street networks. neighborhoods, and commercial developments · shared pedestrian-bicycle path should be a minimum of 8 to 10 feet wide	· explore opportunities to create new through-block connections with infill development on large blocks. · explore connections to adjacent street networks. neighborhoods, and commercial developments · shared pedestrian-bicycle path should be a minimum of 8 to 10 feet wide	· explore connections to adjacent street networks. neighborhoods, and commercial developments · shared pedestrian-bicycle path should be a minimum of 8 to 10 feet wide	· explore connections to adjacent street networks. neighborhoods, and commercial developments · shared pedestrian-bicycle path should be a minimum of 8 to 10 feet wide
Public Open Space	· public open space is a critical element for all vision typologies. the size and type of public open space will vary depending on the vision typology, project size, and programming needs. · these spaces should be considered in relation to open spaces in the surrounding community and opportunities for creating a connected network should be explored.	· explore opportunities for enhanced landscaping and repurposing of parking spaces into park or plaza space, such as pocket parks. · consider temporary or tactical installations to test ideas or make quick improvements before making more substantial changes.	· incorporate smaller open spaces and landscaped areas as feasible. · design public open spaces to connect with and complement the streetscape · privately-owned public spaces (pops) should be designed and located with care to complement the city's own open space network and not as repurposing leftover space. · locate active ground floor uses along the edges of parks, squares and plazas.	· locate active ground floor uses along the edges of parks, squares and plazas. · spatially define the shape of plazas and squares by building frontages. · plazas consist primarily of hardscape and are usually between 1/2 acre and 2 acres. · squares consist of lawns, landscaping, and trees with some hardscape and are usually between 1/2 acre and 5 acres. · privately-owned public spaces (pops) should be designed and located with care to complement the city's own open space network and not as repurposing leftover space.	· larger developments may include parks or greens that consist primarily of lawns and landscaping and may be spatially defined by building frontages or landscape elements. · locate active ground floor uses along the edges of parks, squares and plazas. · spatially define the shape of plazas and squares by building frontages. · plazas consist primarily of hardscape and are usually between 1/2 acre and 2 acres. · squares consist of lawns, landscaping, and trees with some hardscape and are usually between 1/2 acre and 5 acres. · privately-owned public spaces (pops) should be designed and located with care to complement the city's own open space network and not as repurposing leftover space.	· larger developments may include parks or greens that consist primarily of lawns and landscaping and may be spatially defined by building frontages or landscape elements. · locate active ground floor uses along the edges of parks, squares and plazas. · spatially define the shape of plazas and squares by building frontages. · plazas consist primarily of hardscape and are usually between 1/2 acre and 2 acres. · squares consist of lawns, landscaping, and trees with some hardscape and are usually between 1/2 acre and 5 acres. · privately-owned public spaces (pops) should be designed and located with care to complement the city's own open space network and not as repurposing leftover space.

OVERALL VISION KIT RECOMMENDATIONS

LAND USE, DENSITY, & CHARACTER

		ADAPTIVE REUSE / REHABILITATION	STRATEGIC INFILL	RETROFIT	STRATEGIC INFILL - LARGE	DISTRICT
LAND USE, DENSITY, & CHARACTER						
Category	**General**	**Guidance**	**Guidance**	**Guidance**	**Guidance**	**Guidance**
Multifamily Residential Mixed-Use	· max building height should be informed by density and context of adjacent neighborhoods and developments in order to transition from higher to lower densities. · garden-style multifamily residential buildings should be avoided in all applicable typologies.	· conversion to multifamily residential mixed-use should maintain and celebrate the character and legacy of the original building.	· 20' ground floor for active uses · general overall building height 4-6 floors (50'-70')	· 20' ground floor for active uses · general overall building height 4-6 floors (50'-70')	· 20' ground floor for active uses · general overall building height 4-8 floors (50'-90') · multifamily residential mixed-use should be located within central and active areas of the strategic infill-large typology.	· 20' ground floor for active uses · general overall building height 5-9+ floors (60'-100'+) · multifamily residential mixed-use should be located within central and active areas of the district typology.
Multifamily Residential	· max building height should be informed by density and context of adjacent neighborhoods and developments in order to transition from higher to lower densities. · garden-style multifamily residential buildings should be avoided in all applicable typologies.	· conversion to multifamily residential mixed-use should maintain and celebrate the character and legacy of the original building.	· general overall building height 4-6 floors (40'-60')	· general overall building height 4-6 floors (40'-60')	· general overall building height 4-8 floors (40'-80')	· general overall building height 5-9+ floors (50'-90'+)
Townhomes	· townhomes should be used in lower density districts and adjacent to single family neighborhoods. townhomes can be used in higher-density typologies to transition building heights lower density adjacent neighborhoods and developments.	n/a	· general overall townhome height 3-4 floors (30'-40') · townhomes can be a primary feature of the strategic infill typology. · when possible, garage access should be from an interior alley. · townhomes should occur in an array of at least three, side by side.	· general overall townhome height 3-4 floors (30'-40') · use of townhomes within the retrofit typology should be driven by adjacent use and context. · townhomes should occur in an array of at least three, side by side.	· general overall townhome height 3-4 floors (30'-40') · placement of townhomes within the strategic infill-large typology should be at the edges of the development and used to transition density to lower density and height adjacent neighborhoods and developments. · townhomes should occur in an array of at least three, side by side.	· general overall townhome height 3-4 floors (30'-40') · placement of townhomes within the district typology should be at the edges of the development and used to transition density to lower density and height adjacent neighborhoods and developments. · townhomes should occur in an array of at least three, side by side.
Office Mixed-Use	· max building height should be informed by density and context of adjacent neighborhoods and developments in order to transition from higher to lower densities.	· conversion to office mixed-use should maintain and celebrate the character and legacy of the original building.	· use of office mixed-use within the strategic infill typology should be informed by existing and/or future context. · general overall building height 3-6 floors (48' - 90')	· building height should be informed by current or proposed regulations and density and context of the area where the retrofit typology is applied. · use of townhomes within the retrofit typology should be driven by adjacent use and context.	· general overall building height 3-8 floors (48' - 118') · office mixed-use should be located within central and active areas of the strategic infill-large typology.	· general overall building height 5-10+ floors (76' - 146') · office mixed-use should be located within central and active areas of the district typology.

DEMONSTRATION AREA ZONING GUIDANCE

HOLLYWOOD NODE

EXISTING ZONING	EXISTING STANDARDS	RECOMMENDED STANDARDS
S-MU: Transit Oriented Corridor-South Mixed-Use District	175ft (17 stories) 50 units per acre Maximum Lot Coverage 95% Maximum Setback from SR7 30ft	Increase Density Maintain setback from SR 7 for wider sidewalk and landscaping
C-MU: Transit Oriented Corridor-Central Mixed-Use District	175ft (17 stories) 50 units per acre	Increase Density
RM-12: Multiple Family District	3 stories or 35ft 12 units per acre (single-family, duplex, townhouse, apt bldg. Commercial not allowed	Increase Height Increase Density Allow Commercial Uses/Mixed-Uses
C-3: Medium Intensity Commercial District	5 stories or 60ft 8 units per acre Commercial Only	Increase Height Increase Density Allow Residential Uses/Mixed-Uses

LAUDERHILL CORRIDOR

EXISTING ZONING	EXISTING STANDARDS	RECOMMENDED STANDARDS
CC: Community Commercial	Mixed-Use with Residential is allowed through special exception. 50ft 100ft Setback from SR7	Allow Mixed-Use by Right Allow Height Maximum to 100ft Reduce Setback from SR7
CE: Commercial Entertainment	2 Stories If substantial public transit and pedestrian amenities are provided, 3.0 Mixed Use Permitted, i.e., fee simple residential component	Increase Height Allow Residential Allow Mixed-Use by Right
CG: General Commercial	75ft 100ft Setback from SR7	Allow Mixed-Use Reduce Setback from SR7
RM-40: Residential Multifamily	8 stories or 100ft Forty (40) dwelling units per gross acre Commercial as accessory use; however mixed-use not permitted.	Allow Mixed-Use

