PRELIMINARY STATION SCREENING SUMMARY

Project Name:	Broward Commuter Rail (BCR) Project Development and Environment (PD&E) Study
Project Limits:	Florida East Coast (FEC) Railway Corridor between Aventura Station in Miami-Dade County to the Broward/Palm Beach County line
County, State:	Broward County and Miami Dade FL
Financial Project Number:	448942-1
ETDM No:	14474

Submitted by: The Corradino Group

Date of Submittal: August 30, 2021 Pending Final Approval

Approved by: _____

Date: _____

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1.0 Introduction

The Broward Commuter Rail (BCR) project is a 27-mile commuter rail transit Project Development and Environmental Study (PD&E) study from Aventura in Miami-Dade County to Deerfield Beach in Broward County, which will connect to the proposed Miami-Dade County SMART Plan Northeast Corridor project. Both projects propose to utilize the existing Florida East Coast (FEC) rail corridor and were part of a previous planning study known as the Tri-Rail Coastal Link. The Federal Transit Administration (FTA) is anticipated to be a key funding partner for BCR and the station analysis reflects the criteria that FTA will be using to evaluate the project for competitive funding. The BCR and Miami-Dade County Northeast Corridor projects are at various stages of the Project Development and Environment (PD&E) study phase of development which is the process for evaluating transportation project impacts and complying with the National Environmental Policy Act (NEPA) and applicable laws and regulations for federal and state-funded projects. The BCR project analysis is a joint effort between Florida Department of Transportation (FDOT) and Broward County. One of the project components that FDOT and the County have been jointly addressing is passenger station locations.

The station refinement process for the entire tri-county area (Palm Beach, Broward and Miami-Dade) has evolved over 16 years and the number of potential stations has been refined from nearly 100 station areas to 26 in the tri-county area. The latest phase of this refinement occurred from 2010 to 2016. The previous study identified nine (9) locations to be further refined down to six (6) locations for Broward County, as station spacing criteria determined that six (6) stations was the optimum number for efficient operations, optimal ridership, and cost-effectiveness in Broward County. Station spacing is an important factor which ties to travel times and ridership and is an important consideration for FTA ratings. From the previous study, three (3) station areas were recommended to move forward whereas the other six (6) locations, which were in three (3) station pairs, required further analysis. Through outreach, coordination and technical analysis contained in this study, there are six (6) station areas recommended for analysis in the PD&E study (see figure 1).

Figure 1: Project limits from Aventura to Deerfield Beach, 9 Potential Stations Evaluated

This preliminary station screening summary provides a technical assessment of several critical items, including the transit-oriented development (TOD) potential for the nine (9) potential station locations and technical recommendations for six (6) commuter rail stations in Broward County. The Broward County Commission, in coordination with the Broward Metropolitan Planning Organization (MPO), will determine a Locally Preferred Alternative (LPA). The LPA includes the recommended project technology, alignment and station locations. After the adoption of the LPA, the County has the option of initiating the Project Development process with the FTA, with the intent to secure federal funding. A critical component will be the land use and economic development potential of the BCR, which will continue to be evaluated during the Project Development process.

2.0 Methodology

The FTA is anticipated to be a key funding partner for BCR and the station analysis reflects the criteria that FTA will be using to evaluate the project for competitive funding. This summary report primarily examines each of the nine-potential station area in terms of land use and economic development potential and the specific subset of criteria described in FTA's New/Small Starts guidelines shown in Figure 2. The report also provides a more in-depth examination of the six station locations within the three station area pairs.

FTA considers: (1) existing land uses related to station access and station character; and (2) economic development potential related to how well the plans and policies support planned and future development within a ½ mile radius of the station platform; as key criteria for evaluating projects attempting to qualify for federal funds. The ½ mile radius represents a ten-minute walk, which is a comfortable distance for people to walk to a major transit stop or station. Station spacing is also a key factor for consideration as commuter trains need at least 2.5 miles spacing between stations to allow for efficient operations and maximization of ridership. When stations are too close together, the system becomes slower, with potential loss of patronage due to increased travel time.

Another critical item is connectivity; thus, the analysis summarizes the existing and planned bus, shuttle and premium transit services that will connect with the commuter rail project. Additional criteria from the Urban Land Institute's (ULI) Factors for a Successful TOD round out the evaluation in terms of real estate development potential. These factors are: (1) development drives ridership; (2) design spaces for walking, connectivity, and safety; (3) build a place, not a project; and (4) get the parking right. The following is a more detailed description of the methodology used to evaluate each potential station location in terms of these criteria.

The station locations will have a significant impact on the surrounding communities. Stations provide potential locations for additional residential units, access to adjacent places of employment, economic development, increased property value, and tax revenue. Stations enhance mobility and require a comfortable environment for walking. Communities that recognize the potential benefit of a station, and demonstrate a policy and financial commitment to dense, walkable and transit supportive development, will assist the County in providing a stronger competitive FTA New/Small Starts federal funding application for the BCR project.

Figure 2: Station Evaluation Criteria

2.1 Existing Land Use

The existing land use criterion assesses how well the station area is currently situated to support transit riders in terms of pedestrian connections, parking, variety of buildings and uses, distance to the nearest attractions (that will generate riders), protected affordable housing units, and existing population and employment.

2.2 Station Access

Station access measures how comfortable and safe it is for a pedestrian or persons with disabilities to access the station within a half mile radius or ten-minute walk. It considers whether the station area has a well-connected network of sidewalks with limited driveway curb cuts, which interrupt sidewalks with slopes that make it difficult for persons with disabilities to cross easily. The assessment also considers whether there is a direct route between the station and the nearest trip generators; if the routes are safe from speeding traffic with adequate crosswalks and signals and wheelchair ramps; if they are secure in terms of crime or perception of crime; and if there are pedestrian amenities, lighting, and a pedestrian friendly design.

2.3 Existing Conditions of Station Character

Station area character is measured by the quality of a place and the quantity of existing development that makes a place a destination to attract transit riders. This item is also described as transit supportive character and it considers how well streets, buildings and facades are designed to create ample space for people to walk and gather with active storefronts, large windows and entrances and uses that are open to the public, street furniture, and trees. Streets should be narrow and comfortable to cross with crosswalks and low to moderate traffic speeds. There should be a fine-grained mix of uses that support

daily shopping needs for future commuters that can be done in conjunction with a transit trip. Transit supportive character also measures parking supply, population and employment, and the number of protected affordable housing units within the station area. Protected affordable units are those priced for households that earn less than 60% of the median income and can be for sale or for rent.

2.4 Economic Development Potential

Economic development potential is assessed on available land, transit supportive policies, zoning regulations, affordable housing policy, implementation tools, policy performance, projected population and employment growth, and station visibility from the street.

2.5 Transit Supportive Plans and Policies

Economic development potential is measured in terms of how well conceptual plans, local plans, and capital improvement programs promote transit supportive development. The policies should support development that has a high concentration of jobs and people. The policies should also allow for a variety and balance of office, residential, and commercial uses that support daily shopping needs and which can be combined with a transit trip. They should facilitate increased development opportunities and require transit-supportive design. Implementation of the policies should create a safe, comfortable, and connected place for people to walk and for persons with disabilities to access the train station. The policies should serve to reduce and limit parking for new developments to decrease car usage and increase the need for multimodal transportation. They should ensure that affordable housing will be provided and protected over time.

The local plans are also evaluated by how well they are implemented through a city's policy documents. For example, planned capital projects to support TOD should be formally adopted and planned and funded through the local capital improvement program, which is updated annually. The city should have an ongoing dialogue with the community and developers. An assessment is also made as to how well the zoning code enforces and encourages new development to follow these policies and whether other tools exist to incentivize transit-oriented development.

Zoning codes are evaluated for how well they promote transit supportive character for new development. Codes should require high quality design that encourages people to walk, with wide and shaded sidewalks; ground floor retail spaces that are open to the public with large windows that allow people to see beyond the edge of a street; complex and varied designs that make a place memorable and distinct; and shade trees and buildings that create comfortable outdoor spaces. In some instances, important criteria are weighted more if they are included in the transit-oriented conceptual plan and policy documents and if they are included in the adopted zoning regulations to implement the intent of the conceptual plan.

2.6 Potential Development Opportunities

Economic development potential measures how much land is available for redevelopment at densities that support transit; both vacant and underdeveloped land which has greater value than the building on

the property. It also considers how well policies have performed in generating development interest that supports transit-friendly design for both existing and proposed developments, long term development and build-out. Population and employment projections are considered to measure how many residents will be served within a half-mile radius of the potential station and how much employment is projected in the central business district and the station area.

2.7 Transit Connectivity and Station Spacing

The evaluation also considers the number of existing and future bus routes or planned fixed guideway transit projects (Bus Rapid Transit and Light Rail Transit) that connect to station areas as well as the number of transit dependent households. Commuter rail station spacing criteria was utilized that require stations to be spaced 2.5 to 5 miles apart, which is the optimal spacing to account for the distance required for trains to accelerate and decelerate and run efficiently. If stations are too close together resulting in stops that are too frequent, the train becomes less viable for commuters in terms of total travel time. See Figure 3.

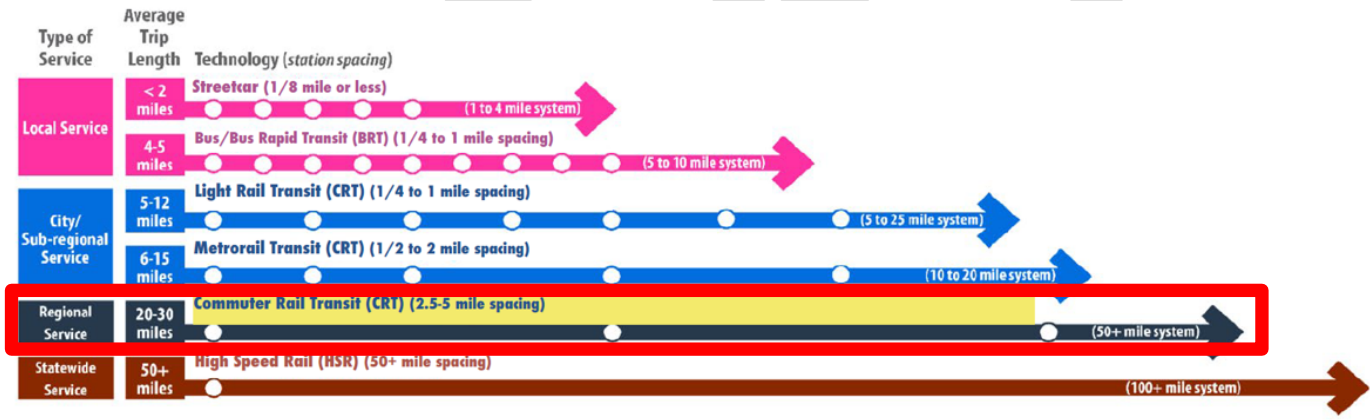

Figure 3: Diagram of Optimal Station Spacing by Type of Transit

3.0 Analysis

The Broward Commuter Rail project is anticipated to have a total of six (6) passenger stations based on station spacing requirements. Three (3) of the sites were determined in the 2016 station screening effort: Downtown Fort Lauderdale, MLK-Hammondville Rd/NE 6th Street (Pompano Beach), SW 2nd Street/Hillsboro Blvd (Deerfield Beach). At the end of the 2016, there were six (6) station locations within three (3) station areas that required further analysis. These six (6) station locations are evaluated in this report in terms of the previously outlined criteria:

- Oakland Park/Wilton Manors
  - Between NE 36th/NE 38th Street
  - Between NE 24th/NE 26th Street
- Ft Lauderdale-Hollywood International Airport/Dania Beach
  - Ft. Lauderdale-Hollywood International Airport
  - Between Dania Beach Blvd/NW 1st Street; and
- Hollywood/Hallandale
  - Between SE 3rd/SE 5th Street
  - Between Tyler/Taylor Street

The analysis for the station areas is based on current, recently available and updated data, much of which was provided by each municipality for the area within a ½ mile radius of the station platform (equivalent to a ten-minute walk). This analysis entailed multiple site visits to assess existing conditions, connectivity, parking, and several virtual meetings, email coordination and phone calls with each municipality to supplement the field review. This effort also included GIS analysis of vacant and developable land, population and employment and existing protected affordable housing, reviews of zoning and land use codes and incentives, affordable housing data from the Shimberg Center at the University of Florida, existing affordable housing policies, reviews of comprehensive plans and planned developments, TOD plans, and confirmation of planned capital improvements around stations.

