



**155.3501. TRANSIT ORIENTED (TO)**

<p><b>A. Purpose</b></p>	<p><b>Typical Building Type</b></p>
<p>The Transit-Oriented (TO) district is established and intended to encourage transit use as an alternative to auto dependency by accommodating moderate- to high-intensity, compact, mixed-use, and pedestrian-oriented development within convenient walking distance of existing and planned rail stations, major transit hubs, regional and neighborhood transit hubs, and high-priority corridors for bus rapid transit or high performance transit. The purpose of the district is to bring together people, jobs, services, and public spaces and amenities in a way that allows people to safely and conveniently walk, bike, and/or take transit to meet their day-to-day housing, employment, shopping, service, and recreational needs. Unlike other zoning districts, the TO district only includes development standards related to the overall urban form of the district, including landscaping and urban design criteria. Standards regarding specific lot and block development, such as intensity and dimensional standards, are included in an overlay district, which is concurrently established in conjunction with the rezoning to a TO district.</p>	
<p><b>B. Use Standards</b></p>	<p><b>Typical Lot Pattern</b></p>
<p>See Appendix A: Consolidated Use Table, and use-specific standards in Article 4: Use Standards. A list of Permitted and/or Prohibited Uses may be established during the Rezoning process.</p>	
<p><b>C. Intensity and Dimensional Standards <sup>1</sup></b></p>	

Intensity and Dimensional Standards shall be established in the Overlay district developed in conjunction with the TO Rezoning. The Intensity

and Dimensional Standards may include but not be limited to: Residential Density, Non-Residential Intensity, FAR, Floor Area Per Dwelling Unit, Lot Area, Lot Width, Lot Coverage, Pervious Area, Individual Building Size, Building Height, Setbacks, and Accessory Structures standards.

NOTES: [sq ft = square feet; ft = feet; du/ac = dwelling units/acre]

1. See measurement rules and allowed exceptions/variations in Article 9: Part 4.
2. For townhouse development , applies only to the development site as a whole, provided individual townhouse lots have a minimum area of 1,800 sq ft and a minimum width of 18 ft.
3. Structures within the Air Park Overlay (APO) zoning district must also comply with the height limits in Section 155.3707.
4. Applies in addition to interior side and rear setbacks .

### Typical Development Configuration



#### D. Application of Transit-Oriented (TO) District Zoning

A TO district may only be applied to land within one-quarter mile (1,320 feet) of the right-of-way of an existing or planned high-priority corridor for bus rapid transit or high performance transit, or one-half mile (2,640 feet) of a rail station, major transit hub, or regional or neighborhood transit center, as designated in Broward County's Comprehensive Plan, Transit Master Plan, or Transit Development Plan, the Broward County Metropolitan Planning Organization's Long Range Transportation Plan, or a city-adopted transportation or transit plan. The district may extend to up to one-half mile (2,640 feet) around major intersections and activity nodes along a designated transit corridor, or to locations served by an existing or funded community shuttle service.

In conjunction with the establishment of a TO District, an Overlay District shall be established which, at a minimum, creates the lot and dimensional standards relevant to the characteristics of the newly established TO district.

#### E. TO District Use Standards

The following use standards shall apply to development in TO districts in addition to any applicable standards in Article 4: Use Standards:

1. The vertical mixing of residential uses with nonresidential uses within a single project or building, with residential development on upper floors, is encouraged. The horizontal mixing of stand-alone residential developments and adjacent

stand-alone nonresidential or mixed-use developments in the district is allowed, provided the developments are well integrated in terms of complementary uses, access and circulation, and compatible design.

**2.** The incorporation of high-activity nonresidential uses such as retail shops and restaurants at street level is encouraged, especially along those building facades abutting or most visible from the transit corridor, other major arterial streets, major pedestrian walkways, or public spaces.