DEMONSTRATION AREA ZONING GUIDANCE

DEERFIELD BEACH

EXISTING ZONING	EXISTING STANDARDS	RECOMMENDED STANDARDS
B-1: Business, Community	45ft Less than 50 percent of the building is utilized for residential purposes Maximum FAR 1.0 Minimum Front Setback 10ft	Increase Height Increase Density Increase FAR Allow Residential Uses/Mixed-Uses Maintain Front Setback
B-2: Business, Highway	75ft Less than 50 percent of the building is utilized for residential purposes Maximum FAR 0.5 Minimum front setback 50ft	Increase Height Increase Density Increase FAR Allow Residential Uses/Mixed-Uses Decrease front setback

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CHAPTER 4: ACTION PLAN

INTRODUCTION

The Action Plan outlines a strategic roadmap to align infrastructure investment, land use policy, affordable housing policy and zoning reform to promote opportunities for Connected Communities. It also provides a comprehensive guide to financing strategies that can be deployed to catalyze transformative projects including federal, state, and local programs; leveraging publicly owned land; using Tax Increment Financing (TIF) to fund infrastructure; applying for federal grants and tax incentives; and forming public-private partnerships to deliver affordable housing and community-serving amenities.

Together, these regulatory policies and finance tools provide a framework to coordinate zoning reforms, design standards, infrastructure investment, community benefit policies and financing resources to guide Central Broward towards a more compact, accessible, and connected approach to development.

AERIAL VIEW OF BROWARD COUNTY

PART 1: POLICY RECOMMENDATIONS

The Action Plan identifies recommendations for creating Connected Communities that are vibrant, mixed-use, walkable, transit-oriented, and affordable. By doing so, it consolidates recommendations for Central Broward to help align future land use, infrastructure, and housing planning policies. The following section describes key findings and specific recommendations for adopting new policies and regulatory tools for Connected Communities.

The policy recommendations are organized into three categories:

1. Land use & Zoning
2. Infrastructure
3. Housing

ACTION PLAN HIGHLIGHTS

The following key findings from the existing conditions review in Chapter 2 provide the foundation for the Action Plan recommendations:

The region's future will require a balance of land uses that integrate the Activity Center Future Land Use Category with investments in pedestrian, bicycle, and transit infrastructure.

Combining a mix of residential, commercial, and recreational spaces in close proximity offers a variety of activities and housing options for people at different stages of life. The existing conditions analysis found that concentrations of need in terms of transit access, affordable housing and neighborhood services and amenities align with the key corridors and intersections in the study area. Therefore, the region's future will require a balance of land uses that integrates the Activity Center future land use category with planned investments in pedestrian, bicycle, and transit infrastructure.

Central Broward's multimodal network offers opportunities for expanded connectivity and continued improvement.

By connecting gaps in the sidewalk system, expanding bicycle infrastructure, and coordinating community shuttle routes with existing and planned transit routes, Central Broward can have increased accessibility to local transit, enhanced first-mile/last-mile connectivity, and improved multimodal links, especially in Activity Centers. Bike and pedestrian facilities planned in coordination with the Vision Typologies can improve local connectivity and promote walking, biking, and rolling as a convenient way for accessing neighborhood services and amenities.

The majority of municipal zoning is not Connected Communities supportive.

The zoning analysis classified zoning districts based on their readiness to support Connected Communities with compact development and a mix of medium and high density uses that are designed to encourage walking, rather than auto-oriented development patterns. Shifting zoning standards across Central Broward to support this development pattern would have a profound impact on future growth and connectivity. New zoning standards can be adopted along proposed PREMO lines and within focus areas highlighted in this toolkit, such as Activity Centers, to promote walkability, higher transit use, and mixed-use development, ultimately fostering more connected, sustainable, and accessible communities.

There is an urgent need to address the affordable housing gap and lack of key neighborhood amenities.

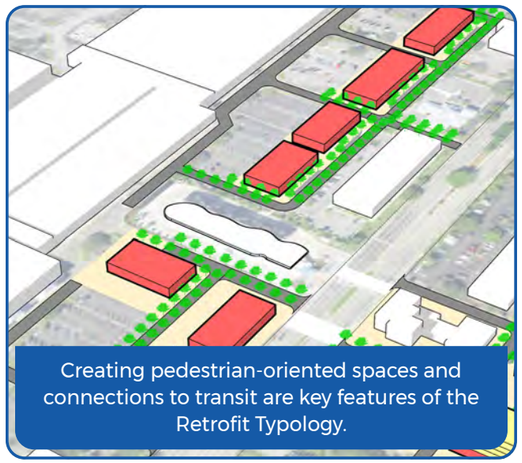
Strategic interventions, such as integrating mixed-income housing along key transit corridors and leveraging Connected Community principles, will help create more accessible communities. Integrating more parks and grocery stores within underserved areas, especially in the northern portion of Central Broward, will help create more complete communities.

THRIVING COMMUNITIES PROGRAM
WSP MHCP COLAB ACCELERATOR FOR AMERICA

LAND USE AND ZONING POLICIES

ZONING OVERLAYS AND DISTRICTS

There is a clear opportunity to expand Connected Communities-supportive zoning across Central Broward and in corresponding Activity Centers with new zoning districts and overlay zones. Leveraging the vision typologies, particularly strategic infill-large, will help promote walkability, transit use, and mixed-use development, ultimately fostering more dynamic, connected, and sustainable communities for large-scale development.



Creating pedestrian-oriented spaces and connections to transit are key features of the Retrofit Typology.

RECOMMENDATION:

Encourage zoning standards that support compact and dense development and reduce parking standards.

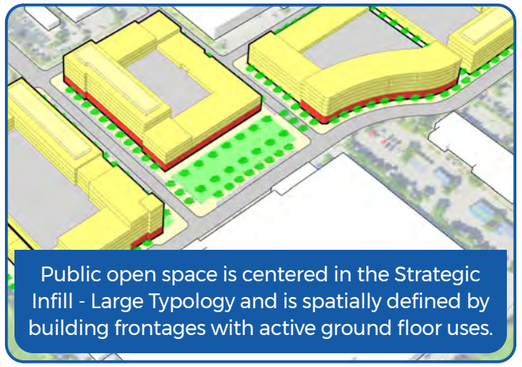
Zoning that most supports compact development within the corridor have specific transit-oriented corridor zoning or zoning overlays that require transit supportive and compact development. These include:

- Creating and implementing additional zoning overlays and zoning that allows for a diverse mix of uses, greater building heights and density, and reduced minimum parking requirements or eliminating parking requirements near transit will increase support for connected community.
- Heights ranging from 4 to 20 stories depending on the desired intensity of the geographic area with comparable densities.
- Reducing or eliminating minimum parking standards.
- Establishing a mix of uses with minimum percentages for commercial and residential uses.

See Activity Center recommendations for specific guidance on density and mix of uses.

DESIGN STANDARDS

Specific design standards can encourage and require development that is pedestrian- and transit-oriented. Design guidelines can include standards for urban form with specific guidance on building design, site design, the public realm, open space , and transitions to adjacent residential neighborhoods.



Public open space is centered in the Strategic Infill - Large Typology and is spatially defined by building frontages with active ground floor uses.

RECOMMENDATION:

Develop Connected Communities-supportive urban design standards or guidelines to accompany new zoning and overlays.