3.1 Evaluation of Previously Screened Stations

The three (3) stations that were previously determined through the 2016 screening process were also evaluated in terms of FTA's economic development potential and existing land use criteria.

3.2 Evaluation of Remaining Station Candidate Locations

The remaining six (6) station locations have been evaluated in terms of the previously described criteria. The station pairs include:

1. Oakland Park/Wilton Manors
   a. Between NE 36th/NE 38th Street
   b. Between NE 24th/NE 26th Street
2. Ft Lauderdale-Hollywood International Airport/Dania Beach
   a. Between Dania Beach Blvd/NW 1st Street; and

3. Hollywood/Hallandale
    a. Between SE 3rd/SE 5th Street
    b. Between Tyler/Taylor Street

A full discussion of each station and the recommended station location is based on the FTA criteria, ULI factors, station spacing, the ability to attract transit-oriented development and station readiness. Station readiness describes how well a city's policies, existing conditions and funded improvements would support a station and related new development that will bring residences, jobs, and transit riders.

4.0 Deerfield Beach- Hillsboro Boulevard and SW 2nd Street

4.1 Station Area

The potential Deerfield Beach station is planned on the east side of Dixie Highway between SW 2nd Street to the south and Hillsboro Boulevard to the north. It is the northern terminus of the commuter line in Broward County and has already been previously identified as a station location for the BCR. The station is well located along Hillsboro Boulevard, which will serve Deerfield Beach and commuters with multiple connections west of I-95, including two local bus routes.

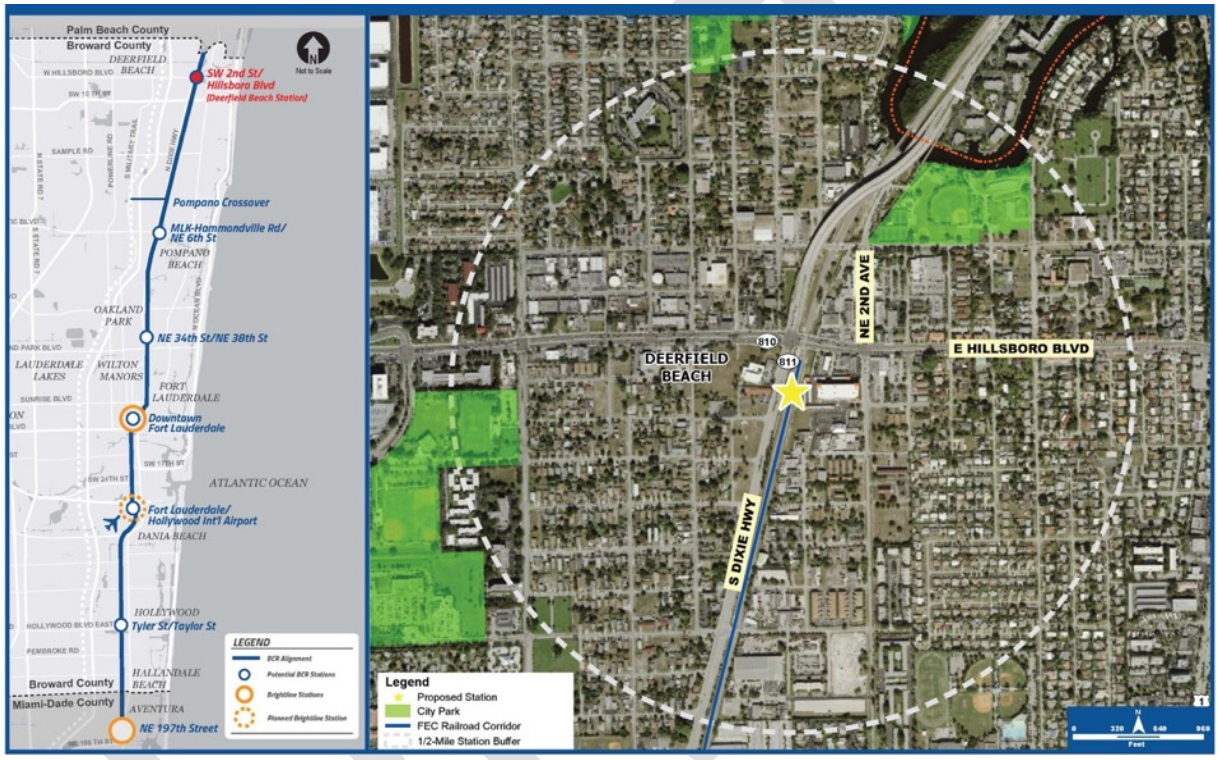

Figure 4: Hillsboro Boulevard and SW 2nd Street (Deerfield Beach) Station Area

4.2 Station Access

The Deerfield Beach community has good access to the potential station location at Hillsboro Boulevard. The station area is located within a well-connected street grid with a good network of pedestrian and bicycle facilities including wide sidewalks with curb ramps and crosswalks on Hillsboro Boulevard, signalized intersections with plastic traffic poles that prevent cars from turning into people crossing the street to make it safer to cross Dixie Highway, landscaping, crosswalks along driveway curb cuts on Hillsboro Boulevard, and bicycle lanes on Hillsboro Boulevard and Dixie Highway. The area along the tracks on Dixie Highway is designed as a comfortable sidewalk for pedestrians. The sidewalk is well shaded and set back from moving traffic along the train tracks with an on-street bike lane that will directly access the station.

4.3 Existing Conditions of Station Character

Deerfield Beach's existing station area character and connectivity, which describes the mix of uses and proximity to main destinations, is rated as high. The station is easy to see, has access from Dixie Highway and is across the street from Deerfield Beach's Main Street and City Hall. The potential station area has a mix of residential and commercial uses and a high number of protected affordable housing units within a ½ mile radius of the station. There is little on-street parking or station parking adjacent to the station, but there is a moderate amount of vacant land that could be developed for station related or joint development parking.

4.4 Transit Supportive Plans and Policies

Deerfield Beach has created the Pioneer Grove Design Standards and updated their zoning and land use to support transit and transit related development. The zoning code offers height and density incentives for developments that reduce parking, allow shared parking, and require affordable and senior housing. However, the maximum allowable height and densities are modest for a transit station and do not meet the minimum outlined by FTA in their evaluation criteria.

4.5 Potential Development Opportunities

In terms of economic development and the ability to attract transit-oriented development, the station location ranked high. In addition, the County uses flexibility rules and flexibility units which permit a city to revise and rearrange land uses and permit additional residential dwelling units within a designated flexibility zone without amending the Broward County Land Use Plan (BCLUP). The County has already permitted several hundred flexible units for future development.. There is also significant available land that can be developed with transit supportive buildings and uses within the ½ mile radius of the station.

4.6 Transit Connectivity and Station Spacing

While there is no planned east/west premium transit, the area is well served by two main Broward County Transit (BCT) bus routes. The station is just under 6 miles from the proposed Pompano Beach Station to the south.

For the above reasons, Deerfield Beach between Hillsboro Beach Boulevard and SW 2nd Street has a medium potential for transit-oriented development. Table 1 summarizes the factors.

Table 1: Summary of TOD Potential for Hillsboro Beach Boulevard/SW 2nd Street Station

Criteria	Assessment
Station access	High
Existing conditions support TOD	Medium
Transit supportive plans and policies	Medium
Potential development opportunities	High
Transit connectivity	Medium
TOD potential	Medium

5.0 Pompano Beach Hammondville Road and NE 6th Street

5.1 Station Area

The potential Pompano Beach station is located at Hammondville Road and NE 6th Street, just north of Atlantic Boulevard in the old downtown core and directly adjacent to an existing BCT bus transit center. It will serve Pompano Beach and commuters with multiple connections west of I-95. The station area is within a designated Community Redevelopment Area (CRA) and is being redeveloped by the city as "Old Town Pompano Beach."

Figure 5: Hammondville Road and NE 6th Street (Pompano Beach) Station Area

5.2 Station Access

The potential location at Hammondville and NE 6th Street is very walkable and easily accessible. The station area is located within a well-connected street grid with recent curbed sidewalk and landscaping improvements to accommodate persons with disabilities. There are new benches, sidewalk ramps at intersection crossings, crosswalks, and new pedestrian level lighting. Dixie Highway is narrow at the station location and is both safe and easy to cross. There are also pedestrian signals and markings for safer crossing. On-street parking creates an additional buffer between the street and sidewalk and accommodates space for short term parking for dropping-off commuters. The station area is located adjacent to a major BCT bus transit center.

5.3 Existing Conditions of Station Character

The station area is currently developing with a transit supportive character. It consists of small, walkable blocks with low scale buildings along the sidewalk and retail and restaurant uses that are open to the public. There is a good mix of older homes, affordable protected housing including senior housing, and a new residential multi-story building with affordable apartments. Streets are narrow and easily crossed and the station area is easy to see.

5.4 Transit Supportive Plans and Policies

The CRA planning efforts have included a vision for redeveloping the area north of Atlantic Boulevard as a more robust downtown and innovation center. The zoning and land use policies enforce this vision and are both transit supportive. The area is a regional activity center, (RAC) future land use, which is a recognized transit supportive land use by the County and the State. It permits high density development and a mix of uses in anticipation of transit and transit related uses. The maximum density permitted by zoning can be achieved based on the allowable height. In addition, their zoning density incentives have been effective for attracting development.

5.5 Potential Development Opportunities

In terms of potential development opportunities, nearly one-sixth of the station area is either vacant or developable land. The city has acquired and assembled significant amounts of land for redevelopment opportunities to implement their CRA plan vision. Several of these parcels are already under construction or cleared for construction and other developments have already been built. In addition, the County uses flexibility rules and flexibility units which permit a city to revise and rearrange land uses and permit additional residential dwelling units within a designated flexibility zone without amending the Broward County Land Use Plan (BCLUP). The County has already permitted a significant number of flexible units for future development. These development improvements, available housing units and new streetscape improvements demonstrate the area's growth potential and make it an attractive location for developers to invest.

5.6 Transit Connectivity and Station Spacing

While there is no planned east/west premium transit, the area is well served by three main BCT bus routes and the station location is adjacent to a major bus transfer station. It is less than 5 miles north of Oakland Park/Wilton Manors potential station location.

For these reasons, Pompano Beach between Hammondville Road and NE 6th Street has a high potential for transit-oriented development. Table 2 summarizes the factors.