**3.** Additional or stand-alone auto-oriented uses are prohibited.

#### **F. TO District Access, Circulation, Parking and Loading Standards**

The following standards shall apply to development in TO districts in addition to any applicable standards in Part 1 (Access, Circulation, Parking and Loading) of Article 5 (Development Standards):

##### **1. Bicycle and Pedestrian Access and Circulation**

a. Bicycle access shall be provided in accordance with Section 155.5101.H, except that bike paths shall be at least five feet wide.

b. The periphery of any site fronting on a public right-of-way shall be improved by the provision of sidewalk, streetlight, street furniture, street trees and other elements, covering the entire area from face of curb to face of building.

c. Where there is insufficient area for the streetscape improvements within the existing right-of-way, the city may require an easement at its discretion.

d. All developments shall provide a paved sidewalk at least five feet wide along any frontage on the transit corridor, a major arterial street, or other street along which high level of pedestrian activity exists or is anticipated.

e. Where a sidewalk or other pedestrian walkway crosses a parking lot, street, or driveway the following standards shall apply:

i. The intersection shall be clearly marked and lighted for safety;

ii. The sidewalk shall be continuous and remain at a constant level at all instances; and

iii. A change of tactile surface texture shall be installed. The application of tactile surface textures shall be consistent, and designed as a component of way finding/directional.

f. Street intersections shall be improved with curb extensions sufficient to provide fully accessible landings and a pedestrian rest area. Rest areas shall occur at intersections and mid-block. Rest areas shall be furnished with way finding/directional signage, sufficient clearance for a wheelchair, and other pedestrian amenities such as benches, or bicycle racks.

##### **2. Parking**

a. The use of off-street parking alternatives (See Section 155.5102.J, Off-Street Parking Alternatives.) and parking reduction incentives (See Section 155.5102.K, Reduced Parking Requirements for Parking Demand Reduction Strategies.) is encouraged.

###### **b. Surface Parking Lots**

Surface level parking lots, whether stand-alone or part of a larger development, shall comply with the following standards:

i. Surface parking is prohibited along building frontages;

ii. Surface parking shall be located to the side or rear of the property and accessed off an alley or tertiary street;

iii. Openings off any street shall not exceed 2 lanes in width or 30' maximum per entrance/exit.

Entrances/exits on alleys are exempt from this requirement.

iv. If the parking lot is accessed from a primary or secondary street, there shall be only one point of access to the parking lot area .

v. Pedestrian entrances to the parking lot shall be directly from a frontage line through an exterior or interior pedestrian passage or a combination thereof running from the rear to the front of the lot. Parking spaces serving residential units are exempt from these requirements.

vi. Except along an alley, parking lots may either be screened by a Liner building or in compliance with the standards in Section 155.5203.D.3.b.

###### **c. Parking Garages**

Multi-level parking garage structures, whether stand-alone or part of a larger development, shall comply with the following standards:

i. Except along an alley or a pedestrian passage the garage shall be screened along all frontages by a Liner building containing a minimum depth of 20 feet of habitable space. The requirement for a Liner building along the side and rear frontage may be waived by the Development Services Director if the applicant demonstrates compliance with the standards in subsections ii., iii., iv., v., vi., and vii.;

ii. All architectural elements that face a street or an open space shall appear consistent and harmonious with that of habitable space;

iii. No vehicles parked within the garage shall be visible from the street;

iv. Openings off any street shall not exceed 2 lanes in width or 30' maximum per entrance/exit.

Entrances/exits on alleys are exempt from this requirement.

v. The garage shall be accessed from an alley or tertiary street, when possible.

vi. If the garage is accessed from a primary or secondary street, there shall be only one point of access to the garage area.

vii. Pedestrian entrances to the garage shall be directly from a frontage line through an exterior or interior pedestrian passage or a combination thereof running from the rear to the front of the lot. Parking spaces serving residential units are exempt from these requirements.

d. Off-Site Parking

Off-site parking, developed in compliance with the standards in Section 155.5102.J.4. (Off-Site Parking) is permitted, with the following modifications:

i. Only non-residential uses may provide parking spaces off-site;

ii. A maximum of 100% of the required off-street parking spaces may be located off-site; and

iii. The off-site parking spaces may be located in a parking lot or parking garage up to 1,320 feet away from the primary pedestrian entrance to the use served by the parking.

e. On-Street Parking

On-street parking, along the corresponding frontage lines touching the adjacent sidewalk to the property, may be used to satisfy a portion of the off-street parking requirements for all uses, except single family.

f. Bicycle Parking

All developments, except single family, shall provide a minimum of one bicycle rack or locker sufficient to accommodate the parking of at least four bicycles. Developments with parking areas containing more than ten parking spaces shall provide bicycle parking in compliance with the standards in Section 155.5102.L.1 (Bicycle Racks or Lockers Required). Such racks or lockers shall be located within 100 feet of a primary entrance to the buildings served.

