

Overall Assessment of Fort Lauderdale South Station Location

December 20, 2022

4.1 Station Location

The potential Fort Lauderdale station is planned on the FEC tracks at between SW 17th and SW 15th Streets just east of Andrews Avenue. It is also in close proximity to 17th Street and Davie Boulevard. This location has high potential for growth in terms of available land for development/ redevelopment and need in terms of population and equity. The station is directly across the street from Broward Health Medical Center and south of downtown Fort Lauderdale with 4 local bus routes including the Breeze. It is 1.5 miles from downtown Fort Lauderdale and easily accessible via bus and the proposed Laudertrail.

4.2 Station Access

The station area is located on a gridded street network with small and compact blocks making this an ideal location for pedestrians walking to and from the station. There are several newly improved sidewalks, landscaping with shade trees and on-street parking to buffer pedestrian walking on the sidewalk. There is also a large, bus shelter on Andrews Avenue in the parking lot across the street from Broward Health Medical Center, which offers significant coverage from rain and sun with ample seating. It is a short walk and directly aligns with the proposed train station to the west and the Medical Center on the opposite side of Andrews Avenue. The access between the station location, bus shelter and the Medical Center is ideal as it provides a choice of modes (bus or train) for different destinations (home, entertainment, other office locations). While there are no bike lanes, there is bike activity on SW 1st Avenue and along SW 17th Street.

4.3 Existing Conditions of Station Character

The existing station area character and connectivity, which describes the mix of uses and proximity to main destinations, is rated as high. The station is in close proximity to new developments like the Avalon with a new Whole Foods supermarket and 118 assisted housing units including the Poinciana Crossing affordable housing rental property which is under construction and close to completion. There is public on-street parking adjacent to the station and private structured parking and surface parking in close proximity. The buildings on either side of the station are small warehouse type buildings that have the potential for redevelopment and many are already vacant. There are also several large surface parking lots at the Wells Fargo building on Andrews Avenue and SW 17th Street and by the platform area on SW 16th Street that could be developed for station related uses. Croissant Davis Park and Aquatic Center is in close proximity to the station, as well, with a swim program that generates foot traffic and is easily accessible from the proposed station location. The area west of the station location has a well established residential single family and duplex community which is well maintained with potential transit riders. The area to the west of the hospital has multi-family resident.

4.4 Transit Supportive Plans and Policies

The future land use is a regional activity center to the east and residential to the west and is supportive of higher density developments. The area on either side of the train tracks and on Andrews Avenue is zoned as a regional activity center, as well, with additional design standards to enhance the area for

walking in terms of building design, landscaping and locating parking behind buildings. The maximum allowable height is 10 stories and 50 dwelling units per acre. It also allows for a mix of uses. The area on the west side of the tracks is zoned B3 which allows 150 feet in height for office and commercial uses, but does not permit residential uses. This is a small portion of the station area which does not permit residential, but could still be considered transit supportive.

4.5 Potential Development Opportunities

In terms of economic development and the ability to attract transit-oriented development, the station location ranked high. There is already new development occurring in the area and the City has made several infrastructure improvements for sidewalks and roadways. There are also plans for improvements to 17th Street in terms of access and pedestrian safety. Surface parking lots and underperforming buildings around the tracks have potential to be redeveloped and the zoning is transit supportive with building design standards for interesting and active streets, streetscape and street design that makes it more attractive and comfortable for walking and biking. This area allows building heights up to 14-stories, 20,000 square feet maximum allowable floorplates for commercial uses and 10,000 square feet maximum allowable floorplates for residential uses.

4.6 Transit Connectivity and Station Spacing

The station is 2 miles north of the airport. It is served by four main bus routes and runs along Andrews Avenue which is a major thoroughfare.

4.7 Recommendations

Minor improvements to enhance connectivity can include new sidewalks, lighting, more plantings in the median on SW 16th Street between the railroad tracks and SW 1st Avenue and enhanced access and visibility to planned parking with better lighting, directional signs, paving and plantings. Marked bike lanes on SW 1st Avenue and a pedestrian crossing light and crosswalk on Andrews Avenue and SW 16th Street to improve access to the medical center. We also recommend extending the boundaries of the South Regional Activity Center zoning district to the ½ mile radius to the east of the train tracks to expand transit supportive zoning standards, heights and floor area.

Based on the findings described in this report, this station has a high potential for transit-oriented development. Table 1 summarizes the factors.

Table 1: Summary of TOD Potential for Fort Lauderdale/Broward Medical Center

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



Looking east towards hospital on SW 16th Street



Looking west towards the tracks on SW 16th Street



View of SW 16th Street looking through parking lot towards hospital



Looking south towards SW 17th Street from SW 1st Avenue



Avalon apartment building with Whole Foods, behind the hospital on SW 17th Street