Table 2: Summary of TOD Potential for Pompano Beach Hammondville Road and NE 6th Street

Criteria	Assessment
Station access	High
Existing conditions support TOD	High
Transit supportive plans and policies	High
Potential development opportunities	High
Transit connectivity	Medium
TOD potential	High

6.0 Downtown Fort Lauderdale Brightline Station

6.1 Station Area

Fort Lauderdale's BCR station will be located at or near the existing Brightline station and the BCT central bus terminal in Downtown Fort Lauderdale, north of Broward Boulevard on NW 2nd Avenue. It is the County's central business district and has the greatest population and employment density in Broward County. It is also a regional activity center, (RAC) future land use, which is a recognized transit supportive land use by the County and the State. It permits high density development and a mix of uses in anticipation of transit and transit related uses. The Brightline and commuter rail station is within the City's Downtown Development Authority's area.

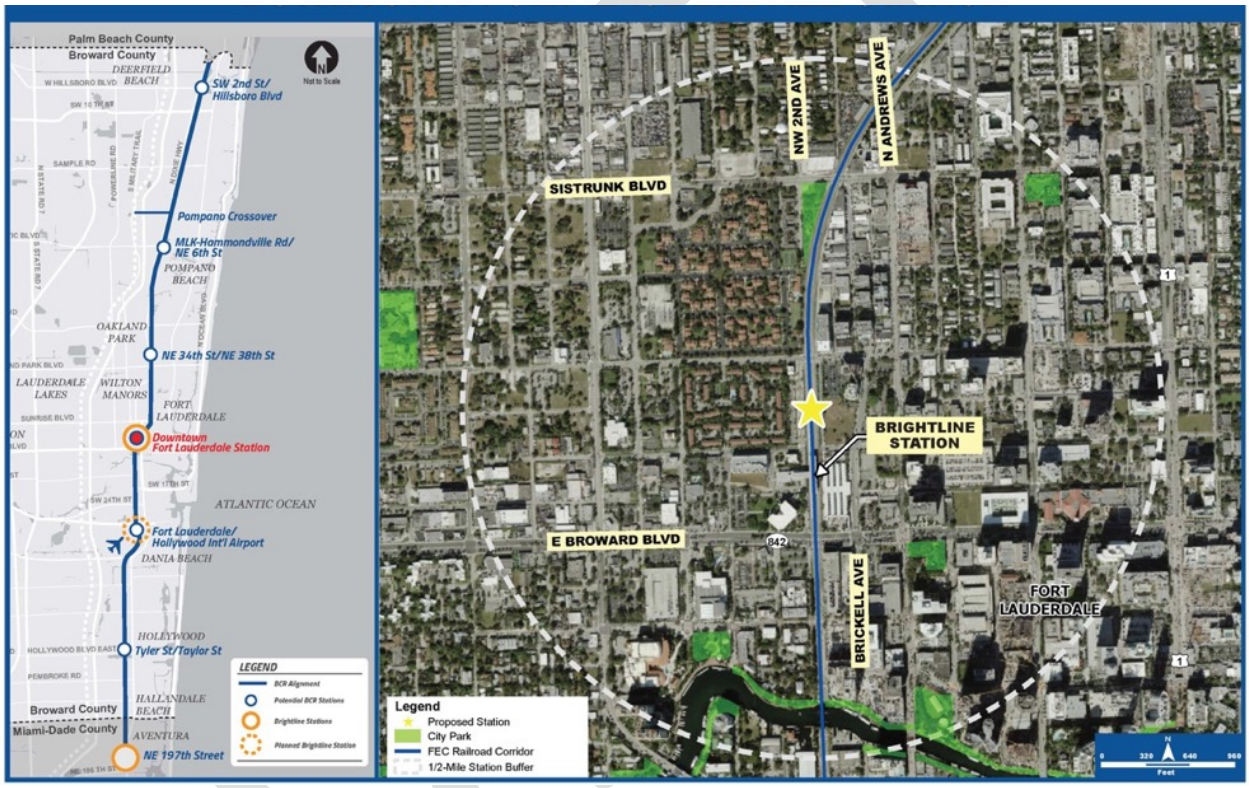

Figure 6: Downtown Fort Lauderdale Station Area

6.2 Station Access

The station area has excellent connectivity and street grid with good sidewalks, crosswalks, signalized intersections, and accommodations for persons with disabilities. It has dedicated green bicycle lanes that connect to a multi-use path for bicycles and people on foot to use safely. It is well served by the existing and future bus system. Blocks in the larger station area are small and walkable; however, the area directly around the existing Brightline station is difficult to access with low visibility. Main access is off Broward Boulevard and NW 2nd Avenue with no visibility from Broward Boulevard. There is also limited access to the adjacent BCT bus transit center, which is on the east side of the tracks. The Brightline station is only

accessible from the west side of the tracks requiring pedestrians to walk from the station south towards Broward Boulevard and then north on Brickell Avenue for a ¼ mile. Broward Boulevard is a major thoroughfare that is difficult to cross, with few visual connections to the station. The proposed LauderTrail and other planned transit improvements will strengthen this connection for pedestrians and bicycles.

6.3 Existing Conditions of Station Character

The station is within downtown Fort Lauderdale, which is the most transit supportive character in the County as the central business district. It has a mix of residential buildings, office buildings, government facilities and retail uses, and includes the greatest number of affordable housing units in the County.

6.4 Transit Supportive Plans and Policies

The downtown master plan was designed as the City's supplementary zoning code for downtown Fort Lauderdale. It requires a gradation of densities and intensities and potential for unlimited height as an incentive to further attract development. Capital improvements that have been planned in the City's policy documents are also being developed. These include the Las Olas Boulevard mobility and complete streets project, Tunneltop Plaza at Las Olas Boulevard and US-1, and the LauderTrail planned bicycle trails.

6.5 Potential Development Opportunities

There is significant available vacant land available for redevelopment and the area has active construction and planned development. The station area has several thousand apartments and condominiums under construction. In addition, the County uses flexibility rules and flexibility units which permit a city to revise and rearrange land uses and permit additional residential dwelling units within a designated flexibility zone without amending the Broward County Land Use Plan (BCLUP). The County has already permitted several thousand flexible units for future development. The active development environment and location just northwest of the central business district and proximity to existing Brightline Station and bus terminal makes it a good station location.

6.1 Transit Connectivity and Station Spacing

The area is well served by 14 Broward County Transit bus routes that feed into the main bus transfer hub adjacent to the station, with planned premium transit on Broward Boulevard. It is less than 4 miles from potential station at Oakland Park/Wilton Manors to the north and the Fort Lauderdale-Hollywood Airport to the south.

For these reasons, Downtown Fort Lauderdale has a high potential for transit-oriented development. Table 3 summarizes the factors.

Table 3: Summary of TOD Potential for Fort Lauderdale at Existing Brightline Station

Criteria	Assessment
Station access	High
Existing conditions support TOD	High
Transit supportive plans and policies	High
Potential development opportunities	High
Transit connectivity	High
TOD potential	High

7.0 Oakland Park/Wilton Manors Between NE 36th and 38th Streets and Between NE 26th and 24th Streets

Both potential station areas were evaluated through several rounds of review. An initial view considered all of the criteria that were applied to all nine (9) potential station areas. This analysis found Oakland Park to be the better station location because of pedestrian connectivity and facilities, station visibility, street layout, on-street and public parking, and planned development. Both stations are separated by one-mile, so station spacing in relation to other potential station locations to the north and south is comparable and not a distinguishing factor.

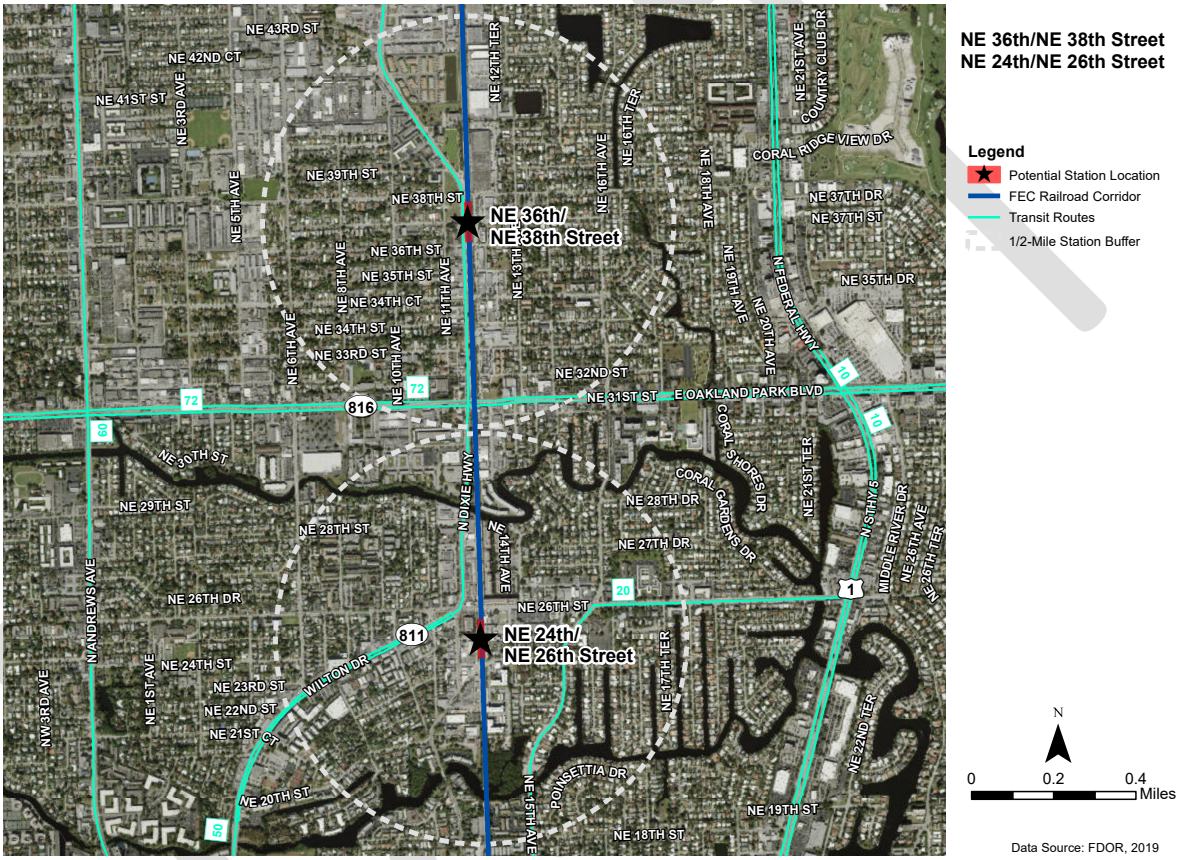

Figure 7: Oakland/Wilton Station Evaluated Two Locations (NE 26th/NE 24th & NE 36th/NE 38th)

At the request of Wilton Manors, the technical team reviewed additional information provided by both cities to understand the performance and impact of each cities' transit-oriented development plans, policies and zoning in terms of planned and projected development, and improvements to enhance access and connectivity for people walking on foot and persons with disabilities. Oakland Park demonstrated more active projects that have been advanced by the city, and a Mobility Plan that is being implemented. Wilton Manors provided additional information about planned developments that had not been advanced as of this report and described their partnership with the Pride Center to advance affordable housing in

the station area. However, Wilton Manors' long-term projected growth and build-out are not as robust as in Oakland Park. In addition, the Wilton Manors zoning code, which is in the process of being updated, omits important TOD requirements like parking reductions, and active uses and design standards at the sidewalk level. This limits the City's ability to enforce TOD design standards. Wilton Manors has not advanced key mobility and connectivity recommendations from their TOD Master Plan for new street connections and sidewalk improvements that would create more direct and safe routes from the station to the City's main street at Wilton Drive. In contrast, Oakland Park has a strong zoning code with stand-alone design guidelines that are clear and enforceable and will protect the City's vision and intent for transit supportive buildings and uses.

