

SUBPOLICY 2.1.12.1 ALLOWABLE USES IN THE CONSERVATION FUTURE LAND USE DESIGNATION.

The following uses are allowable in the Conservation future land use designation:

1. Passive outdoor recreation uses, such as wildlife sanctuaries and feeding stations, nature centers and trails, outdoor research stations, and walkways.
2. Uses which do not impair the natural environment or disturb the natural ecosystem of the area and which are not in conflict with any applicable contractual agreement or management policies of the federal, state, regional, county, municipal or non-profit agency which manages the Conservation area.
3. Public utilities and facilities required to serve the conservation use, including water and wastewater pump stations; water, wastewater, electric, gas, cable, and fiber optic transmission lines; other low intensity public utilities, not including hazardous liquid pipelines, solid waste transfer stations, resource recovery plants, wastewater treatment plants, electrical power plants and similar operations.
4. Transportation facilities, including roadways, bikeways, pedestrianways, greenways, and other transportation uses, not including expressways, airports, and heliports.

SUBPOLICY 2.1.12.2 INTENSITY.

The uses allowable by the Conservation future land use designation shall not exceed five percent (5%) building coverage.

POLICY 2.1.13 Transit Oriented Corridor Uses.

Provide for mixed use development along transit corridor, such as SR 7/US 441, consistent with the requirements of the Broward County Land Use Plan's Transit Oriented Corridor future land use category.

SUBPOLICY 2.1.13.1 SR 7/US 441 Transit Oriented Corridor.

- a) The following densities and intensities are allowable within the SR 7/US 441 Transit Oriented Corridor:

Commercial	5,229,208 square feet maximum
Industrial	1,491,908 square feet maximum
Residential	6,262 dwelling units maximum
Recreation and Open Space	120.73 acres minimum

- b) Additional or expanded stand-alone automobile oriented uses such as: large surface parking lots, gas stations/auto repair/car washes; auto dealers; self/equipment storage; “big box”/warehouse; single-family detached dwelling units; carwashes; and drive-through facilities are discouraged and should be prohibited by the local government, or limited unless designed in a manner that is consistent with the design concepts of the City’s Charrette Plan to encourage pedestrian and transit usage. The intent of this policy is to ensure future development is consistent with the pedestrian and transit oriented urban design concepts of the Charrette. It is not intended to produce future development is consistent with the pedestrian and transit oriented urban design concept of the Charrette. It is not intended to produce future development that is designed exactly as presented in the Charrette.
- c) Provide for pedestrian connectivity among the various uses, including connectivity to adjacent residential development and transit stations and stops, through minimization of curb cuts, provision of planting strips and street trees, addition of sidewalks at least eight feet wide where appropriate, minimum building height to public space ratios of at least 1:6, creation of greenways and promenades, and other means as appropriate or recommended in the Charrette Plan.
- d) The SR 7/US 441 Transit Oriented Corridor shall incorporate public plazas, urban open space or green space/pocket park uses that are integrated within the Transit Oriented Corridor and that are consistent with the recommendations of the Charrette Plan.

- e) The SR 7/US 441 Transit Oriented Corridor shall include design features that promote and enhance pedestrian mobility consistent with the Charrette Plan, including connectivity to transit stops and stations, based on the following characteristics.
- Integrated transit stop with shelter, or stations (within the TOC area)
 - Wide (5 feet shall be the minimum consistent with ADA requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.
 - Buildings should front the street (zero or minimal setbacks are encouraged)
 - Vehicle parking strategies that encourage and support transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios)
 - Streets (internal and adjacent to the TOC) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern)
- f) The SR 7/US 441 Transit Oriented Corridor shall include internal pedestrian and transit amenities, consistent with the Charrette Plan to serve the residents and employees (such as seating on benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities that could be incorporated into adjacent publicly accessible areas and plaza (such as clocks, fountains, sculpture, drinking fountains, banners, flags and food and refreshment vendor areas.)
- g) An interlocal agreement between the City and Broward County must be executed no later than six months from the effective date of the adoption of the Transit Oriented Corridor which provides that monitoring of development activity and enforcement of permitted land use densities and intensities shall be the responsibility of the affected municipality.
- h) All uses other than recreation and open space and residential uses shall be considered part of the commercial and industrial pools.
- i) The City shall implement a tri-party agreement with Broward County and the School of Broward County to ensure that mitigation of any

public school impacts within the Transit Oriented Corridor future land use category.

POLICY 2.1.14 FLEXIBILITY, RESERVE UNIT, BONUS UNIT & AFFORDABLE HOUSING UNIT CHARTS.

The Planning and Zoning Department shall maintain charts indicating the available commercial flexibility acreage and the number of flexibility, reserve, bonus, and affordable housing dwelling units, by flexibility zone.

POLICY 2.1.15 GROSS ACREAGE & FUTURE LAND USE DESIGNATION BOUNDARY DETERMINATIONS.

Calculations of acreage covered by different land use categories on the Future Land Use Lauderhill Element map will necessarily be approximate, due to the scale of the map. Gross acreage means the total number of acres in an area, including the acreage used or proposed for streets, lakes, waterways and other proposed land uses allowable in residential areas by the Lauderhill Future Land Use Element. Where edges of land use categories are close to property lines, streets, transmission lines or other existing lines, edges should be construed to follow those lines. A lake or canal should be construed as having been assigned the same land use category as that assigned to adjacent unsubmerged land. Canals of the primary drainage system as identified in this land use plan shall not, however, be construed as having credit towards residential density.

OBJECTIVE 2.2 FUTURE LAND USE MAP AMENDMENTS.

The City Commission may, from time-to-time, amend the future land use map, in a manner consistent with state and county laws and regulations, through December 31, 2005.

POLICY 2.2.1 CONCURRENCY.

The Planning and Zoning Department staff shall recommend denial of any proposed Future Land Use Map amendment, which fails to meet the concurrency requirements of Policy 2.3.1 within five years from the date of adoption.

POLICY 2.2.2 WETLAND RESOURCES.

The City of Lauderhill shall consider the impacts of Future Land Use Map Series amendments on wetland resources in order to avoid and minimize such impacts to the maximum extent practicable.