Tri-Rail Coastal Link Study

(formerly known as the South Florida East Coast Corridor Study)

Tri-Rail Coastal Link
Getting Southeast Florida To Work

Miami-Dade
Broward
Palm Beach

Broward Metropolitan Planning Organization
Florida Department of Transportation
Miami-Dade Metropolitan Planning Organization
Palm Beach Metropolitan Planning Organization
Southeast Florida Transportation Council
South Florida Regional Planning Council
South Florida Regional Transportation Authority
Treasure Coast Regional Planning Council

Preliminary Project Development Report

April 2014

Appendix 6: Station Refinement Report

FINAL

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[Introduction]

This Station Refinement Report provides a summary of the multi-phase conceptual planning analysis conducted to identify recommended initial station area locations on the FEC corridor. The report also outlines a recommended phasing strategy for subsequent station development to assist project stakeholders with future planning efforts. The preliminary recommendations provided within this report are based on extensive technical analysis, local government and stakeholder meetings as well as public input received during the SFECC Study.

These preliminary recommendations will involve continued local government and MPO coordination to ensure the recommended station areas remain cost-feasible, financially feasible and viable after detailed environmental reviews are conducted as part of the subsequent environmental study in compliance with the National Environmental Policy Act (referred to as NEPA). Each of the recommended station areas (1/2 mile radius) was further analyzed in coordination with local station municipalities to identify potential station platform locations and a conceptual site plan. The station site evaluation analysis is documented in separate reports organized by county entitled Station Area Planning and Location Workbook (Pending - Spring 2013).

[Background]

The South Florida East Coast Corridor (SFECC) Study proposes reintroducing commuter passenger service along an 85-mile stretch of the Florida East Coast (FEC) Railway corridor between downtown Miami and Jupiter. The proposed service will restore passenger service through the downtowns of densely-populated municipalities in eastern Miami-Dade, Broward and Palm Beach Counties. It will improve north-south mobility, encourage stronger east-west connections and promote redevelopment and revitalization. Reinstating passenger service in the FEC corridor will provide an efficient mobility option to driving on congested streets and highways and a much-needed integrated transportation link essential for smart growth management, sustainability and a vital economy.

The SFECC Study is a regional initiative to analyze the need for and viability of enhanced transit service in Southeast Florida on the FEC corridor. The project has involved three phases of study since project initiation including Phase 1 (Conceptual Alternatives Analysis/Environmental Screening), Phase 2 (Detailed Alternatives Analysis/ Environmental Screening) and Phase 3 (Preliminary Project Development [formerly Alternatives Analysis (AA)]). This report documents information from Phases 2 and 3 of the SFECC Study conducted by the Florida Department of Transportation (FDOT), in conjunction with the Federal Transit Administration (FTA) and stakeholders including South Florida Regional Transportation Authority (SFRTA), local Metropolitan Planning Organizations (MPOs), regional planning councils, and other agencies. Early station planning activities have occurred during each phase of the SFECC study as part of the alternatives development process. The following background summary describes the station screening evaluations completed during the prior phases of the SFECC Study.

Phase 1

Phase 1 of the SFECC Study (2005-2008) involved a preliminary environmental screening of approximately 36 conceptual transit alternatives on a regional level consisting of combinations of service segments, alignments, and modal technologies. As part of this initial alternatives screening, station area planning was initiated. During Phase 1, sixty potential station locations were identified at points with good east-west access to the corridor (i.e., at major arterial roadway crossings), and each was preliminarily evaluated for suitability based on FTA criteria, including transit-supportive land use, development patterns, connectivity, and station area environment. This land use suitability analysis is documented in the Phase I Conceptual Alternatives Analysis/Environmental Screening Report.

Phase 2

Phase 2 of the SFECC Study (2009-2010) followed a multi-step screening process to define, analyze, and refine the range of alternatives identified based on consideration of service segments, modal technologies, and alignments. Early station area planning continued during Phase 2 and the initial list of sixty Phase 1 stations was expanded to 84 preliminary station areas on the FEC to include additional alternatives based on input received from public officials, local government planning staff, and the general public.

The initial station areas were screened based on land use and zoning characteristics such as density (both existing and planned), station access, parking (required acreage), community preference, ridership projections, market potential, and basic operational constraints such as station spacing. During these early stages of alternatives development, the screening analysis was based on the typical station characteristics associated with an assumed station typology (such as a city center station or a neighborhood station). This initial station screening is documented in the Station Location Evaluation Methodology Technical Memorandum.

Phase 2 concluded with the development of a corridor-length System Master Plan which is a long-term vision for regional passenger rail service. As part of Phase 2 of the SFECC Study, 52 station area locations were recommended for further study during subsequent (Phase 3) project development. The Phase 2 station area locations were displayed at the Phase 2 Public Hearing in September 2010 for public input.

Phase 3 (2011-Present)

Phase 3 involves the refinement of the System Master Plan to identify a financially-feasible Build Alternative that maintains eligibility for potential federal funding. The Phase 3 alternatives development process also involves the identification of feasible project segments for phased implementation of the Build Alternative. The Build Alternative will be subject to further refinement and environmental evaluations compliant with NEPA in subsequent phases of project development. The Build Alternative is the basis for the development of the Locally Preferred Alternative (or LPA).

[Purpose]

To support the development of a financially-feasible Build Alternative, the overall service plan (including routes, service frequency, and the number of stations) was refined for cost-effectiveness. In order to identify the initial stations for recommended implementation as part of the Build Alternative, a station refinement evaluation was conducted to prioritize the Phase 2 stations.

As such, the purpose of this Phase 3 station refinement process is to evaluate and compare the Phase 2 identified station areas (52) and establish recommendations for initial system implementation as well as potential subsequent project phases. The station refinement evaluation presented in this report identifies prioritized stations for initial implementation that would meet the purpose and need for the project and support a potential cost-feasible initial operating system for the entire corridor.

[Methodology]

The station refinement recommendations are based on a comparative station analysis that considers a range of evaluation criteria organized by each station's: 1) role and spacing, 2) purpose and need, 3) supportive land use and TOD potential, and 4) cost and engineering feasibility. The station refinement evaluation was conducted in three steps.

Refinement Process: Step 1

Step 1 involved a refinement evaluation to identify a subset of the 52 stations identified in Phase 2 for more detailed ridership modeling and operations simulations. During this step, local coordination meetings were held with the municipalities along the corridor to discuss any station constraints and station phasing priorities recommended by the municipalities. The evaluation criteria and analysis are documented in Part 2 of this report. This evaluation identified 36 stations for additional analysis.

Refinement Process: Step 2

Step 2 involved updated ridership modeling and operations simulations for the identified 36 stations using the regional travel demand model to identify the projected ridership and station-by-station boardings. This analysis produced projected 2016 and 2035 ridership for each station. Using this updated ridership, 20 Primary Stations included in the Draft Build Alternative were identified using the following station criteria:

- Preliminary Ridership – provides high preliminary ridership to support system implementation, ensure cost feasibility, and realize mobility benefits (Refer to pages 4-5);
- Station Spacing – provides optimal station spacing for service operations (Refer to pages 4-5);
- Tri-Rail Stations – minimizes proximity to existing Tri-Rail stations with existing fixed guideway transit catchment service areas and investment (Refer to pages 4-5);
- Transportation and Network Access – provides direct access to regional Interstate and expressway systems or major arterials for access to stations and intermodal connectivity (refer to Part 2);
- Surrounding and Future Land Use - supportive of transit-oriented development (Refer to Part 2).

The 20 stations included in the Draft Build Alternative represent the number of stations likely to be included in the Full-Build Alternative for the study corridor pending further ridership and service plan evaluations. During this evaluation step, in several locations the exact station location required further analysis due to comparable characteristics for closely spaced stations as noted in Step 3.

Refinement Process: Step 3

Finally, the remaining stations were evaluated (using the criteria documented in Part 2 of this report) in order to identify the stations recommended for further analysis during the next phase of study (Project Development) and to identify stations for potential infill implementation that would not require additional analysis in the next phase of study.

[Station Refinement Summary]

The station refinement evaluation organizes the 50* stations into 2 major categories (Project Development and Future Infill Stations):

Recommended Stations (Project Development) – These stations represent the primary stations recommended for the corridor's initial implementation either in segments or as a whole. These are stations that serve the corridor's urban employment centers and high ridership locations and are spaced to maximize operational efficiency. The recommended stations include up to three potential co-located stations with the proposed All Aboard Florida intercity passenger rail service stations (West Palm Beach, Fort Lauderdale and Miami downtown locations) proposed by FEC Industries as part of a separate project.

Further Evaluation (Project Development) – These stations represent important corridor locations or destinations but are closely spaced to adjacent potential stations. They are recommended for further consideration and evaluation during the subsequent environmental study.

Next Steps (Project Development)

As a result of this extensive station planning effort and municipal coordination, 25 stations (both the recommended stations and the stations requiring further evaluation) will be analyzed in the next phase of study during Project Development. The other future infill stations will not be analyzed during Project Development and should be analyzed further after the system is in service and when additional stations are needed.

** As part of this process, the Pompano Transfer station on the FEC was eliminated from further consideration as it was more cost-effective to integrate the transfer at the existing Tri-Rail station, and the Miami Government and Overtown Stations are being considered as one station due to proximity. The recommend station location is pending further coordination with the "All Aboard Florida" project.*

[Organization of Report]

Executive Summary – Summarizes the purpose and methodology, and maps the station refinement recommendations and Phase 3 ridership analysis.

Part 2 Station Refinement Evaluation – Provides a series of corridor context maps that highlights land use, density, and station spacing. Documents the results of the Phase 2 preliminary ridership analysis, the evaluation criteria and methodology, station evaluations, and station refinement recommendations.

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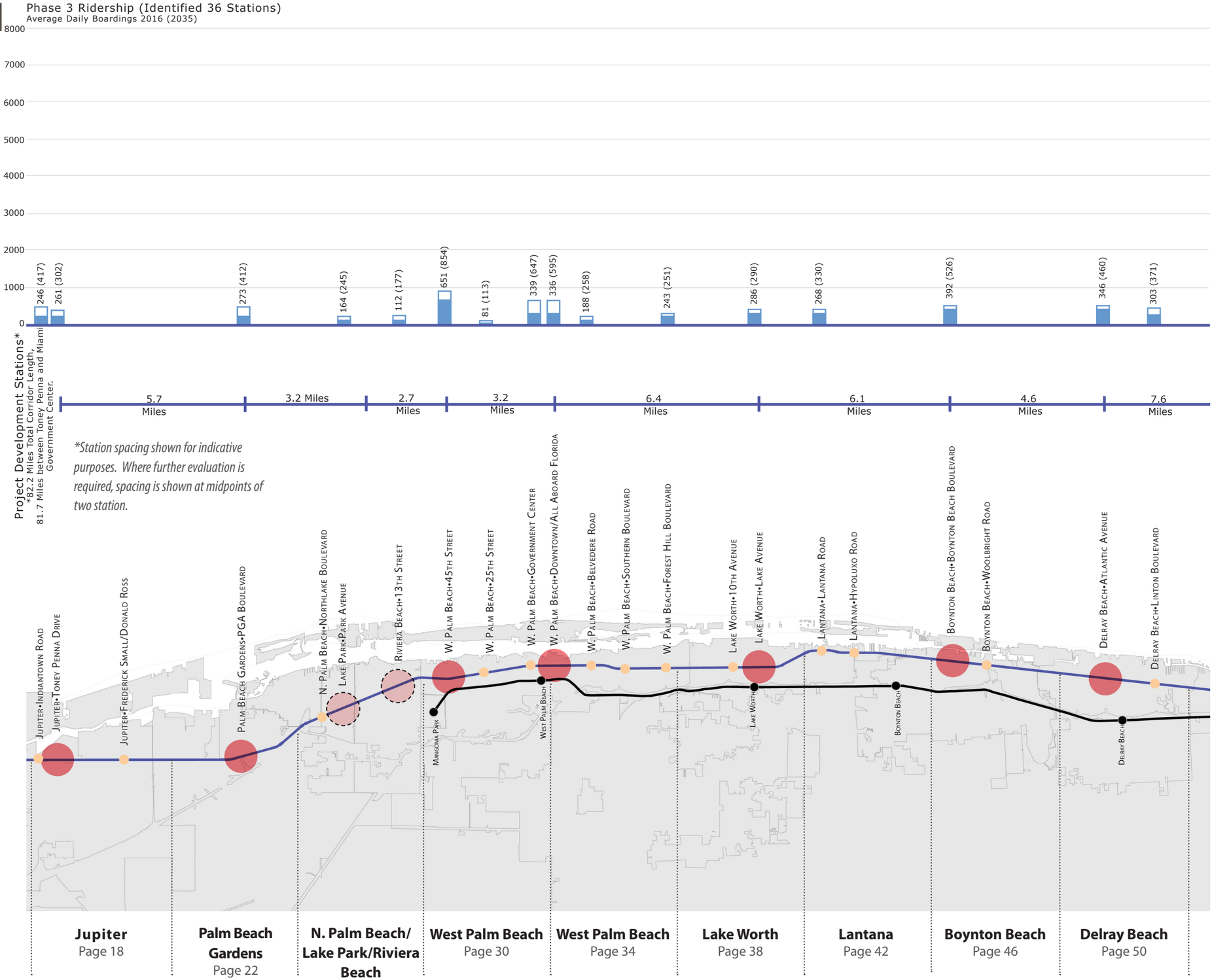
[Station Refinement Recommendations]

This comparative diagram summarizes station ridership, comparative groupings, the refinement recommendations, and the resulting station spacing based on the evaluation summarized in Section 2 of this report. The station recommendations represent 1/2 mile station areas within which one potential station location (platform) could be implemented. The exact station location will be determined based on station site planning evaluations conducted during subsequent project development.

Recommended (Project Development)- These stations represent the primary stations recommended for the corridor's initial implementation either in segments or as a whole. These are stations that serve the corridor's urban employment centers and high ridership locations and are spaced to maximize operational efficiency.
17 Stations

Further Evaluation (Project Development)– These stations represent important corridor locations or destinations but are closely spaced to adjacent potential stations. They are recommended for further consideration and evaluation during the subsequent environmental study.
8 Stations

Future Infill – These stations represent potential future stations that could implemented over time as needed or justified. These stations represent longer-term TOD opportunities. While not recommended for initial implementation, these are potential future stations that could be implemented as needed after the corridor is operational and as transit-supportive characterisitics are introduced within the station area.
25 Stations



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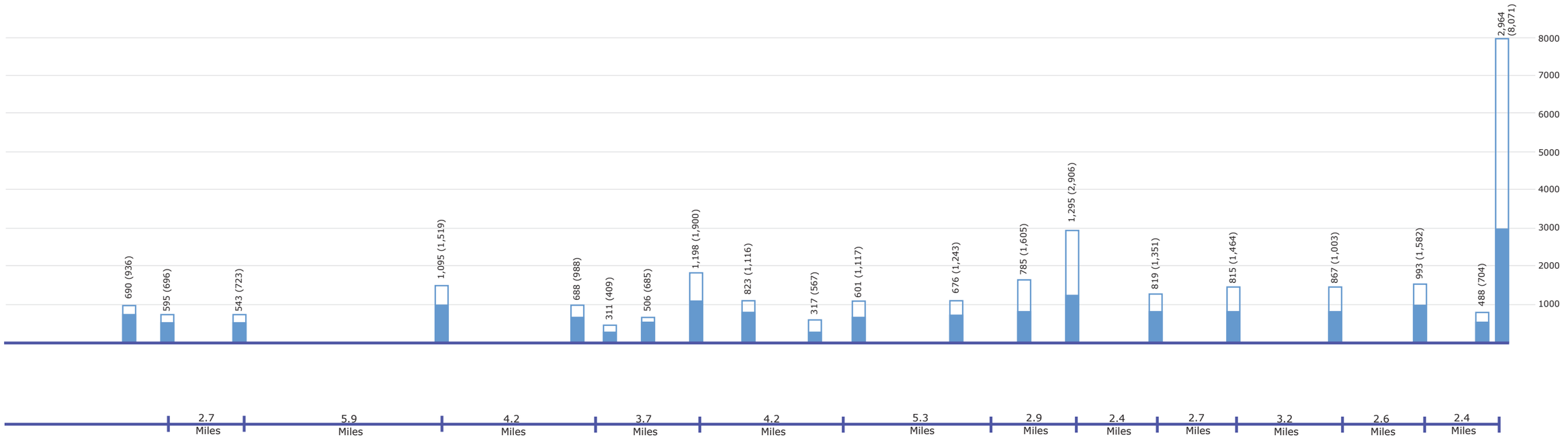

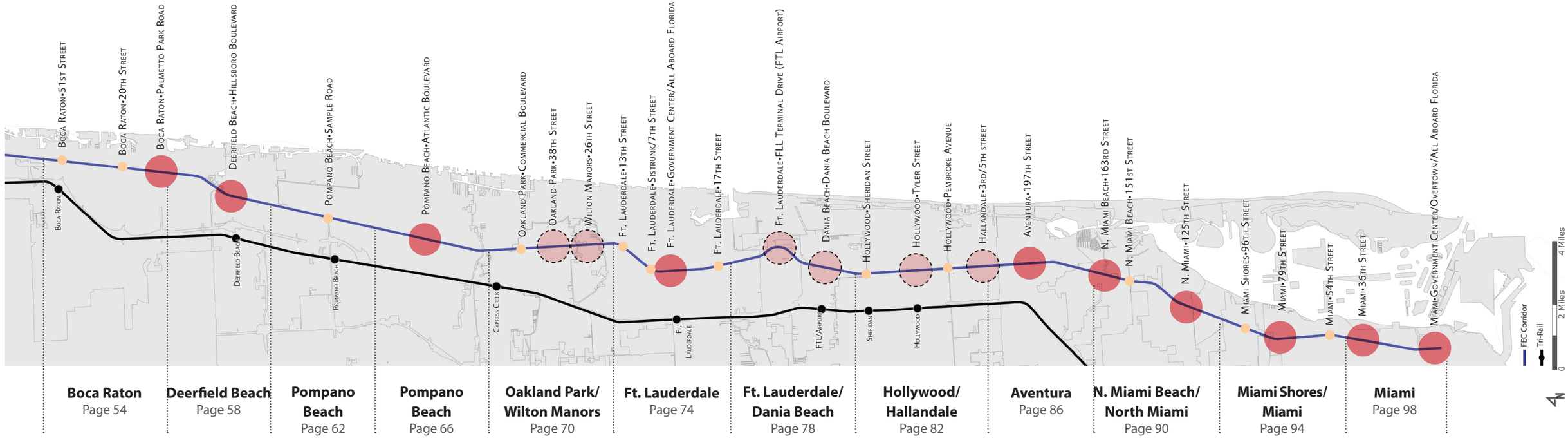

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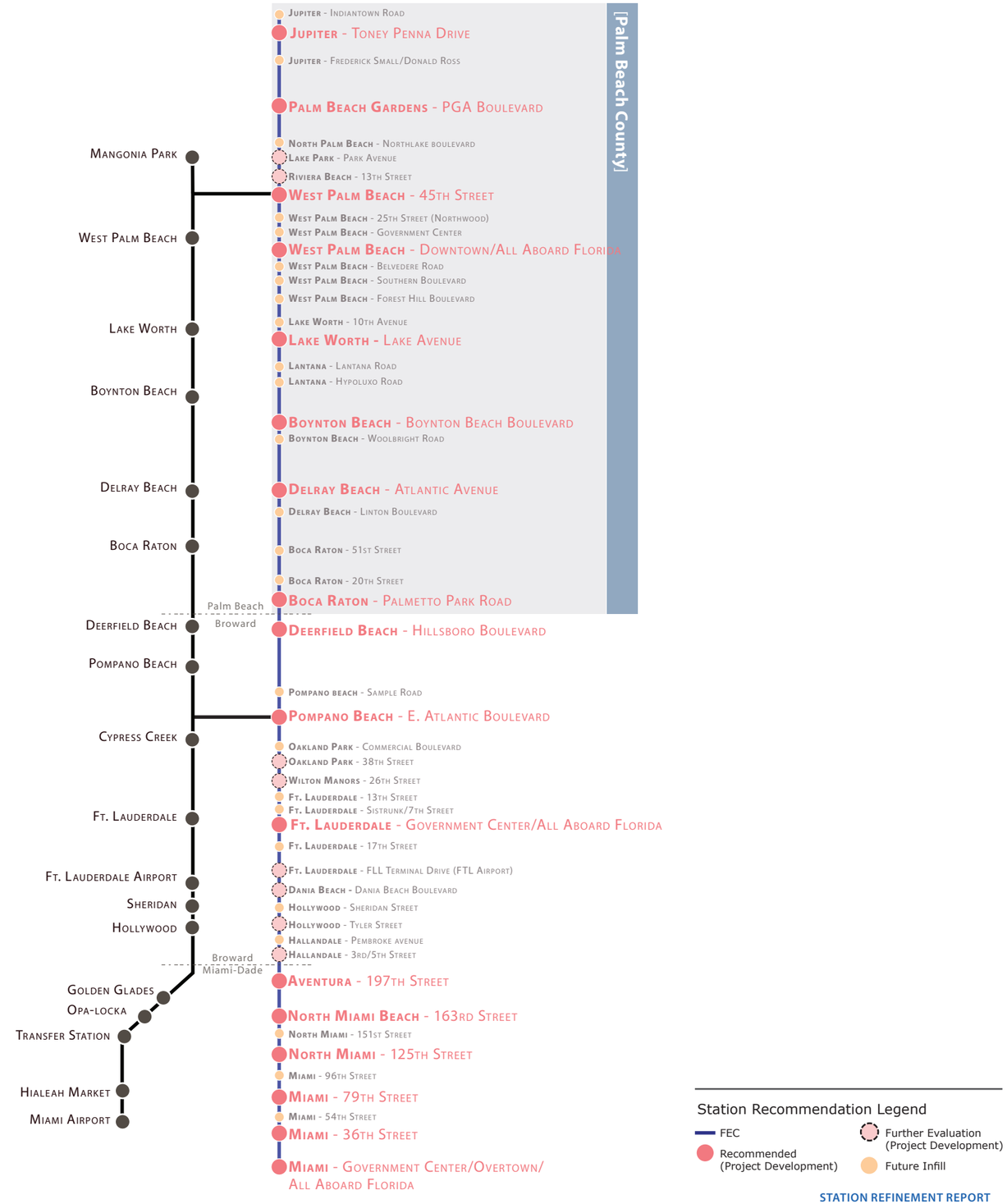
[Station Refinement Recommendations] Palm Beach County