7.1 Station Area: Oakland Park Between NE 38th Street and NE 36th Street and 12th Avenue

Oakland Park's potential station is generally located on NE 12th Avenue between NE 38th Street and NE 36th Street in the downtown core and would serve Oakland Park, Wilton Manors, and commuters with multiple connections west of I-95. The potential station fronts downtown's main street, which has fountains, benches and shelters that create mini parks across from new and developing businesses and restaurants related to the culinary arts. Downtown Oakland Park is a Community Redevelopment Area (CRA) with designated funding and programing to promote economic growth and reduce blighted conditions. The Downtown Oakland Park area is also governed by Local Activity Center regulations.

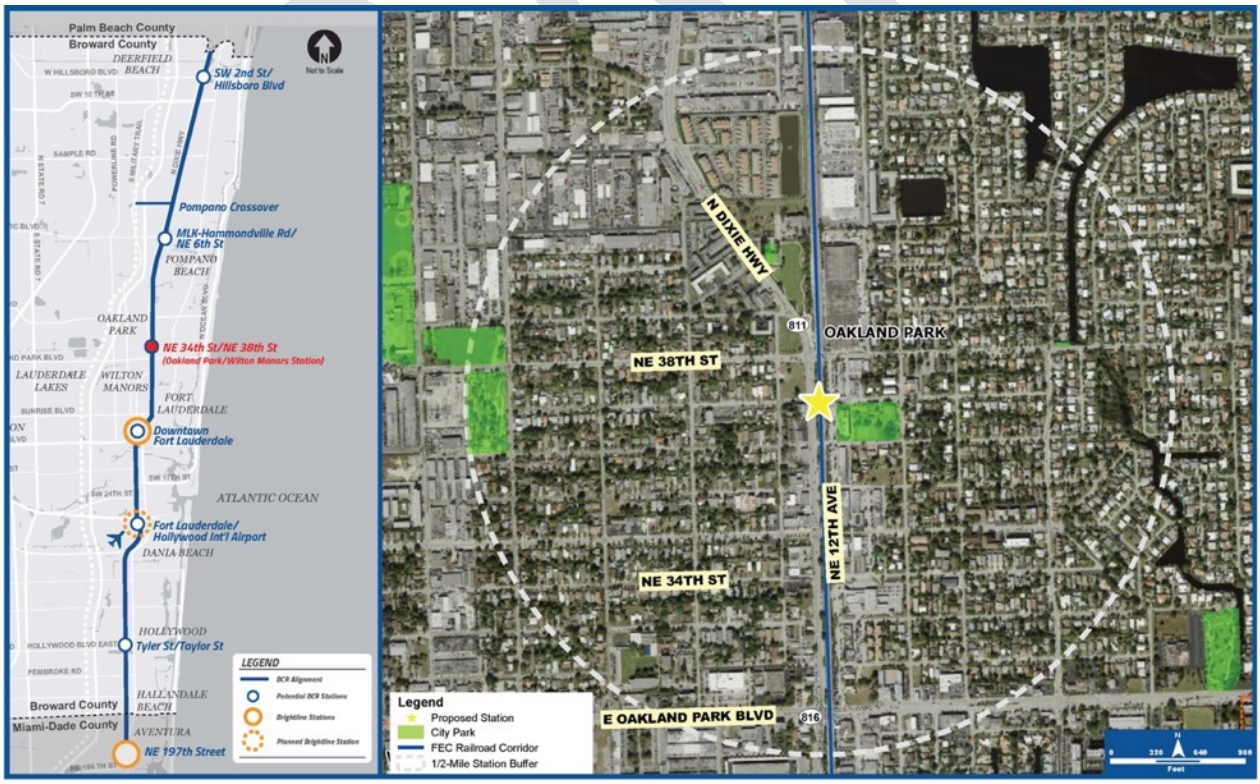

Figure 8: Oakland Park Between NE 38th Street/NE 36th Street and 12th Avenue Station Area

7.2 Station Access

Oakland Park has a gridded street network with direct access from Dixie Highway and NE 12th Avenue to the potential station. A true street grid is best for connecting people on foot, bicyclists, and disabled persons to the station. The city recently upgraded their sidewalk infrastructure, but have not implemented all recommendations from their Mobility Plan. In 2019, Oakland Park passed a $40M facilities bond, part of which paid for sidewalk and drainage improvements including land acquisition, new ADA compliant sidewalks, fountains, curb ramps and crosswalks, curb cut removal, and pedestrian amenities that create a walkable district around the station area. The City also landscaped and added sidewalks and a protective decorative iron fence along both sides of the train tracks through a lease agreement with Florida East Coast Railway for the right of way to improve connections from the downtown to Jaco Pastorius Park. Various portions of the station area east of NE 13th Avenue and west of NE 11th Avenue are missing sidewalks, but these missing sections are programmed and funded for construction in the next five years. The city is beginning to develop plans to add pedestrian signals and crosswalks at Dixie Highway.

7.3 Existing Conditions of Station Character

Oakland Park's potential station area has good visibility from Dixie Highway and NE 12th Avenue/Main Street. There are a mix of government, restaurant, retail, and residential uses around the station and many of the buildings and businesses on NE 12th Avenue are new, having been recruited by the CRA. Some establishments have plans for phased expansion. The Funky Buddha restaurant and brewery anchors the station area and is an attraction that drives foot traffic. The city also redeveloped the old FEC yard adjacent to the Funky Buddha as a park and event venue. There is on-street parking, which buffers the sidewalks from the street and could serve as short-term drop-off locations for rail commuters. There are also existing public parking lots adjacent to the station platform, one of which is a redevelopment site that could serve as joint development parking for the station.

7.4 Transit Supportive Plans and Policies

Oakland Park is implementing a Mobility Plan that addresses connectivity and pedestrian access for streets. Oakland Park has taken a citywide approach to infrastructure that includes a master planned bicycle network that serves the potential station area. Oakland Park's 2017 Downtown Transit Mobility Plan is partially implemented and includes a prominent pedestrian street based on the Dutch woonerf street type across from the station platform as part of the master plan for the potential station area's future development. Additional sidewalk improvements, bicycle improvements and a multi-use path are funded and planned for construction in 2024 and 2025, including the NE 13th Avenue bike path and sidewalk connectivity project.

Oakland Park has already implemented many pedestrian improvements and programmed additional improvements, as the City requires these items in its zoning code. Oakland Park has planned multi-modal improvements on east-west streets downtown and NE 34th Court in the Capital Improvement Program (CIP) for 2021-2024 to enhance walkability and pedestrian connections around the potential station area.

The city has already built improvements for lighting, sidewalks, and crosswalks. The code requires improved sidewalks, landscape improvements, and additional pedestrian connections for new development to qualify for density and height bonuses.

The City of Oakland Park has approved the zoning code. The zoning code requires basic TOD elements for all new buildings, including active ground floor uses that are open to the public, open space design and minimum open space standards along the sidewalk, and prohibits driveways and curb cuts on primary streets. All buildings are required to meet architectural and site development design standards that are illustrated and described in a standalone document. Developers can apply for additional height and density if they provide specific TOD elements, such as additional open space, public parking, right of way enhancements, sidewalk improvements, additional landscaping, additional open space, sustainable building features, additional pedestrian connections, community facilities, land dedication for new streets, and financial contributions for downtown entry features. These elements are subject to clear, defined, and stringent measures.

Oakland Park has several policies for reducing parking to encourage TOD. The city encourages developers to build a mix of uses by reducing parking requirements for mixed use buildings by 30%. The City allows different uses to share parking and permit developers to make a parking payment as a Downtown Mobility Fee for each required parking space that is not provided.

7.5 Potential Development Opportunities

Oakland Park has active proposals from developers that represent significant potential development in the short term, with some recent new construction in the northern part of the potential station area. The city is actively assembling land and owns multiple key sites around the station. There is significant available vacant and developable land within the station area. The city has approved a joint development project to move the City Hall and add transit supportive uses across from the potential station location on the west side of Dixie Highway on city-owned land, with a second project on city-owned land is being released for developer Request for Proposals (RFPs) in summer 2021. Oakland Park has a higher long-term development potential than Wilton Manors. Oakland Park's long-term (2 to 15 year) development projections are double and full build-out projections are triple the projections provided by Wilton Manors. Although Wilton Manors currently has more housing units, in the long term, Oakland Park is expected to have three times the development as Wilton Manors.

Oakland Park has an ongoing community outreach related to their joint development projects for the City Hall, TOD zoning and design standards, and Future Land Use Element changes. This includes community surveys.

7.6 Transit Connectivity and Station Spacing

Oakland Park has existing and planned bicycle infrastructure around the station including bicycle storage and is served well by Broward County Transit. It is anticipated that there will be three major BCT routes

serving this station and a potential shuttle service. In addition, there is planned premium transit on Oakland Park Boulevard. Both stations are separated by one-mile, so station spacing in relation to other potential station locations to the north and south is comparable and not a distinguishing factor.

For these reasons, Oakland Park between NE 38th Street/NE 36th Street has a high potential for transit-oriented development. Table 4 summarizes the factors.

Table 4: Summary of TOD Potential for Oakland Park NE 38th Street/NE 36th Street

Criteria	Assessment
Station access	Medium
Existing conditions support TOD	Medium
Transit supportive plans and policies	High
Potential development opportunities	High
Transit connectivity	High
TOD potential	High

7.7 Station Area: Wilton Manors Between NE 24th Street/NE 26th Street and Dixie Highway

The potential station in Wilton Manors is located on Dixie Highway between the five points intersection at NE 26th Street and NE 24th Street, and would serve Oakland Park, Wilton Manors, and commuters with multiple connections west of I-95. It is approximately one mile south of the Oakland Park potential station and east of Wilton Drive, which is the City's main restaurant and retail corridor. The Wilton Drive Business Improvement District (BID) covers a portion of the station area along Wilton Drive and provided funding and capital improvements to enhance the corridor.