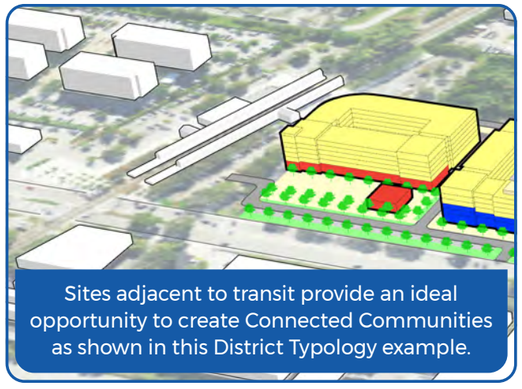
Measurable design standards or guidelines can enhance the public realm and create efficient and attractive urban spaces. Design standards or guidelines may address:

- Liner buildings within parking lots and structured parking to obscure parked cars from being seen at the street level,
- New public open space,
- Architectural variation,
- Building façade transparency,
- Ground floor active use requirements, Hierarchy of streets and intersections to provide a framework for organizing building height, intensity and orientation.
- Building separation, footprints, and setbacks to ensure that new development is pedestrian and transit-oriented,
- Standards for benches, trees, lighting and street furniture in a designated zone along the sidewalk.

Broward Next Land Use Policy 2.4.9 expands on these design guidelines within the public realm, as does Land Use Policy 2.4.16 which specify pedestrian and transit amenities that are internal to designated Activity Centers and Land Use Policy 2.4.18 specifies transitions to adjacent residential neighborhoods.

ACTIVITY CENTER FUTURE LAND USE

While there are three different future land use categories that permit multifamily housing, it is only the Activity Center category that is designed to truly support a mix of dense uses that are intended to encourage better connectivity, walkable neighborhoods, and an authentic variety of uses, buildings and architecture. The Activity Center category plays a vital role in promoting Connected Communities across Broward County and can encompass both the District and Strategic Infill - Large vision typologies.



Sites adjacent to transit provide an ideal opportunity to create Connected Communities as shown in this District Typology example.

RECOMMENDATION:

Expand Activity Centers to supporting connected communities

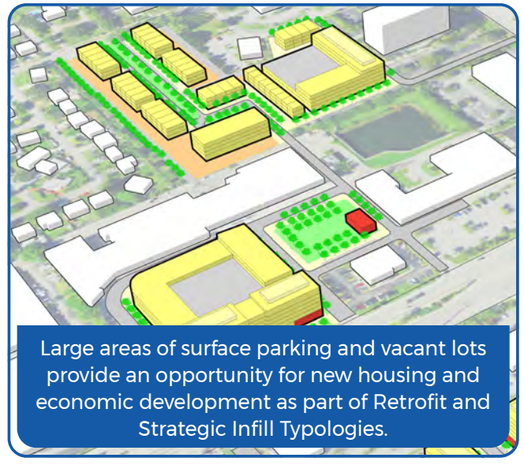
Activity Centers serve as hubs for transit, pedestrian, and bicycle networks that create compact and well-connected spaces with links to the greater region. Existing Broward Next policies can be used to guide municipalities in adding more Activity Centers in alignment with planned PREMO lines and existing transit facilities. These include:

- Broward Next Land Use Policy 2.4.2 designates Activity Centers as supporting the location of uses in a manner oriented around the five-minute walk and/or within approximately a quarter mile on either side of a transit corridor.
- Land Use Policy 2.4.1 designates Activity Centers with increased density by 20% or 500 dwelling units and/or hotel rooms, whichever is less.
- Land Use Policy 2.4.3 requires residential as a primary use and Land Use Policy 2.4.4 requires a mix of uses.

Additionally, some of the larger typologies described in section 3 can be included in the Activity Center future land use with guidance for District and Strategic Infill - Large vision typologies which would need greater coordination, visioning and an overall master plan.

EXISTING LAND USE PATTERNS

The best opportunity to increase densities and development is by redeveloping older structures and promoting infill development. Redevelopment and infill sites can be key catalysts for revitalization and allow for transit supportive land uses that better align with community needs. Future development strategies may benefit from focusing on targeted redevelopment efforts, particularly in areas where aging buildings can be repurposed or replaced or where large surface parking lots can be activated with new development.



Large areas of surface parking and vacant lots provide an opportunity for new housing and economic development as part of Retrofit and Strategic Infill Typologies.

RECOMMENDATION:

Prioritize use of the Adaptive Reuse, Strategic Infill, and Retrofit Vision Typologies.

Utilizing these vision typologies will improve the pedestrian experience and foster Connected Communities in the following ways:

- By adapting existing structures—such as warehouses and aging commercial buildings— for new uses, communities can preserve the architectural character of buildings while modernizing them to support different uses that are more in demand. These can also include collectives and incubators for food and culture, start-up businesses, flexible space and small businesses.
- Transforming large surface parking areas into residential, commercial, or mixed-use developments by retrofitting them with new buildings to create a more compact and efficient development pattern.
- Leveraging Broward County policies like Strategy TR-1, which prioritizes new development and redevelopment in existing and planned Downtown areas and major transit corridors, can significantly enhance growth and revitalization.

COMPLETE COMMUNITIES

Enhancing access to parks and grocery stores, especially in under-served areas, can help create more complete communities with convenient access to essential services. A complete community ensures easy access to neighborhood goods and services while remaining adaptable to future growth. Moving forward, targeted efforts to improve park availability in under-served areas and expanded grocery access in northern Broward County could help create more accessible essential community services.

RECOMMENDATION:

Leverage County policies to expand access to essential goods and services.

These efforts will not only improve residents' access to green spaces and healthy food but also support the overall well-being of the community, promote sustainability, and foster stronger social ties within neighborhoods. The following policies can be used as a guide for updating municipal regulatory policies:

- Leveraging Broward County's Land Use Plan Policy 2.4.18, which focuses on Activity Centers establishing design guidelines for mixed-use to promote integrated land uses and safe non-motorized mobility, can further support the development of well-rounded neighborhoods. Integrated land uses includes a healthy mix of uses.
- Other policies that promote parks and open space also address disparities and support connected environments for everyone and can be adapted for individual municipalities including:
- Recreation and Open Space Policy R1.6: Broward County shall maintain and explore opportunities for additional parks that provide activities to support healthy living and exercise and include public awareness materials regarding the connection between physical activity and overall health benefits.
- Recreation and Open Space Policy R1.7: Broward County shall increase safe and equitable access to parks through partnerships to maximize resources, initiatives, and strategies to improve the comfort, convenience, and safety of parks, as well as implementing the Transportation Element's greenway policies.
- Recreation and Open Space Policy R3.2: Broward County shall continue to utilize the level of service (LOS) standard in Table R-1, which was adopted by the Board of County Commissioners to assess adequacy of service and concurrency, for the County's local and regional parks and recreation facilities. Local park in Broward Municipal Service District level of service are 3 acres per 1,000 persons.

INFRASTRUCTURE POLICIES

PEDESTRIAN MOBILITY

Pedestrian and bicycle connectivity enhancements are an important element of new development described in all of the Vision Typologies. At the neighborhood and block level, connectivity is often restricted by physical barriers such as canals and gated communities, reducing access and walkability within local areas. Although residential and commercial areas may be within a walkable distance, indirect and lengthy pedestrian routes make walking less practical, ultimately discouraging it as a mode of transportation.

A Retrofit Typology illustrating enhanced pedestrian connections from the shopping center storefronts to adjacent sidewalks and transit service.

RECOMMENDATION:

Create direct and efficient walking routes and integrate connectivity standards in design guidelines and policies.

Walkability can be enhanced through updating standards and regulations, including:

- Standards in the zoning code,
- Standards in the transportation element of the comprehensive plan,
- Consultation with Broward County Trafficways Plans, and
- Public works street design standards.

Infrastructure improvements can include:

- Additional sidewalks that connect to building entrances across different properties and developments,
- Pedestrian bridges or public pathways to bridge existing gaps and improve access between neighborhoods, and
- Sidewalk connections to new developments.

Existing policies from Broward Next can be fully or partially incorporated into a municipality's policy documents and regulatory standards. These policies support actions to facilitate walking between areas and to foster a more connected, accessible community for everyone.