Palm Beach County
43 Miles

City/Town	Station Area	Phase 3 Station Refinement: Project Development Phase	Phase 3 Station Refinement: Future Infill
Jupiter	Indiantown Road		Future Infill
	Toney Penna Drive	Recommended	
	Frederick Small Road		Future Infill
Palm Beach Gardens	PGA Boulevard	Recommended	
North Palm Beach	Northlake Boulevard		Future Infill
Lake Park	Park Avenue	Further Evaluation	
Riviera Beach	13th Street	Further Evaluation	
West Palm Beach	45th Street	Recommended	
	25th Street (Northwood)		Future Infill
	Government Center		Future Infill
	Downtown / All Aboard Florida	Recommended	
	Belvedere Road		Future Infill
	Southern Boulevard		Future Infill
	Forest Hill Boulevard		Future Infill
Lake Worth	10th Avenue North		Future Infill
	Lake Avenue	Recommended	
Lantana	Lantana Road		Future Infill
	Hypoluxo Road		Future Infill
Boynton Beach	Boynton Beach Boulevard	Recommended	
	Woolbright Road		Future Infill
Delray Beach	Atlantic Avenue	Recommended	
	Linton Boulevard		Future Infill
Boca Raton	51st Street		Future Infill
	20th Street		Future Infill
	Palmetto Park Road	Recommended	
Number of Stations		**10**	**15**
Average Station Spacing (miles)		**6.1**	



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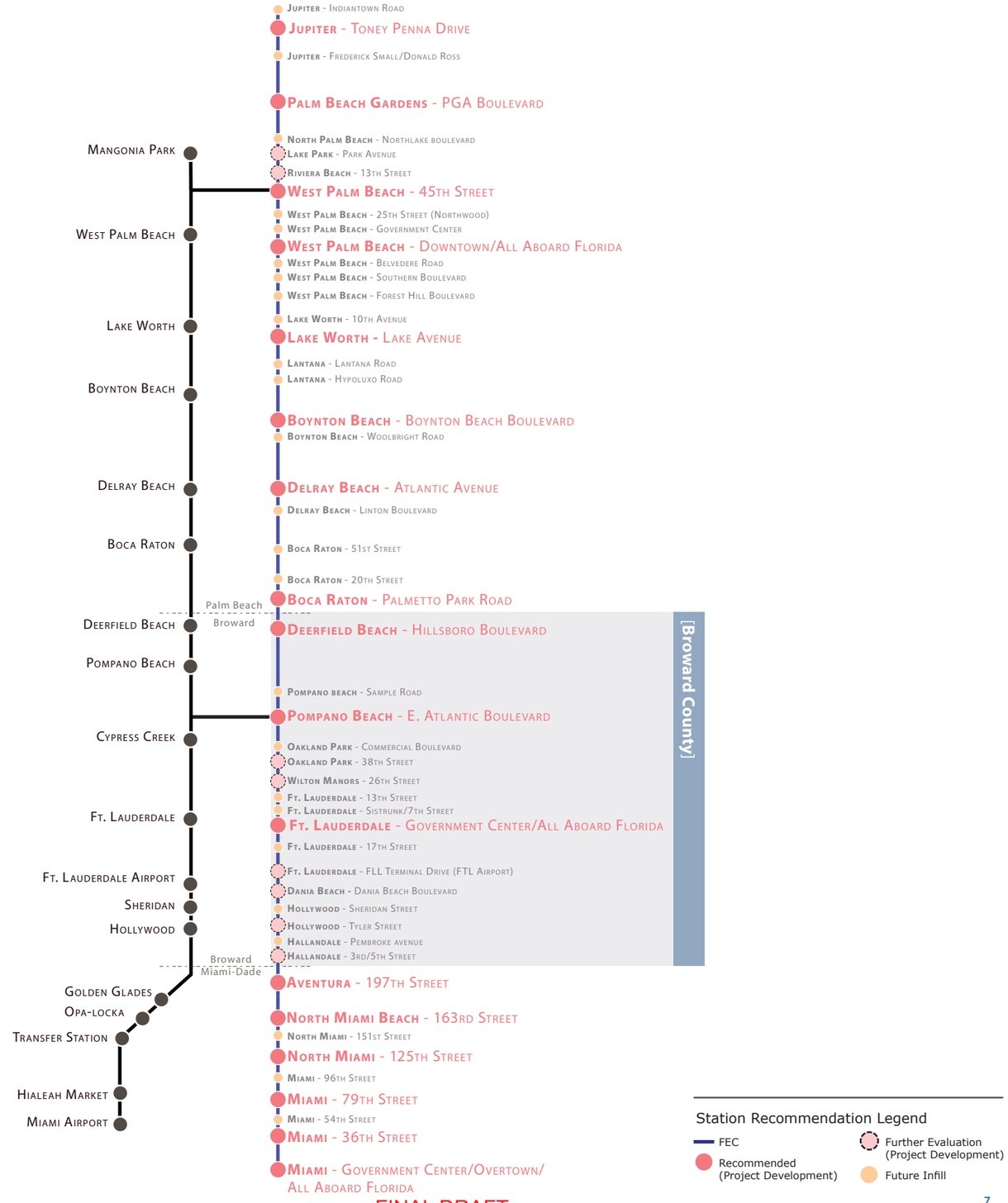
[Station Refinement Recommendations] Broward County

Broward County — **25 Miles**

City/Town	Station Area	Phase 3 Station Refinement: Project Development Phase	Phase 3 Station Refinement: Future Infill
Deerfield Beach	Hillsboro Boulevard	Recommended	
Pompano Beach	Sample Road		Future Infill
	E Atlantic Boulevard	Recommended	
Oakland Park	Commercial Boulevard	Further Evaluation	
	38th Street		
Wilton Manors	26th Street	Further Evaluation	
Ft. Lauderdale	13th Street		Future Infill
	Sistrunk/7th Street		Future Infill
	Government Center/All Aboard Florida	Recommended	
	17th Street		Future Infill
	FLL Terminal Dr (FTL Airport)	Further Evaluation	
Dania Beach	Dania Beach Boulevard	Further Evaluation	
Hollywood	Sheridan Street		Future Infill
	Tyler Street	Further Evaluation	
Hallandale	Pembroke Avenue		Future Infill
	3rd/5th Street	Further Evaluation	
Number of Stations		9	7
Average Station Spacing (miles)		5.0	



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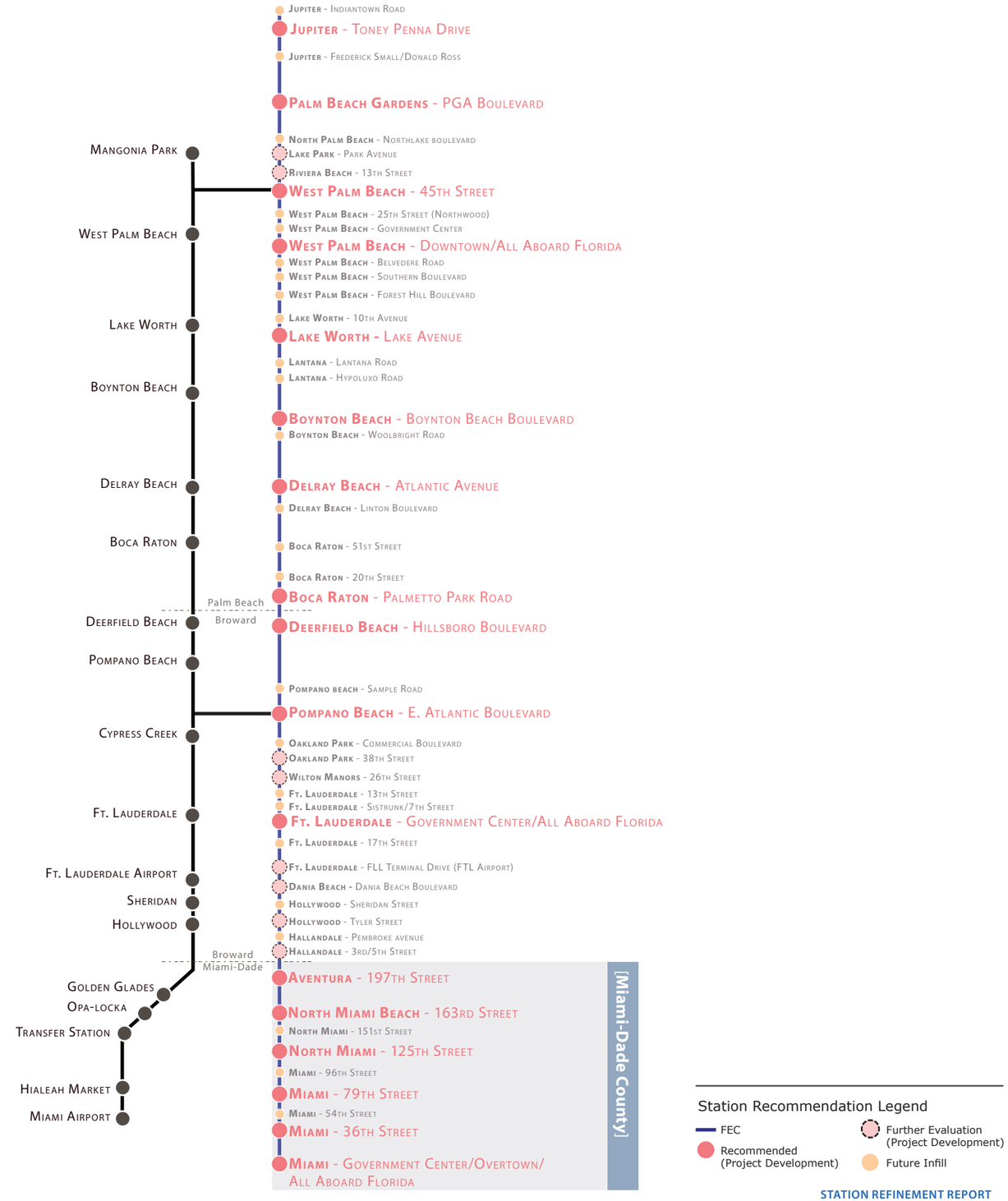
[Station Refinement Recommendations] Miami-Dade County

Miami-Dade County

14 Miles

City/Town	Station Area	Phase 3 Station Refinement: Project Development Phase	Phase 3 Station Refinement: Future Infill
Aventura	197th Street	Recommended	
North Miami Beach	163rd Street	Recommended	
	151st Street		Future Infill
North Miami	125th Street	Recommended	
Miami Shores	96th Street		Future Infill
Miami	79th Street	Recommended	
	54th Street		Future Infill
	36th Street (Midtown)	Recommended	
	Government Center/Overtown	Recommended	
Number of Stations		**6**	**3**
Average Station Spacing (miles)		**2.8**	



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[Part 2: Station Refinement Evaluation]

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[Evaluation Criteria]

To effectively compare the strengths of each station area, a consistent set of evaluation criteria was developed for the project corridor. The evaluation criteria is organized into the following four categories: 1) station characteristics, 2) purpose and need, 3) supportive land use and TOD potential, and 4) station cost and feasibility.

1. **Station Characteristics –** These criteria describe the general type and location of the station area.

2. **Purpose and Need –** The purpose and need for the project is to provide a transit mobility option to serve the high-density urban areas in Miami-Dade, Broward, and Palm Beach counties. These criteria provide an indication of whether the station area would attract ridership and serve transit-dependent populations or high-density population/employment centers while providing connectivity to the multimodal transportation network.

3. **Supportive Land Use and Transit-Oriented Development (TOD) Potential –** These criteria provide an indication of whether the existing and future land use support future transit-oriented development.

4. **Station Cost and Feasibility –** This category includes criteria to compare the construction and engineering feasibility of each potential station based on engineering judgment and Phase 2 conceptual plans. Other evaluation factors including cost, funding constraints, and right-of-way information provide an indication of potential challenges within each station area.

Note:
Other site-specific station criteria based on individual parcels were not included in the evaluation criteria as the site-specific station locations will be analyzed further during subsequent study.

Station Characteristics

Typology – The station typology refers to the general type of market and population the station is anticipated to serve based on the eight types of stations identified during Phase 2 of the SFECC Transit Analysis Study as described below.

The station typology reflects a vision for the transit oriented development character of the varying station types. However, the initial station planning presented in this report is based on a typical station prototype throughout the corridor that involves basic infrastructure for initial implementation. The station infrastructure assumed for initial implementation includes platforms/canopies, no station buildings, limited parking capacity and pedestrian/ADA access from designated parking to the station platform. Additional investments including station buildings, expanded parking, transit-supportive pedestrian connectivity, and any redevelopment to transit-supportive characteristics is assumed to be implemented as part of a separate locally initiated project and therefore is not included in the station refinement evaluation considerations.

City Center (CC)
- Combined Population & Employment Density of 20,000/sq. mile
- Strong pedestrian-oriented development character, exhibiting characteristics such as continuous sidewalks, street grid network, mixed uses, reduced surface parking, and small setbacks

Town Center (TC)
- Strong pedestrian-oriented development character (particularly mixed use with retail, continuous sidewalks, and a street grid network)
- Transit-supportive plans and policies are in place or in process in the community

Neighborhood (N)
- Higher population density than employment density
- Pedestrian-oriented development character (particularly continuous sidewalks and street grid network) without mixed use
- Station must be accessed via residential roads, not arterial roads

Employment Center (EC)
- Employment density above 7,000/sq. mile or an identified high-trip generator (university, hospital, major office park, etc.)

Regional Park-Ride (RPR)
- Parcel(s) available to accommodate station and 500+ parking spaces
- I-95 access

Local Park-Ride (LPR)
- Parcel(s) available to accommodate station and 200+ parking spaces
- Station must be accessed via major roads (no local roads)

Airport (AIR)
- Direct access or shortest route to a major airport

Source: SFECC Phase 2 Station Area Data Book (November 2010).

Distance to Adjacent Stations- The distance between station areas is an indication of the proximity of each station to each other. The service overlap is shown on the station maps which indicate areas where the stations would be serving the same market or population. The distance to adjacent stations was measured based on the distance from the center of each adjacent station area. *Source: SFECC Phase 2 Station Areas.*

Purpose and Need

Ridership- Ridership projections are based on Phase 2 ridership projections for a conceptual all-stops service using the Integrated Service from Jupiter to Miami. *Source: SFECC Phase 2 analysis.*

Transit dependent households- Defined as zero-car households within the 1/2-mile station area. Source: SFECC *Phase 2 Station Area Data Book (November 2010).*

Population within 1/2 Mile- Projected population calculated using 2035 TAZ-level data within the 1/2-mile station area. *Source: SFECC Phase 3 analysis.*

Employment within 1/2 Mile- Projected employees calculated using 2035 TAZ-level data within the 1/2-mile station area. *Source: SFECC Phase 3 analysis.*

Acres within a 10-Minute Drive- The effective service area for vehicular access is measured as the total acres within a 10 minute drive of each station. For the analysis, the existing posted speed data provided in GIS from the Florida Department of Transportation and general assumptions where necessary: 65 mph for freeways, 40 for collector streets, and 30 for local streets. This is intended as a relative measure of a station's vehicular accessibility and access. *Source: SFECC Phase 3 analysis- Street Centerlines.*

Intermodal connectivity- Identifies all existing transit services, and transit routes of each transit service, within the station area. Major intermodal connections to airports, ports, major highways, and planned key intermodal facilities are included. *Source: SFECC Phase 3 Analysis - 2011 transit provider data and transit plans.*

Supportive Land Use & TOD Potential

Acres within a 10-Minute Walk- The effective service area for pedestrian access is measured as the total acres within a 10 minute walk of each station. This is based on the actual street network and connectivity of each station area. Source: *SFECC Phase 3 analysis- Street Centerlines*.

Future Land Use Compatibility- This qualitative factor identifies the primary future land use designations within each station area. *Source: SFECC Phase 3 analysis - 2011 Property Appraiser data.*

Future Land Use/Acres of Potential TOD- Acres of potential TOD quantifies the amount of commercial, industrial, or office parcels, based on their future land use, that are within a 10 minute walk of each station. *The GIS source data for future land use in Palm Beach County: FECPB_MPO_Parcels. The GIS source data for future land use in Broward and Miami-Dade Counties: SFWMD_2050.*

Square Feet of Potential TOD- Quantifies the existing building square footage of industrial, flex, retail, and office within a 1/2 mile of the station area. *Source: Transit Station Regional Market Analysis Tech Memo (Gannett Fleming).*

Market Trends Ranking- The SFECC Phase 2 Transit Station Regional Market Analysis study ranked each station based on its potential for development. The metrics included: the ease of parcel assembly, opportunity for redevelopment, current employment density, city redevelopment capacity, and MPO growth projection. All stations were scored (from 5-25) and grouped into four categories: sub-optimal, indifferent, solid, and strong. *Source: Transit Station Regional Market Analysis Tech Memo (Gannett Fleming).*

Community Redevelopment Area- This qualitative factor identifies if a portion of the station area is within a designated Community Redevelopment Area boundary (where redevelopment potential is encouraged by local jurisdictions) or is within a jurisdiction that could employ

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redevelopment funding tools. *Source: SFECC Phase 3 Analysis - 2011 CRA boundaries.*

Recent/Approved Development- Includes the identification of major developments that were planned or approved subsequent to the Phase 2 existing and future land use evaluations. *Source: SFECC Phase 3 analysis - approved development.*

Comprehensive Plan/Zoning Support- Based on Phase 2 evaluations of comprehensive plans and coordination with local jurisdictions, the station areas with land use regulatory consistency were documented. *Source: SFECC Phase 2 Public Involvement outreach.*

Station Cost & Feasibility

Existing Grade Crossing- Indicates if an existing grade crossing is located at the proposed station location. Implementing new grade crossings requires extensive evaluations to determine operations and safety and the closing of other grade crossings. *Source: SFECC Phase 2 Conceptual Engineering Plans (May 2011)*.

Station Access Constraints- This evaluation factor indicates if vehicular access is constrained based on the surrounding transportation network. Access constraints would limit the feasibility of station development. *Source: SFECC Phase 2 Conceptual Engineering Plans (May 2011)*.