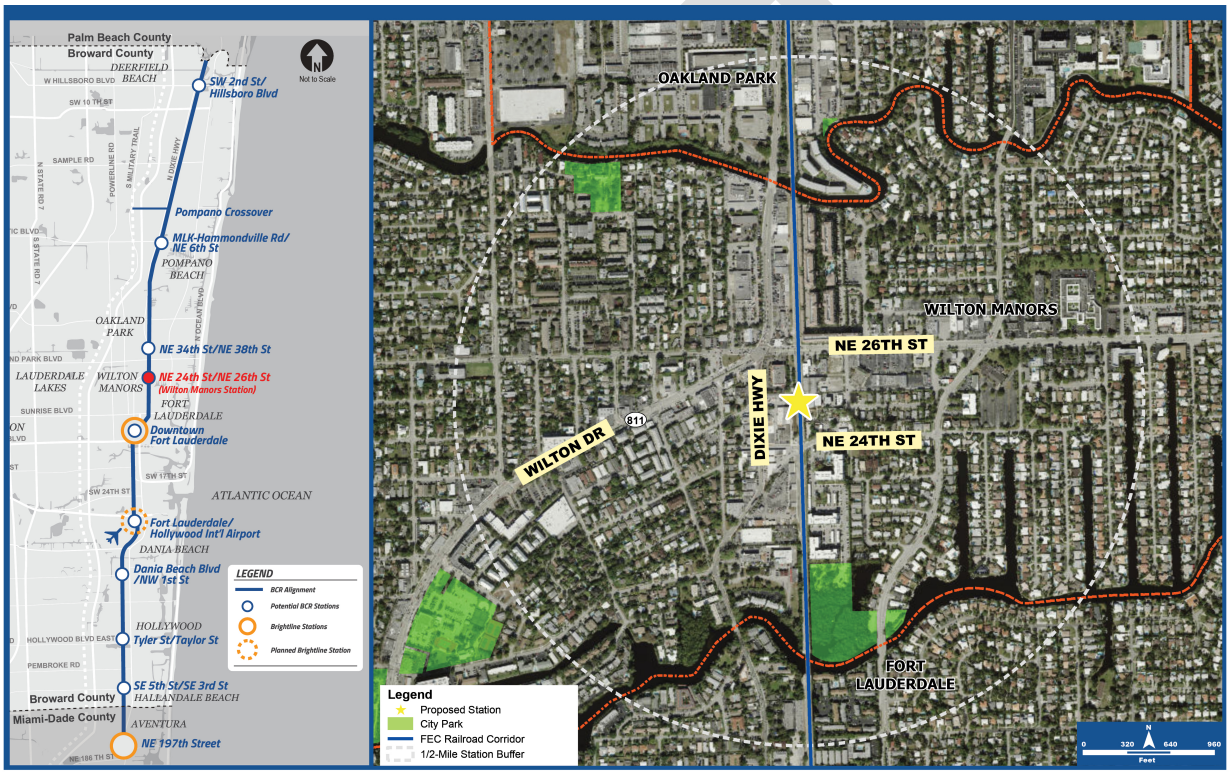

Figure 9: Wilton Manors Between NE 24th Street/NE 26th Street Station Area

7.8 Station Access

Wilton Manors has a modified street grid and an unconventional 5-point intersection near the potential station location. This configuration limits connectivity and direct access from the station to the City's main destination/attraction at Wilton Drive. Dixie Highway has a limited visibility curve just south of NE 24th Street, which is a safety concern for people crossing the street to the station. The visibility is low and there is limited ability for drivers to slow down before reaching this intersection. Although most residents walk from the east side of the train tracks across to Wilton Drive along a circuitous route, it is not an ideal way to move between the station and destination and would be difficult to meet FTA's station evaluation criteria for direct routes and accessibility.

The city has made several improvements to downtown sidewalks, but the overall sidewalk network improvements that were recommended in the 2019 TOD Plan have not been planned or programmed as of this report. The TOD Plan indicates that Wilton Manors has too many driveway curb cuts and head in parking along street frontages with wide curb cuts that compromise sidewalk safety and comfort for pedestrians and persons with disabilities. The city has a continuous network of sidewalks on at least one side of the street, but many are substandard and do not meet all ADA requirements, including complete wheelchair ramps, limited driveway curb cuts, and minimum sidewalk widths. Improvements have been made to Wilton Drive and additional improvements are further planned, including new sidewalks on the east side of NE 24th Street to connect the Metropolitan residential development to Dixie Highway.

7.9 Existing Conditions of Station Character

Wilton Manors is an active community with a main street (Wilton Drive) that is a local and regional attraction. It is a destination for the LGBTQ community. Restaurants and retail are painted in pastel "Florida Keys" style colors and have a distinct character and style that is unique to the community. Special event venues and community events are also a major attraction on Wilton Drive. Wilton Drive was redesigned as a complete street with fewer travel lanes, wider spaces for people walking and bicycles, and enhanced landscaping. Wilton Drive, as of this report, lacks shade trees, which will be added in a future phase of planned improvements for the corridor. The Alchemist site just east of the potential station is an outdoor informal event space with café seating and temporary uses similar to Wynwood Yard in Miami. In comparison to Wilton Drive and the Alchemist, most of the buildings on Dixie Highway are suburban style single family and townhomes, one-story retail establishments with parking in the front, industrial or flex spaces and one-story strip commercial. Two notable multi-family projects, the Metropolitan and Wilton Station, which are located on NE 24th Street and NE 26th Street on either side of the potential station area, have a total of 227 units.

7.10 Transit Supportive Plans and Policies

Wilton Manors has an excellent TOD Master Plan that identifies key actions to redevelop the area for a new station. While some of the recommendations have been adopted, many have not been specifically adopted into the Capital Improvement Program (CIP) or reflected in the zoning code. Likewise, while some elements are incorporated into the Comprehensive Plan Elements, few have been implemented and none have been implemented around the station. The plan recommended several new streets to complete the street grid to create more direct routes between the station and Wilton Drive. It recommended narrowing streets, widening sidewalks, and installing larger crosswalks around the station. The TOD Master Plan also recommended developing a dedicated Mobility Plan and Throughfare Plan. These policies have not been fully adopted into the City's Comprehensive Plan or CIP.

The Mobility Plan was a key recommendation of the Master Plan. Transportation Element policies 1.11 and 1.17 require a bike/pedestrian inventory and are not considered completed comprehensive plan policies, which indicates the City has not completed planning for bike/pedestrian improvements. Similarly, the city's Strategic Plan supports adopting a complete streets policy and improved walkability with better

crosswalks, but does not address a Mobility Plan or Thoroughfare Plan, and does not provide a mechanism to implement these recommendations. This lack of implementation of important mobility improvements affects the city's TOD readiness, a key criterion considered by the FTA for potential New/Small Starts funding.

The city is in the process of revising and approving their zoning code. In the latest draft (dated June 29, 2021) available as of this report, the code does provide for densities greater than 25du/acre to support uses that would attract more riders, increase population, and positively impact potential ridership. However, the code does not require basic TOD elements like mixed-uses and they require very little additional TOD elements in exchange for density and height. In addition, while the revised regulations require new developments to setback on the ground floor to fit wider sidewalks with specific landscape standards and to align with the sidewalk for a portion of the building, it was determined that other language does not go far enough to ensure that the vision outlined in the TOD Master Plan will be built by the development community. For example, buildings are required to address the street at the pedestrian level and be built to human scale, but there are no specific design guidelines to further explain or measure this requirement, which makes it difficult to defend when reviewing projects. There are no requirements for ground floor uses or percentage of glass or windows to activate ground floors for people walking on the sidewalk. Although buildings must provide active ground floor uses, additional landscaping, contiguous open spaces, and green building code requirements to qualify for additional height and density, the code does not have guidelines that address pedestrian network connectivity.

In the latest draft of the zoning code, the city has eliminated a parking reductions and payment program, which discourages TOD by accommodating cars. This is a concern because this item is an important element of FTA's Project Development evaluation. A parking reduction and payment program demonstrates a commitment to building developments with fewer cars to reduce car dependency over transit.

Wilton Manors has an existing Affordable Housing Trust Fund in the currently adopted code that has been used to build a new 48-unit housing affordable housing development. All new construction is required to pay into this fund. In an earlier version of the new code, the city had required all new developments to provide workforce housing/affordable housing in order to qualify for additional height and density. This provision was changed in the latest version of the code as an optional provision and is no longer required.

7.11 Potential Development Opportunities

Wilton Manors has active proposals from developers that represent significant potential development in the short term. Recent multi-family developments and infill housing demonstrates the City's ability to support multi-family development- townhouses. Large, assembled sites exist adjacent to the station and property owners have provided conceptual plans for redevelopment to the City. Wilton Manors has had ongoing forums with developers related to the TOD zoning changes, the TOD Master Plan, and the TOD land use changes. They have also developed outreach materials to further explain the importance of their

TOD policy and zoning changes in support of the potential train station. This includes community surveys as part of the Strategic Planning process.

As previously mentioned, Wilton Manors recently partnered with a private developer to build 48 affordable housing units immediately south of the potential station platform and has experience working with developers to expedite permitting and waive impact fees. While both Wilton Manors and Oakland Park have a similar amount of land for redevelopment, Wilton Manors has half as many projected homes in the long-term term and one third as many projected homes at full build-out. In the long term, it is estimated that Oakland Park will have three times the development as Wilton Manors even though Wilton Manors currently has more housing units.

7.12 Transit Connectivity and Station Spacing

Wilton Manors has existing and planned bicycle infrastructure around the station including bicycle storage and is served well by Broward County Transit. There are two bus routes that currently serve the station area and there is planned premium transit on Oakland Park Boulevard. Both stations are separated by one-mile, so station spacing in relation to other potential station locations to the north and south is comparable and not a distinguishing factor.

For these reasons, Wilton Manors between NE 24th Street/NE 26th Street has a medium potential for transit-oriented development. Table 5 summarizes the factors.

Table 5: Summary of TOD Potential for Wilton Manors NE 24th Street/NE 26th Street

Criteria	Assessment
Station access	Medium
Existing conditions support TOD	Medium
Transit supportive plans and policies	Medium
Potential development opportunities	Medium
Transit connectivity	High
TOD potential	Medium

8.0 Fort Lauderdale-Hollywood International Airport/Dania Beach

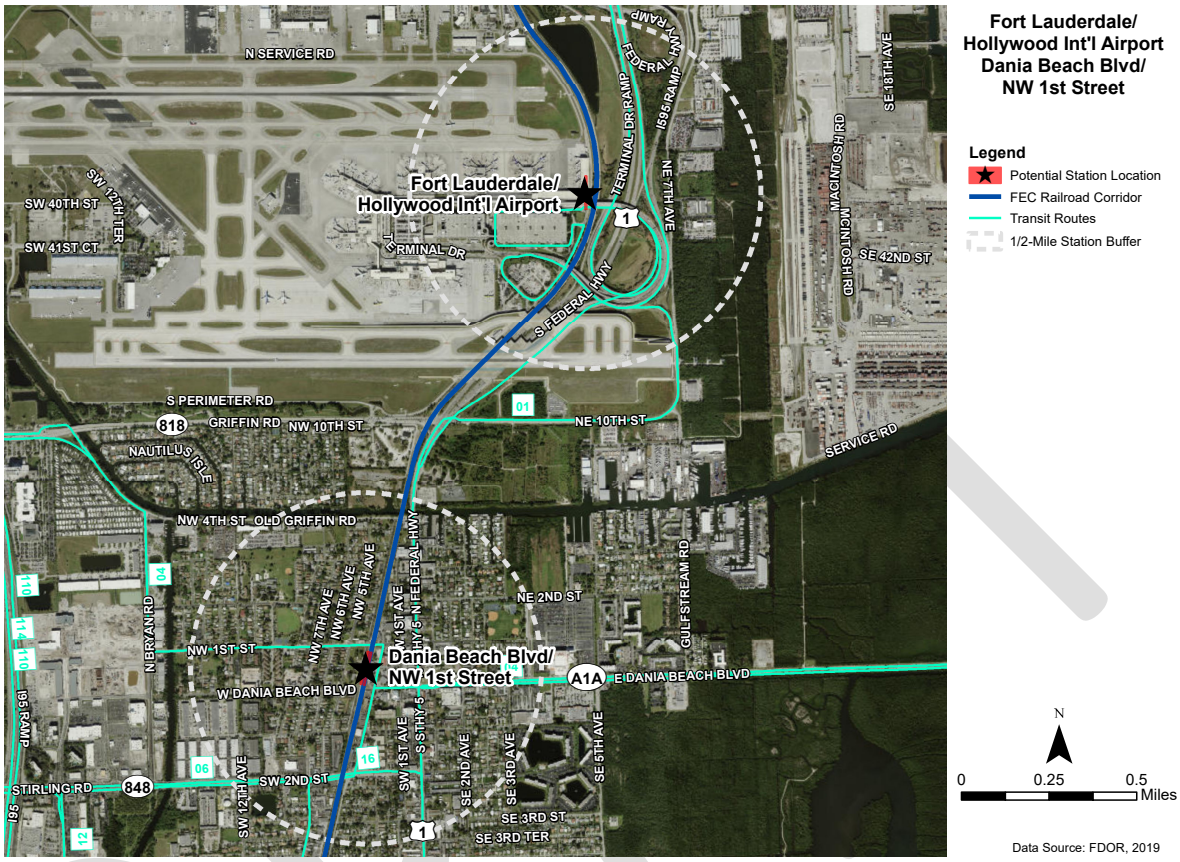

Figure 10: Fort Lauderdale-Hollywood International Airport/Dania Beach Evaluated Two Locations

8.1 Station Area: Fort Lauderdale-Hollywood International Airport

The airport is a major trip generator. Most commuter rail customers will be residents commuting to another station, or visitors using the system to travel to another destination station. It is anticipated that there will be at least three local or shuttle bus routes serving this location.