- Broward's Land Use Policy 2.4.15 promotes design features to enhance pedestrian mobility including shelters or stations, minimum five foot wide pedestrian and bicycle paths (wider in commercial or denser areas), buildings that front the street with minimal setbacks, streets that connect to adjacent streets in a gridded pattern and parking strategies that support reduced parking.
- Broward's Land Use Policy 2.4.16 requires pedestrian and transit amenities within an Activity Center.
- General policies like 2.4.20 require access to mass transit in activity centers.

BICYCLE MOBILITY

The current gap in bike-friendly infrastructure reduces safe and convenient cycling options, making it less viable as a primary mode of transportation. To support cycling as a practical and sustainable mode of transportation, a more connected network is needed to bridge these gaps and ensure seamless access within neighborhoods and to key destinations, services, and amenities.

RECOMMENDATION:

Bridge the Bicycle Infrastructure Gap.

The following strategies can help further encourage cycling as a convenient mode of transport and help promote cycling as a viable transportation option:

- Enhance bike connectivity at key intersections with clear lane markings.
- Expand bike connectivity into areas that currently lack infrastructure, especially to link residential neighborhoods with business districts, schools, parks, and other amenities.
- Plan bike infrastructure that connects directly to public transit hubs.
- Utilize Broward MPO's Bike and Safety Action Plan and Complete Streets Initiative.
- Coordinate with the MPO, the Broward Trafficways Plan and the County on planning efforts to ensure alignment with transportation goals and maximize the impact of infrastructure investments.
- Consider Land Use Policy 2.4.9 in Broward Next, requiring design guidelines that incorporate pedestrian and bicycle paths and greenways to accomplish fully connected routes to all destinations and Activity Centers.

TRANSIT CONNECTIVITY

The study area's multimodal network is somewhat incomplete, particularly in its connectivity to key nodes and corridors. In particular, community shuttle routes are not well aligned with the key intersections and corridors where PREMO routes are planned, creating gaps in accessibility. This disconnect limits the effectiveness of local transit options, reducing their ability to serve as first-mile/last-mile connections to major destinations.

RECOMMENDATION:

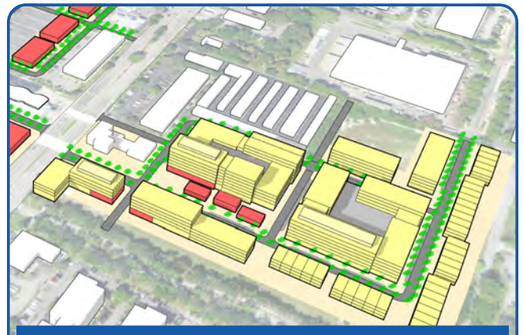
Connect Community Shuttles to Transit and Activity Centers.

Creating a well-connected, transit-friendly environment requires strengthening multimodal links, particularly within Activity Centers, where accessibility and mobility are key. A critical step to improve the multimodal network and enhance the effectiveness of transit options is reassessing the community shuttle routes to better serve Activity Centers and connect with exiting transit and planned PREMO corridors. By better aligning these routes to planned transit and major nodes of activity, the multimodal network can be significantly improved, making transit a more viable and convenient option.

HOUSING POLICIES

AFFORDABLE HOUSING GAP

Addressing the affordable housing gap will require strategic interventions such as integrating mixed-income housing in key corridors and leveraging transit-oriented. Strategically integrating affordable housing within well-connected transit hubs and promoting mixed-use development expands access to jobs, healthcare, and education and builds complete and Connected Communities for a range of household types and incomes.



Example of a Strategic Infill - Large typology that incorporates a mix of housing types and price points

RECOMMENDATION:

Implement and leverage existing housing policies to increase mixed-income housing options.

Closing the affordable housing gap requires a thoughtful approach that incorporates mixed-income housing within Connected Communities that are transit-oriented. Broward County has a number of policies and programs that municipalities can prioritize and promote. These include:

- The Commerce future land use category which allows affordable and high-density multifamily housing for parcels located on major corridors or near transit stations. This future land use category was recently amended to permit affordable and market rate housing as a strategy for addressing the affordable housing shortage. This aligns with Florida's Live Local Act which permits market rate units in a commercial area if 40% of total units are affordable with a maximum allowable height that matches the greatest heights currently permitted within one mile of the proposed development.
- Broward Next's Land Use Policy 2.16.4 which provides incentives for affordable housing bonus and payments in lieu of depending on the income level served.
- Land Use Policy 2.4.1 which provides incentives to increase residential densities by 500 dwelling units or 20%,whichever is less, as long as there is sufficient capacity for public facilities and services in coordination with public schools.
- Land Use Policy 2.4.7 which addresses mitigating potential negative impacts to public facilities and services from affordable housing opportunities.
- Housing Policy 1.3 which requires housing affordability in land development codes through zoning designation, payment in lieu of, dedicated land for affordable housing, allocated flexibility units and density bonuses.
- Housing Policy 1.5 which requires affordable housing within ¼ mile of transit.
- Housing Policy 2.16.1 which establishes affordable housing programs as a requirement for all municipalities exceeding planned populations of 15,000.
- Housing Policy 5.1 which provides incentives for affordable housing including waivers for impact fees and expedited development reviews.
- A dedicated funding authority which has issued $146 million in bond allocation funding for 552 units since 2018 including funding to assist homeowners in maintaining home ownership.
- A dedicated Trust Fund which will be worth $67 million by 2033.

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PART 2: FINANCING AND VALUE CAPTURE MECHANISMS

Development projects that support Connected Communities - vibrant, mixed-use, walkable, transit-oriented, and accessible - are often financed through a combination of public and private funding. The specific financing strategies used for a development project will vary depending on factors such as the project's size, location, tenant mix, availability of private financing, and the level and type of community benefits or public amenities incorporated into the project.

The primary resources for development project financing reviewed in this Chapter are:

1. Government Grants and Loans - Federal, State, and Local
2. Leveraging Publicly Owned Land
3. Tax Increment Financing (TIF)
4. TOD & Dedicated TOD Funds

DEVELOPMENT PROJECT FINANCING AT A GLANCE

GOVERNMENT GRANTS AND LOANS

Federal, state, and local governments may provide grants and below-market rate or otherwise flexible loans for different types of development projects, particularly those that promote affordable housing, environmentally sustainable development, job creation, and other public policy goals.

DEDICATED TOD FUNDS

Special-purpose funds that leverage public and private money to attract larger quantities of market-rate debt. They can be used to finance land acquisition, affordable housing development, and related community and commercial facilities along transit corridors. Recent examples of TOD funds managed by Community Development Financial Institutions are found in markets such as Denver, San Francisco (Bay Area), Seattle (Puget Sound), and Los Angeles.

LEVERAGING PUBLICLY OWNED PROPERTY

The public sector can play a major role in catalyzing the production of housing, mixed-use and commercial buildings, and other community facilities via the strategic evaluation, assemblage, and disposition or repositioning of underutilized assets. As cities have grown and evolved, many holdings like surface parking lots and administrative facilities are underutilized, particularly those that are in or near employment centers and transit stations. These assets are perfect candidates for expanded or alternative uses.

TAX INCREMENT FINANCING (TIF)

TIF is a valuable, locally generated resource for funding locally impactful development projects because it redirects future increases in property tax revenue generated by development to fund public amenities such as infrastructure improvements, building renovations, public space improvements, and affordable housing initiatives.

GOVERNMENT GRANTS AND LOANS

Federal, state, and local governments may provide grants and below-market rate or otherwise flexible loans for different types of development projects, particularly those that promote affordable housing, environmentally sustainable development, job creation, and other public policy goals.

FEDERAL GRANTS & LOANS

AGENCY: FEDERAL TRANSIT ADMINISTRATION

Program: Pilot Program for Transit-Oriented Development Planning

Provides funding for planning activities that integrate land use and transportation planning around new fixed guideway or core capacity improvement projects.

Program: Capital Investment Grants

While primarily for major transit infrastructure projects, CIG can sometimes support TOD components, especially when integrated with transit projects.