Grade Separation for Station Anticipated- Indicates if grade separation is anticipated which results in higher costs and impacts to the surrounding properties. *Source: SFECC Phase 3 Conceptual Engineering Plans.*

FEC Owned/Local Jurisdiction Property- During Phase 2 and early Phase 3 activities, FEC or municipally owned properties were identified as opportunities to avoid right-of-way acquisitions and as shared parking opportunities to minimize impacts to the community. *Source: SFECC Phase 3 analysis - 2011 Property Appraiser data.*

Impacts FEC Existing/Planned Freight Operations- One of the project goals is to maintain existing freight operations on the FEC and avoid impacts that would preclude future freight operations. This evaluation factor indicates if the proposed station is likely to impact freight operations. *Source: SFECC Phase 3 FEC coordination meetings.*

Available ROW (station/parking)- From a qualitative viewpoint, this evaluation criteria indicates the availability of property within the station area to accommodate the station and its parking through shared development opportunities or redevelopment, based on Phase 2 stakeholder coordination. *Source: SFECC Phase 2 Capital Cost Estimate (May 2011).*

Substantial Environmental Impact- Locations within each station area which would likely involve substantial environmental impacts are noted for consideration in developing the station locations. *Source: SFECC Phase 3 GIS data (June 2011).*

Estimated Station Cost- Based on Phase 3 assumed basic station infrastructure costs. Cost is shown as a qualitative measure where "Average" represents typical station costs and "High" represents higher than average station costs due to potential grade-separation or design constraints. The average cost would include at-grade dual platforms with canopy and basic station amenities (ticket vending machines, site furniture, communications, landscape, etc). Cost assumptions exclude station buildings, right of way acquisition, and parking. *Source: Phase 3 Capital Cost Estimate (2011).*

Local Funding Commitments (if applicable)- Identifies any preliminary funding commitments from local jurisdictions and organizations as part of Phase 2 activities. *Source: SFECC Phase 2 Public Involvement outreach.*

Other Considerations- Includes major origins/destinations, traffic generators and other considerations not included in other categories based on Phase 2 studies and Phase 3 early activities. *Source: SFECC Phase 2 and Phase 3 Data Collection.*

Evaluation Criteria Summary

	Evaluation Criteria	Station Mapping Exercise	Quantitative Comparison	Qualitative Comparison	Source Data:
Station Charac-	Typology			X	SFECC Phase 2 Station Area Data Book (November 2010)
	Distance to Adjacent stations	X			SFECC Phase 2 Station Areas
Purpose and Need	*Ridership Projection (weekday)		X		SFECC Phase 3 analysis
	Transit Dependent Households (pop/sq. mi)		X		SFECC Phase 2 Station Area Data Book (November 2010)
	Population Density within 1/2 mile (2035)		X		SFECC Phase 3 analysis
	Employment Density within 1/2 mile (2035)		X		SFECC Phase 3 analysis
	Area within 10-minute Drive-shed	X	X		SFECC Phase 3 analysis- Street Centerlines
	Intermodal Connectivity			X	SFECC Phase 3 analysis - 2011 transit provider data and transit plans
Supportive Land Use and TOD Potential	Acres within 10-minute walk	X	X		SFECC Phase 3 analysis- Street Centerlines
	Future Land use compatibility			X	SFECC Phase 3 analysis - 2011 Property Appraiser data
	*Future Land Use/Acres of Potential TOD (potential change)	X	X		SFECC Phase 2 Land Use data- South Florida Water Management District Future LU (2050) and FECPB_MPO Parcels for Palm Beach County.
	*Square Feet of Potential TOD (potential change)		X		SFECC Phase 2 Station Profiles (June 2009)
	Market Trends Ranking		X		SFECC Phase 2 Station Profiles (June 2009)
	Community Redevelopment Area	X			SFECC Phase 3 analysis - 2011 CRA boundaries
	Recent/Approved Development in Station Area			X	SFECC Phase 3 analysis - approved development
	Comprehensive Plan/Zoning Support			X	SFECC Phase 2 Public Involvement outreach
Station Cost and Feasibility	Existing Grade Crossing			X	SFECC Phase 2 Conceptual Engineering Plans (May 2011)
	Station Access Constraints			X	SFECC Phase 2 Conceptual Engineering Plans (May 2011)
	Grade Separation for Station Anticipated			X	SFECC Phase 3 Conceptual Engineering Plans
	FEC Owned/Local Jurisdiction Property			X	SFECC Phase 3 analysis - 2011 Property Appraiser data
	Impacts FEC existing/planned freight operations			X	SFECC Phase 3 FEC coordination meetings
	Available ROW (station/parking)			X	SFECC Phase 2 Capital Cost Estimate (May 2011)
	Substantial Environmental Impact			X	SFECC Phase 3 GIS data (June 2011)
	*Estimated Station Cost		X		SFECC Phase 2 Capital Cost Estimate (May 2011)
	*Local funding commitments (if applicable)			X	SFECC Phase 2 Public Involvement outreach
	Other Considerations			X	SFECC Phase 2 and Phase 3 Data Collection

** Subject to change based on on-going SFECC Phase 3 analysis.*

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[Corridor Context]

[Future Land Use]

The adjacent diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated into residential, commercial, office, industrial, institutional, and open space. This portrait highlights the pattern of commercial areas, downtowns, and lower density residential areas relative to the corridor's station locations.

Future Land Use Legend (SFWMD 2050)

- FEC Corridor
- Tri-Rail
- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space

[Station Typology]

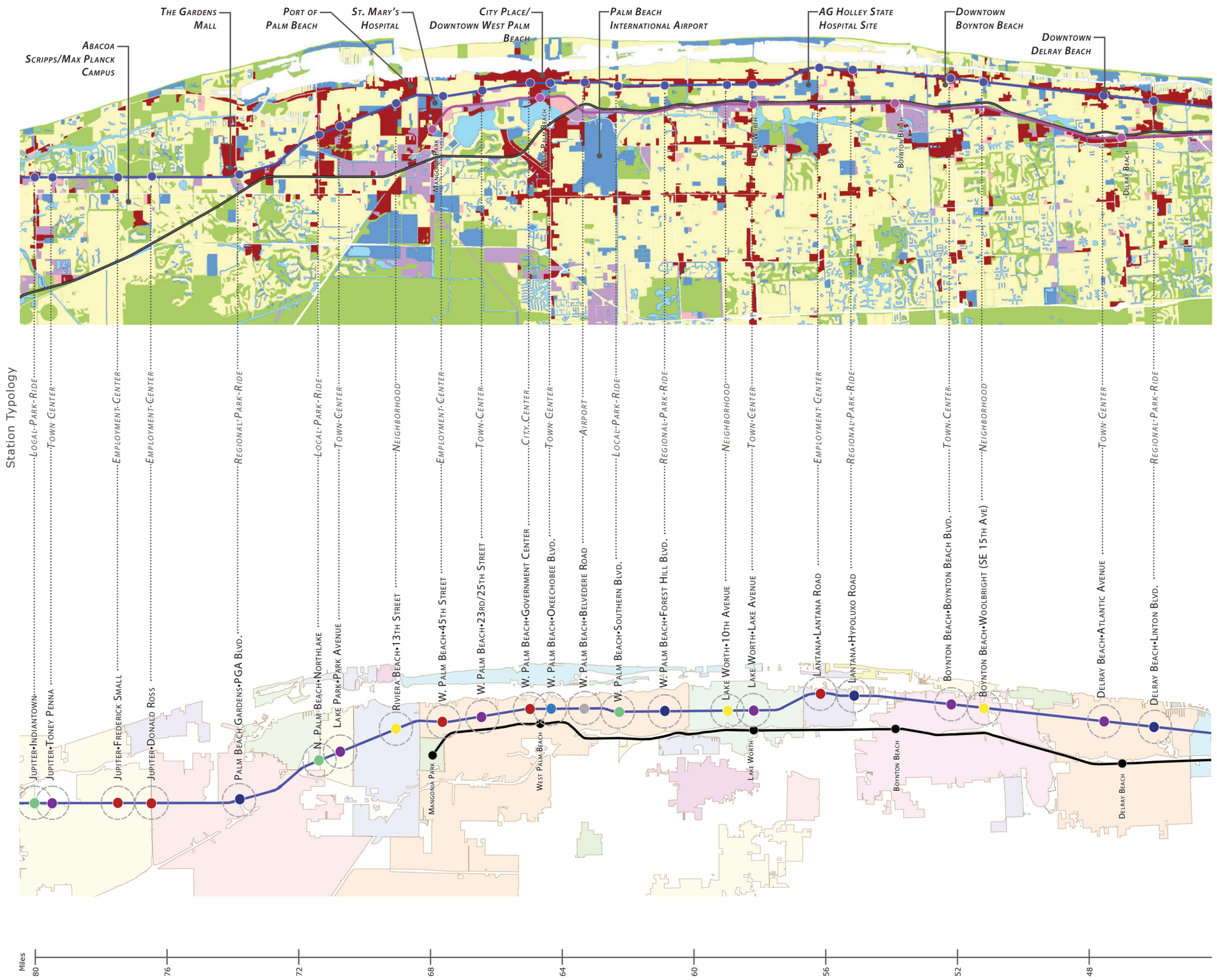
The Phase 2 technical memorandum titled, *Programmatic Guidelines for Prototypical Station Types* outlines station typologies and their primary characteristics. These typologies include:

- **City Center-** Very high employment density; strong transit oriented development; interconnected streets and sidewalks; mixed use; access to multiple transit options.
- **Town Center-** Employment and residential area, pedestrian and transit supportive land uses.
- **Neighborhood-** Primarily residential; transit supportive land uses with the exception of mixed use and retail; station accessed via local roads.
- **Employment Center-** High employment density or existence of major employment hub.
- **Regional Park-Ride-**Vehicular access to principal arterial, preferably Interstate 95; requires large lot (at least 6 acres) for station
- **Local Park-Ride-** Vehicular access to an arterial or collector road; requires a large lot for station (at least 2 acres).
- **Airport-** Direct access to an airport

The station typologies shown are based on the Phase 2 SFECC Station Area Data Book (November 2010) and updated land use data.

Station Typology Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail
- City Center
- Town Center
- Neighborhood
- Employment Center
- Local Park-Ride
- Regional Park-Ride
- Airport



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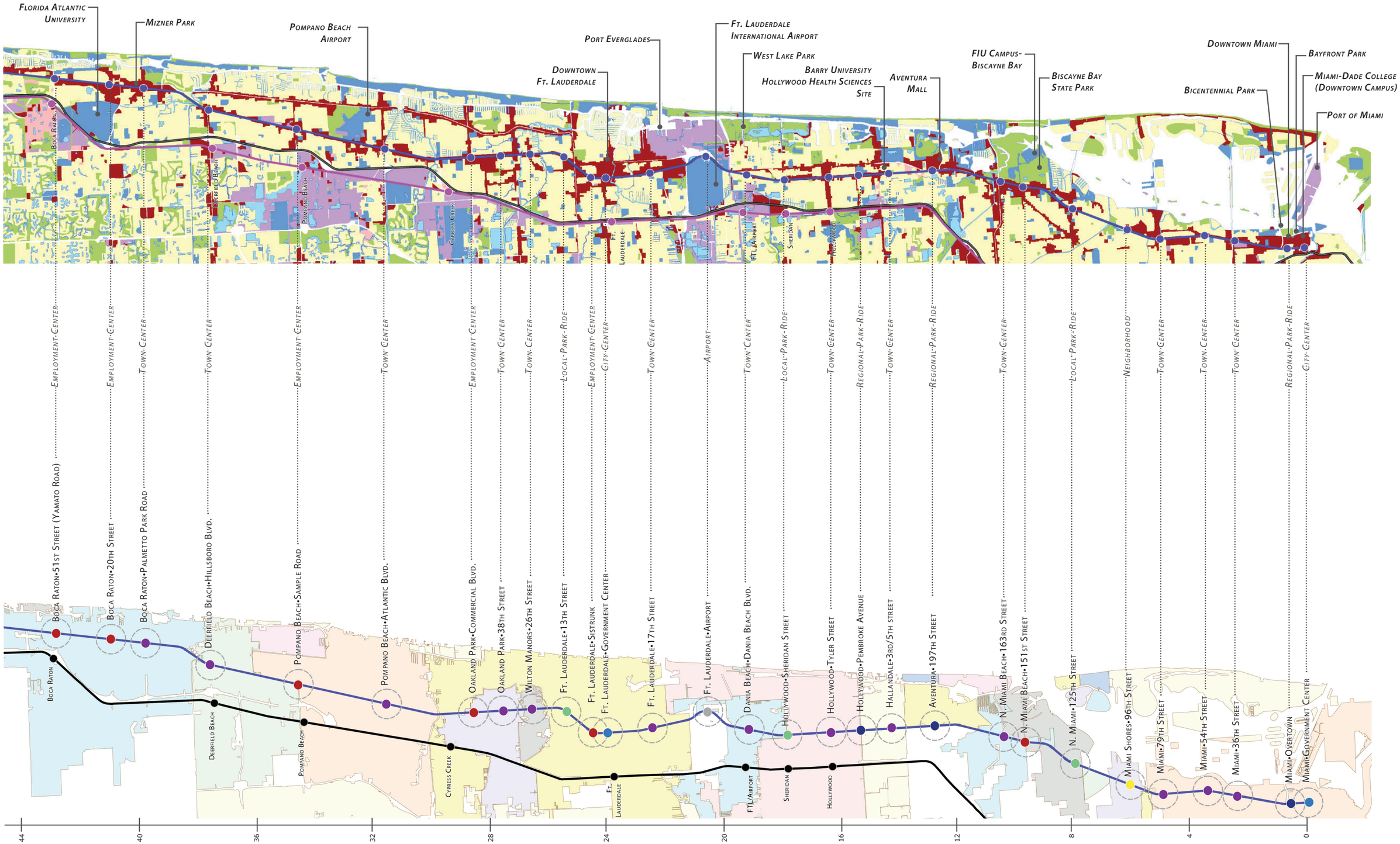
Florida Atlantic University
Mizner Park
Pompano Beach Airport
Port Everglades
Downtown Ft. Lauderdale
Ft. Lauderdale International Airport
West Lake Park
Barry University Hollywood Health Sciences Site
Aventura Mall
FIU Campus-Biscayne Bay
Biscayne Bay State Park
Downtown Miami
Bayfront Park
Miami-Dade College (Downtown Campus)
Bicentennial Park
Port of Miami
Boca Raton
Deerfield Beach
Pompano Beach
Cypress Creek
Ft. Lauderdale
FTL Airport
Sheridan
Hollywood
Employment Center
Employment Center
Town Center
Town Center
Employment Center
Town Center
Employment Center
Town Center
Town Center
Local Park-Ride
Employment Center
City Center
Town Center
Airport
Town Center
Local Park-Ride
Town Center
Regional Park-Ride
Town Center
Regional Park-Ride
Town Center
Local Park-Ride
Neighborhood
Town Center
Town Center
Town Center
Regional Park-Ride
City Center
Boca Raton•51st Street (Yamato Road)
Boca Raton•20th Street
Boca Raton•Palmetto Park Road
Deerfield Beach•Hillsboro Blvd.
Pompano Beach•Sample Road
Pompano Beach•Atlantic Blvd.
Oakland Park•Commercial Blvd.
Oakland Park•38th Street
Wilton Manors•26th Street
Ft. Lauderdale•13th Street
Ft. Lauderdale•Sistrunk
Ft. Lauderdale•Government Center
Ft. Lauderdale•17th Street
Ft. Lauderdale•Airport
Dania Beach•Dania Beach Blvd.
Hollywood•Sheridan Street
Hollywood•Tyler Street
Hollywood•Pembroke Avenue
Hallandale•3rd/5th street
Aventura•197th Street
N. Miami Beach•163rd Street
N. Miami Beach•151st Street
N. Miami•125th Street
Miami Shores•96th Street
Miami•79th Street
Miami•54th Street
Miami•36th Street
Miami-Overtown
Miami-Government Center
44
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32
28
24
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16
12
8
4
0
0
2 Miles
4 Miles

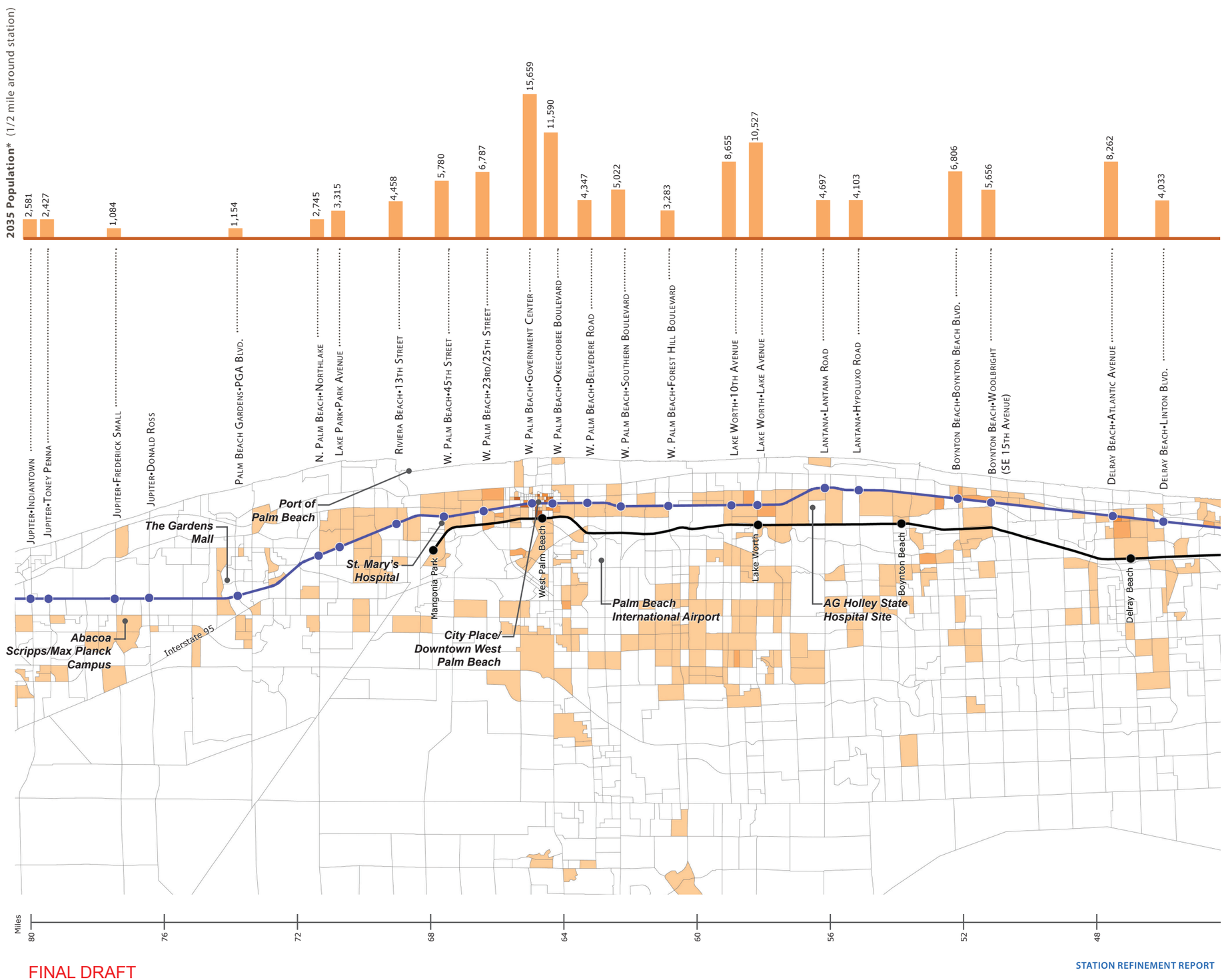
FINAL DRAFT

[Population Density 2035]

The adjacent diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model. The pattern of population density clusters in the urban centers and grows denser in the southern half of the corridor.

