

Transit Concurrency Credits

LEVEL ONE

CRITERIA

A	Auto-oriented uses excluded ¹
B	Project site is within ¼ mile of BCT bus route (existing or programmed) or within ½ mile of an existing Regional Transit Center, Major Transit Hub or rail station ²

LEVEL TWO

A	Auto-oriented uses excluded ¹
B	Resid. density > 7 units/acre Non-res. FAR > 0.25 ³
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ²
D	No more parking spaces than minimum required by local regulations. ⁴
E	Inverted U bike racks, or equivalent, at least 1 per 20 auto spaces, minimum of 2. ⁵
F	Record document against property as notice of obligations.

LEVEL THREE

A	Auto-oriented uses, SF, self storage, warehouses excluded ¹
B	Resid. density > 10 units/acre Non-res. FAR > 0.5 ³
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ²
D	Purchase monthly transit passes. ⁶
E	No more parking spaces than minimum required by local regulations. ⁴
F	Inverted U bike racks, or equivalent, at least 1 per 10 auto spaces, minimum of 2 ⁵
G	All surface parking lots are in rear or on side of building ⁷
H	Buildings are oriented to street if collector or arterial. ⁸
I	Pedestrian path to reach transit meets minimum criteria ⁹
J	Internal pedestrian connections, meeting minimum criteria, between all principal buildings and each adjacent street with existing or programmed transit service ¹⁰
K	Recorded agreement among County, City and property owner(s) to enforce criteria. Default enables County to lien property for value of credit plus interest. City agrees to withhold C.O.s if notified by County that owner is not in compliance.

LEVEL FOUR

A	Auto-oriented uses, SF, self storage, warehouses excluded ¹
B	Mixed-use development with overall FAR > 1.0. ¹¹
C	Project site is within ¼ mile walking distance (no barriers) of BCT bus route (existing or programmed), or within ½ mile (straight-line distance) of an existing Regional Transit Center, Major Transit Hub or rail station ²
D	Purchase monthly transit passes. ⁶
E	Project is designed with on-site transit passenger facility, or, project provides private feeder service to public transit ¹²
F	No more parking spaces than minimum required by local regulations. ⁴
G	Inverted U bike racks, or equivalent, at least 1 per 10 auto spaces, covered ⁵
H	All surface parking lots are in rear or on side of building ⁷
I	Buildings are oriented to street if collector or arterial. ⁸
J	Pedestrian path to reach transit meets advanced criteria ¹³
K	Internal pedestrian connections, meeting advanced criteria, between all principal buildings and each adjacent street with existing or programmed transit service. ¹³
L	Recorded agreement among County, City and property owner(s) to enforce criteria. Default enables County to lien property for value of credit plus interest. City agrees to withhold C.O.s if notified by County that owner is not in compliance.

¹Auto-oriented uses include: automobile sales, service, repairs, leasing, storage, washing, parts sales, and similar uses for other motorized vehicles, including trucks and motorcycles; gasoline stations and/or convenience stores; banks with drive-thru windows; retail stores and restaurants with drive-thru windows; towing services; RV and travel trailer parks; and truck stops.

²Majority of site is within ¼ mile of BCT fixed route service, existing or included in adopted County Transit Program (CTP), or is within the service area of the Broward Urban Shuttle, a free on-demand door-to-door minibus service. Except for Level One, ¼ mile is measured as walking distance, and without having to cross walls, fences, waterbodies, limited access roadways, or any similar barriers. Site can also be within ½ mile straight-line distance of an existing Regional Transit Center, or Major Transit Hub, as shown in the Long Range Transportation Plan, or an existing rail station.

³Floor area ratio (FAR) calculations are based on the Net Site Area, which is the entire acreage of the site located inside the parcel boundary. Residential density is based on gross acreage as defined in the Plan Implementation Requirements of the Broward County Land Use Plan. An application to qualify under Levels Two or Three, for a development involving both residential and non-residential uses, would need to satisfy the minimum density requirement for the residential portion, and the FAR requirement as applied to the whole development.

⁴If municipal regulations do not contain a minimum number of required parking spaces, then the analogous requirement from the Broward County Zoning Code shall be used.