AGENCY: U.S. DEPARTMENT OF TRANSPORTATION

Build America Bureau
Program: Transportation Infrastructure Finance and Innovation Act (TIFIA)

The FAST Act expanded TIFIA program eligibility to include TOD projects and related infrastructure. To be eligible for loans through these programs, TOD projects must comply with the TOD-specific eligibility criteria, summarized here.

TIFIA provides financing for up to 49% of eligible project costs.

Project Types:

- Economic development, including commercial and residential development
- Public infrastructure
- Joint development

Borrower Eligibility:

- State and local governments
- State infrastructure banks
- Private firms
- Special authorities
- Transportation improvement districts

Program Highlights:

- Finance up to 49% of eligible project costs
- Interest rate set at the U.S. Treasury rate for a security of similar maturity (or 1/2 of the U.S. Treasury rate for rural projects)
- Flexible amortization
  - Repayment period up to 35 years
  - Deferred payment up to 5 years after substantial completion
  - No pre-payment penalty

Build America Bureau
Program: Railroad Rehabilitation and Improvement Financing (RRIF)

The FAST Act expanded RRIF program eligibility to include TOD projects and related infrastructure. To be eligible for loans through these programs, TOD projects must comply with the TOD-specific eligibility criteria, summarized here. RRIF provides direct loans up to 75% of total development costs.

Project Types:

- Economic development, including commercial and residential development

Borrower Eligibility:

- State and local governments
- Railroads
- Government-sponsored authorities and corporations
- Limited option freight shippers
- Entities participating in joint ventures including at least one other eligible borrower types

Program Highlights:

- At least 25% of project costs funded from non-federal sources
- Interest rate set at the U.S. Treasury rate for a security of similar maturity
- Flexible amortization
  - Repayment period up to 35 years
  - Deferred payment up to 5 years after substantial completion
  - No pre-payment penalty

AGENCY: U.S. ENVIRONMENTAL PROTECTION AGENCY

Program: Brownfields Program

Provides direct funding for brownfields assessment, cleanup, revolving loans, and environmental job training. To facilitate the leveraging of public resources, EPA's Brownfields Program collaborates with other EPA programs, other federal partners, and state agencies to identify and make available resources that can be used for brownfields activities.

There are multiple grant opportunities, but the most applicable are:

- Assessment Grants provide funding for brownfield inventories, planning, environmental assessments, and community outreach.
- Cleanup Grants provide funding to carry out cleanup activities at brownfield sites owned by the applicant.
- Multipurpose (MP) Grants provide funding to conduct a range of eligible assessment and cleanup activities at one or more brownfield sites in a target area

AGENCY: U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Program: Community Development Block Grant Program

Provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.

CDBG recipients can use grants alongside the Section 108 Loan Guarantee Program to finance specific projects or to launch revolving loan funds. This strategy pairs well with federal tax credit programs and is often used to catalyze private economic activity in underserved areas and/or to fill a project financing gap.

- The Florida Department of Economic Opportunity (Florida Commerce) is the state-level applicant/recipient of these funds and determines sub-awardees and pass through grant funding recipients.
- Broward County is considered an "entitlement community" under the CDBG program. This means that it receives direct allocations from HUD based on a formula that takes into account factors like population, poverty levels, and housing conditions.

Program: HOME Investment Partnerships Program

Provides formula grants to states and localities that communities use to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people. HOME funds can be structured as grants, direct loans, loan guarantees or other forms of credit enhancements, or rental assistance or security deposits.

- The Florida Housing Finance Corporation is the state-level applicant/recipient of these funds and determines sub-awardees and pass through grant funding recipients. Program information can be found here.
- Broward County receives a direct allocation from HUD. Funding through HOME has been used for homebuyer assistance programs; affordable rental housing development; and rehabilitation of existing housing.

AGENCY: U.S. ECONOMIC DEVELOPMENT ADMINISTRATION

Program: Public Works and Economic Adjustment Assistance Program

Provides a wide range of technical, planning, and public works and infrastructure assistance in regions experiencing adverse economic changes that may occur suddenly or over time. The program offers Strategy Grants and Implementation Grants.

FEDERAL TAX CREDITS AND TAX INCENTIVES

AGENCY: INTERNAL REVENUE SERVICE

Program: Low-Income Housing Tax Credit Program (9 Percent)

Federal program administered by the Florida Housing Finance Corporation.

- Developers constructing or rehabilitating affordable housing statewide can apply for an allocation of 9 Percent Housing Tax Credits.
- Tax Credits are awarded on a competitive basis to nonprofit and for-profit sponsors of eligible housing projects.
- Awards are based on the criteria outlined in the State's Qualified Allocation Plan (QAP).

Qualifying buildings include garden, high-rise, townhouses, duplexes/quads, or mid-rise with an elevator. Ineligible development types include hospitals, sanitariums, nursing homes, retirement homes, trailer parks, and life care facilities. This program can be used in conjunction with the HOME Investment Partnerships program, the State Apartment Incentive Loan program, the Predevelopment Loan program, or the Multifamily Mortgage Revenue Bonds program.

Housing need is assessed based on the current statewide market study, and funds are distributed annually to meet the need and demand for targeted housing in large, medium, and small-sized counties throughout Florida.

Additionally, competitive 9 percent housing credits are sometimes reserved for affordable housing that addresses specific geographic or demographic needs, including the homeless, elderly, persons with special needs, the Florida Keys Area of Critical State Concern, or for disaster recovery efforts.

Program: Low-Income Housing Tax Credit Program (4 Percent)

Federal program administered by the Florida Housing Finance Corporation.

- Developers constructing or rehabilitating affordable housing statewide can apply for an allocation of 4 Percent Housing Tax Credits.
- The Internal Revenue Code requires that developments awarded 4 Percent Housing Tax Credits must utilize multifamily bonds financing for more than 50 percent of the total project cost.

Florida's Multifamily Mortgage Revenue Bond program (MMRB) uses both taxable and tax-exempt bonds to provide below market-rate loans to non-profit and for-profit developers who set aside a certain percentage of their apartment units for low income families. These bonds are sold through either a competitive or negotiated method of sale or private placement. The program requires that at least 20 percent of the units be set aside for households earning at or below 50 percent of the area median income (AMI). The developer may also opt to set aside 40 percent of the units for households earning at or below 60 percent of the AMI.

Affordable housing developers are able to use the dollars from this program in conjunction with other Florida Housing programs, such as the Affordable Housing Guarantee Program, which participates in the U.S. Department of Housing and Urban Development's Multifamily Risk Sharing program, and the State Apartment Incentive Loan Program.

Typically, affordable housing developers involved in the construction or acquisition of properties of 200 units or more submit applications to the MMRB program.

Program: Historic Rehabilitation Tax Credits

The federal historic rehabilitation tax credit (HTC) program is an indirect federal subsidy to finance the rehabilitation of certified historic buildings with a 20 percent tax credit for qualified expenditures.

PROGRAM: OPPORTUNITY ZONES

Provides graduated tax benefits to individual and corporate taxpayers that make an equity investment to support real estate assets or operating businesses in census tracts designated as Opportunity Zones. Investors can defer gains through 2026, and capture benefits through 2047.

- Investments must be made in designated Opportunity Zones (OZs). Multiple OZs cover the geographic focus area.

See map of eligible census tracts linked here.

AGENCY: COMMUNITY DEVELOPMENT FINANCIAL INSTITUTION (CDFI) FUND

Program: New Markets Tax Credit Program

Permits individual and corporate taxpayers to receive a non-refundable tax credit against federal income taxes for making equity investments in financial intermediaries known as Community Development Entities (CDEs).

- CDEs receive the NMTC allocation authority.
- The tax credit provided to the investor totals 39 percent of the cost of the investment and is claimed over a seven-year period.
- Investments must be made in Qualified Census Tracts (QCTs). Multiple QCTs cover the geographic focus area.
- Impact of NMTC in Florida to-date.