### 3. Loading

Properties within the TO District shall comply with the standards for Off-Street Loading in Section 155.5102.M., Loading Area Standards. Properties within the TO District may be permitted to have on-street loading if the following standards are achieved:

a. An On-Street Loading Plan, subject to Minor Site Plan approval, is approved. The On-Street Loading Plan shall demonstrate the location of the loading berth(s), the hours for loading and unloading, and a list of the uses in abutting properties and their respective hours of operation;

b. The on-street loading area shall not be located along building frontages;

c. The on-street loading area shall be located along a tertiary street in the area designated for on-street parking in the public right-of-way; and

d. The hours of loading and unloading, as demonstrated in the On-Street Loading Plan, do not create a conflict with the proposed and/or uses in abutting properties. Should the hours of loading and unloading create a conflict with current or future uses in abutting properties, the on-street loading plan shall be revised and/or revoked accordingly.

### 4. Shared Driveways

a. Driveway access shared between adjoining lots shall be required for non-residential and mixed-use development in order to limit direct vehicular access along streets or comply with driveway intersection spacing requirements.

b. Parking facilities on adjoining lots may share access points, driveways and parking subject to a recorded covenant running with the property on which the facilities are located.

### G. TO District Landscaping and Tree Preservation Standards

The following standards shall apply to development in TO districts in addition to any applicable standards in Part 2 (Landscaping and Tree Preservation) of Article 5 (Development Standards):

#### 1. Exceptions

Properties within the TO district shall not be required to comply with the following standards:

a. Section 155.5203.B.2.h (Berms).

b. Buildings with commercial uses on the ground floor, and whose building line is setback no more than 10 feet from the front and street side property lines shall also be exempted from Sections 155.5203.E.2 and 155.5203.E.3 (Building Base Plantings).

#### 2. Modified Landscaping Requirements

The following standards from Part 2, of Article 5, are modified for properties within the TO District:

a. Section 155.5203.D.3.c. - The minimum width of the perimeter landscaping strip shall be always be 5 feet, regardless of development type.

b. Section 155.5203.D.4.b.ii. - Each landscaped island shall be at least five feet wide.

c. Section 155.5203.D.4.c. - The landscape area between abutting parallel parking bays shall be at least five feet wide.

d. Section 155.5203.D.5.a. - The minimum width of the landscape area shall be five feet.

e. Section 155.5203.G.2.c - In order to encourage shade, street trees should be clustered. Street trees shall be spaced no closer than 15 feet apart and no farther than 25 feet apart. A maximum of 50% of the length of the lot frontage can be without trees. (For example, a lot with 120 feet of street frontage is required to plant three street trees. The first 60 feet of street frontage may have no trees. Within the remaining 60 feet of street frontage, then three trees should be placed at least 15 feet and no more than 25 feet apart.)

### **3. Additional Landscaping Requirements**

In addition to the landscaping standards within Part 2, of Article 5, properties within the TO district shall comply with the following additional landscaping standards:

