

STRATEGY MM-2
Potential Implementation Approach

Transportation / Housing Connection

Potential Implementation Approach

- For proposed development within designated or proposed and eligible “activity centers” (including designated redevelopment areas), estimated impacts from residential units committed to be restricted to attainable housing for a minimum 10 years will be credited from the regional transportation analysis.
- Broward County will continue to waive transportation concurrency fees for residential units restricted to attainable housing.

STRATEGY MM-4
Potential Implementation Approach

Multi-Modal Level of Service Standard

Potential Implementation Approach

- Proposed development within designated or proposed and eligible “activity centers” (including designated redevelopment areas) may be analyzed utilizing an Institute of Transportation Engineers (ITE) “urban infill area – person trip methodology.”
- Within designated or proposed and eligible “activity centers” (including designated redevelopment areas), Broward County shall utilize levels of service standards for bicycle, transit, and pedestrian facilities and services. If a proposed development fails to meet levels of service standards for automobile roadway capacity in such areas, the proposed development may be recommended for approval if levels of service for bicycle, transit, and pedestrian facilities and services are acceptable after considering effects from the proposed development.
- Broward County will continue to provide a transportation concurrency fee credit for new development located in proximity to transit stops.