CASE STUDIES

FLORIDA CASE STUDY
Build America Bureau's RRIF Loan in Boca Raton

In January 2025, the Build America Bureau at USDOT approved a loan under the Railroad Rehabilitation & Improvement Financing (RRIF) program, its first TOD project with a residential component. The Colony project in Boca Raton, Florida will construct over 300 units at the Tri-Rail Boca Raton commuter rail station and generate approximately $2 million per year in land lease revenue for the commuter rail system. The project will be a mix of workforce housing and market-rate housing, and it will include more parking spaces for commuters.

Press Announcement of TOD Project

LOCAL CASE STUDY
New Markets Tax Credits Support Redevelopment of YMCA in Broward County

The YMCA of South Florida has served Broward, Miami-Dade, and Monroe Counties since 1915. The funds provided with NMTC in 2019, allowed the YMCA to build a new YMCA in the Sistrunk corridor of Fort Lauderdale. The total project cost was approximately $21 million, supported by a $17 million NMTC allocation from Florida Community Loan Fund and Poplar Community Capital.

The new LA Lee YMCA / Mizell Community Center serves 800-1200 residents daily from predominantly low-income households. On-site services include GED and job training programs, nutrition and wellness education, on-site daycare, and tutoring. The community is a Severely Distressed zone, with unemployment over 19%, Poverty rate over 24%. The YMCA is the first major project in the area and has supported revitalization of the corridor.

New YMCA in Broward County

NATIONAL CASE STUDY
TIFIA for Mount Vernon Library Commons Project

The Library Commons project is a transit-oriented development located in historic downtown Mount Vernon, Washington. Library Commons includes public library services, community center space, a commercial kitchen, public restrooms, and structured parking with the largest public electric vehicle charging center in the USA, park and ride, and a transit stop.

USDOT's Build America Bureau provided a $26.8 million direct project loan to the Mount Vernon Library Commons (Library Commons) through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. The project is financed through TIFIA Rural Project Initiative, which provides up to 49 percent of the project costs with an interest rate equal to half the Treasury rate. As a rural project, USDOT was able to provide additional financial support by waiving advisor fees.

In addition to the loan from the Build America Bureau, USDOT'S Federal Highway Administration awarded the City of Mount Vernon $12.5 million in funding through the Charging and Fueling Infrastructure Discretionary Grant Program to install 78 EV charging ports in the project's parking garage. The project is also receiving financial assistance through the Section 108 Loan Guarantee Program administered by the U.S. Department of Housing and Urban Development.

Library Commons Project

STATE FUNDING

AGENCY: FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY (FLORIDA COMMERCE)

Program: Small Cities Community Development Block Grant Program

Provides competitive grants to counties and municipalities for economic development initiatives and to support community revitalization, and rehabilitation.

The following units of local government are eligible to apply for Small Cities CDBG funds:

- Cities with fewer than 50,000 residents that have not accepted special entitlement status and have not opted to join an entitlement program,
- Counties with fewer than 200,000 residents, and
- Cities with more than 50,000 residents that have opted out of the urban entitlement program.

Current Application Cycle

- Application cycle opened March 5, 2025, and closes May 2, 2025.
- Funding is available for the Neighborhood Revitalization, Housing Rehabilitation, and Commercial Revitalization program areas.

Program: Community Planning Technical Assistance Grants

CPTA grants provide counties, municipalities and regional planning councils the opportunity to create innovative plans and development strategies to promote a diverse economy, vibrant rural and suburban areas and meet statutory requirements for planning, while also protecting environmentally sensitive areas. Understanding that many Florida communities have been impacted by hurricanes, CPTA grants may also be used to assist with disaster recovery, resiliency and economic development planning.

CPTA grant awards may be up to $75,000, but award amounts may vary.

Eligible applicants are:

- Counties and municipalities
- Regional planning councils that propose projects on behalf of or for the benefit of counties, municipalities or the region and that have support, in writing, from the counties or municipalities affected by the proposed grant project

Projects should relate to community planning and economic development strategies that implement the requirements in the Community Planning Act. Florida Commerce encourages communities to apply for projects related to planning for disaster recovery and projects that encourage workforce development strategies as well as workforce housing opportunities. Applicants are encouraged to seek funding for innovative, creative, or unique approaches to planning, development and infrastructure in their community.

AGENCY: FLORIDA HOUSING FINANCE CORPORATION

Program: State Apartment Incentives Loan

The State Apartment Incentive Loan program (SAIL) provides low-interest loans on a competitive basis to affordable housing developers each year. This money often serves to bridge the gap between the development's primary financing and the total cost of the development. SAIL dollars are available to individuals, public entities, not-for-profit or for-profit organizations that propose the construction or substantial rehabilitation of multifamily units affordable to very low income individuals and families.

A minimum of 20 percent of the development's units must be set aside for families earning 50 percent or less of the area median income. Developments that use housing credits in conjunction with this program may use a minimum set-aside of 40 percent of the units for residents earning 60 percent of the area median income.

Loan interest rates are set at zero percent for those developments that maintain 80 percent of their occupancy for farmworkers, commercial fishing workers or homeless people. The interest rates are set at one percent for all other developments. Loans are issued for a maximum of 15 years unless housing credit syndication requirements or Fannie Mae requirements dictate longer terms or if the Corporation's encumbrance is subordinate to the lien of another mortgage, in which case the term may be made coterminous with the longest term of the superior loan. In most cases, the SAIL loan cannot exceed 25 percent of the total development cost and can be used in conjunction with other state and federal programs.

Program: Predevelopment Loan Program

Through individualized technical assistance and flexible below market interest financing for predevelopment activities, the Predevelopment Loan Program (PLP) helps nonprofit and community-based organizations, local governments, and public housing authorities plan, finance, and develop affordable housing. Eligible organizations may apply for a loan of up to $750,000. The loan carries a non-amortizing 1% percent interest rate, with principal and interest deferred until maturity. The loan matures either upon the closing of construction/permanent financing or three years after the original PLP loan closed, whichever occurs first.

PLP funds may be used for costs such as rezoning, soil tests, engineering fees, title searches, appraisals, feasibility analysis, legal fees, audit fees, earnest money deposit, impact fees, insurance fees, commitment fees, administrative costs, marketing expenses and acquisition expenses. These activities must be part of a nonprofit or governmental organization's efforts to develop affordable housing.

COUNTY FUNDING

AGENCY: BROWARD COUNTY HOUSING FINANCE DIVISION

Program : New Construction or Acquisition and/or Rehabilitation of Multifamily Affordable Housing Rental or Homeownership Units For Sale

The Broward County Housing Finance Division provides gap financing funded through the County's Affordable Housing Trust Fund. The Broward County Affordable Housing Trust Fund (AHTF) is administered by Broward County's Housing Finance Division and provides funding as an incentive to create partnerships that produce and/or preserve affordable multifamily units. The AHTF was established September 26, 2017, and provides a continuing, non-lapsing funding mechanism for the Broward County Commission in addressing affordable housing countywide.

Between 2018-2024, the County awarded approximately $140.7M in gap financing for 34 affordable multifamily housing projects. As shown on the table below, the County's gap financing, combined with other funding sources, represents a total of approximately $1.2B in affordable housing financing. This is expected to generate a total of 8,371 affordable multifamily units.

GAP financing is offered annually through a competitive solicitation. The program requirements and offerings change each year to respond to current market conditions and opportunities and subject to funding availability. For Fiscal Year 2025, the GAP allocation offered through the Housing Finance Division is $25M and the program requirements are delineated in the Request for Applications (RFA). For the 2025 funding opportunity, applicants could apply for only one of the following two funding allocations:

A) For a project that includes a minimum of 70 multifamily affordable housing rental units up to $20 million is available for the new construction or acquisition and/or rehabilitation of those units that will be affordable for households whose income is 80% or below the Area Median Income ("AMI"). A maximum of $7.5 Million per project is available, and each must include a minimum of 70 multifamily affordable housing rental units; or

B) For a project that includes less than 70 multifamily affordable housing rental units or less than 70 affordable homeownership housing units for sale, up to $5 million is available for the new construction of those units. Units to be rented must be affordable for households whose income is 80% or below the AMI and units to be sold must be affordable for households whose income is 120% or below the AMI. A maximum of $2.5 Million per project is available, and each must include less than 70 affordable housing units.