- a. Landscaping elements shall align with adjacent building elements and be compatible with the character of the district in size, scale, and type.
- b. Native trees shall be preserved where feasible. Building setback should be adjusted to preserve tree canopy. A native tree as a focal point in a courtyard or expanded sidewalk area is encouraged.
- c. Shrubs and ground cover shall only be placed between the effective width of the sidewalk and the curb. Exception shall be made only for residential uses on the ground floor. This exception shall not apply at entrances to residential uses located on the second floor or above.
- d. Use of trees to provide shade, color, and interest, and use of vines, or trained plant materials is appropriate.
- e. Street Trees
  - i. Street trees shall not be required when colonnades are being provided along the street and the colonnade is placed at a maximum of 5 feet from the curb.
  - ii. When a landscape strip is not provided, street trees shall be placed in tree pits covered with ADA compliant grates. Tree grates shall be sized appropriately for each tree species at maturity.
  - iii. Tree placement shall reinforce the rhythm of the sidewalk.
  - iv. Adequate clearance to the building facade for uniform development of the street tree canopy shall be demonstrated for the type and species selected.
  - v. Street trees may be placed within the street side shy distance of the sidewalk or within curb extensions between the sidewalk and the street.

### **H. TO District Screening, Fences, and Walls Standards**

The following standards shall apply to development in TO districts in addition to any applicable standards in Part 3 (Screening, Fences and Walls) of Article 5 (Development Standards):

#### **1. Mechanical Equipment and Service Utilities**

In addition to the standards found within Section 155.4303.JJ (Mechanical Equipment and similar features) and Section 155.5301.A (Screening of Mechanical Equipment), the following standards shall apply:

- a. Mechanical equipment and service areas shall not be visible from the public sidewalk; and shall be located to the rear of a building or on an alley where feasible.
- b. All mechanical equipment shall be screened from public view.
- c. Window air conditioning units shall not be located on the primary building facade.
- d. Satellite dishes and other appurtenances shall be placed out of public view to the extent feasible.
- e. Utility connections and service boxes shall be placed on secondary walls and away from corners.

#### **2. Fences and Ornamental Walls Not Permitted**

Fences and Ornamental walls are not permitted throughout the TO District. However when used in conjunction with the following, fences and walls may be permitted:

- a. Screening of mechanical equipment;
- b. Screening of off-street loading and service areas;
- c. Screening of commercial containers;
- d. Required perimeter buffer ; and
- e. Screening of off-street parking lots.

### **I. TO District Exterior Lighting Standards**

Exterior lighting shall comply with the standards in Part 4 (Exterior Lighting) of Article 5: Development Standards as well as the following additional and/or modified standards:

1. Light poles shall not exceed a height of 17.5 feet above the adjacent finished grade;
2. No cobra head lights are permitted;
3. All lighting shall be weather and vandal resistant; and
4. TO properties are exempt from the standards in Section 155.5401.C (Lighting Location and Required Landscaping and Tree Protection).

### **J. TO District Design Standards**

The following standards shall apply to development in TO districts in addition to any applicable standards in Part 6 (Design Standards) of Article 5 (Development Standards):

#### **1. Exceptions**

Properties within the TO District shall be exempted from the following standards:

- a. Section 155.5601.C.2.a (Maximum Building Size);
- b. Section 155.5601.C.2.b (Maximum Building Size);
- c. Section 155.5601.C.3.a (Building Facades);
- d. Section 155.5601.C.3.c (Building Facades);
- e. Section 155.5601.C.5.b (Roofs);
- f. Section 155.5601.C.7 (Location of Off-Street Parking);
- g. Section 155.5602.C.3 (Outparcel Development); and
- h. Section 155.5602.C.7.a (Fenestration/Transparency).

## **2. Building Configuration and Design**

a. Projects with three or more distinctly separate buildings/building groups shall have substantially different front elevations. Substantially different front elevations shall include but not be limited to variations in fenestration, material, massing and color.

- b. The primary entrance of a building shall provide access to a public right-of-way or an open space.
- c. The primary entrance to the upper levels of mixed-use building shall be from a public right-of-way.
- d. Porticoes, canopies, and colonnades shall be guttered, and drainage shall be deposited onsite.
- e. Storefront Standards

Storefronts are habitable uses located along the first floor of a building. They typically contain retail uses, but can contain any use that generates pedestrian activity. Storefronts shall be provided in compliance with the following standards:

- i. They shall be provided on the first floor of all mixed-use buildings;
- ii. They shall be directly accessible from a street frontage or an open space;
- iii. For properties with two or more frontages, they shall be located on a minimum of two frontages, with priority given to frontages on an open space and the highest ranking street;
- iv. They shall have a transparent clear glazed area of not less than 70 percent of the façade area;
- v. Ground floor window sills shall be placed at a maximum height of 24 inches above grade; and
- vi. Security enclosures, if any, shall be of the mesh type that pedestrians can see through, and shall be located behind storefront displays.