Poinciana Crossing office building on SW 1st Avenue



Broward Medical Center



Bus stop facing the hospital on SW 16th Street



Croissant Davis Park



SW 17th Street with bicyclist west of the train tracks

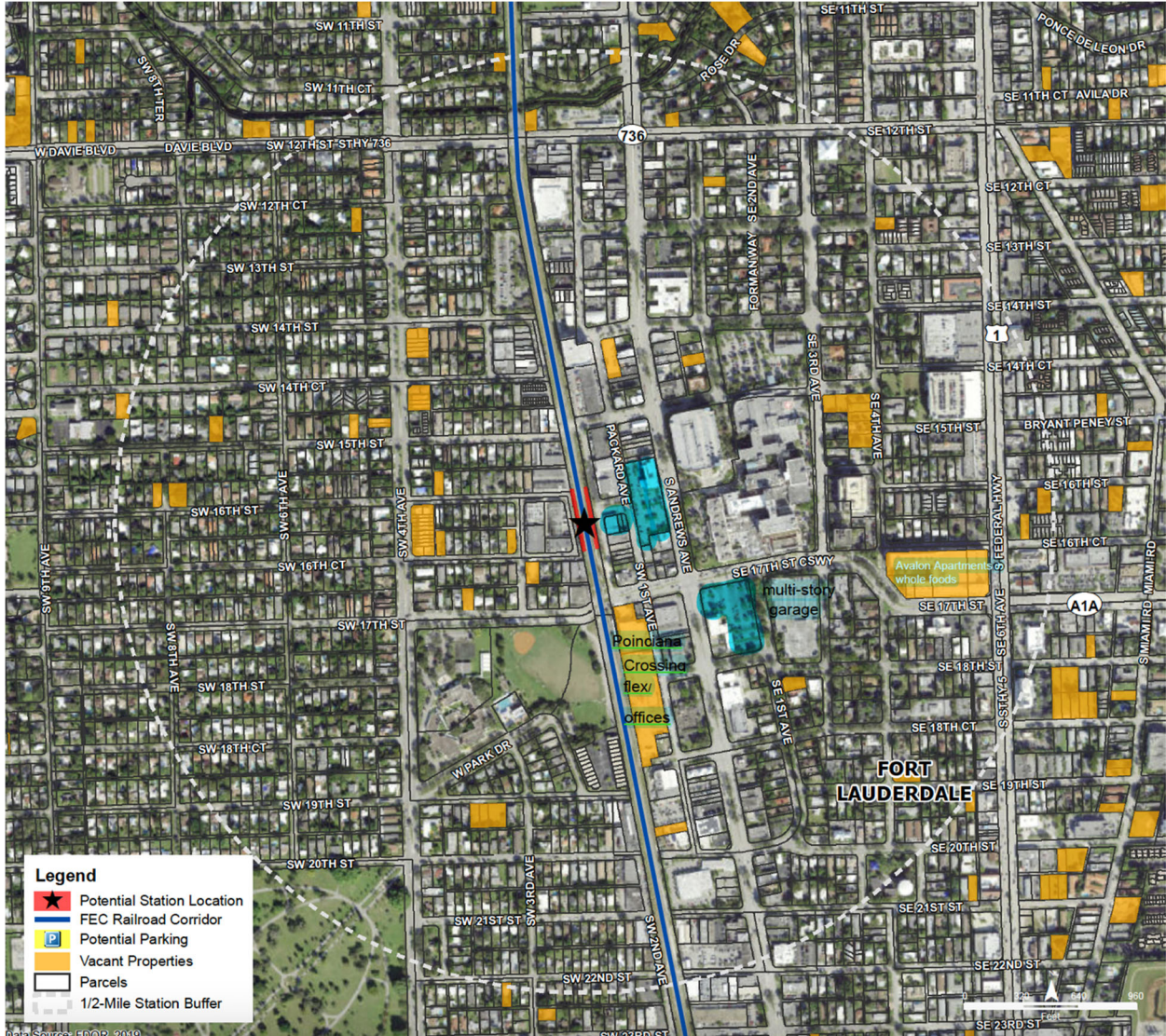


SW 17th Street landscaping

Station Evaluation Matrix

			FTL SOUTH OPTION	
			SCORE	DATA
ECONOMIC DEVELOPMENT POTENTIAL	Ability to Attract Transit Supportive uses	Visibility	3	high
		Sufficient ROW for station platform	1	low
		Total acres of developable land/vacant	2	Medium
		Transit supportive policies exist	2	25 and unclear in RAC
		Residential du/acre		50 du/acre or 25
		FAR		NA
		Height		10 stories- RMM-25 5 stories
		Flex units		NA
		Policies support housing	3	high
		Performance + impact of policies- Planned development and policy performance	3	high
SUBTOTAL		14	HIGH	
EXISTING LAND USE	Pedestrian Connections	Pedestrian signals	2	no signal at crossing
		Crosswalks	2	some
		Overall connectivity	3	excellent
		Pedestrian infrastructure	3	excellent
		SUBTOTAL		10
	Parking	Total # of off-street public parking spaces- within 1/10 mile	3	high
		Total # of on-street parking spaced	3	high
		SUBTOTAL		6
	Character + Quantity of Existing Development	Existing # of affordable du compared to County du	2	medium
		Mix of existing uses	3	high
Distance to nearest high trip generator		3	high	
SUBTOTAL		8		
TRANSIT CONNECTIVITY	Linked Trips	Estimated # of linked connections to BRT, LRT, People Mover, BCT	3	many
		SUBTOTAL		3
	Station Spacing	Station spacing	3	N: 1.5, S: 2.0 mi
		SUBTOTAL		3
TOTAL SCORE out of 48 possible points			44	HIGH

Vacant and Developable Land



Zoning