AGENCY: BROWARD COUNTY HOUSING FINANCE AUTHORITY (HFA)

Program : Multifamily Housing Bond Program

The Broward County HFA has a $100M annual bond allocation from the Division of Bond Finance of the State of Florida that provides tax exempt and taxable financing for the acquisition, construction, and/or rehabilitation of multifamily rental housing projects which satisfy the goals and requirements of the HFA and comply with applicable federal and state law.
The HFA will only consider financing multifamily housing projects which adhere strictly to the requirements set forth in these Policies and Procedures for Multifamily Housing Bond Program (the Bond Policies).

LEVERAGING PUBLICLY OWNED PROPERTY

Given the scale of property holdings by state and local governments across the U.S., including in Florida and Broward County, the public sector can play a major role in catalyzing the production of housing, mixed-use and commercial buildings, and other community facilities via the strategic evaluation, assemblage, and disposition or repositioning of underutilized assets. As cities have grown and evolved, many holdings like surface parking lots and administrative facilities are underutilized, particularly those that are in or near employment centers and transit stations. These assets are perfect candidates for expanded or alternative uses.

STEP ONE: ASSET MAPPING

The ownership of government assets is fragmented among a multitude of public entities including general purpose city and county governments, separate public utilities and public authorities (e.g., Public Housing Authorities, Port Authorities, Airports, Redevelopment Agencies (RDAs), Land Banks, Transportation Authorities, Public Works Departments, School Districts), and various state and federal entities. The Putting Assets to Work (PAW) Initiative addresses these gaps by providing a geospatial representation of publicly owned properties, integrating data from geographic information systems (GIS), county assessors, internal records, and staff interviews.

The PAW Initiative is a collaboration of the Government Finance Officers Association, Common Ground Institute, and Urban3 that supports cities and counties to find a sensible and scalable approach to public asset disposition in the United States. The PAW Initiative has worked with localities as diverse as Atlanta, Austin, Chattanooga, Cleveland, Evanston, and Salt Lake County to identify and map publicly owned land holdings and real estate assets, estimate their value, and develop strategies to engage intergovernmental partners and community stakeholders.

Similarly, a partnership between Accelerator for America and government technology firm Tolemi is supporting 17 cities (including Tampa, FL) in the Data for Housing Solutions initiative, which leverages a data analysis tool and peer learning to provide insights into local real estate markets. The goal is to use those insights to help preserve and build affordable housing, keep families in their homes, combat predatory real estate investors, and ensure publicly-owned real estate is utilized for the greatest community benefit.

STEP TWO: IDENTIFY DEVELOPMENT INCENTIVES

Government leaders should identify the public financing tools and incentives that can be leveraged to entice or require the specific end-use desired by the government.

- Public financing tools include: tax abatements, tax increment financing, assignment of locally-allocated grants and subsidies such as CDBG or HOME funds, bond financing, and access to low-interest loans.
- In order to reduce the total project costs, government leaders can consider a long-term ground lease or low-cost land transfer to developers.
- Local government can also assume the cost of site remediation and site improvements.
- Additionally, government leaders can eliminate or alleviate regulatory barriers, accelerate approvals processes, and adjust land use policies or zoning requirements to better-fit the desired end-use of the property.

STEP THREE: PARTNER WITH DEVELOPERS

Once the jurisdiction has identified the public land assets that have the strongest potential for redevelopment, they need to develop and implement a process to partner with developers to move projects from concept to fruition. One typical pathway would be for the property owner to issue a request for proposals (RFP) to lay out their vision for a site (i.e., a targeted number or percentage of affordable housing units) and solicit development proposals, evaluate responses, and structure a transaction with a selected developer.

As outlined by the Greater Ft. Lauderdale Alliance, the State of Florida welcomes public-private partnerships for a wide range of projects, including allowing private businesses to submit unsolicited proposals to local governments and authorizing an alternative procurement process and requirements for public-private partnerships to facilitate the construction of public-purpose projects.

The Florida Housing Finance Corporation's Catalyst Program provides community based organizations and state and local governments with technical assistance to meet affordable housing needs. This assistance includes training on the development of affordable housing programs, including the establishment of public/private partnerships. Florida Housing contracts with the Florida Housing Coalition, which engages a highly skilled and experienced network of housing development and finance professionals in Florida, to provide training and technical assistance.

As an example of how state agencies can play an important role in the redevelopment of publicly owned property, the Florida Department of Transportation Right of Way Office manages the sale or lease of surplus properties, which can be sold or leased through a variety of options through the Property Management Program.

CASE STUDIES

Sky Building: City of Oakland Park

The City of Oakland Park partnered with NRI Investment on a mixed-used project that leveraged publicly-owned land. This transformative mixed-use project from NR Investments is bringing the vision for a vibrant and walkable downtown to life. The Sky Building will include a mix of residential, commercial, and retail space to support local businesses and spur economic investment in the community. Through an innovative public-private partnership between the City and developer NR Investments, Oakland Park will move operations to the west side of Dixie Highway and serve as a landmark tenant in the Sky Building.

The mid-rise development is mixed-use in nature and includes 136 affordable and workforce units, connected by skybridge to the City of Oakland Park's new City Hall. The project also includes roughly 15,000 square feet of ground-floor retail. NRI signed a development agreement, lease agreement, and purchase & sale agreement for this 2.07- acre site with the City of Oakland Park. Walk and Dunlop arranged $51 million in financing for the project. Sky Building is located within a designated Opportunity Zone.

Northwest-Progresso-Flagler Heights CRA's Scattered Site Infill Housing

In 2021, five developers were selected to participate in the CRA Scattered Site Infill Housing Project following the issuance of a Request for Proposals to construct and sell single-family homes on CRA-owned properties. The CRA provides the land at no cost, allowing developers to pass these savings onto homebuyers, making homeownership more affordable within the CRA boundaries.

In 2022, the CRA transferred five sites to Lemon City Development, which has begun constructing its first phase of infill housing. Other selected developers include GESMAC Development Inc., Fort Lauderdale CDC, and Oasis of Hope CDC . These developers are actively building homes within the CRA Area that are in various stages of development. This program offers a significantly more affordable path to homeownership in Fort Lauderdale, where the median sale price for single-family homes is currently $575,000.

4

Sky Building in City of Oakland Park

TAX INCREMENT FINANCING (TIF)

Tax Increment Financing (TIF) is a valuable, locally generated resource for funding locally impactful development projects because it redirects the future increases in property tax revenue generated by development to fund public amenities such as infrastructure improvements, building renovations, public space improvements, and affordable housing initiatives. Establishing a TIF allows for the upfront financing of development projects without requiring immediate increases in taxes. The increased tax revenue generated by the development itself funds the improvements, making it a self-sustaining financing mechanism.

- **TIF District Designation:** A geographic area is designated as a TIF district. This area is typically centered around a transit station or corridor.
- **Baseline Property Value:** The current property tax revenue within the district is established as a baseline.
- **Infrastructure Improvements:** Public or private funds are used to make infrastructure improvements within the district, such as building new roads, sidewalks, or bike paths, or upgrading existing transit facilities.
- **Increased Property Values:** These improvements attract new development and businesses to the area, leading to increased property values.
- **Tax Revenue Capture:** The increased property tax revenue generated by the new development is captured and used to repay the debt incurred for the infrastructure improvements.

Typical process for establishing and leveraging a TIF:

- Local governments in Florida establish Community Redevelopment Areas (CRAs) to address specific areas needing redevelopment.
- A “frozen value” of the property within the CRA is established.
- Property tax revenue generated from this frozen value continues to go to the existing taxing authorities.
- Any increase in property tax revenue above the frozen value (the “tax increment”) is directed into a trust fund specifically for redevelopment within the CRA.