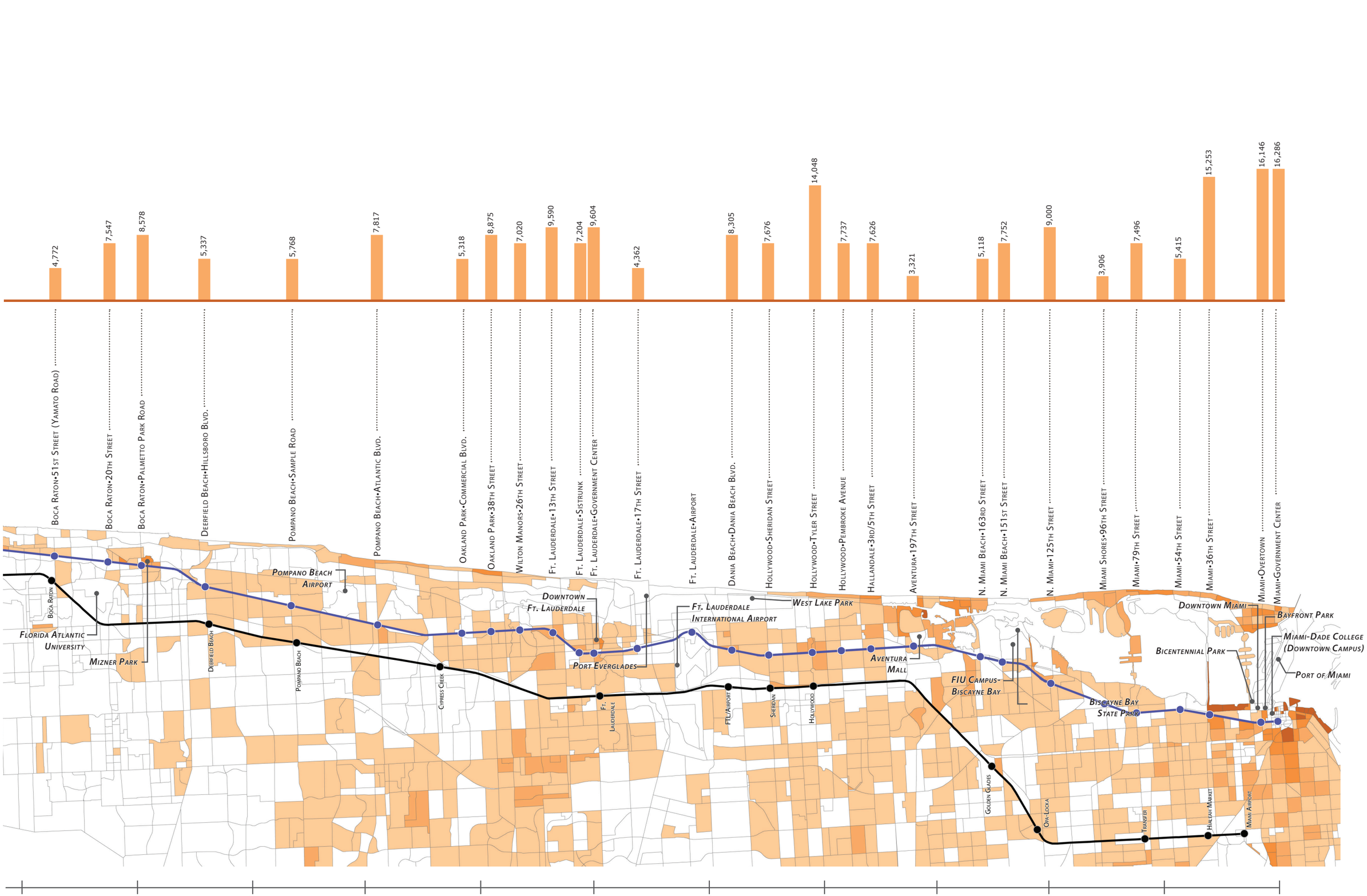
Population Density Legend

- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre



** Population bar chart may reflect some "double counting" for stations that are closer than 1/2 mile apart.*

FINAL DRAFT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7,547
8,578
5,337
5,768
7,817
5,318
8,875
7,020
9,590
7,204
9,604
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8,305
7,676
14,048
7,737
7,626
3,321
5,118
7,752
9,000
3,906
7,496
5,415
15,253
16,146
16,286
Boca Raton•51st Street (Yamato Road)
Boca Raton•20th Street
Boca Raton•Palmetto Park Road
Deerfield Beach•Hillsboro Blvd.
Pompano Beach•Sample Road
Pompano Beach•Atlantic Blvd.
Oakland Park•Commercial Blvd.
Oakland Park•38th Street
Wilton Manors•26th Street
Ft. Lauderdale•13th Street
Ft. Lauderdale•Sistrunk
Ft. Lauderdale•Government Center
Ft. Lauderdale•17th Street
Ft. Lauderdale•Airport
Dania Beach•Dania Beach Blvd.
Hollywood•Sheridan Street
Hollywood•Tyler Street
Hollywood•Pembroke Avenue
Hallandale•3rd/5th Street
Aventura•197th Street
N. Miami Beach•163rd Street
N. Miami Beach•151st Street
N. Miami•125th Street
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Miami•Overtown
Miami•Government Center
Boca Raton
Florida Atlantic University
Mizner Park
Pompano Beach Airport
Deerfield Beach
Pompano Beach
Cypress Creek
Downtown Ft. Lauderdale
Port Everglades
Ft. Lauderdale
Ft. Lauderdale International Airport
FTL/Airport
West Lake Park
Sheridan
Hollywood
Aventura Mall
FIU Campus-Biscayne Bay
Golden Glades
Opa-Locka
Transfer
Hialeah Market
Miami Airport
Biscayne Bay State Park
Bicentennial Park
Downtown Miami
Bayfront Park
Miami-Dade College (Downtown Campus)
Port of Miami
0
2 Miles
4 Miles
N
44
40
36
32
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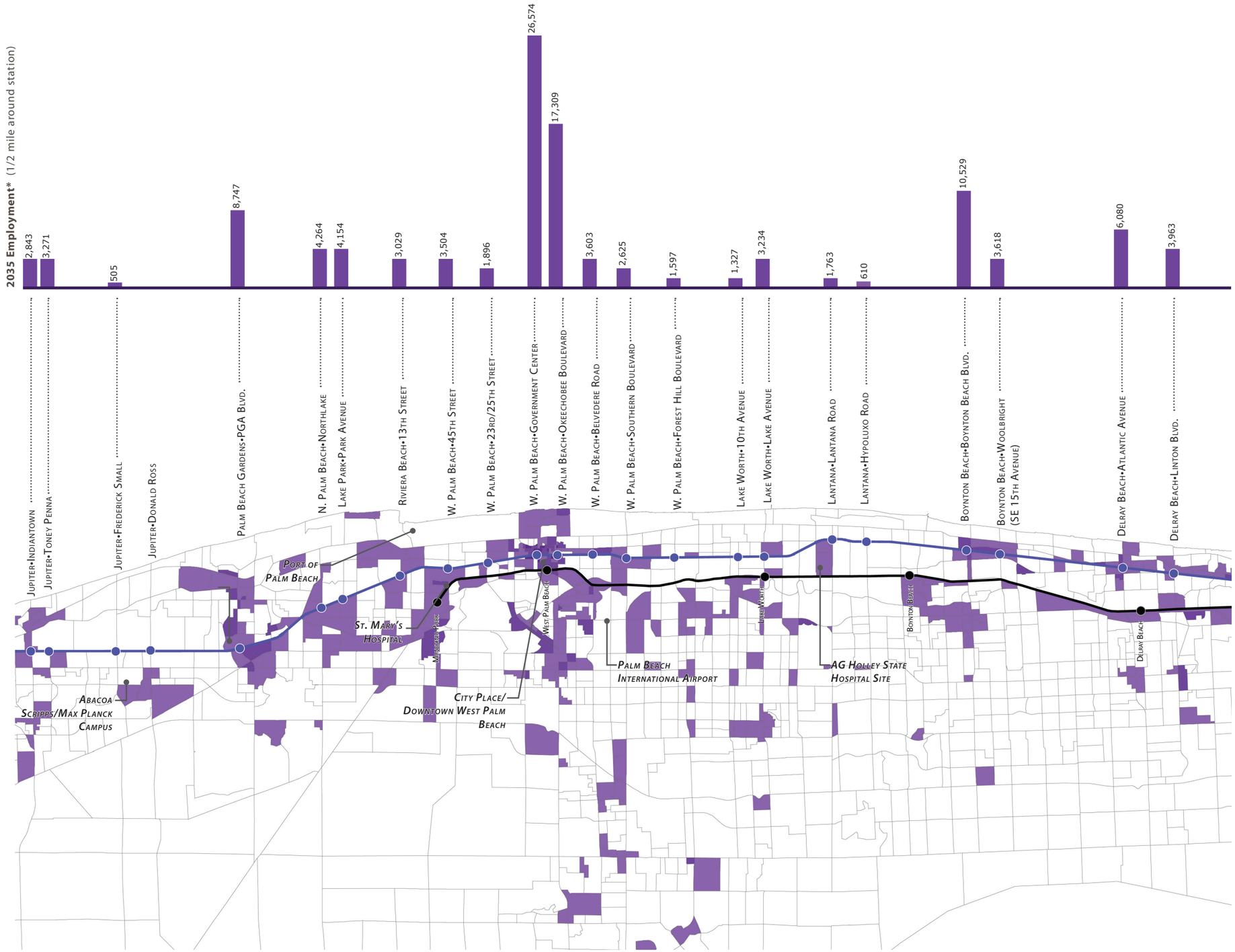
0

[Employment Density 2035]

The adjacent diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model. Concentrations of employment include Palm Beach Gardens, West Palm Beach, Ft. Lauderdale, and Miami.

Employment Density Legend

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre

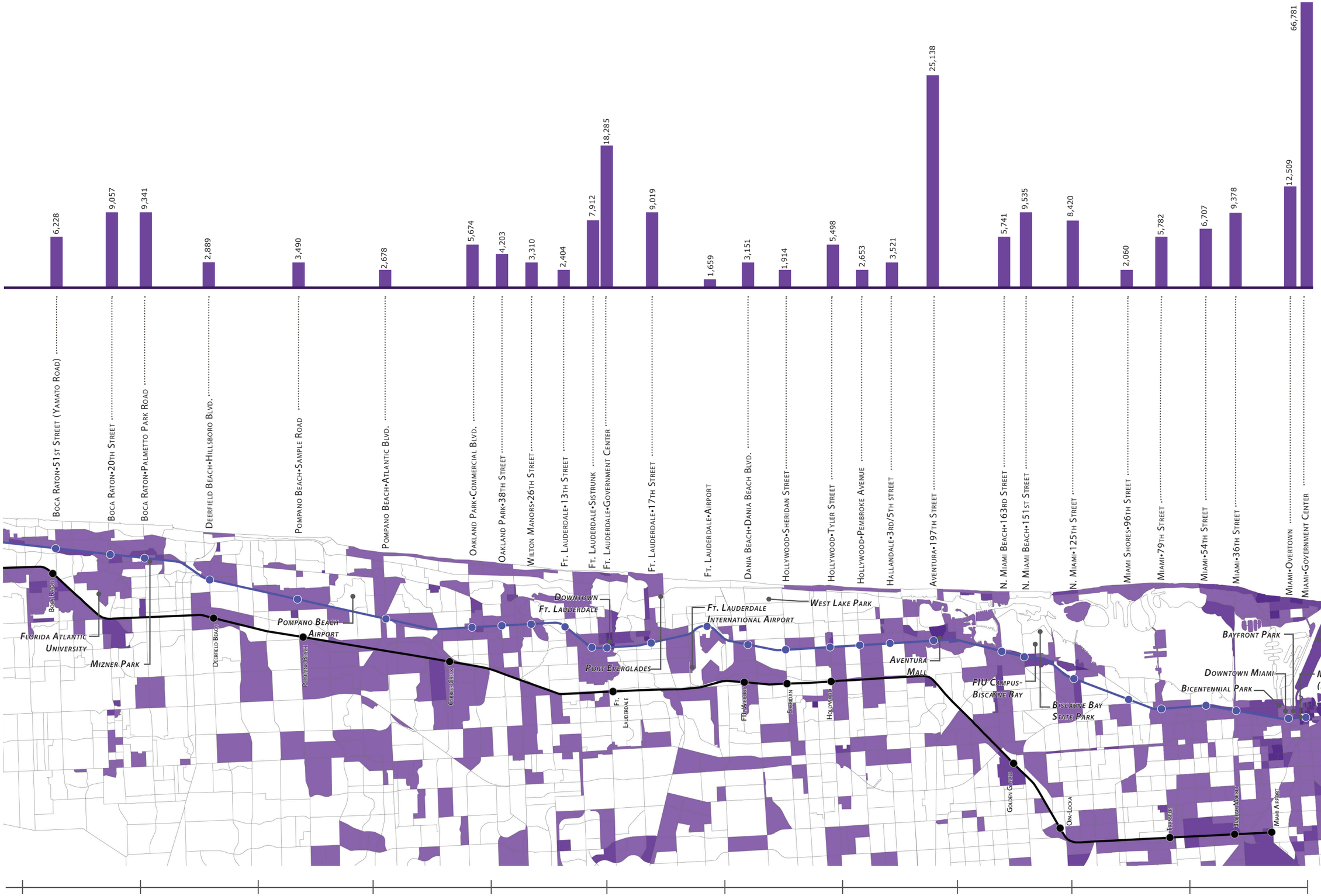


FEC Corridor

Tri-Rail

** Employment bar chart may reflect some "double counting" for stations that are closer than 1/2 mile apart.*

FINAL DRAFT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9,057
9,341
2,889
3,490
2,678
5,674
4,203
3,310
2,404
7,912
18,285
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1,659
3,151
1,914
5,498
2,653
3,521
25,138
5,741
9,535
8,420
2,060
5,782
6,707
9,378
12,509
66,781
Boca Raton•51st Street (Yamato Road)
Boca Raton•20th Street
Boca Raton•Palmetto Park Road
Deerfield Beach•Hillsboro Blvd.
Pompano Beach•Sample Road
Pompano Beach•Atlantic Blvd.
Oakland Park•Commercial Blvd.
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Ft. Lauderdale•Government Center
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Aventura•197th Street
N. Miami Beach•163rd Street
N. Miami Beach•151st Street
N. Miami•125th Street
Miami Shores•96th Street
Miami•79th Street
Miami•54th Street
Miami•36th Street
Miami•Overtown
Miami•Government Center
Boca Raton
Florida Atlantic University
Mizner Park
Deerfield Beach
Pompano Beach Airport
Pompano Beach
Cypress Creek
Downtown Ft. Lauderdale
Port Everglades
Ft. Lauderdale
Ft. Lauderdale International Airport
Ft. Lauderdale
West Lake Park
Sheridan
Hollywood
Aventura Mall
FIU Campus-Biscayne Bay
Biscayne Bay State Park
Golden Glades
Opa-Locka
Hialeah
Hialeah Market
Miami Airport
Bayfront Park
Port of Miami
Downtown Miami
Bicentennial Park
Miami-Dade College (Downtown Campus)
0
2 Miles
4 Miles
44
40
36
32
28
24
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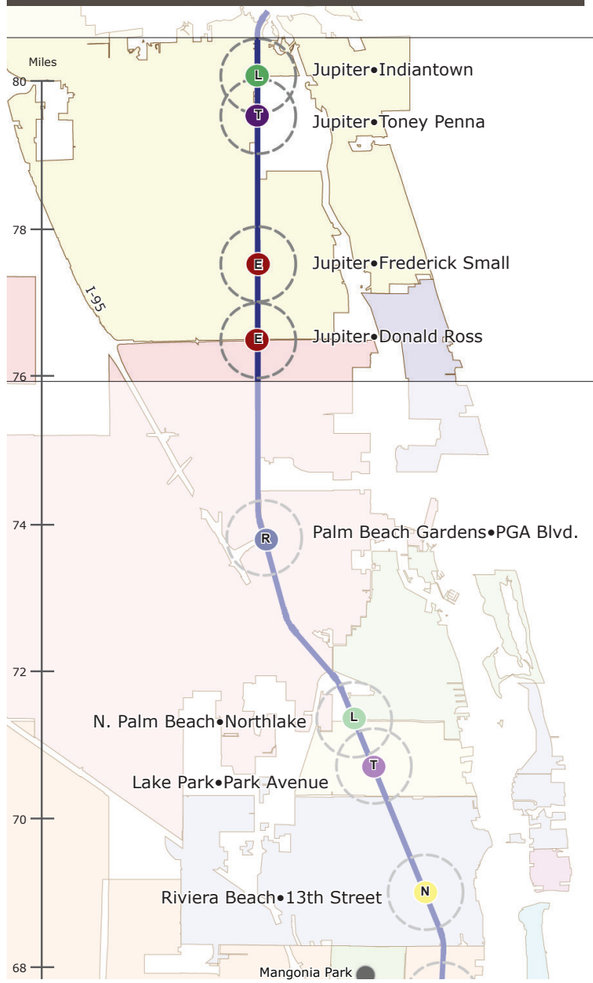
0

FINAL DRAFT

[Jupiter]

INDIANTOWN•TONEY PENNA•FREDERICK SMALL•DONALD ROSS

[Station Role]



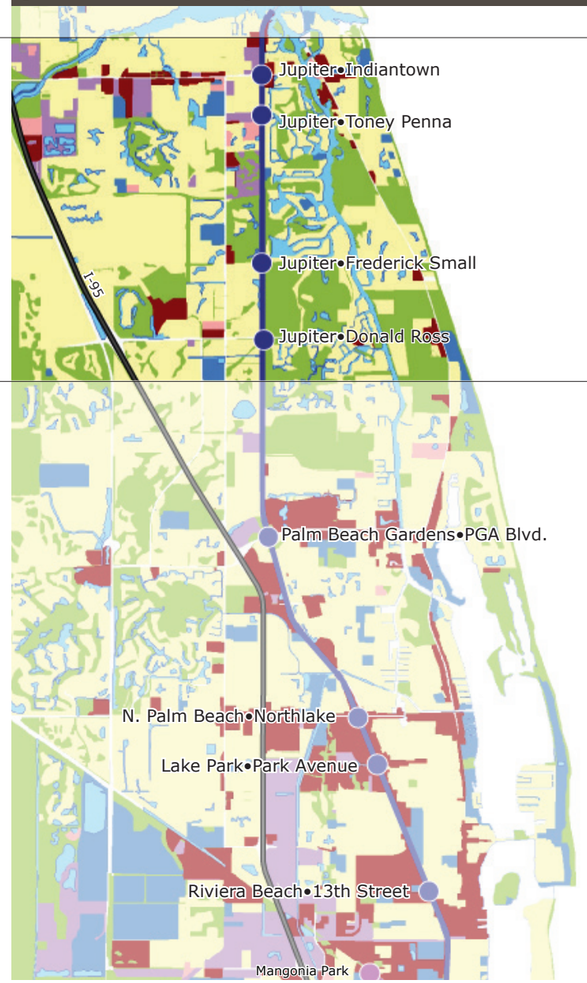
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- Indiantown Station is within a ½ mile of Toney Penna Station.
- Toney Penna is designated a Town Center station and is intended to serve Jupiter Medical Center.
- Indiantown Road is identified as a local park-and-ride station.
- Frederick Small and Donald Ross Road stations are designated as Employment Centers providing quick access to the biotech hub along Donald Ross Road.

[Future Land Use]



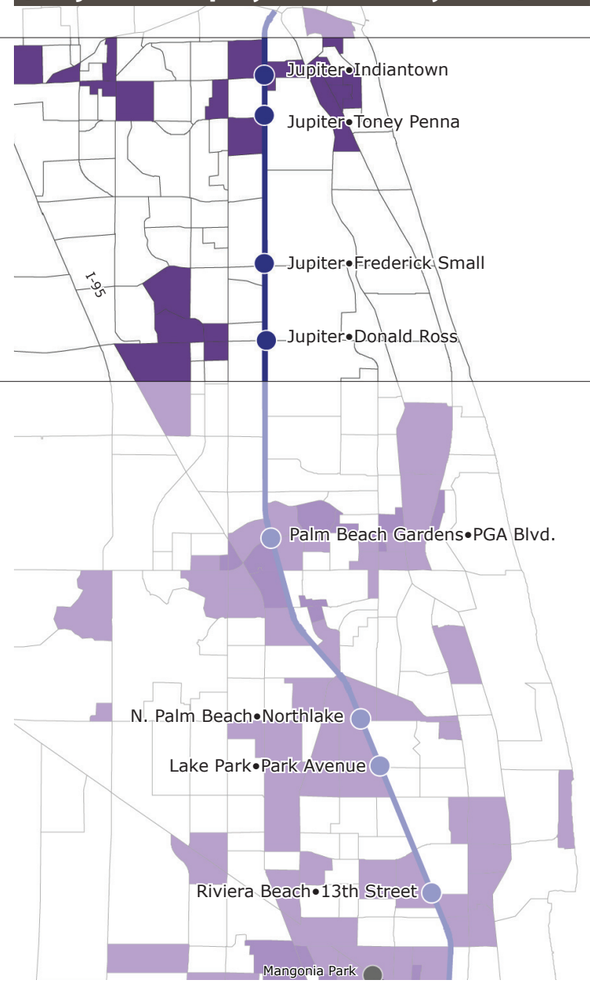
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns, and lower density residential areas relative to the corridor's station locations.

- The majority of land use within the area is single family.
- There is a significant amount of open space within the Jupiter station area.

[Projected Employment Density 2035]



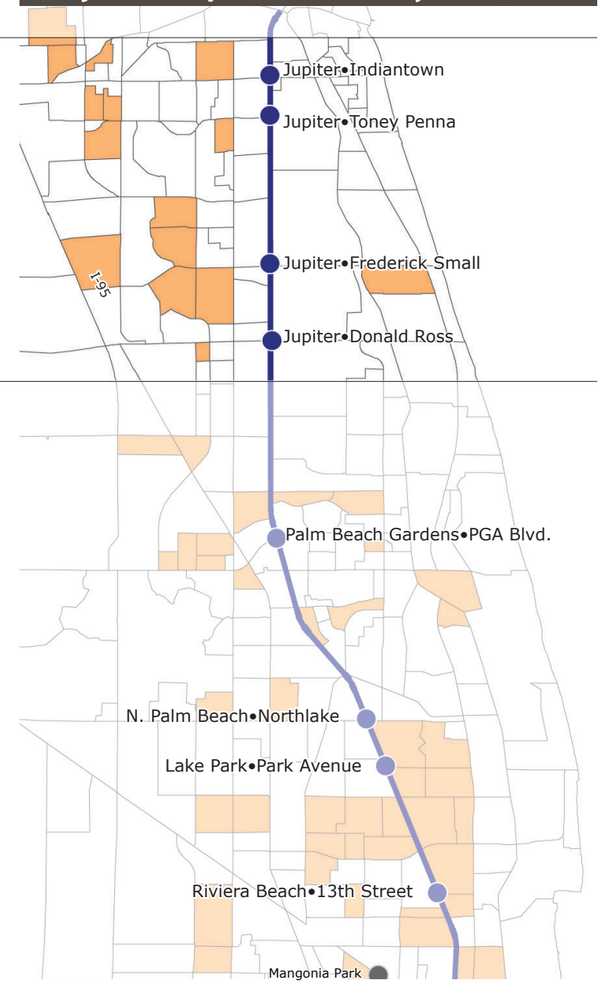
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Higher employment density west of the proposed corridor.
- Jupiter Medical Center and large industrial properties contribute to a higher employment density adjacent to Indiantown and Toney Penna.
- Biotech/university hub, including Scripps/Max Planck and FAU, is a major employer proximate to the Frederick Small and Donald Ross Stations.

[Projected Population Density 2035]



Population Density

- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

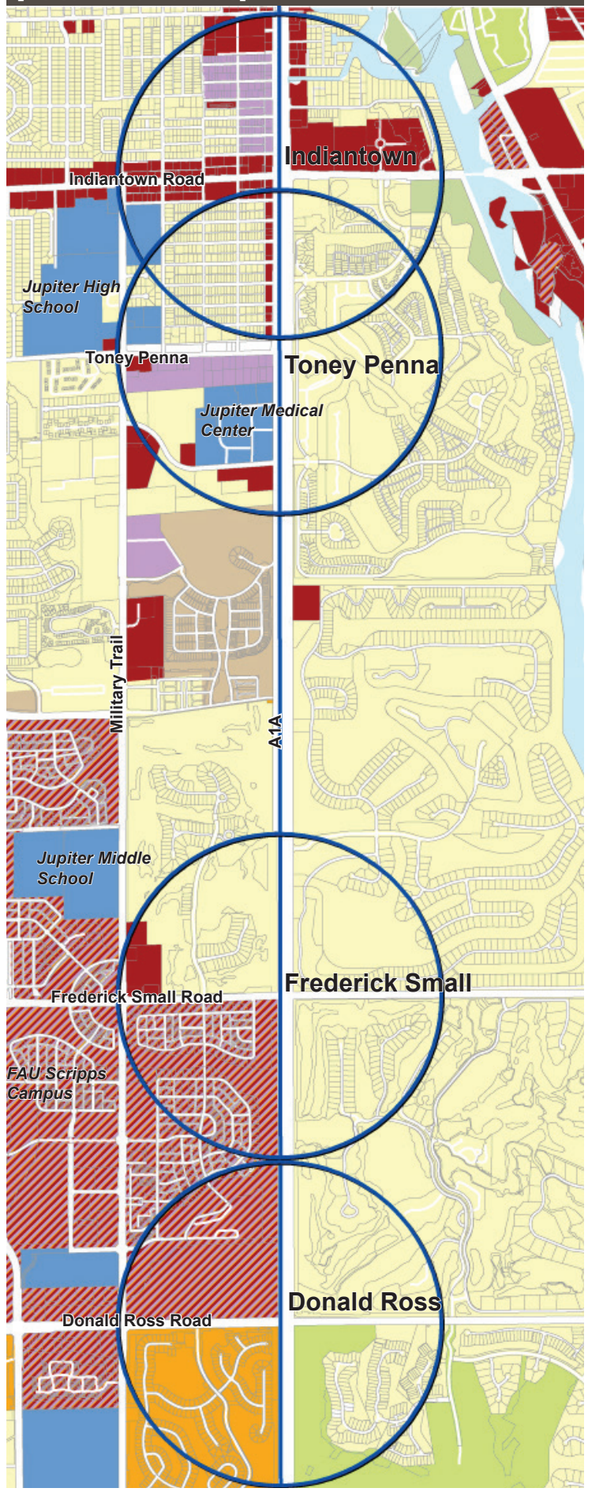
The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

- Higher population density between Interstate 95 and the proposed SFECC.
- The Abacoa development lies to the west of Frederick Small and Donald Ross stations.