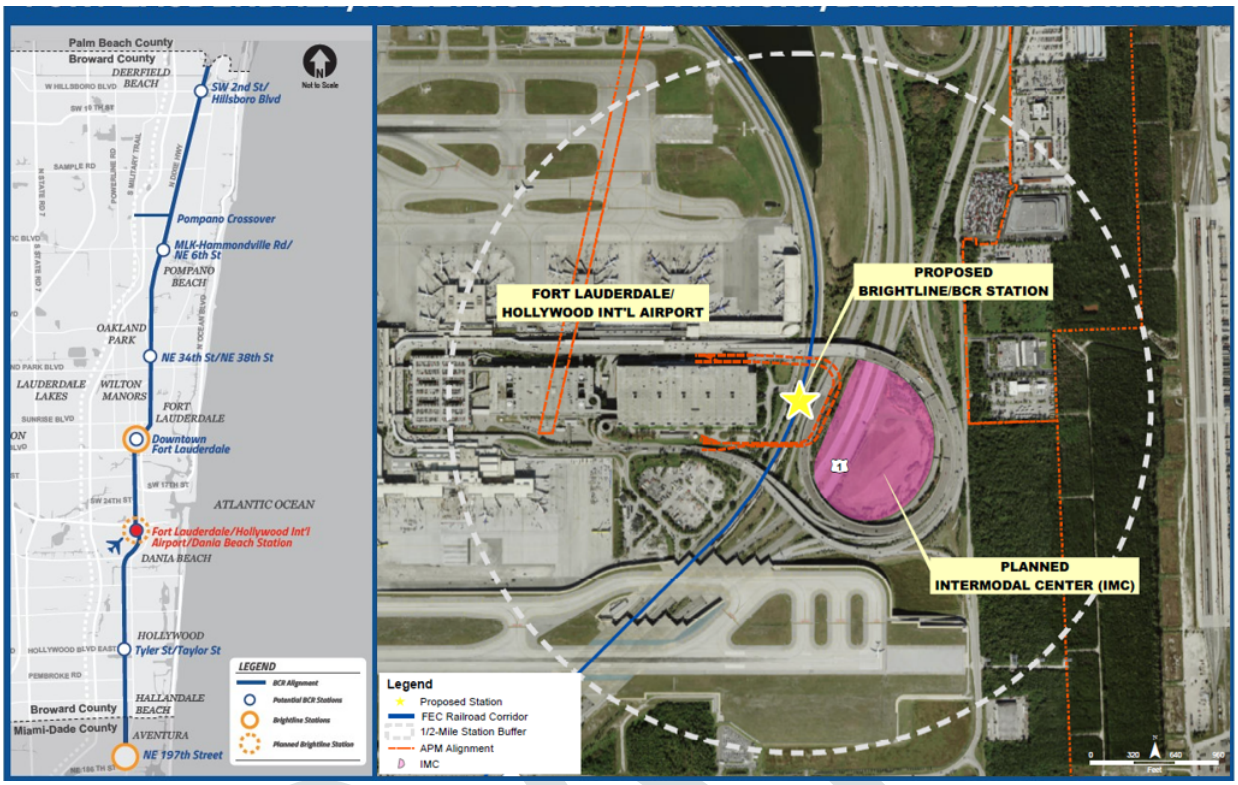

Figure 11: Fort Lauderdale-Hollywood International Airport

Since the station is an airport, it was not evaluated in terms of existing land uses and potential for transit supportive development as high intensity development cannot occur in close proximity to the airport due to the potential station's location near a runway and adjacent to an interchange. However, the fact that the station location is at a major international airport is enough to make this the better location for the station when compared to the potential station in Dania Beach. In addition, consistent with the airport master plan approved by Federal Aviation Administration (FAA), Broward County and FDOT are planning an Intermodal Center (IMC) immediately east of the potential station. The IMC is planned to integrate intercity and commuter rail, the airport Automated People Mover (APM), local bus routes served by BCT, and a future rail transit extension to serve the seaport. Dania Beach and the Fort Lauderdale-Hollywood Airport candidate locations are a mile apart and station spacing in relation to other potential station locations to the north and south is comparable and not a distinguishing factor.

8.2 Station Area: Dania Beach - Dania Beach Boulevard and NW 1st Street

The potential Dania Beach station area is located just west of the municipal complex in an underdeveloped part of the City between Dania Beach Boulevard and NW 1st Street. The station area is part of Dania Beach's Community Redevelopment Area (CRA), with designated funding and programming to promote economic growth and reduce blighted conditions.

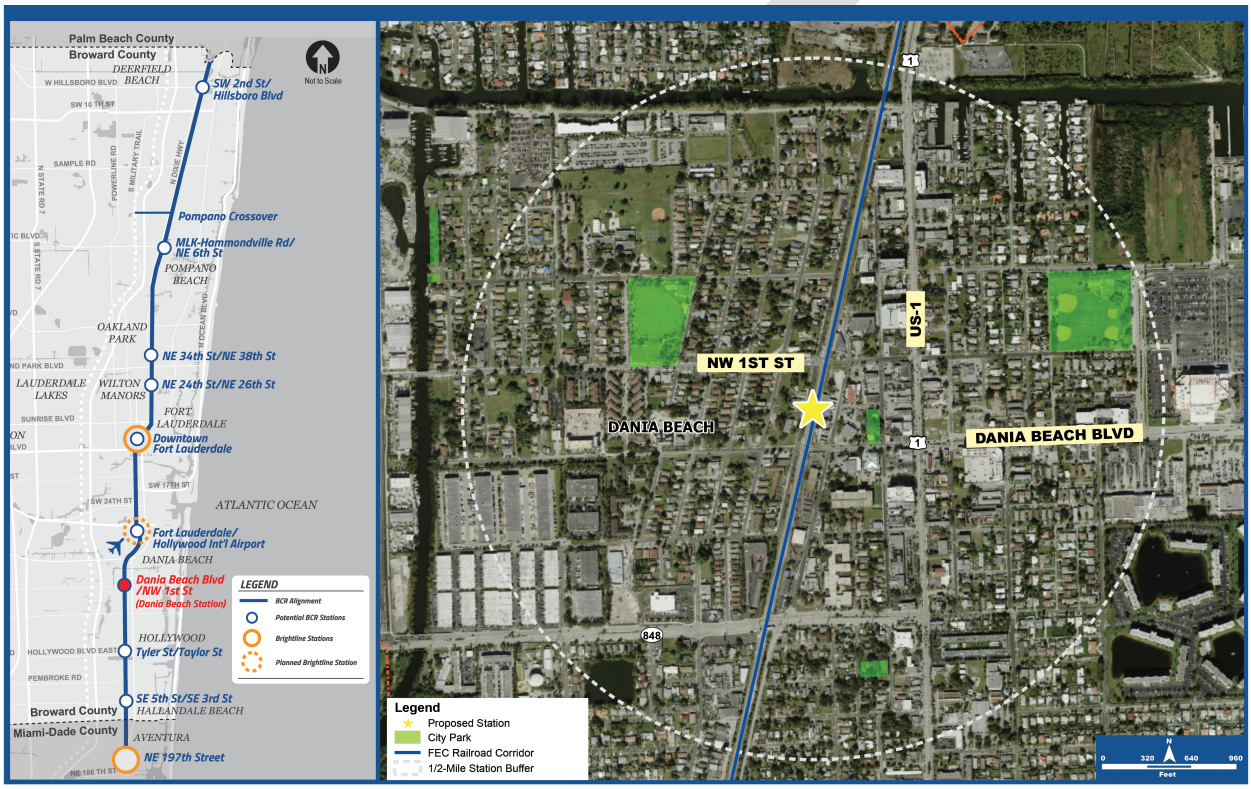

Figure 12: Dania Beach Between Dania Beach Boulevard and NW 1st Street Station Area

8.3 Station Access

The location is not connected to the busiest parts of Dania Beach and lacks proper sidewalks. Although the area around the municipal complex and US-1 have had recent upgrades to sidewalks and street crossings, the area immediately around the potential station location and connections to the municipal complex have no sidewalks or have flat asphalt with no curb to safely separate pedestrians from traffic. These facilities are not ADA compliant. No major infrastructure improvements have been made along this corridor and there are no plans to upgrade sidewalks around the potential station area; however, it should be noted that this is a low traffic area and the streets are narrow and easy to cross. The main crossings at Dania Beach Boulevard and NW 3rd and NW 4th Avenues do not have pedestrian signals or crosswalks.

8.4 Existing Conditions of Station Character

The area immediately surrounding the station is mostly industrial uses and vacant land, with residential to the west. There is a new affordable housing townhome development just west of the station, which has been designed to look like a market rate development. The station area is not easy to see from Dania Beach Boulevard from the east and is obstructed by buildings at the corner of Dania Beach Boulevard and NW 3rd Avenue. There is not a variety of uses and few major trip generators, except for the municipal center/ library complex and scattered hotels and businesses on US-1. Dania Pointe, a new lifestyle retail complex with a mix of retail and residential uses, is more than ½ a mile away and outside of the critical station area. City Hall has a 400-space parking garage two blocks from the station, which could assist in serving the station's parking needs.

8.5 Transit Supportive Policies

The existing zoning and land use policies are transit supportive. However, although density bonuses for transit uses and affordable housing are substantial, they are difficult to achieve. These bonuses would be granted for providing affordable housing, open space, and public parking. The affordable housing provision is an important FTA criteria and Dania Beach has a strong track record of building affordable housing projects within the station area.

The existing zoning code permits extremely high densities as a bonus for providing transit supportive design requirements, but maximum building heights appear to be too low to fit all the allowable dwelling units. Regardless, the maximum densities and height encourage transit-oriented development. In addition, the area is a designated regional activity center (RAC) future land use, which is a recognized transit supportive land use by the County and the State. It permits high density development and a mix of uses in anticipation of transit and transit related uses.

8.6 Potential Development Opportunities

There is active construction and planned development mostly along US-1. There are not many large parcels for redevelopment within the station area and most vacant lots are scattered infill sites. However, there are large parcels of undeveloped land on both sides of the existing train tracks. This is the best advantage of this station location.

