

The East Transit Oriented Corridor Summary Fact Sheet

WHAT IS THE EAST TRANSIT ORIENTED CORRIDOR (ETOC)?

The ETOC or East Transit Oriented Corridor is a designated area where the City is proposing major land use plan and zoning code changes to implement a district that allows mixed use development with commercial uses on the first floor, primarily along US 1 and Atlantic Boulevard, and residential units on upper floors. The ETOC provides the connection between the east Atlantic neighborhoods, the Beach area and the Downtown district at Atlantic Boulevard and Dixie Highway. The City is taking the lead on this effort to ensure that the planning for the District is not done on a piecemeal basis by individual developers seeking their own Comprehensive Plan amendment and rezoning to Planned Development (PD).

To create the ETOC district, the City has processed a Comprehensive Plan map and text amendment, has prepared a form-based zoning code which addresses neighborhood height and design compatibility and has completed a traffic analysis. This project is listed as a “High Priority” in the City’s Strategic Plan. A summary of the most pertinent facts related to each of these efforts is provided below.

COMPREHENSIVE PLAN MAP AND TEXT AMENDMENT

Fact 1 Entitlements: The Comprehensive Plan amendment establishes the entitlements for development in the area which includes 2,399 additional residential units and a reduction in commercial square footage from 38 million square feet to 7 million square feet.

Fact 2 Affordable Housing: To meet County requirements, 15% or 360 units, of the additional 2,399 units will be affordable housing or the developer will have to pay an in lieu of fee into the City’s Affordable Housing Trust Fund to buy out of the affordable housing requirement.

ZONING MAP AND ZONING CODE AMENDMENT

Fact 3 Rezoning: All properties within the ETOC boundary will be rezoned to the Transit Oriented (TO) base zoning District, which regulates the standards that apply to all TO Districts, and is subject to the East Overlay District (EOD) which includes custom regulations that apply just to the East Transit Oriented Corridor. The TO/EOD zoning is organized by regulating plans which (among other things) create the subdistricts called the Core (most intense); Center (less intense) and Edge (residential). The regulations vary within each of these subdistrict in regard to height, density and permitted uses.

Fact 4 Building Heights: Within the Core sub-district, proposed projects with residential units, regardless of density, are limited to a maximum 80-feet in height and must transition to lower heights where adjacent to the Center subdistrict. The properties in the Core that were previously zoned B-3 were allowed to build up to 105 feet in height and that right is being continued for commercial (only) projects that don’t take advantage of the residential units now allowed by right within the ETOC. The Center subdistrict is limited to 55-feet in height and the Edge subdistrict is limited to 35 feet in height.

Fact 5 Density: The maximum density by right within the Core sub-district (lots fronting on Atlantic Boulevard and Federal Highway east of NE 19th Avenue) is 90 units per acre. Maximum density in the Center subdistrict is 60 units per acre. Density bonuses can be applied in the Core subdistrict to approach 150 du/acre max and in the Center subdistrict to approach 120 du/acre max if certain public benefits are delivered, however, the height is fixed so maximum density is ultimately limited by the maximum building size.

Fact 6 Compatibility: The TO/EOD is more stringent than the current zoning code in addressing compatibility between single-family zoning and more intense commercial and multi-family zoning. A height transition is required to reduce heights to 55 feet where mixed use buildings are adjacent to multi-family areas and to 35 feet when mixed use or multi-family development is adjacent to single family areas.

Fact 7 Permitted Uses: New Auto-Oriented uses will not be permitted within the TO/EOD. The Use Regulating Plan controls where nonresidential and residential uses are required and where they are optional. The permitted use table in the EOD overlay specifically addresses the permitted uses within the area to be rezoned TO/EOD.

Fact 8 Pedestrians: Building and street design regulations adopted through the TO/EOD encourage structured parking, wider sidewalks, shade trees along a system of designated greenways, bike lanes and shared use paths, ground floor active uses and pedestrian amenities to accommodate increased pedestrian activity and reduce automobile trips.

Fact 9 Transit: Higher density, compact development is a prerequisite for significant transit usage and is a primary goal of the TO/EOD regulations.

Traffic Analysis:

Fact 10: Traffic Increase: Based on the Metropolitan Planning Organization (MPO) Regional Traffic Model, the projected 2030 traffic growth rate on Atlantic Boulevard is 0.5% without the 2,399 additional residential units proposed within the ETOC. Assuming buildout by 2030 of all 2,399 units within the ETOC, the projected traffic growth rate increases to 0.9%.

Fact 11: Travel Time Delay: The time to drive from the Intracoastal bridge to Dixie Highway will increase by 1 minute based on projected 2030 traffic growth rates without approval of the 2,399 units proposed for development within the ETOC. This travel time is projected to increase by 1.8 minutes in 2030 with buildout of the 2,399 units in the ETOC.

Fact 12: Neighborhood Protection and Enhancement: The traffic analysis recommends that specific neighborhood traffic calming studies be completed as dictated by need which will likely be based on where new projects are built in the ETOC. These new projects, particularly full block redevelopment projects, will be required to provide bike and pedestrian enhancements along all adjacent street frontages.

Fact 13: Traffic Studies: Proposed projects within the ETOC over a specified size are required to perform a traffic study. Regulations have been developed and included in the EOD code which define the traffic study methodology