⁵Bicycle parking for employees and/or customers shall be situated at least as conveniently as the most convenient non-ADA motor vehicle parking area. Bicycle and motor vehicle parking areas shall be separated by a physical barrier or sufficient distance to protect parked bicycles from damage by motor vehicles.

⁶Must purchase 3 years of BCT monthly passes, in a quantity as shown below. Total payment to be made prior to recordation of the agreement. Delivery of passes to begin when requested by developer. Payment guarantees passes regardless of potential fare increases, for up to five years after payment.

Level 3: 4 passes for each 25,000 square feet GFA, minimum of 4.

Level 4: 8 passes for each 25,000 square feet GFA, minimum of 8.

⁷No off-street surface parking shall be located between the front façade of any building and the primary adjacent street.

⁸If the property abuts a collector or arterial street, then the building(s) adjacent to that street shall have at least one main building entrance oriented to that street. Such an entrance shall not require a pedestrian to first pass through a garage, parking structure, parking lot or loading area to gain access to the entrance from the street, but the entrance may be through a porch, breezeway, arcade, antechamber, portico, outdoor plaza or similar architectural features. The entrance shall be visible from the street and no further back from the front of the building than one-half the depth of the building. Entrances set back from the sidewalk shall have a well-demarcated walkway leading to them.

If a building has frontage on more than one collector and/or arterial street, then this requirement shall pertain to the street which has an existing or programmed BCT bus route. If there is frontage on multiple collectors and/or arterials with such transit service, then the applicant may choose to which of these this requirement applies. If none of the collectors and/or arterials on which the property abuts has such transit service, then the applicant may choose to which of these this requirement applies.

A building may have more than one main building entrance oriented to a collector and/or arterial street, and may have other entrances in addition.

⁹Minimum pedestrian criteria include 5-foot unobstructed width on and adjacent to site, and wherever right-of-way is available off-site; and 5-foot overall width elsewhere.

¹⁰Principal Building is as defined in the Plan Implementation Requirements of the Broward County Land Use Plan.

¹¹The project shall include residential and at least one of the following non-residential uses: commercial, commercial recreation, community facility, office. Each of the two required uses shall constitute at least 10% of the total floor area. The combined FAR of all uses shall be greater than 1.0. The residential density must exceed 16 units/acre.

¹²An on-site transit passenger facility that is not in the public right-of-way must be connected to a BCT or Community Bus Service bus stop by an exterior accessible route in compliance with the Americans with Disabilities Act Accessibility Guidelines (ADA). The transit passenger facility is a designated waiting area that must have, at a minimum, a bus shelter or canopy that provides protection from the elements, bench seating and trash receptacle. It must be located close to the bus stop in a highly visible and well lit area that is accessible to a location in the public right-of-way that can accommodate a standard 40-foot or articulated 60-foot bus. Route deviation to serve

this facility is discouraged, but in any case shall not increase scheduled travel time by more than five minutes.

Private bus feeder service, if provided, must service the project site to a location in the public right-of-way where there is an accessible BCT bus stop. Both private bus feeder service and vehicles must meet ADA regulations and run a fixed-route, fixed-schedule or on-demand, on-call type of service. Service must be provided a minimum of four trips a day, at least three days a week. Service routes, policies and standards must be approved and coordinated with the Mass Transit Division.

¹³Advanced pedestrian criteria include 8-foot unobstructed width on and adjacent to site, and wherever right-of-way is available off-site; and 6-foot overall width elsewhere. All street crossings along the pedestrian path, including the street corners and their approaches, shall be illuminated.

Section 4.

DEGREE OF CREDIT AVAILABLE BASED ON LEVEL OF MITIGATION AND PROJECT LOCATION

For development located:	WITHIN DESIGNATED LAND USE PLAN CATEGORIES*	WITHIN ALL OTHER LAND USE PLAN CATEGORIES
Meeting all criteria for:		
Level 1	10%	10%
Level 2	25%	20%
Level 3	40%	30%
Level 4	50%	40%

*Designated categories are:

- (1) Transit Oriented Development (TOD);
- (2) Transit Oriented Corridor (TOC); and
- (3) Local Activity Center (LAC) on a corridor with existing, or programmed for, premium bus service in the adopted County Transit Program, or including a rail station.