More information regarding the TIF process in Florida can be found here. A list of cities with a Community Redevelopment Agency in Broward County can be found here.

CASE STUDIES

Central City Community Redevelopment Area

Established in April 2012, this 344-acre district is located between 13 and 16 Streets (north), Sunrise Boulevard (south), Powerline Road and I-95 (west), and the FEC Railroad right-of-way (east). This CRA operates with tax increment financing (TIF) funds collected by the City of Fort Lauderdale. In accordance with the Central City Redevelopment Plan, the CRA will develop workable programs to aid in rehabilitation, conservation, and redevelopment.

As an example, the NE 4 Avenue Complete Street Project is funded in part by Broward County with a Broward Redevelopment Program grant in 2018 for $1,000,000, along with an FDOT project match that includes a road diet feature to create bike lanes, which has been completed. On June 6, 2023, the City awarded the construction contract to FG Construction LLC. in the amount of $868,675. The CRA contributed $20,000 to the construction budget. Commencement of work started on September 12, 2023, and is scheduled to be completed in the third quarter of 2024. On September 6, 2022, the CRA Board approved a resolution approving an amendment to the Interlocal Agreement for the NE 4 Avenue Complete Street Project between Broward County, the CRA, and the City of Fort Lauderdale to extend the termination date of the agreement to December 31, 2024, from the original end date of December 31, 2022. The Board of County Commissioners approved the extension on November 15, 2022.

Northwest-Progresso-Flagler Heights CRA

In accordance with the NPF CRA Community Redevelopment Plan, the CRA invests in development projects that promote the overall quality of life, create jobs opportunities for area neighbors, promote sustainability, promote public/ private partnerships, expand housing opportunities, preserve and expand affordable housing, and enhance the tax increment revenue for redistribution and investment in the redevelopment area.

Quantum at 701 N. Federal Highway is a recently completed mixed-use development that features 337 apartments in two 15-story towers, a five-story parking garage, 25,000 square feet of ground-floor retail with signature restaurants, and a 9-story Marriott Courtyard Hotel with a bistro bar, event space, and rooftop pool open to the public. Approved for funding by the CRA in July 2016, Florida developer Prime Group received $500,000 as partial funding for streetscape improvements. Streetscape improvements include 22 on-street parallel parking spaces, landscaping, decorative pedestrian level lighting, landscape well lights in tree grates, and uplights along the streets, new sidewalks, curbing, pavers, relocation of existing utilities and street resurfacing.

TOD & DEDICATED TOD FUNDS

Funding for TOD comes from a variety of sources, both federal and sometimes with state and local input. Federal grant programs play a significant role in supporting TOD planning and implementation. Local governments utilize various tools to finance TOD projects within their jurisdictions.

FEDERAL FUNDING

Federal Transit Administration (FTA) Programs:

- The FTA's Pilot Program for Transit-Oriented Development (TOD) Planning provides grants to support communities in planning for TOD. This helps local governments integrate land use and transportation planning.
- Other FTA grant programs, such as those for capital investments, can also support TOD projects.
- The U.S. Department of Transportation's Build America Bureau also offers financial assistance for TOD implementation through programs like the Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF).

Department of Housing and Urban Development (HUD):

- HUD programs, such as the Community Development Block Grant (CDBG) and HOME Investment Partnerships Program, can be used to support affordable housing components of TOD projects.

STATE AND LOCAL INVOLVEMENT

Florida's approach to TOD is multifaceted, with efforts at both the state and local levels that emphasize reducing automobile dependence, promoting multimodal transportation, creating walkable and livable communities, encouraging economic development, and increasing housing options.

The state encourages local governments to incorporate TOD principles into their comprehensive plans. Many metropolitan areas in Florida, particularly in South Florida, are actively pursuing TOD. Cities and counties may use various funding mechanisms, such as:

- Tax Increment Financing (TIF) to capture increased property tax revenue from TOD projects.
- Local bond issuances.
- Public-private partnerships.

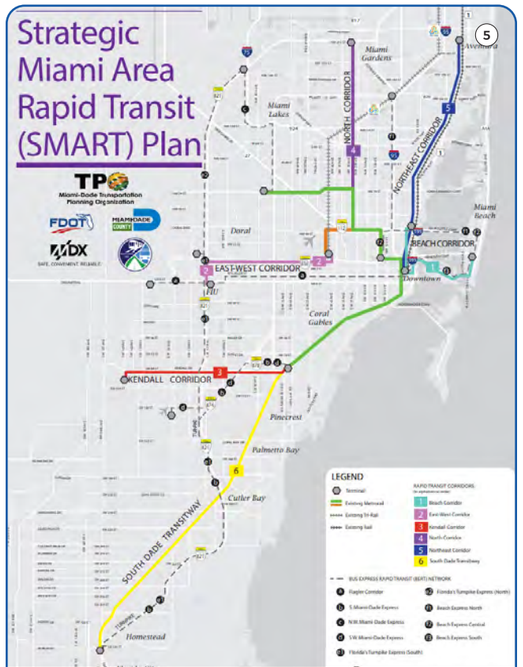
CASE STUDIES

Miami-Dade County

Miami-Dade County has a strong focus on TOD as part of its regional growth management and transportation strategy. The SMART Plan directs growth and development along rapid transit corridors. Emphasis is placed on creating dense, mixed-use developments near transit stations.

South Florida Regional Planning Council

The South Florida Regional Planning Council is actively involved in supporting TOD initiatives. The regional council provides resources, conducts studies, and facilitates collaboration among stakeholders.



Miami-Dade County's SMART Plan

DEDICATED TOD FUNDS

These are special-purpose funds that leverage public and private money to attract larger quantities of market-rate debt. They can be used to finance land acquisition, affordable housing development, and related community and commercial facilities along transit corridors. Recent examples of TOD funds managed by Community Development Financial Institutions are found in markets such as Denver, San Francisco (Bay Area), Seattle (Puget Sound), and Los Angeles.

NATIONAL CASE STUDY:
Denver Regional TOD Fund

The Denver Regional TOD Fund is designed to allow affordable housing and community developers—nonprofits, for-profits, and housing authorities alike—to acquire and hold strategic transit-accessible properties for preservation or future development purposes. The funds' combined capital stack provides lower-cost debt to finance land acquisition, affordable housing preservation and development, mixed-use projects that provide community facility or nonprofit space (e.g., child care centers, health clinics, charter schools, fresh food markets), and the development of vacant property along the transit corridor. It leverages state and local monies, philanthropic investment, and CDFI equity to attract larger quantities of market-rate senior debt.

Fund Partners

- Enterprise Community Partners
- The City and County of Denver
- The Colorado Housing and Finance Authority
- The Colorado Division of Housing

Funders

- Gates Family Foundation
- Rose Community Foundation
- Denver Foundation
- John D. and Catherine T. MacArthur Foundation
- Ford Foundation
- Mile High Community Loan Fund
- Mercy Loan Fund
- US Bank
- Wells Fargo
- First Bank

Details

The fund is capitalized with $24 million of acquisition loan capital that is available to qualified borrowers with a plan to preserve or create affordable housing.

The fund encourages, rather than requires affordable housing development, allowing developers to access state and local affordable housing tax credits on projects, in addition to the low-income housing tax credit. It does not penalize developers that do not include affordable units. The fund is not bound by the traditionally longer loan approval process or credit committees of banks or traditional lenders to allow nonprofit borrowers to access loans faster

Financing Terms

- Loan Amount
  - Up to $5 million for vacant land/non-operating properties
  - Up to $7.5 million for preservation
- Loan-to-Value
  - Up to 90% of the lesser of the as-is appraised value or the purchase price.
- Interest Rate
  - Fixed-rate; 3.44% (City and County of Denver) and 3.92% (Region)

Download Termsheet Here.

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