8.7 Transit Connectivity and Station Spacing

There are no planned premium transit lines that connect directly to the potential station area, but there are currently four BCT bus routes and two city shuttles. A shuttle could be used in the future to connect the airport to the general Dania Beach Boulevard station area. Station spacing is comparable for both potential stations to stations north and south.

For these reasons, Dania Beach between Dania Beach Boulevard and NW 1st Street has a medium potential for transit-oriented development. Table 6 summarizes the factors.

Table 6: Summary of TOD Potential for Dania Beach Boulevard/NW 1st Street Station

Criteria	Assessment
Station access	Low
Existing conditions support TOD	Medium
Transit supportive plans and policies	Medium
Potential development opportunities	High
Transit connectivity	Medium
TOD potential	Medium

9.0 Hollywood /Hallandale Beach Between Taylor/Tyler Streets and Between SE 3rd/SE 5th Streets

Both Hallandale Beach and Hollywood appear to be good potential locations for stations; however, Hollywood serves a larger population and is located in an active downtown core, with a good mix of uses and transit supportive character. The station area has strong TOD zoning and active development projects planned and under construction. Hallandale Beach's potential station location is less visible and accessible, is not in the center of the development activity by Gulfstream Park, and is only one and a half miles from the planned Northeast Corridor Aventura station in Miami-Dade County. Station spacing is an important criterion as commuter trains need at least 2.5 miles spacing between stations to allow for effective and efficient operations and maximization of ridership. When stations are too close together, the system becomes slower, with potential loss of patronage due to increased total travel time.

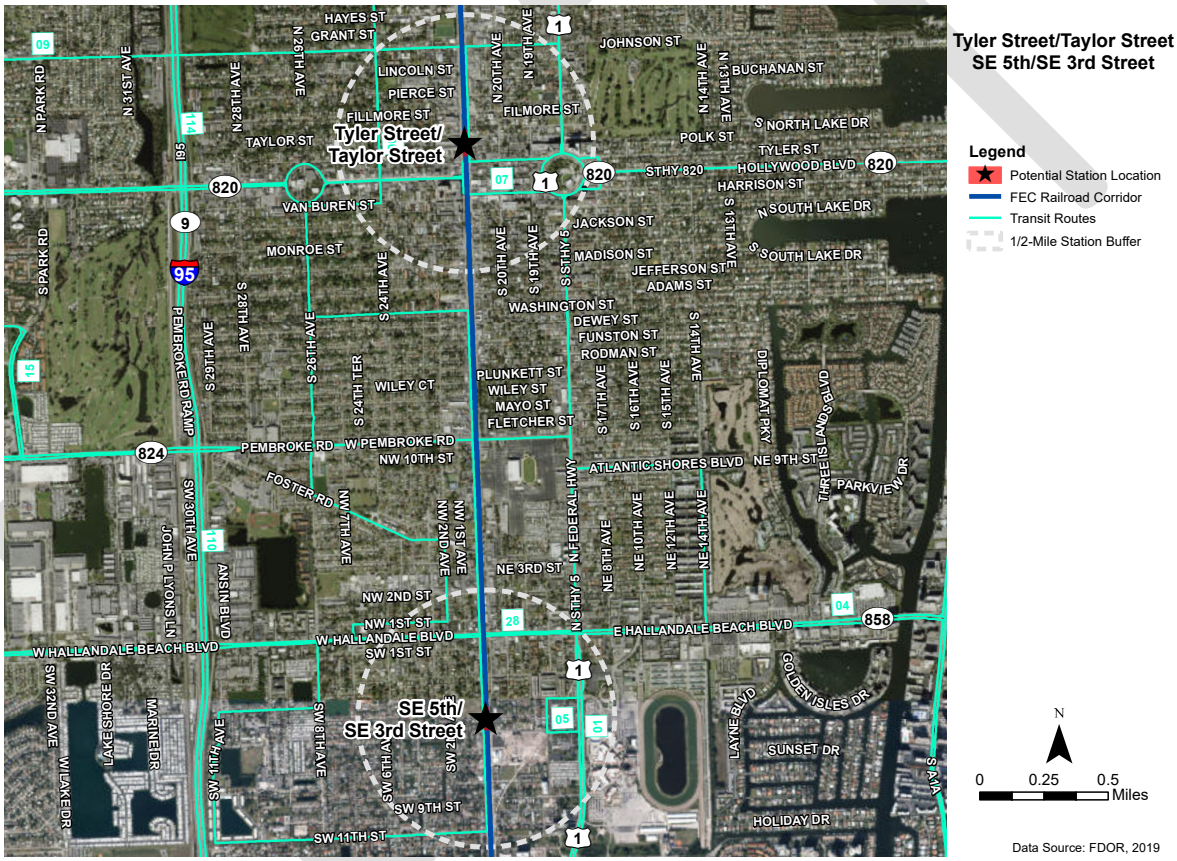

Figure 13: Hollywood/Hallandale Beach Evaluated Two Station Locations (SE 3rd/SE 5th Streets and Taylor/Tyler Streets)

9.1 Station Area: Hollywood Between Taylor/Tyler Street

The Hollywood station is located on the north side of downtown Hollywood. The proposed location is along Dixie Highway and N. 21st Avenue, which are one-way pairs between Taylor and Tyler Streets, in a well-established neighborhood adjacent to Hollywood's downtown core and major restaurant corridor. The potential station serves Hollywood, Hallandale Beach, and commuters with multiple connections west of I-95. Downtown Hollywood is a Community Redevelopment Area (CRA) with designated funding and programing to promote economic growth and reduce blighted conditions.

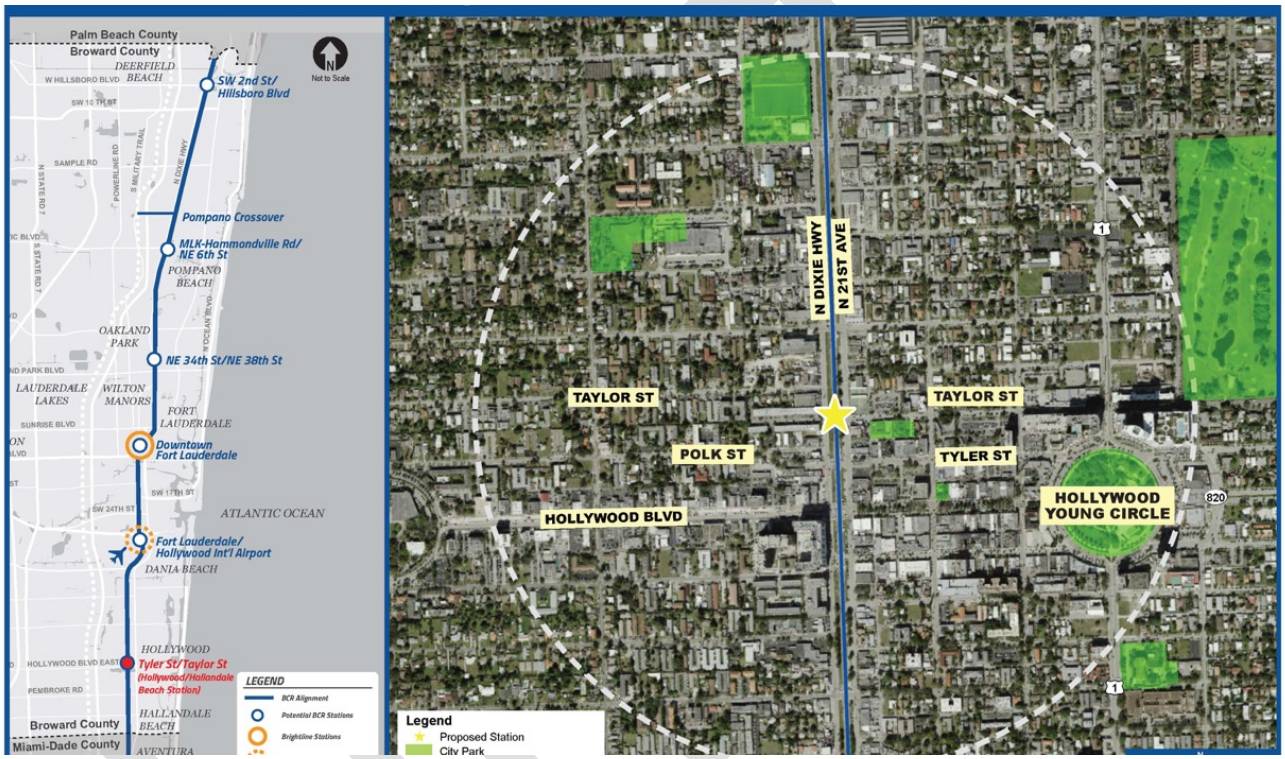

Figure 14: Hollywood Between Taylor/Tyler Streets Station Area

9.2 Station Access

The potential Hollywood station has good access to Hollywood Boulevard, Young Circle, and several multi-family residential projects. The station area is in a traditional street grid with some longer blocks to the west that may limit connectivity. Dixie Highway and N. 21st Avenue are one-way pairs with signalized intersections that make it easier to cross the street. The city has plans to make Dixie Highway two way and narrow N. 21st Avenue south to Hallandale Beach. Hallandale Beach and Hollywood have partnered on these roadway modification projects. Hollywood is also upgrading some sidewalks through their CRA. There are some existing pedestrian signals, but crosswalks are very faded and barely visible. There are sidewalks on N. 21st Avenue that are in good condition. Within the station area, Hollywood Boulevard and Young Circle have been recently reconstructed with wider sidewalks and fewer travel lanes and

landscaping using complete street design principles. This makes it easier and safer for people and bicycles to walk and cross the roadways.

9.3 Existing Conditions of Station Character

The station is located north of Hollywood's downtown core, one block north of Hollywood Boulevard's main restaurant and retail corridor and two and a half blocks from Young Circle and the Arts Park. Downtown Hollywood is an attraction and a high trip generator. There is a good mix of uses in downtown Hollywood with multi-story midrise buildings and planned high-rise buildings within the station area, including the 214-unit Hollywood Station residences on the south side of Hollywood Boulevard, which is a good example of a transit supportive development. There is some parking around the site and on the street, but there is no significant parking facility close by for park and ride. The station area is highly visible due to being just north of Hollywood Boulevard, which is the main entrance to the downtown.

9.4 Transit Supportive Plans and Policies

The station area zoning and housing policies are very good in encouraging a transit supportive environment. The potential station area is part of a regional activity center (RAC) future land use, which is a recognized transit supportive land use by the County and the State. It permits high density development and a mix of uses in anticipation of transit and transit related uses. The zoning has specific requirements that all new development must provide to ensure buildings have transit supportive designs and uses. These are very high standards that address building design and the sidewalk level active and mixed uses. Because of this high standard, high intensity buildings are permitted without the need for density and height bonuses. This framework is very transit supportive because applicants don't need to go through an additional review process to access height and density bonuses. Additionally, Hollywood has an Affordable Housing Advisory Committee and uses a Local Housing Assistance Trust Fund and a Local Housing Incentive Adoption Plan to support affordable housing in the station area and citywide.