### **f. Fenestration Standards**

All building types, except single-family, shall comply with the following fenestration standards:

- i. A minimum of 30% of all first floor street walls shall be fenestrated with windows;
- ii. Mirror type glass shall be prohibited;
- iii. All glazing shall be of a type that permits view of human activities and spaces within the structure;
- iv. Colonnade column spacing, windows, and doors shall be proportioned such that the height of each opening is greater than its width; and
- v. At least 50 percent of the area of security screens and gates shall be transparent.

### **g. Live-Work Units**

A live-work unit shall have two components: a nonresidential use space and a residential unit and shall comply with the following standards:

- i. The nonresidential use's space shall be located on the first floor and shall be directly accessible from the primary street frontage or an open space;
- ii. The nonresidential use's facade shall have a transparent clear glazed area of not less than 70 percent; and
- iii. The primary entrance of the residential component of a live-work unit shall be separate from the nonresidential use's portion of the unit and shall directly lead to a primary street frontage or an open space.

## **3. Block Requirements**

The following standards for blocks shall apply to property with a minimum area of 2.3 acres (100,000 sq ft):

- a. The maximum length of a block shall be 500 feet.
- b. The maximum perimeter of a block shall be 1,400 feet. The perimeter of a block is the sum of the block's length and depth, multiplied by two.

## **4. Maximum Allowable Projections of Awnings and Similar Features.**

Awnings, balconies, stoops, stairs, open porches, and bay windows may be permitted to extend into the minimum required setbacks. All features must be fully located within the boundaries of the applicant's property, except for the features permitted to extend past a property line. The maximum allowable projections are listed below in Table 155.155.3501.J.4:

### **Table 155.3501.J.4: Maximum Allowable Projections of Awnings and similar features**

**Note: This table is best viewed in PDF, click [HERE](#)**

**Table 155.3501.J.4: Maximum Allowable Projections of Awnings and similar features**

Feature	Front, Street Side, and Rear Setbacks		Interior Side Setback	0 ft setback
	Setback = 10 ft or less	Setback = greater than 10 ft		
Bay Windows	3 feet <sup>5</sup>	3 feet <sup>5</sup>	3 feet	Upper floor only, 3 ft into a public right-of-way <sup>2</sup>
Balconies	6 feet <sup>5</sup>	6 feet <sup>5</sup>	3 feet	Upper floor only, 3 ft into a public right-of-way <sup>2</sup>
Awnings <sup>4</sup>	6 feet	6 feet	3 feet	24 in. from the face of the curb <sup>2</sup>
Stoops	6 feet	6 feet	3 feet	Not Permitted
Stairs	6 feet	8 feet	3 feet	Not Permitted
Porches <sup>1</sup>	6 feet	8 feet	3 feet	Not Permitted
Roof eaves, chimneys, and ramps	May encroach into all setbacks			Roof Eaves only, 3 ft into a public right-of-way <sup>2</sup>
Cornice <sup>3</sup>	May encroach into all setbacks			1 ft into a public right-of-way <sup>2</sup>

**Notes:**

1. The encroachment of porches shall only be permitted in conjunction with residential single-family units.
2. Right-of-way encroachments shall be a minimum of 11 feet above the sidewalk.

3. A cornice line shall project a minimum of 2 inches from the front elevation of the structure.

4. The placement of awnings shall take into consideration the overall composition of the facade . Awnings shall be designed to fit between vertical architectural elements or features including but not limited to columns, etc. In no case shall the length of an awning exceed 20 feet.

5. Accessory buildings shall be permitted to have balconies or bay windows that encroach a maximum of 3 feet into the rear yard setback.

(Ord. 2012-64, passed 9-11-12; Am. Ord. [2013-37](#), passed 1-22-13; Am. Ord. [2013-75](#), passed 9-24-13)