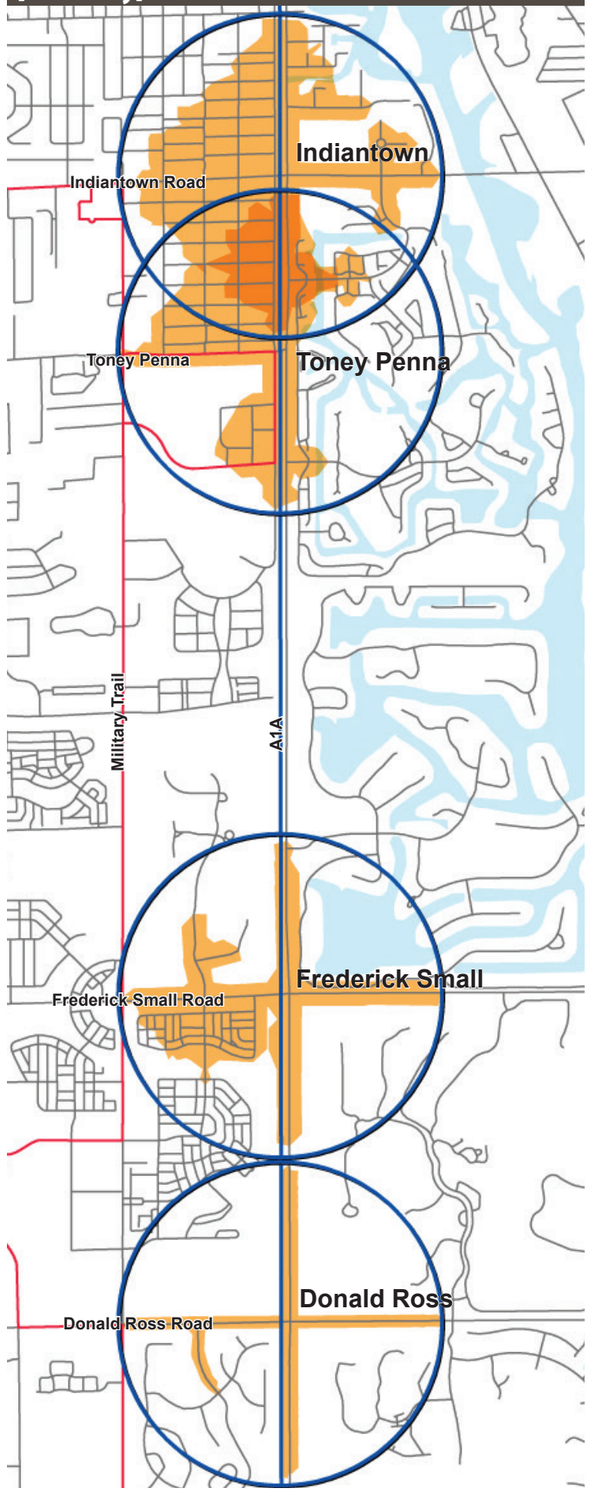
FINAL DRAFT

[Context]

[Future Land Use]



[Mobility]



Future Land Use Legend*

- Ancillary
- Central Business District
- Commercial
- Industrial
- Institutional
- Mixed-use
- Mobile Home Park
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Conservation
- Parks and Open Space
- Special Areas
- TCU
- Unknown

* Source: FECPB_MPO_Parcels

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Palm Beach County Bus Route

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

0 1,200 2,400

FINAL DRAFT

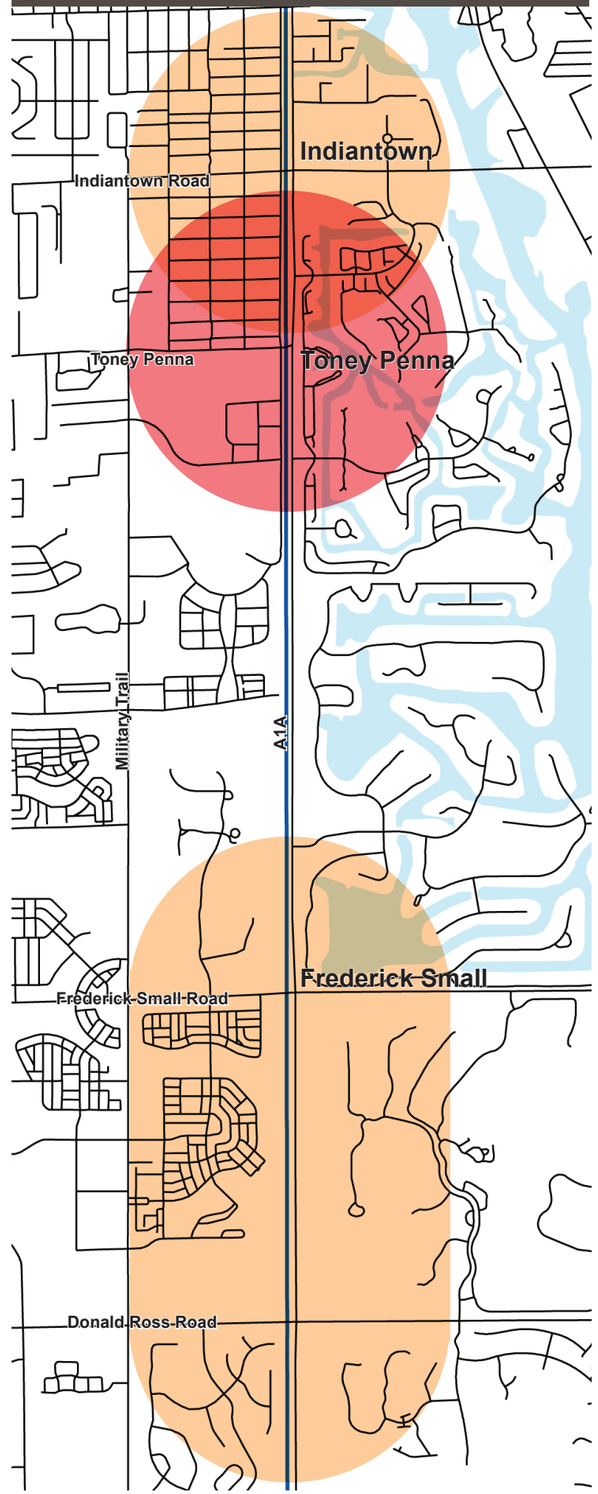
		Refinement Evaluation Criteria			
		Indiantown Road	Toney Penna Drive	Frederick Small Road	Donald Ross Road
Station	Typology	LPR	TC	EC	EC
	Distance to Adjacent Stations	S: 0.5 miles	N: 0.5; S: 2.0	N: 2.0; S 1.0	N: 1.; S: 2.7
Purpose and Need	Ridership Projection	932	413	510	547
	Transit Dependent Households (1/2 mile)	56	83	31	18
	Population within 1/2 mile (2035)	2,581	2,427	1,084	
	Employment within 1/2 mile (2035)	2,843	3,271	505	
	Area within 10-minute Drive-shed	Insufficient Data*	Insufficient Data*	Insufficient Data*	Insufficient Data*
	Intermodal Connectivity	Easy access to I-95	Easy access to I-95	Easy access to I-95	Easy access to I-95
Supportive Land Use & TOD Potential	Acres within 10-minute walk	257	184	139	100
	Future Land Use Compatibility	Large commercial/retail; industrial	Mixed use	Abacoa DRI; Residential	Abacoa DRI; Commercial/ Residential
	Future Land Use/Acres of Potential TOD (potential change)	101	39	10	100
	Square Feet of Potential TOD (potential change)	950,000	505,000	138,000	25,000
	Market Trends Ranking	Indifferent (15)	Indifferent (12)	Sub-optimal (6)	Sub-Optimal (8)
	Community Redevelopment Area	No	No	No	No
	Recent/Approved Development in Station Area	No	No	No	No
	Comprehensive Plan / Zoning Support	Yes	Yes	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes	Yes	Yes
	Station Access Constraints	Old Dixie Hwy/Indiantown Rd. grade crossing modifications	Old Dixie Hwy/Toney Penna Dr intersection	No	No
	Grade Separation for Station Anticipated	No	No	No	No
	FEC Owned/Local Jurisdiction Property	No	No	No	No
	Impacts FEC existing/planned freight operations	No	No	No	No
	Available ROW (station/parking)	Redevelopment potential	Designated redevelopment area	Limited; Planned DRI, existing residential	Limited; Planned DRI
	Substantial Environmental Impact	No	No	No	Yes - Conservation Area
	Estimated Station Cost	Average	Average	Average	Average
	Local Funding Commitments (if applicable)	Yes	Yes	Yes	Yes
	Other considerations	Rail storage area proposed north of Indiantown Rd. (Phase 2 assumed within existing R/W)	Adjacent to Jupiter Medical Center (town's largest employer)	Abacoa DRI potential transit station	Access to Abacoa DRI, FAU Scripps/Max Planck Campus, Briger development

**Note: Data set does not include Martin County road network.*

***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

	Summary			
	Indiantown Road	Toney Penna Drive	Frederick Small Road	Donald Ross Road
Role	Local Park-Ride	Town Center (and serves Jupiter Medical Center)	Employment Center (to serve Abacoa)	Employment Center (to serve Abacoa)
Station Characteristics/ Purpose & Need	• Highest projected transit ridership of this group • Within a ½ mile of Toney Penna Station with significant station area overlap	• Adjacency to Jupiter Medical Center (town's largest employer) • Within a ½ mile of Indiantown Station	• Relatively low ridership	• Relatively low ridership
Land Use & TOD	• Significant pedestrian access due to a well-connected street grid. • Significant redevelopment potential due to industrial uses to the north and large-format commercial along Indiantown Road and AIA.	• High level of public and jurisdictional support. • Redevelopment potential of industrial land use along Toney Penna Drive and adjacent to Jupiter	• Limited pedestrian access; station would require shuttle service to service Abacoa • Limited TOD potential	• Abacoa, FAU Scripps/Max Planck Campus outside 10-minute walk; station would require shuttle service
Cost & Feasibility	• No significant characteristics	• No significant characteristics	• No significant characteristics	• Development and connectivity are constrained by conservation area in northwest corner
Recommendation	**Future Infill** To serve local park-ride if needed	**Recommended (Project Development)** Serves Jupiter Medical Center, town's largest employer	**Future Infill** Long-term potential to serve Abacoa, one station with location to be determined in the future.	

[Recommendation]



Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

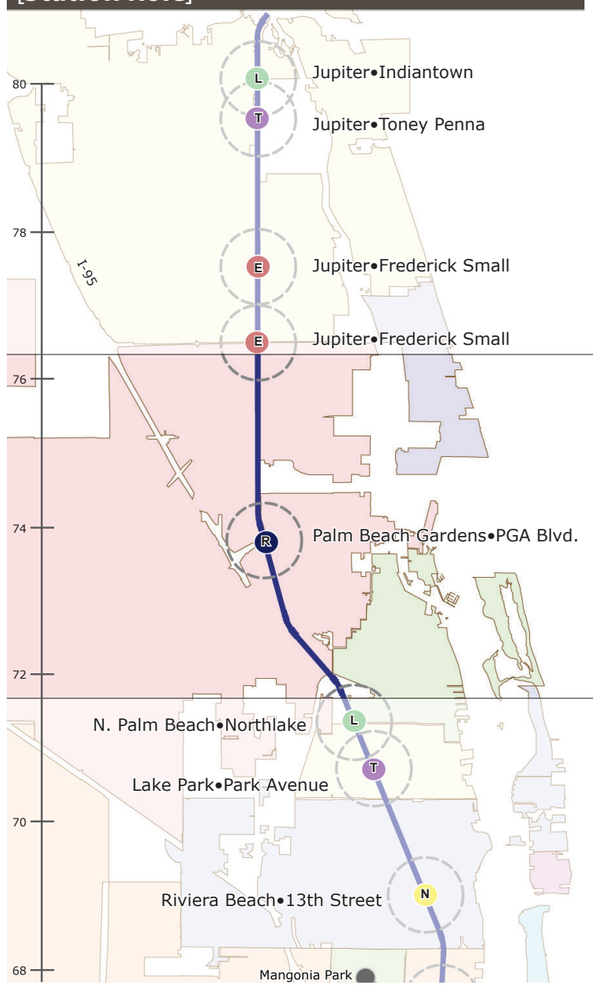
0 1,200 2,400

FINAL DRAFT

[Palm Beach Gardens]

PGA BOULEVARD

[Station Role]



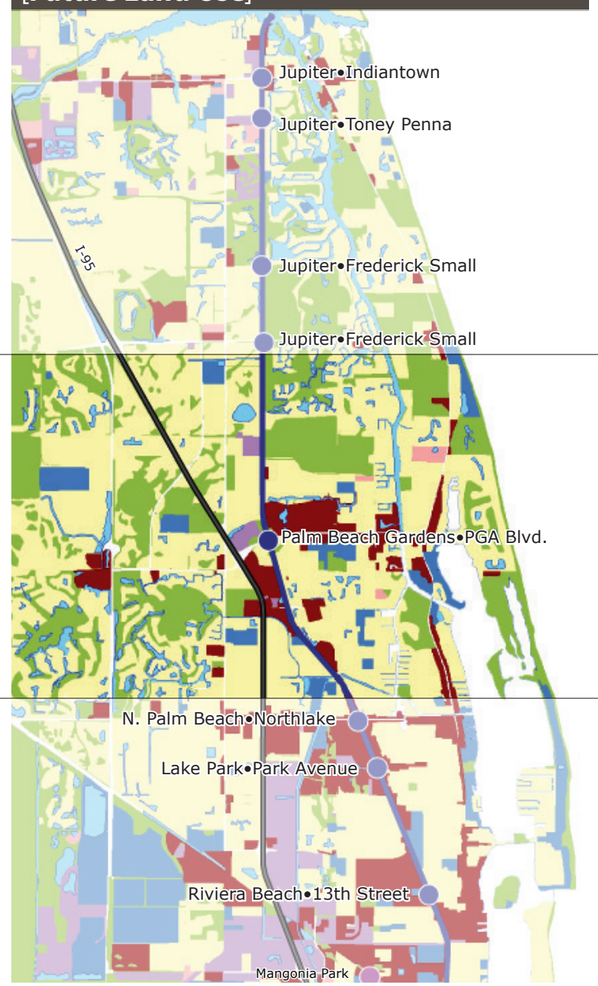
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- The PGA Boulevard Station is the only station in Palm Beach Gardens.
- The station area is suburban in form but with significant TOD potential and existing commercial development.
- The station is intended to be a Regional Park- Ride with direct access to Interstate 95.

[Future Land Use]



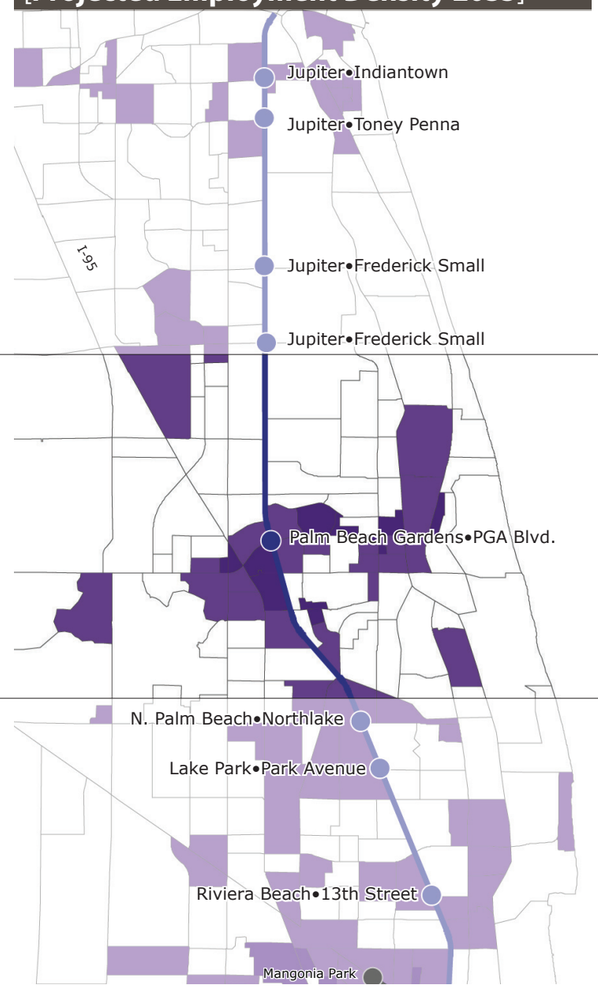
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- The area within the station area boundary is a regional shopping destination, including The Gardens Mall among 2 million square feet of retail space and 1 million square feet of office use.
- There is a large development parcel adjacent to the proposed station.

[Projected Employment Density 2035]



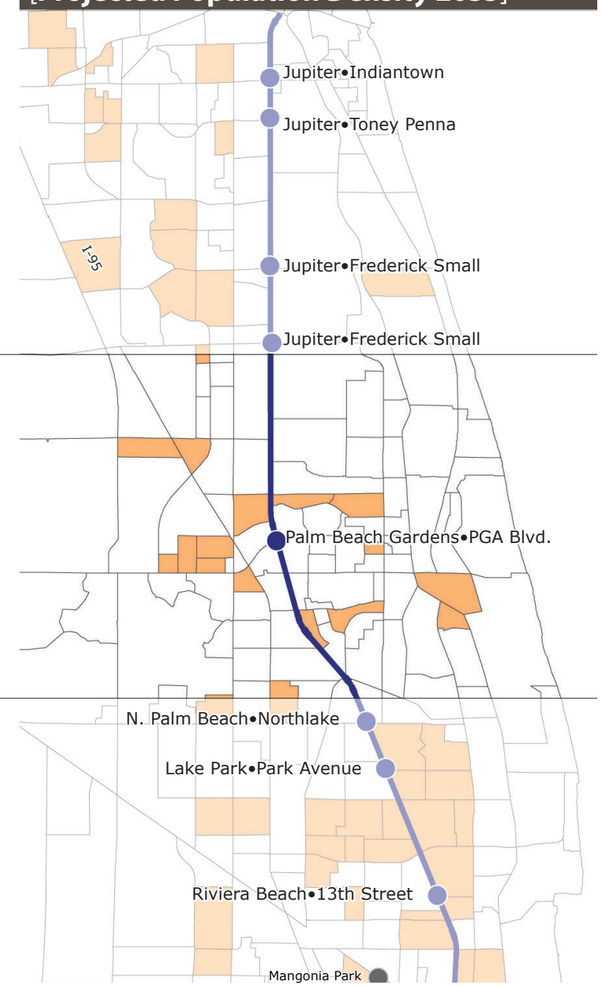
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- PGA Boulevard Station has a high projected employment density due to adjacent retail centers, biomedical offices, and the nearby Gardens Hospital.

[Projected Population Density 2035]



Population Density

- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

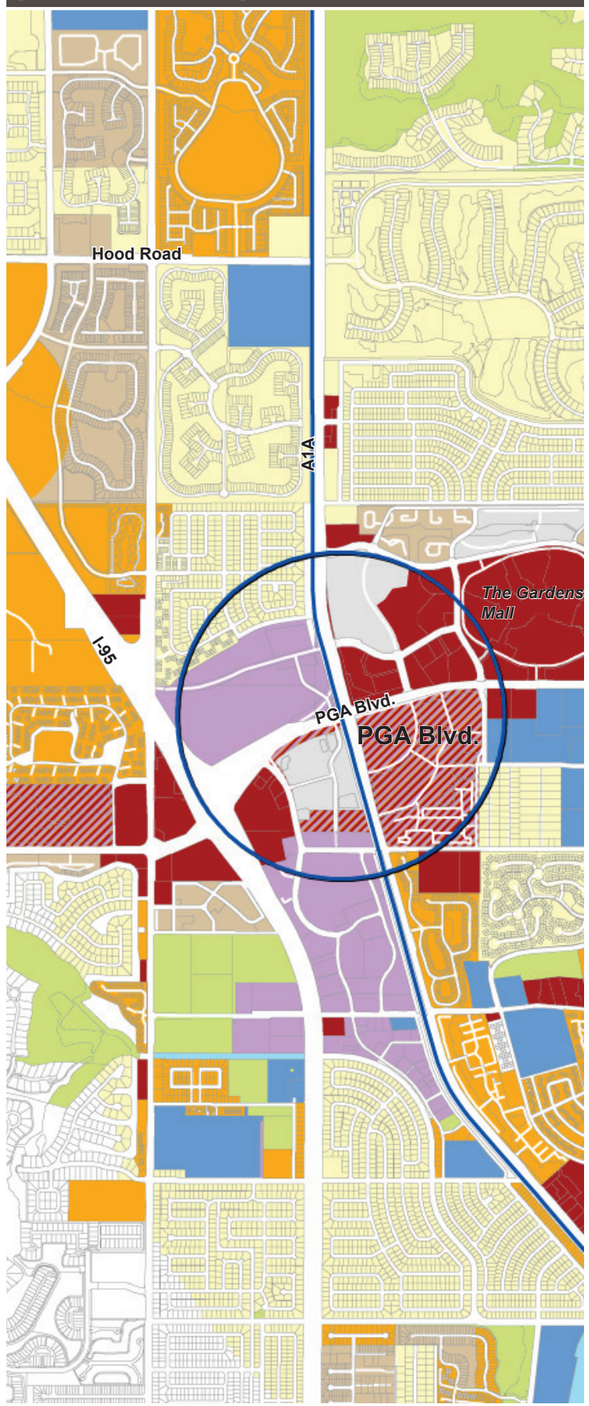
The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

- There is very little projected population density adjacent to the station, which is predominantly a commercial and employment area.