9.5 Potential Development Opportunities

There is a large amount of vacant and developable land available in the potential station area, with several large, assembled lots that could be redeveloped with transit supportive development. Hollywood has an active development climate with projects under construction and close to 1000 housing units already approved for construction. In addition, the County uses flexibility rules and flexibility units which permit a city to revise and rearrange land uses and permit additional residential dwelling units within a designated flexibility zone without amending the Broward County Land Use Plan (BCLUP). The County has already permitted a significant number of flexible units for future development. The city is also partnering with private developers for Parc Place on Young Circle to build a portion of 890 parking spaces for commuters. There is planned office construction, which, if built, could be an important driver for ridership. While Hallandale Beach has more vacant and developable land available for redevelopment, the projected population and employment in Hollywood is twice what is projected for Hallandale Beach.

9.6 Transit Connectivity and Station Spacing

Hollywood station area has six BCT bus routes and one planned premium transit route. Additional shuttle services could be provided to improve connectivity to the station. Station spacing is more than 2.5 miles from the planned Aventura station in Miami-Dade County.

For these reasons, Hollywood between Taylor and Tyler Streets has a high potential for transit-oriented development. Table 7 summarizes the factors.

Table 7: Summary of TOD Potential for Hollywood Taylor/Tyler Streets

Criteria	Assessment
Station access	Medium
Existing conditions support TOD	High
Transit supportive plans and policies	High
Potential development opportunities	Medium
Transit connectivity	High
TOD potential	High

9.7 Station Area: Hallandale Beach SE Between 3rd/5th Streets

The potential Hallandale Beach station is generally located on Dixie Highway and SE 1st Avenue between SE 3rd and SE 5th Streets and is three blocks east of City Hall and Gulfstream Park. The potential station area is within the Hallandale Beach Community Redevelopment Area (CRA) with designated funding and programing to promote economic growth and reduce blighted conditions.

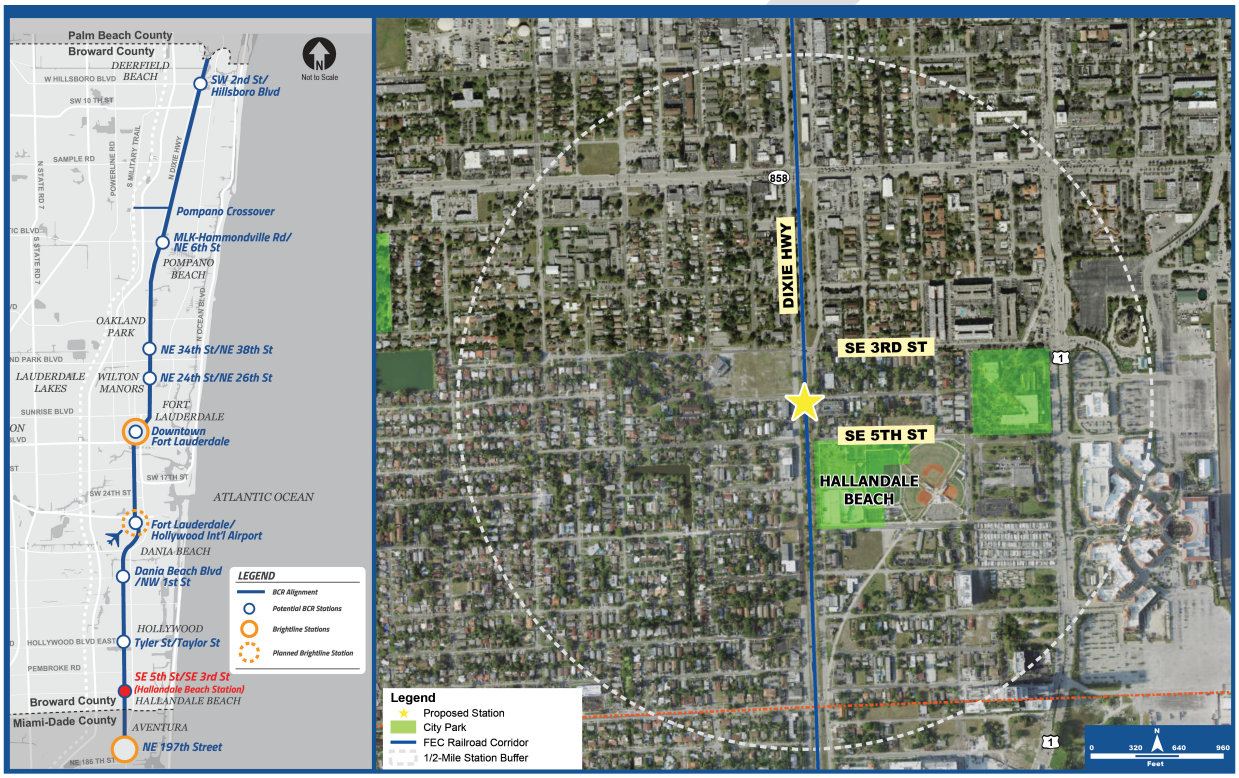

Figure 15: Hallandale Beach Between SE 3rd/SE 5th Streets Station Area

9.8 Station Access

The station area is accessible from SE 1st Street and Dixie Highway, which are one-way pairs and difficult to cross from a pedestrian standpoint. However, the main intersections do have pedestrian signals and there are some sidewalks in the station area that are in very good condition. The swale adjacent to the train tracks between SE 1st Avenue and Dixie Highway is well-maintained and is free of debris and garbage, and the pedestrian ramps have yellow rumble strips and are also in good condition. The city has planned improvements to eliminate vehicular lanes on SE 1st Avenue to add new sidewalks and bike lanes. This will make it easier for pedestrians and bicyclists to use. The city also has plans to convert Dixie Highway from a one-way to a two-way street, and to make bicycle lanes and sidewalk improvements to SE 3rd Street. All three projects are funded in the capital improvements program.

9.9 Existing Conditions of Station Character

The station area is being improved with new sidewalks on SE 3rd Street and a new park with multiple ball fields, a playground, and large open spaces. In addition, there is a new multi-family building on SE 3rd Street perpendicular to the station. There is not a mix of uses as the area is mostly residential with some strip commercial north of SE 5th Street; however, the station area includes the city's municipal complex and the entrance to Gulfstream Park, which are considered destinations and high traffic generators. The area immediately surrounding the potential station has mostly vacant land, with a parking area adjacent to the tracks that is in poor condition and difficult to see from the street.

9.10 Transit Supportive Plans and Policies

Hallandale Beach's transit-oriented development and housing policies are good. They require new developments to provide fewer parking spaces and 15% affordable housing to qualify for density and height bonuses, but the code itself is complex and difficult to achieve. The densities are transit supportive. The area is also a regional activity center (RAC) future land use, which is a recognized transit supportive land use by the County and the State. It permits high density development and a mix of uses in anticipation of transit and transit related uses.

9.11 Potential Development Opportunities

Hallandale Beach has significant available vacant and developable land that could be redeveloped around the station area. They have a small multi-family building currently under construction. Several hundred dwelling units have been approved for construction as well as a large office project and hotel. In addition, the County uses flexibility rules and flexibility units which permit a city to revise and rearrange land uses and permit additional residential dwelling units within a designated flexibility zone without amending the Broward County Land Use Plan (BCLUP). The County has already permitted several thousand flexible units for future development. However, new development is clustered away from the potential station and around Gulfstream Park to the east.

9.12 Transit Connectivity and Station Spacing

Hallandale Beach has four BCT bus routes within close proximity to the potential station location. The potential station is 1.6 miles north of the planned Aventura commuter rail station in Miami-Dade County, which is too close of a distance between commuter rail stations.

For these reasons, Hallandale Beach between SE 3rd Street and SE 5th Street has a medium potential for transit-oriented development. Table 8 summarizes the factors.

Table 8: Summary of TOD Potential for Hallandale Beach SE 3rd/SE 5th Streets

Criteria	Assessment
Station access	High
Existing conditions support TOD	Medium
Transit supportive plans and policies	Medium
Potential development opportunities	Medium
Transit connectivity	Medium
TOD potential	Medium

10.0 Recommendations

10.1 Wilton Manors/Oakland Park Station Evaluation

Both potential station areas were evaluated through several rounds of review. An initial view considered all of the criteria that were applied to all nine (9) potential station areas. This analysis found Oakland Park to be the better station location because of pedestrian connectivity and facilities, station visibility, street layout, on-street and public parking, and planned development. Both stations are separated by one-mile so station spacing is comparable and not a distinguishing factor.

At the request of Wilton Manors, the technical team reviewed additional information provided by both cities to understand the performance and impact of each cities' transit-oriented development plans, policies and zoning in terms of planned and projected development, and improvements to enhance access and connectivity for people walking on foot and persons with disabilities. Oakland Park demonstrated more active projects that have been advanced by the city and a Mobility Plan which is currently being implemented. Wilton Manors provided additional information about planned developments that had not been advanced as of this report and described their partnership with the Pride Center to advance affordable housing in the station area. However, Wilton Manors' long-term projected growth and build-out are not as robust as in Oakland Park. In addition, the Wilton Manors zoning code, which is in the process of being updated, omits important TOD requirements like parking reductions and active uses and design standards at the sidewalk level which limit the City's ability to enforce TOD design standards. Wilton Manors has not advanced key mobility and connectivity recommendations from their TOD Master Plan for new street connections and sidewalk improvements that would create more direct and safe routes from the station to the City's main street at Wilton Drive. In contrast, Oakland Park has a strong zoning code with stand-alone design guidelines that are clear and enforceable and will protect the City's vision and intent for transit supportive buildings and uses.

It is recommended that a potential commuter rail station, generally located on NE 12th Avenue between NE 38th Street and NE 36th Street, be advanced to the next level of analysis in the BCR project to serve Oakland Park, Wilton Manors, and commuters with multiple connections west of I-95.

10.2 Fort Lauderdale-Hollywood International Airport/Dania Beach Station Evaluation

The airport is a major trip generator. Most commuter rail customers will be residents commuting to another station, or visitors using the system to travel to another destination station. It is anticipated that there will be at least three bus routes serving this location.

Since the station is an airport, it is not evaluated in terms of existing land uses and potential for transit supportive development as high intensity development cannot occur in close proximity to the airport due to the potential station's location near a runway and adjacent to an interchange. However, the fact that the station location is at a major international airport is enough to make this the better location for the

station when compared to the potential station in Dania Beach. Both Dania Beach and the Fort Lauderdale-Hollywood Airport are a mile apart and station spacing is comparable.

It is recommended that a potential commuter rail station, generally located adjacent to the Fort Lauderdale-Hollywood International Airport, be advanced to the next level of analysis in the BCR project to serve airport patrons and Dania Beach.

10.3 Hallandale Beach SE 3rd/SE 5th Streets and Hollywood Taylor/Tyler Streets Station Evaluation

Both Hallandale Beach and Hollywood appear to be good potential locations for stations; however, Hollywood serves a larger population and is located in an active downtown core, with a good mix of uses and transit supportive character. The station area has strong TOD zoning and active development projects planned and under construction. Hallandale Beach's potential station location is less visible and accessible, is not in the center of the development activity at Gulfstream Park and is only one and a half miles from the planned Northeast Corridor Aventura station in Miami-Dade County. Station spacing is an important criterion as commuter trains need at least 2.5 miles spacing between stations to allow for effective and efficient operations and maximization of ridership. When stations are too close together, the system becomes slower, with potential loss of patronage due to increased travel time.

It is recommended that a potential commuter rail station, generally located along Dixie Highway and N. 21st Avenue between Taylor and Tyler Streets, be advanced to the next level of analysis in the BCR project to serve Hollywood and Hallandale Beach.