

RESOLUTION NO. 17-01

A RESOLUTION OF THE GOVERNING BOARD OF THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY TO ADOPT A POLICY FOR TRANSIT ORIENTED DEVELOPMENT.

WHEREAS, the South Florida Regional Transportation Authority (the “Authority”) is a body politic and corporate, and an agency of the State of Florida established by Part II of Chapter 343, Florida Statutes; and

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act, signed into law December 2015, is the current federal legislation that sets policy and authorizes funding for federal highway and transit programs; and

WHEREAS, the Federal Transit Administration (FTA) defines Transit Oriented Development (TOD) as the development of real property for neighborhood-scale, compact, mixed-use development within walking distance of public transportation; and has advanced initiatives to assist agencies to plan and implement TOD that integrates land use and transportation planning, fosters multimodal connectivity, and enables mixed-use development near transit stations to improve transit access, economic development and transit ridership; and

WHEREAS, the Florida Department of Transportation (FDOT) has developed a document titled “A Framework for Transit Oriented Development in Florida”, which addresses how TOD can be a part of transforming Florida’s existing auto-oriented development into more compact, livable development patterns that support walking, biking, transit, and shorter length trips, and support significant investments in multimodal systems; and to assist local governments and agencies to respond to increasing interest in TOD from elected officials, partner agencies, developers/investors and the public; and

WHEREAS, the Authority recognizes that Florida local governments have the exclusive authority to make determinations about appropriate land uses throughout their jurisdictions; to exercise land use authority through local planning and zoning; and to plan for their future development and growth (Chapter 166, the Municipal Home Rule Powers Act, and Florida Statute 163.2511 – 163.3248, Community Planning Act); and

WHEREAS, the Authority has adopted a Transit Development Plan (TDP) which is approved by the FDOT in compliance with Rule 14-73.001 of the Florida Administrative Code for Public Transit; and

WHEREAS, the TDP contains a set of Goals and Objectives that include the Goal to “Promote a responsible transportation system supported by transit-oriented, pedestrian-friendly strategies”, and the Objective to “Coordinate with government, communities and private partners to encourage smart-growth strategies”; and

WHEREAS, TOD incorporates core elements that are intended to maximize higher density mixed-use development, reduced or eliminated parking requirements, pedestrian-friendly spaces; and a continuous infill pattern encompassing not less than the half-mile area surrounding transit stations; and

WHEREAS, TOD has been shown to increase transit ridership and access, improve mobility and access to jobs, expand economic development, and provide walkable, bike-friendly environments that promote healthier lifestyles; and

WHEREAS, the Authority has prepared a Transit Oriented Development Policy to achieve the Authority's interdependent, adopted goals to encourage smart-growth strategies that support premium regional transit, and increase ridership while recognizing local government planning authority;

NOW, THEREFORE, BE IT DULY RESOLVED BY THE GOVERNING BOARD OF THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY:

The Governing Board of The South Florida Regional Transportation Authority supports the intent and use of the SFRTA TOD Policy to increase Tri-Rail ridership, advance regional transit service and the Authority's development goals, and expand the regional economy through planning that incorporates the following TOD principles and practices:

(A) **Continuous Infill Pattern** extending at least a half-mile from transit stations that is safe, pedestrian-friendly and reduces auto-dependency;

(B) **Increased Mix of Uses** supports vibrant communities near transit stations. The greatest market flexibility occurs when few uses are prohibited rather than traditional segregation of uses;

(C) **Limited or No Required Parking** stimulates business investment, generates local revenue, and encourages people to use transit. Parking requirements may be eliminated for the best TOD market response; and

(D) **Higher Density** benefits ridership and local economies, especially when it averages 75 du/acre surrounding transit stations and includes housing for all walks of life.

Effective Date. This Resolution shall become effective immediately upon adoption.

PASSED AND ADOPTED BY THE SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY THIS ____ DAY OF _____, 2017.

SOUTH FLORIDA REGIONAL
TRANSPORTATION AUTHORITY

By: _____
Chair

Approved as to form:

By: _____
General Counsel

EXHIBIT A

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
TRANSIT ORIENTED DEVELOPMENT POLICY