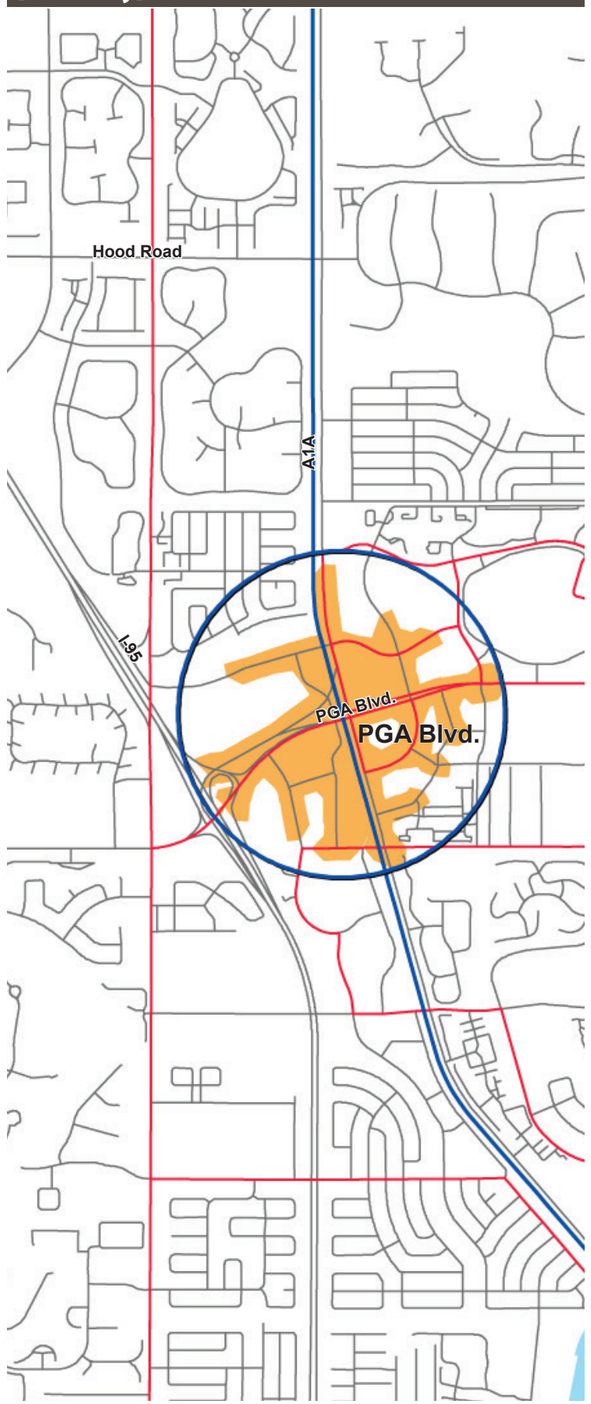
FINAL DRAFT

[Context]

[Future Land Use]



[Mobility]



Future Land Use Legend*

- Ancillary
- Central Business District
- Commercial
- Industrial
- Institutional
- Mixed-use
- Mobile Home Park
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Conservation
- Parks and Open Space
- Special Areas
- TCU
- Unknown

* Source: FECPB_MPO_Parcels

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Palm Beach County Bus Route

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

0 1,200 2,400

FINAL DRAFT

[Palm Beach Gardens]

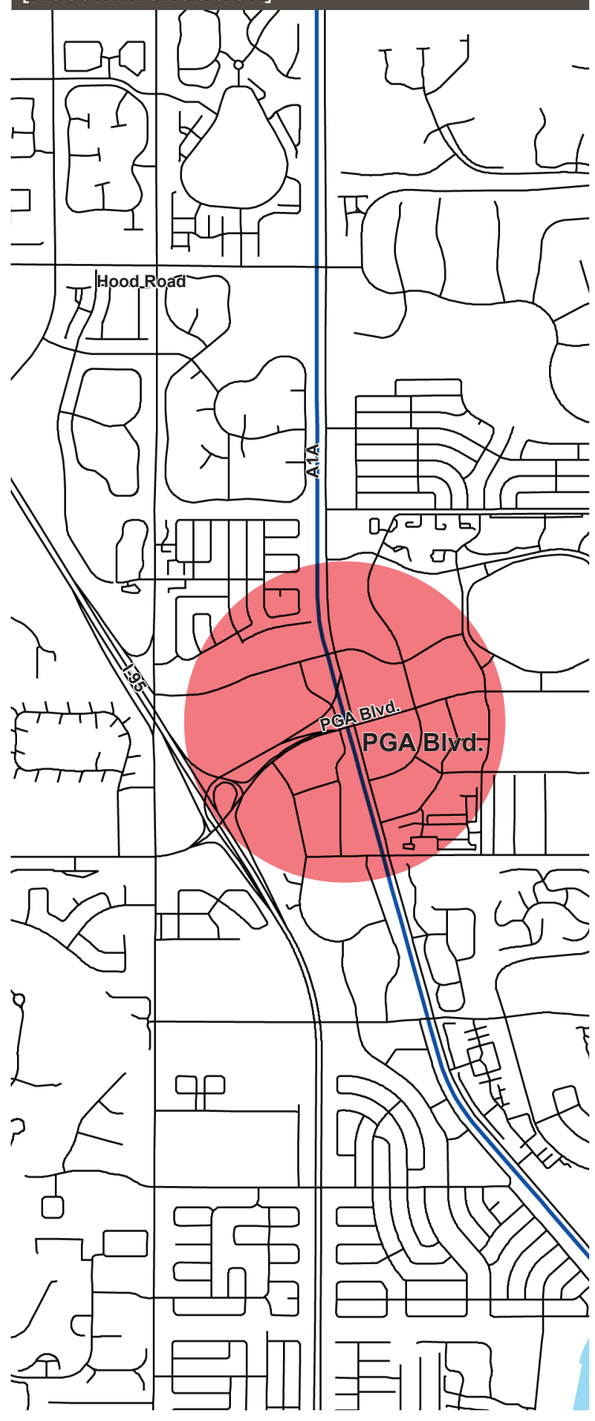
		Refinement Evaluation Criteria
		PGA Boulevard
Station	Typology	RPR
	Distance to Adjacent Stations	N: 2.7; S: 2.7
Purpose and Need	Ridership Projection	681
	Transit Dependent Households (1/2 mile)	18
	Population within 1/2 mile (2035)	1,154
	Employment within 1/2 mile (2035)	8,747
	Area within 10-minute Drive-shed	40,200
	Intermodal Connectivity	Palm Tran Rt 20, Easy access to I-95; Express bus service from Gardens Mall to Tri-Rail; Express service from Martin County
Supportive Land Use & TOD Potential	Acres within 10-minute walk	235
	Future Land Use Compatibility	Mixed use
	Future Land Use/Acres of Potential TOD (potential change)	268
	Square Feet of Potential TOD (potential change)	2,344,000
	Market Trends Ranking	Solid (18)
	Community Redevelopment Area	No
	Recent/Approved Development in Station Area	Yes
	Comprehensive Plan / Zoning Support	Yes
Station Cost & Feasibility	Existing Grade Crossing	Grade Separated
	Station Access Constraints	Yes (pedestrian access may be grade separated)
	Grade Separation for Station Anticipated	No
	FEC Owned/Local Jurisdiction Property	No
	Impacts FEC existing/planned freight operations	No
	Available ROW (station/parking)	Potential Shared Parking
	Substantial Environmental Impact	No
	Estimated Station Cost	High
	Local Funding Commitments (if applicable)	Yes
	Other considerations	PGA layover facility proposed; Commercial/Biomedical Center employment base

***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary	
	PGA Boulevard
Role	Regional Park-Ride
Station Characteristics/ Purpose & Need	• High employment density (Biomedical Center) • Direct Access to Interstate 95
Land Use & TOD	• The Gardens Mall is within a 10-minute walk • Significant potential for large-scale redevelopment due to undeveloped northwest corner • "Solid" market ranking • FEC prioritized station
Cost & Feasibility	• No significant characteristics
Recommendation	**Recommended (Project Development)** Important park and ride location and concentration of regional employment

[Recommendation]



Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

N

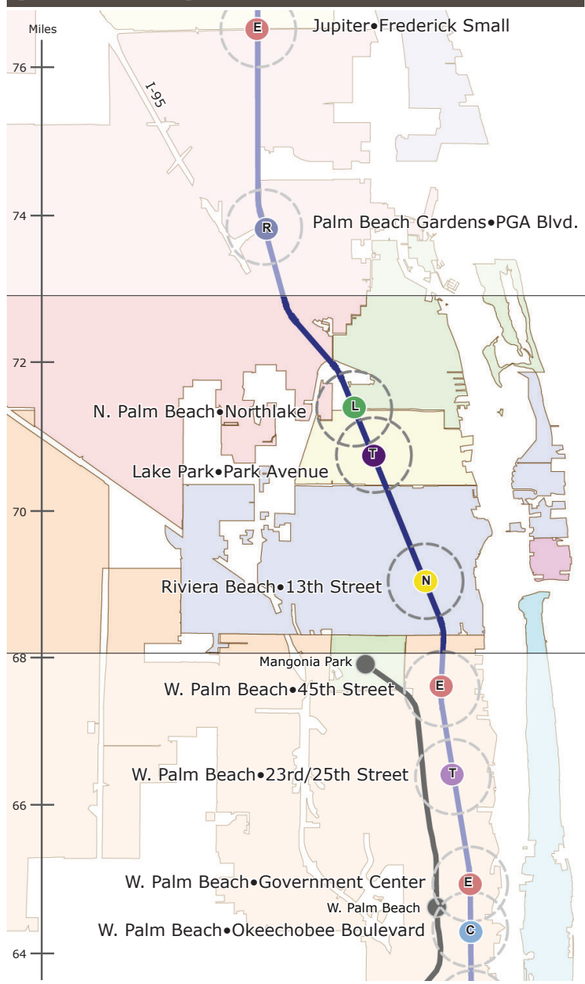
0 1,200 2,400

FINAL DRAFT

[North Palm Beach • Lake Park • Riviera Beach]

NORTHLAKE • PARK AVENUE • 13TH STREET

[Station Role]



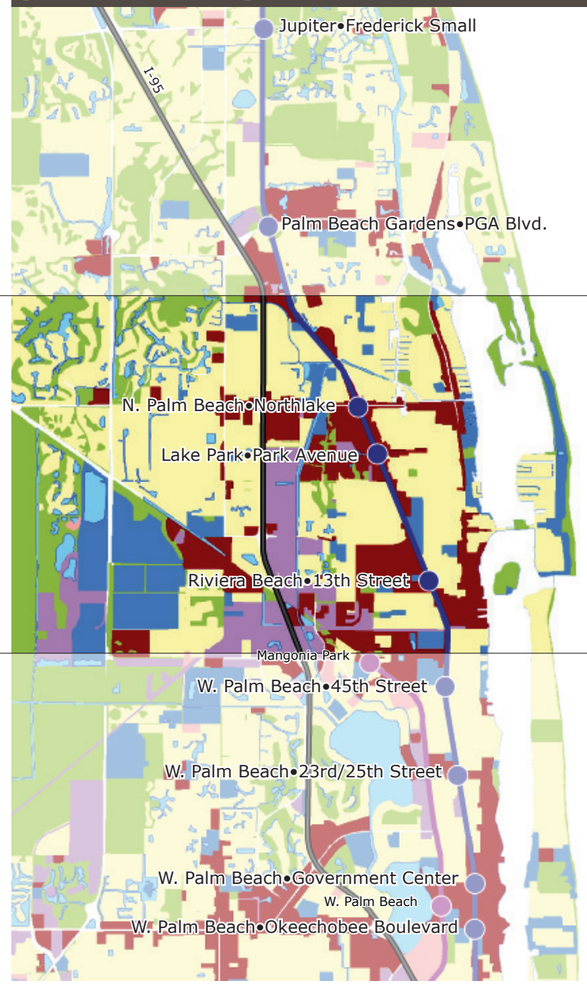
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- All three stations are within separate jurisdictions.
- Northlake Station is within a ½ mile of Park Avenue Station.
- Northlake Station is designated as a Local Park-Ride station.
- Park Avenue is designated as a Town Center Station.
- 13th Street is designated a Neighborhood station and has the highest transit dependent population.

[Future Land Use]



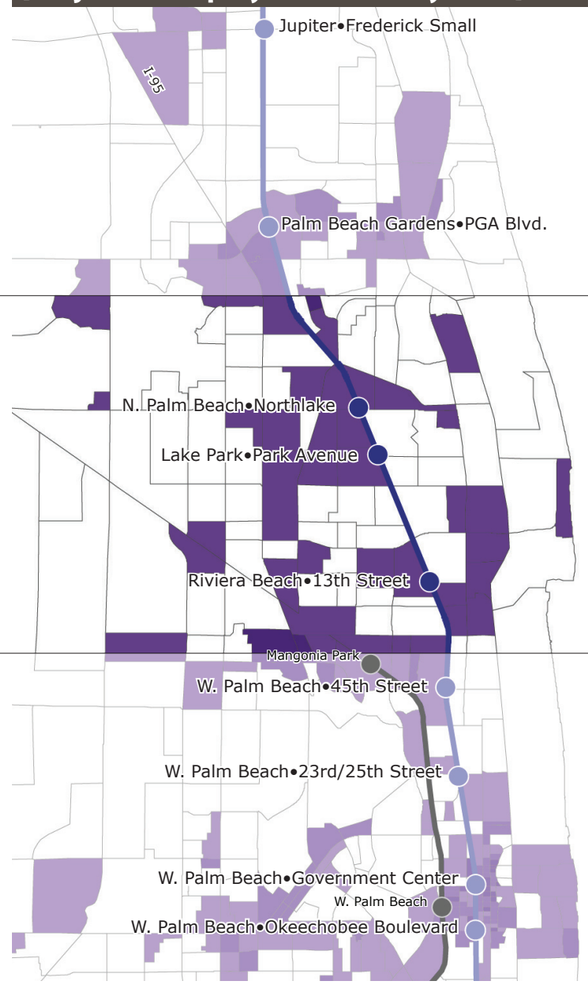
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- All stations are within commercial/industrial areas.

[Projected Employment Density 2035]



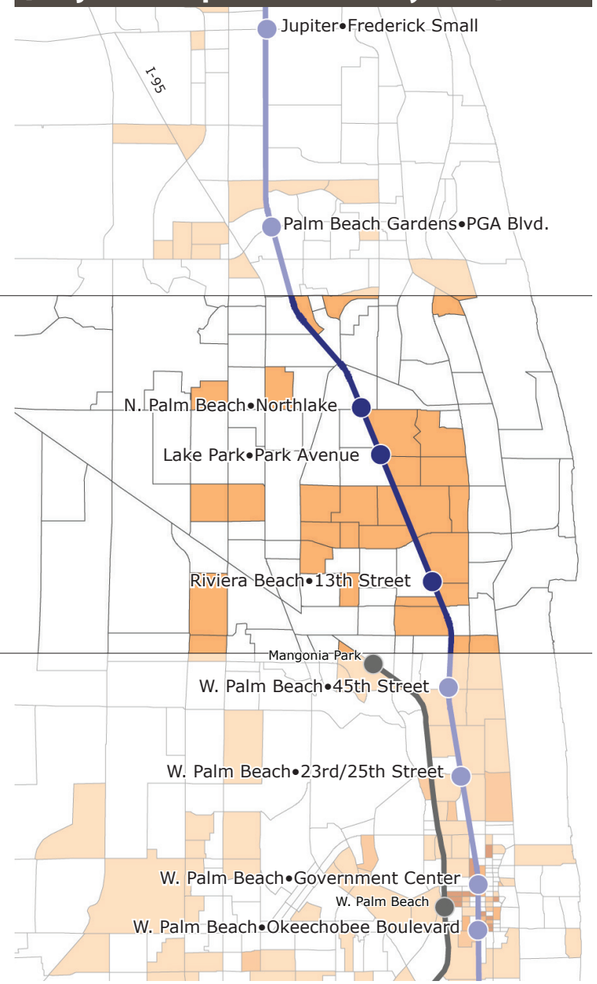
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- All stations are within areas of future employment growth.

[Projected Population Density 2035]



Population Density

- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

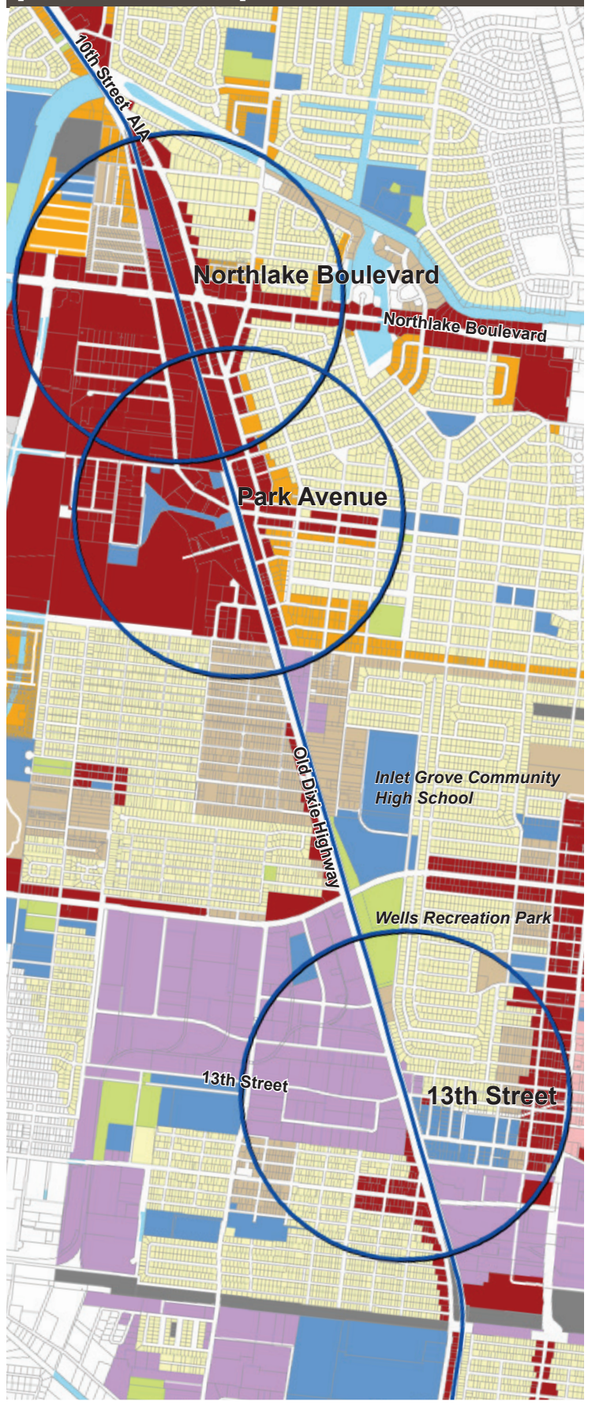
The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

- 13th Street has the highest projected population density of the group.

FINAL DRAFT

[Context]

[Future Land Use]



[Mobility]

Future Land Use Legend*

- Ancillary
- Central Business District
- Commercial
- Industrial
- Institutional
- Mixed-use
- Mobile Home Park
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Conservation
- Parks and Open Space
- Special Areas
- TCU
- Unknown

* Source: FECPB_MPO_Parcels

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Palm Beach County Bus Route

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

0 1,200 2,400

FINAL DRAFT

[North Palm Beach • Lake Park • Riviera Beach]

		Refinement Evaluation Criteria		
		Northlake Boulevard	Park Avenue	13th Street
Station	Typology	LPR	TC	N
	Distance to Adjacent Stations	N: 2.7; S: 0.7	N: 0.7; S: 1.8	N: 1.8; S: 1.5
Purpose and Need	Ridership Projection	803	523	585
	Transit Dependent Households (1/2 mile)	70	138	309
	Population within 1/2 mile (2035)	2,745	3,315	4,458
	Employment within 1/2 mile (2035)	4,264	4,154	3,029
	Area within 10-minute Drive-shed	32,234	26,429	26,043
	Intermodal Connectivity	Palm Tran Rt 1, 20, 33; Easy access to I-95	Palm Tran Rt 20, 21, 33	Palm Tran Rt 20, 21, 33; Close to Port
Supportive Land Use & TOD Potential	Acres within 10-minute walk	239	228	236
	Future Land Use Compatibility	Mixed use	Mixed use	Industrial/ Residential
	Future Land Use/Acres of Potential TOD (potential change)	160	192	161
	Square Feet of Potential TOD (potential change)	2,084,000	1,616,000	1,867,000
	Market Trends Ranking	Indifferent (14)	Solid (17)	Indifferent (13)
	Community Redevelopment Area	No	Yes	Yes
	Recent/Approved Development in Station Area	No	No	No
	Comprehensive Plan / Zoning Support	Yes	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes	Yes
	Station Access Constraints	No	No	No
	Grade Separation for Station Anticipated	No	No	No
	FEC Owned/Local Jurisdiction Property	No	Yes	No
	Impacts FEC existing/planned freight operations	No	No	No
	Available ROW (station/parking)	Redevelopment potential	Redevelopment potential	Vacant land
	Substantial Environmental Impact	No	No	Potential historic site
	Estimated Station Cost	Average	Average	Average
	Local Funding Commitments (if applicable)	Yes	Yes	Yes
	Other considerations	Feasibility limited due to Congress Ave. extension	Downtown "main street" area	Port supportive, potential Tri-Rail northern layover facility

***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary

	Northlake Boulevard	Park Avenue	13th Street
Role	Local Park-Ride	Town Center	Neighborhood
Station Characteristics/ Purpose & Need	• Within ½ mile of Park Avenue Station	• Within ½ mile of Northlake Station • Highest employment density	• Highest transit dependent population • Highest population density
Land Use & TOD	• High TOD potential • Station is along arterial corridor • "Indifferent" market ranking	• Strong TOD potential • "Solid" market ranking • Station is within a pedestrian-oriented CRA	• Station is within a CRA • FEC prioritized station
Cost & Feasibility	• No significant characteristics	• No significant characteristics	• Port supportive; access to the east
Recommendation	**Future Infill** Station area overlaps with Park Avenue Station	**Further Evaluation** **(Project Development)** Strong TOD opportunity, serves existing town center	**Further Evaluation** **(Project Development)** Longer-term TOD opportunity

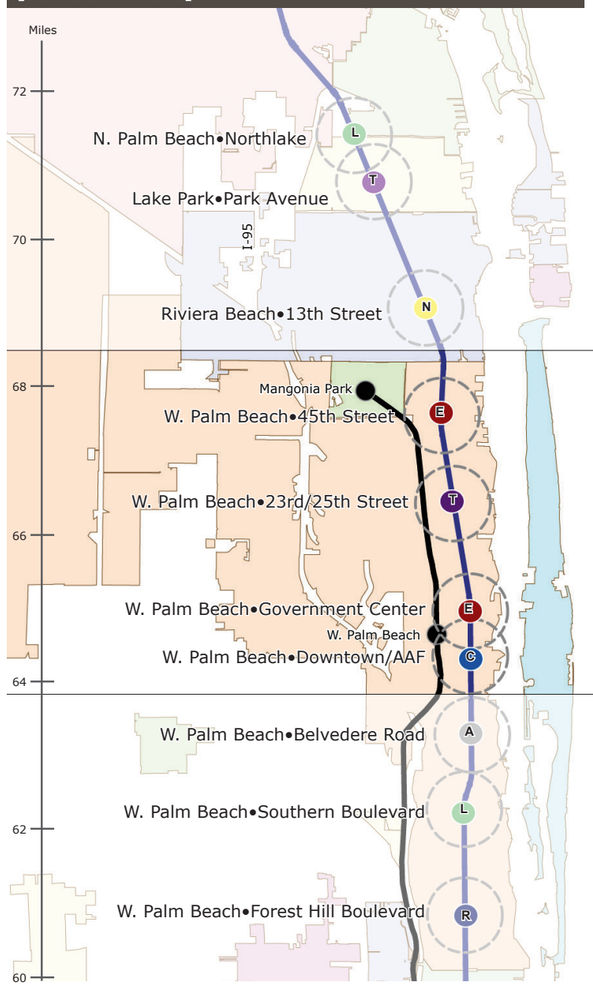
[Recommendation]

FINAL DRAFT

[West Palm Beach (north)]

45TH STREET•25TH STREET•GOVERNMENT CENTER•DOWNTOWN/ALL ABOARD FLORIDA

[Station Role]



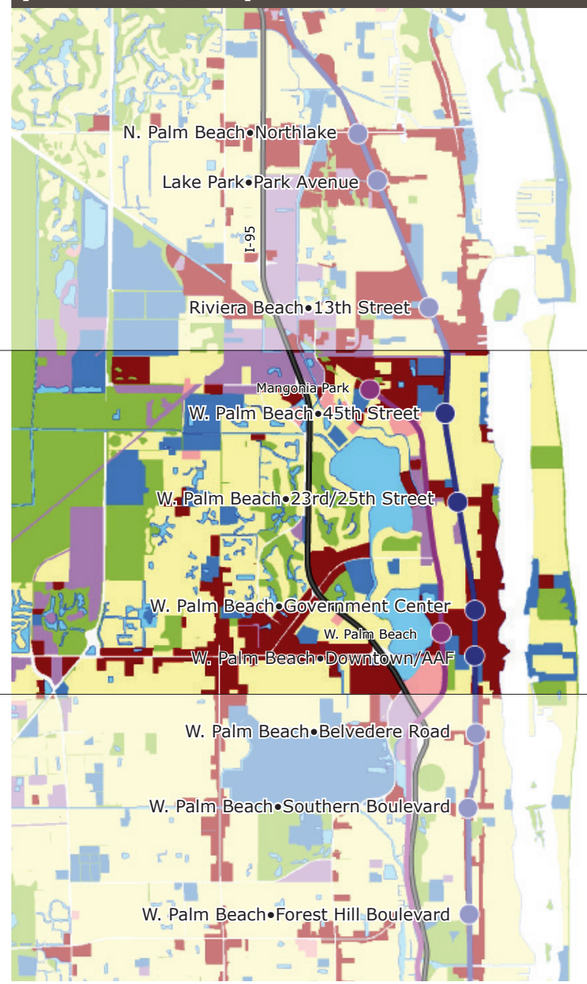
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- There are seven potential stations within West Palm Beach. The station groupings were evaluated in two groups (north and south).
- Government Center Station is within a ½ mile of Okeechobee Boulevard Station.
- The West Palm Beach Tri-Rail Station is within the station areas of Government Center and Okeechobee Boulevard.

[Future Land Use]



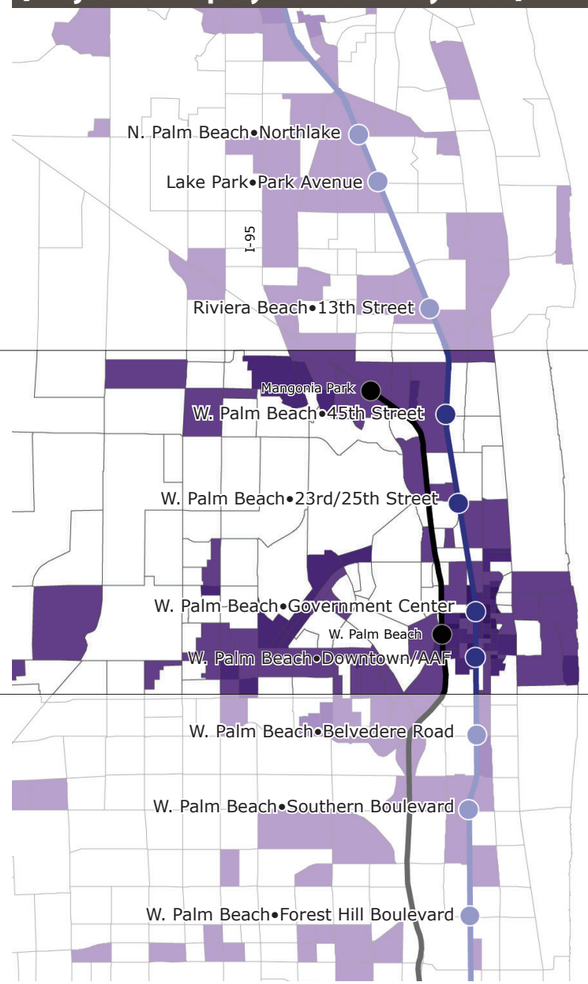
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- 45th Street Station is adjacent to residential uses and St. Mary's Hospital.
- Government Center and Okeechobee Boulevard are within downtown West Palm Beach and City's CRA.

[Projected Employment Density 2035]



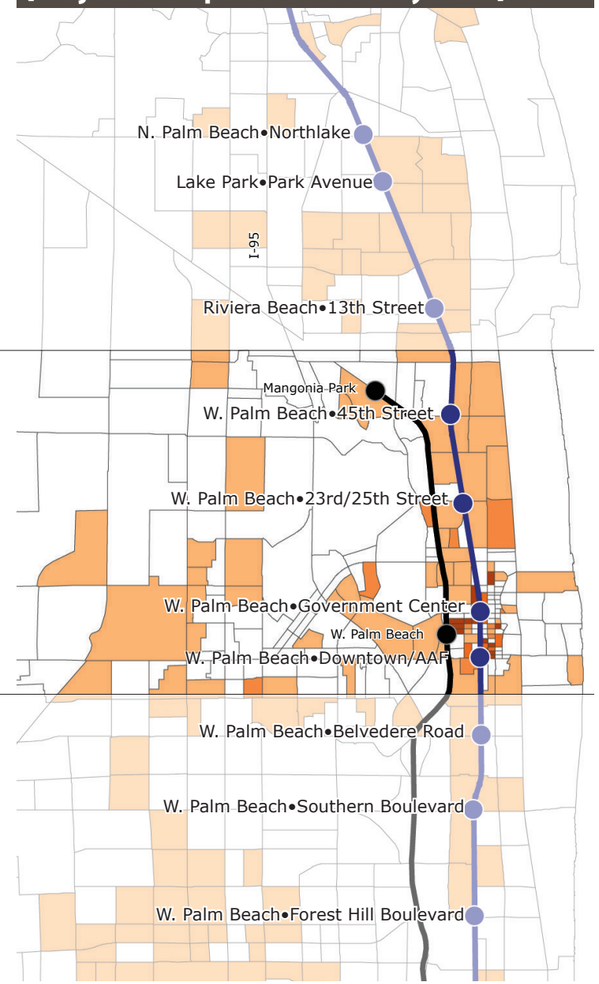
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Government Center and Okeechobee Boulevard have the second highest projected employment densities within the overall corridor.
- Okeechobee Boulevard Station directly serves City Place.

[Projected Population Density 2035]



Population Density

- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

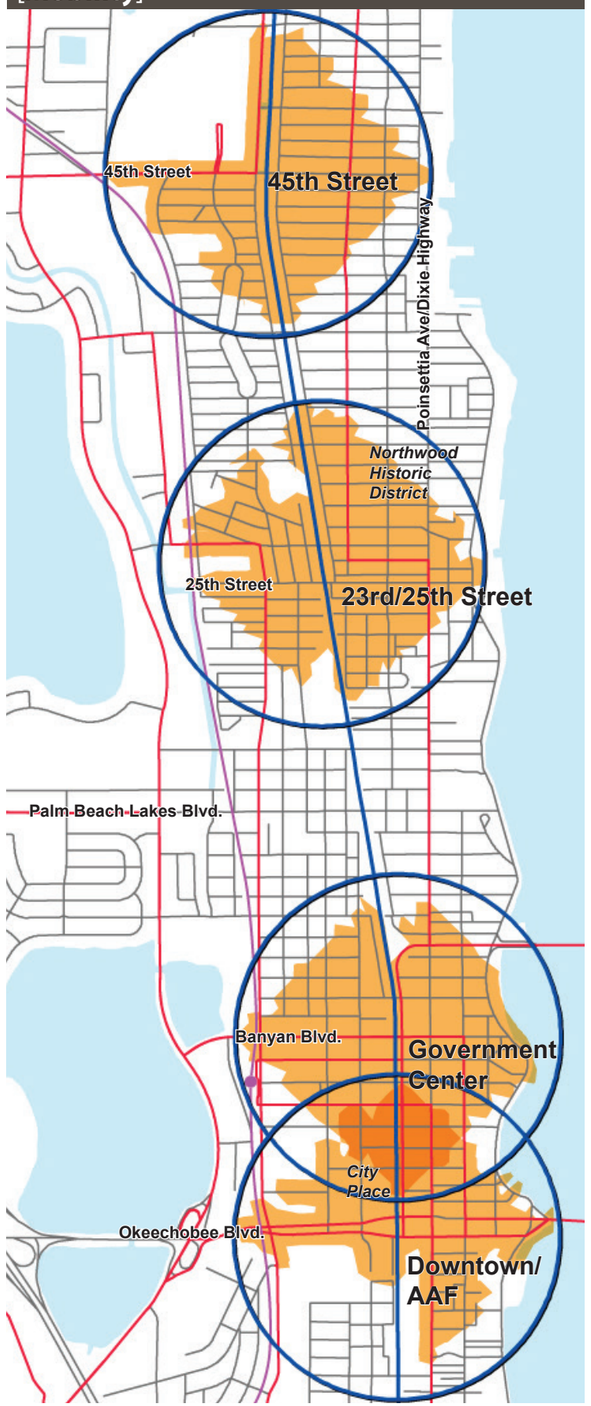
- Government Center and Okeechobee Boulevard have the highest projected population densities within the group.
- 23rd/25th Street Station has the highest transit dependent population.

FINAL DRAFT

[Context]

[Future Land Use]

[Mobility]



Future Land Use Legend*

- Ancillary
- Central Business District
- Commercial
- Industrial
- Institutional
- Mixed-use
- Mobile Home Park
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Conservation
- Parks and Open Space
- Special Areas
- TCU
- Unknown

* Source: FECPB_MPO_Parcels

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Palm Beach County Bus Route

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

0 1,200 2,400

FINAL DRAFT

[West Palm Beach (north)]

		Refinement Evaluation Criteria			
		45th Street	25th Street	WPB-Government Center	Downtown/All Aboard Florida
Station	Typology	N/EC	TC	CC	TC
	Distance to Adjacent Stations	N: 1.5; S: 1.2	N: 1.2; S: 1.5	N: 1.5; S:0.6	N: 0.6; S: 1.1
Purpose and Need	Ridership Projection	957	273	1,306	2,029
	Transit Dependent Households (1/2 mile)	284	698	450	341
	Population within 1/2 mile (2035)	5,780	6,787	15,659	11,590
	Employment within 1/2 mile (2035)	3,504	1,896	26,574	17,309
	Area within 10-minute Drive-shed	28,784	25,740	30,464	37,951
	Intermodal Connectivity	Palm Tran Rt 1, 21, 33; Easy access to I-95	Palm Tran Rt 1, 31	Palm Tran Rt. 1, 2, 31, 40, 42, 43, 44, 46, 53, 54, 55; Few blocks to Tri-Rail station; Local Trolley	Palm Tran Rt. 1, 2, 31, 40, 41, 43, 44, 46, 53; Easy to I-95; Few blocks to Tri-Rail station; Local Trolley
Supportive Land Use & TOD Potential	Acres within 10-minute walk	258	296	297	226
	Future Land Use Compatibility	Neighborhood/ Hospital	Industrial/ Commercial	Downtown	Downtown
	Future Land Use/Acres of Potential TOD (potential change)	26	121	108	95
	Square Feet of Potential TOD (potential change)	227,000	1,472,000	6,279,000	5,608,000
	Market Trends Ranking	Sub-optimal (9)	Sub-optimal (10)	Strong (21)	Strong (21)
	Community Redevelopment Area	No	Yes	Yes	Yes
	Recent/Approved Development in Station Area	No	No	Yes	Yes
	Comprehensive Plan / Zoning Support	No	Yes	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes	Yes	Yes
	Station Access Constraints	No	No	No	No
	Grade Separation for Station Anticipated	No	No	No	No
	FEC Owned/Local Jurisdiction Property	No	No	Yes	No (potential to use City Place parking deck)
	Impacts FEC existing/planned freight operations	No	No	No	No
	Available ROW (station/parking)	Redevelopment potential	Redevelopment potential	Yes	Yes
	Substantial Environmental Impact	No	Yes - historic sites	No	No
	Estimated Station Cost	Average	Average	Average	Average
	Local Funding Commitments (if applicable)	Yes	Yes	Yes	Yes
	Other considerations	Adjacent St. Mary's hospital	Northwood Crossover area	Downtown area; North of Banyan Blvd. is only feasible platform location due to block sizes.	City Place is only feasible platform location due to block sizes

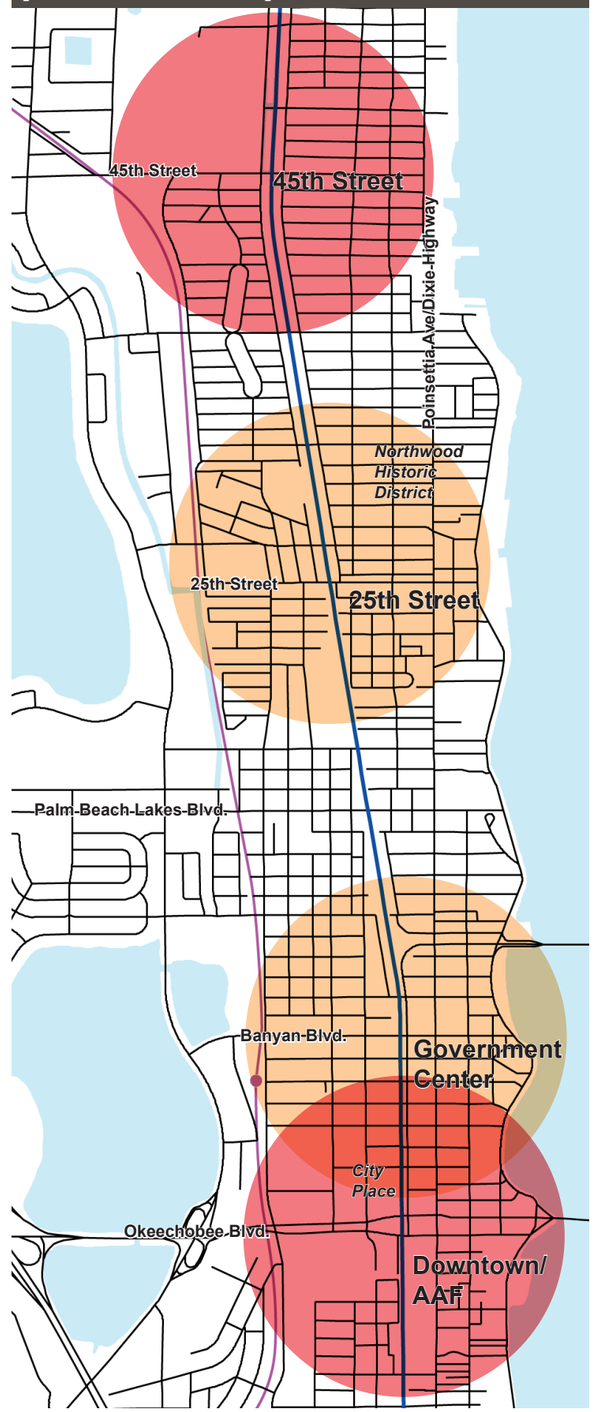
***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary

	45th Street	25th Street	Government Center	Downtown/All Aboard Florida
Role	Employment Center	Town Center	Employment Center	City Center
Station Characteristics/ Purpose & Need	• High projected ridership and population density	• Significant transit dependent population • High projected population density	• Highest projected employment density	• Highest projected ridership and population densities
Land Use & TOD	• Strong pedestrian accessibility • Adjacent to St. Mary's Hospital (existing employer/future TOD)	• Strong pedestrian accessibility • Station is within a CRA	• Significant acreage for potential TOD, second only to Miami's Government Center • "Strong" market ranking • Tri-Rail station is within 1/2 mile station area • Strong pedestrian accessibility • Station is within a Downtown CRA	• Significant acreage for potential TOD • "Strong" market ranking • Station is within a CRA • Directly serves City Place and County Convention Center • FEC prioritized station • Downtown DDA
Cost & Feasibility	• No significant characteristics	• No significant characteristics	• No significant characteristics	• No significant characteristics
Recommendation	**Recommended (Project Development)** Future station to support access to St. Mary's Hospital	**Future Infill** Neighborhood serving	**Future Infill** Future station to support Downtown access	**Recommended (Project Development)** Downtown serving

[Recommendation]

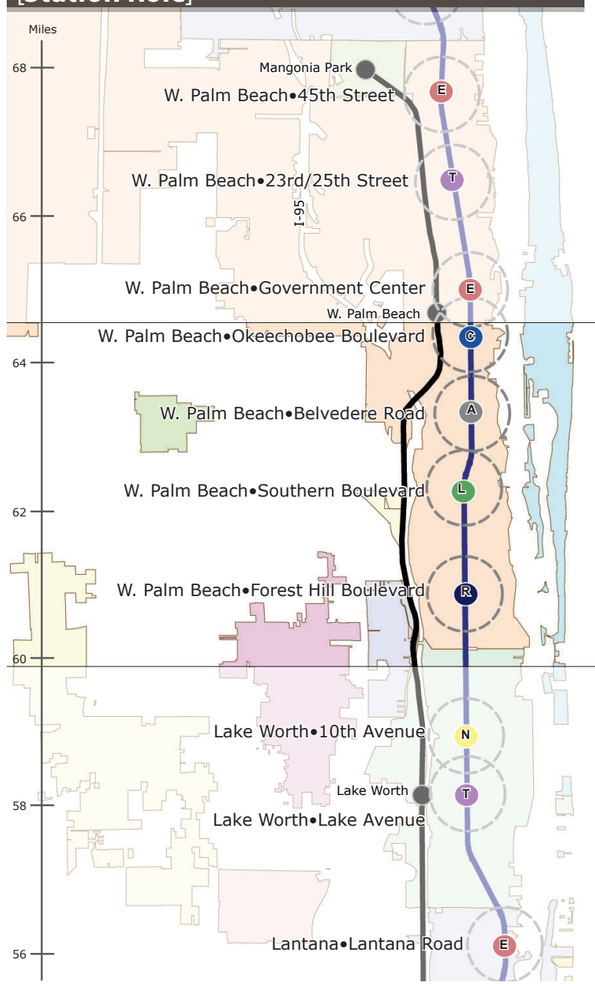


FINAL DRAFT

[West Palm Beach (south)]

BELVEDERE ROAD•SOUTHERN BOULEVARD•FOREST HILL BOULEVARD

[Station Role]



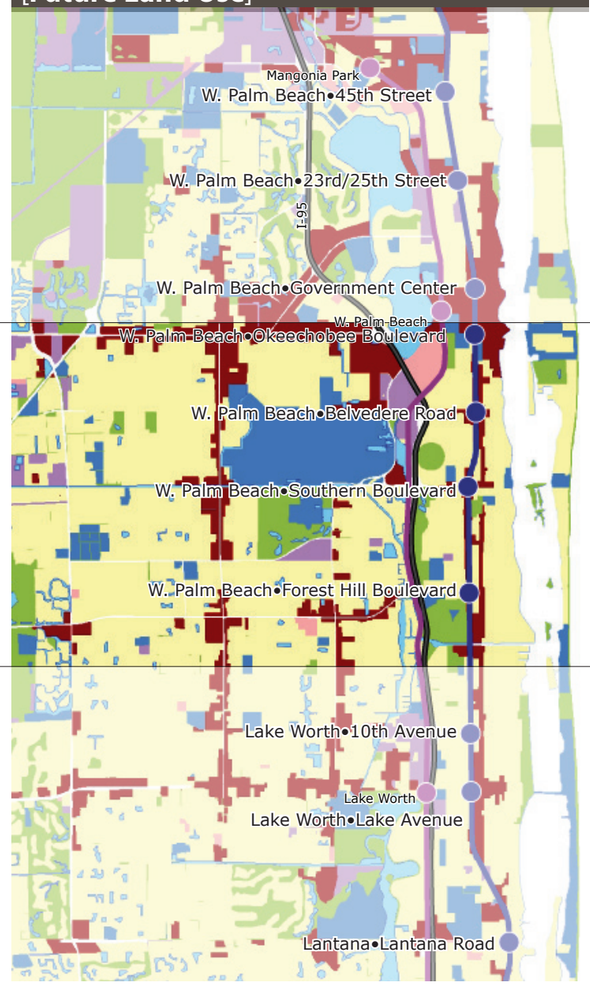
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- Belvedere Road Station is designated an Airport station, serving the Palm Beach International Airport.
- Southern Boulevard and Forest Hill Boulevard stations are designated Park-Ride Stations.

[Future Land Use]



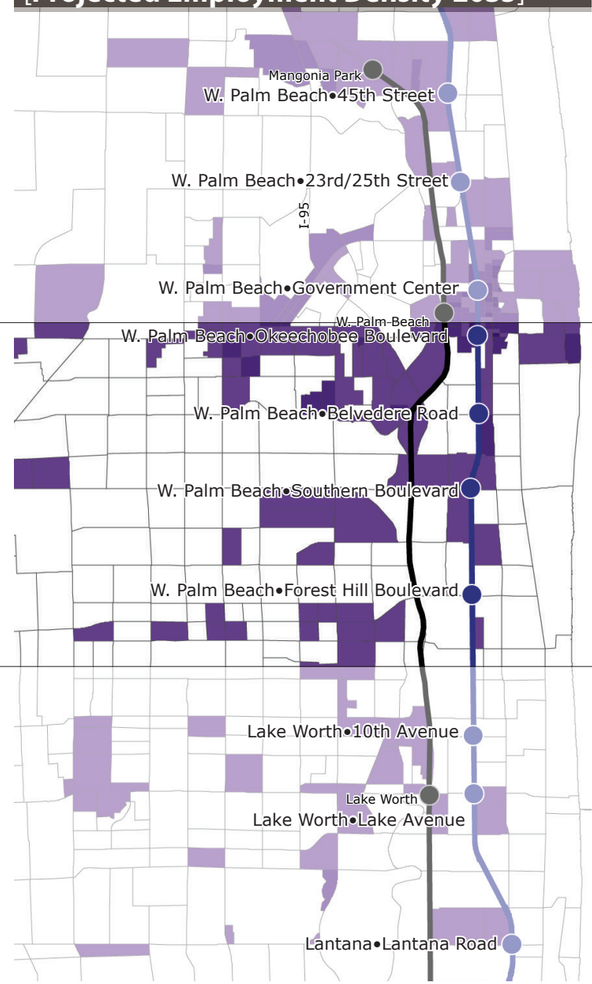
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- The corridor runs through large residential areas parallel to the commercial corridor of N. Dixie Highway.

[Projected Employment Density 2035]



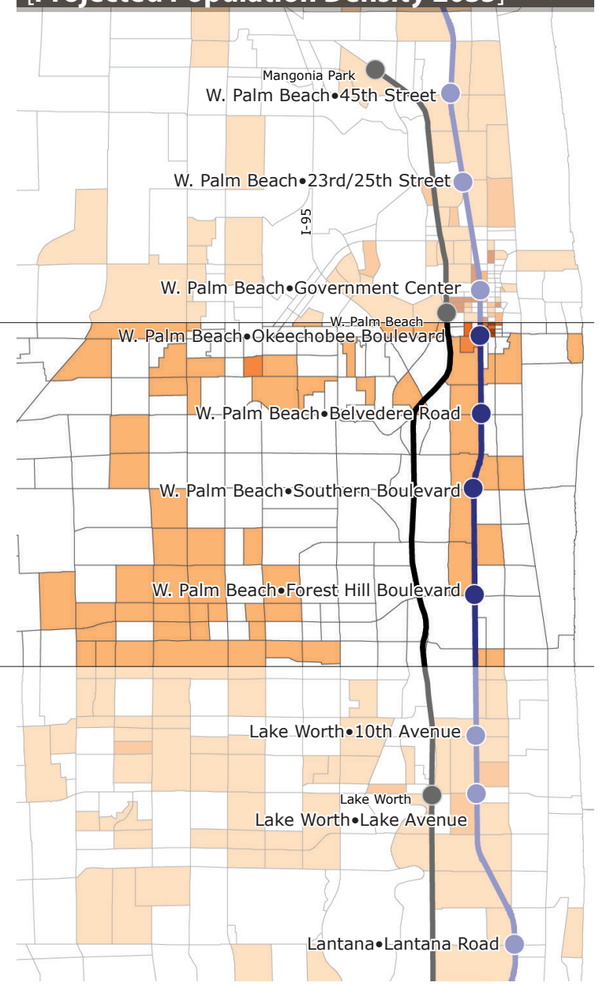
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- All stations have similar projected employment densities.

[Projected Population Density 2035]



Population Density

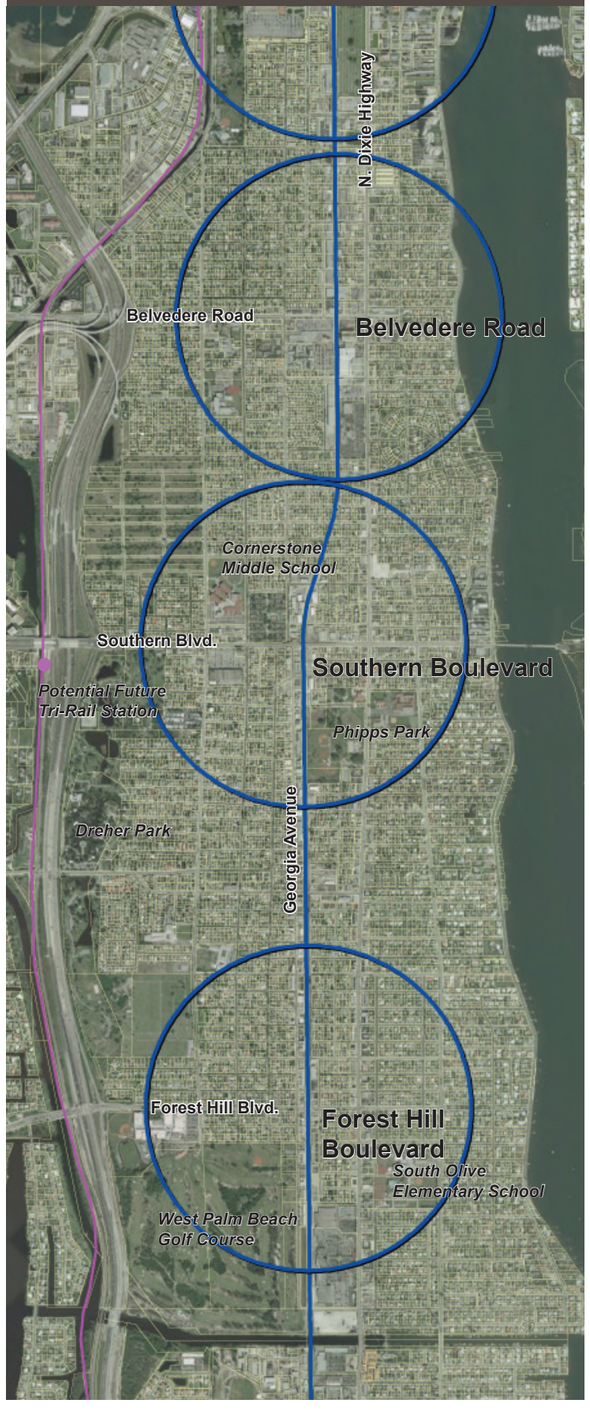
- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

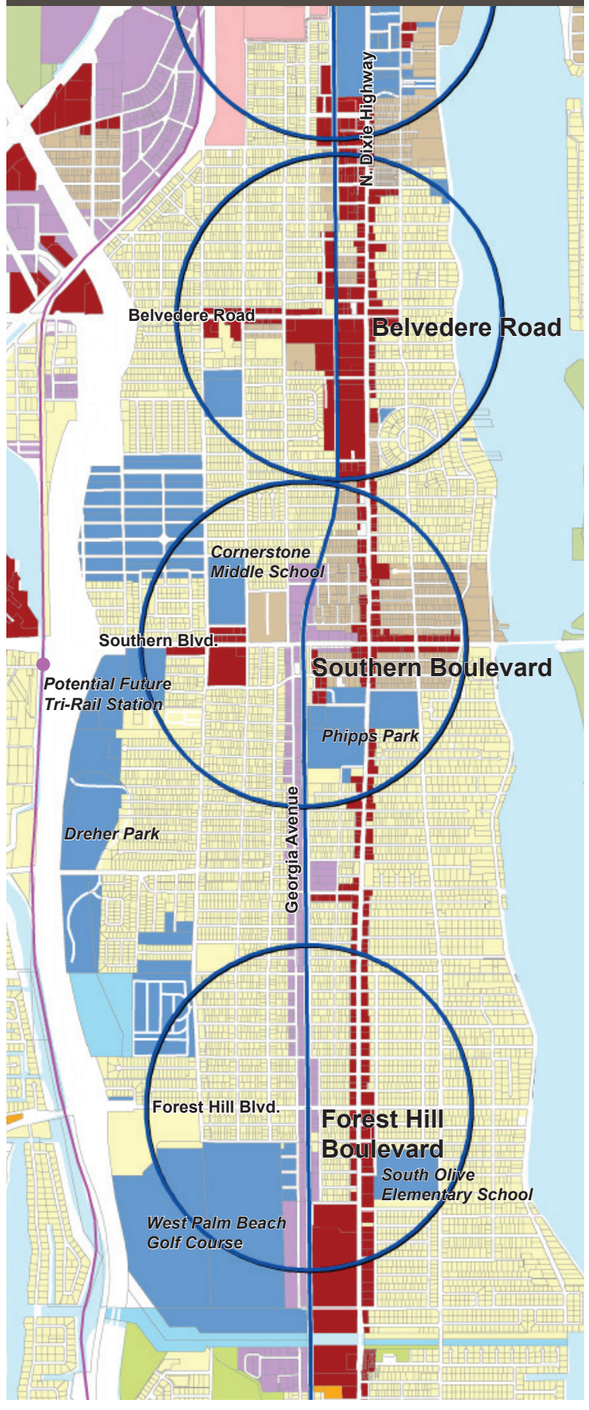
- All stations have similar projected population densities.

FINAL DRAFT

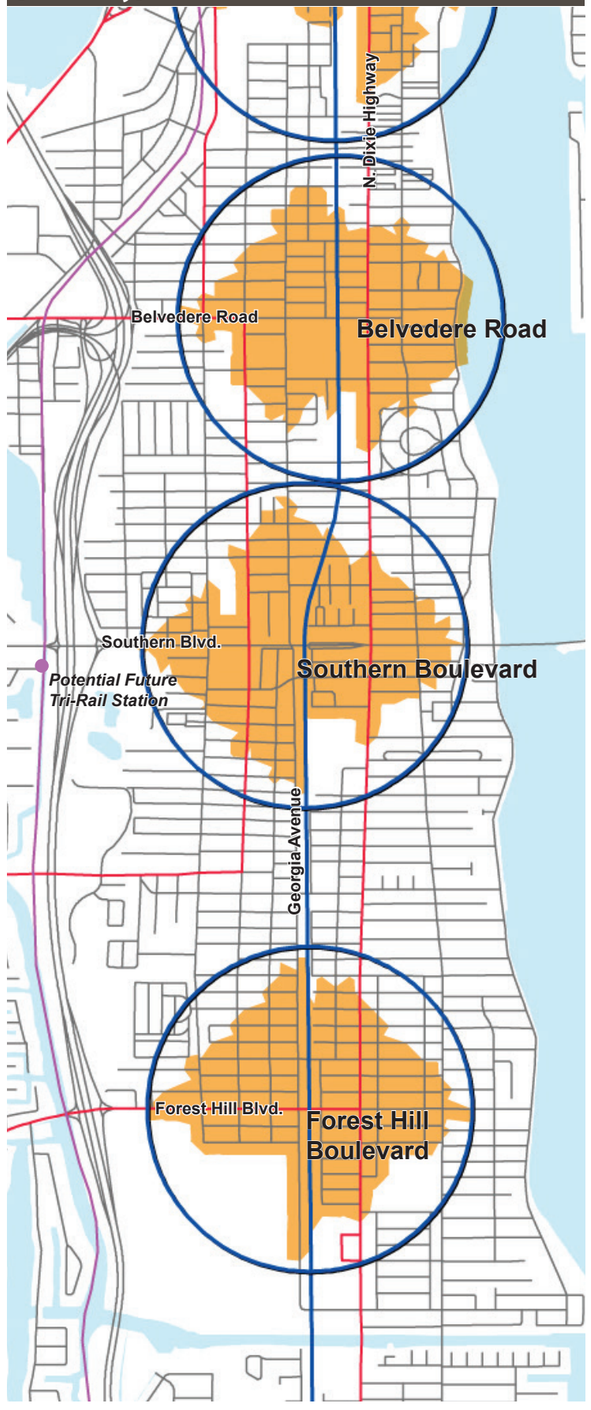
[Context]



[Future Land Use]



[Mobility]



Future Land Use Legend*

- Ancillary
- Central Business District
- Commercial
- Industrial
- Institutional
- Mixed-use
- Mobile Home Park
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Conservation
- Parks and Open Space
- Special Areas
- TCU
- Unknown

* Source: FECPB_MPO_Parcels

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Palm Beach County Bus Route

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

0 1,200 2,400

FINAL DRAFT

[West Palm Beach (south)]

		Refinement Evaluation Criteria		
		Belvedere Road	Southern Boulevard	Forest Hill Boulevard
Station	Typology	AIR	EC/LPR	RPR
	Distance to Adjacent Stations	N: 1,1; S. 1.0	N: 1.0; S: 1.4	N: 1.4; S. 1.9
Purpose and Need	Ridership Projection	423	742	954
	Transit Dependent Households (1/2 mile)	377	367	116
	Population within 1/2 mile (2035)	4,347	5,022	3,283
	Employment within 1/2 mile (2035)	3,603	2,625	1,597
	Area within 10-minute Drive-shed	39,049	40,579	38,695
	Intermodal Connectivity	Palm Tran Rt. 1, 46; Easy access to I-95 and PBIA	Palm Tran Rt. 1, 46; Easy access to I-95 and PBIA	Palm Tran Rt. 1, 60; Easy access to I-95
Supportive Land Use & TOD Potential	Acres within 10-minute walk	264	279	269
	Future Land Use Compatibility	Commercial	Industrial/ Commercial	Commercial/ Residential
	Future Land Use/Acres of Potential TOD (potential change)	65	60	55
	Square Feet of Potential TOD (potential change)	1,378,000	1,202,000	933,000
	Market Trends Ranking	Indifferent (12)	Sub-optimal (9)	Sub-optimal (8)
	Community Redevelopment Area	No	No	No
	Recent/Approved Development in Station Area	No	No	Yes - proposed Walmart east of FEC south of Gregory Rd.
	Comprehensive Plan / Zoning Support	Yes	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Grade Separated	Yes
	Station Access Constraints	No	No	No
	Grade Separation for Station Anticipated	No	No	No
	FEC Owned/Local Jurisdiction Property	No	No	No
	Impacts FEC existing/planned freight operations	No	No	No
	Available ROW (station/parking)	Strong Redevelopment potential	Limited redevelopment potential	Minimal redevelopment potential
	Substantial Environmental Impact	Yes	No	Yes - publicly owned recreation (golf course)
	Estimated Station Cost	Average	Average	Average
	Local Funding Commitments (if applicable)	Yes	Yes	Yes
	Other considerations	Underutilized Palm Beach Post parking lot adjacent to FEC	Future Tri-Rail station considered at Southern Boulevard	Feasibility limited due to constrained ROW to south

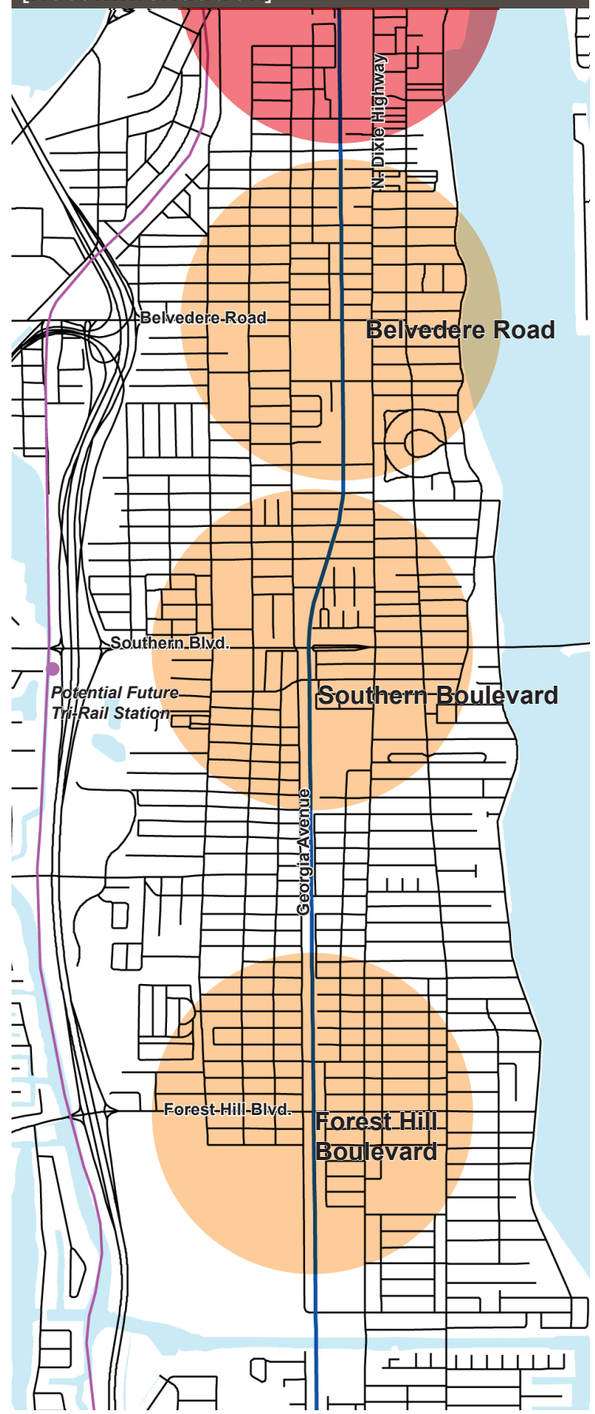
***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary

	Belvedere Road	Southern Boulevard	Forest Hill Boulevard
Role	Town Center	Local Park-Ride	Regional Park-Ride
Station Characteristics/ Purpose & Need	• Highest employment density • Highest population density	• Strong ridership and transit dependent population • Potential for future Tri-Rail station	• Highest projected ridership
Land Use & TOD	• Strong pedestrian accessibility • Palm Beach Post has existing at grade pedestrian crossing (between parking lot and building) • Potential shared-use of existing parking lot • Large-scale parcels with the potential for redevelopment • FEC prioritized station	• Grade separated Southern Boulevard limits pedestrian accessibility • Small-scale parcels for redevelopment • "Sub-optimal" market ranking	• Strong pedestrian accessibility • Approved Walmart within station area (neighborhood center)
Cost & Feasibility	• No significant characteristics	• Grade separated (limits access)	• No significant characteristics
Recommendation	**Future Infill** Future station to support longer-term TOD opportunity	**Future Infill** Coordination with Tri-Rail	**Future Infill** Provides needed station spacing between primary stations (Okeechobee Boulevard Station and Lucerne Avenue Station)

[Recommendation]



Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

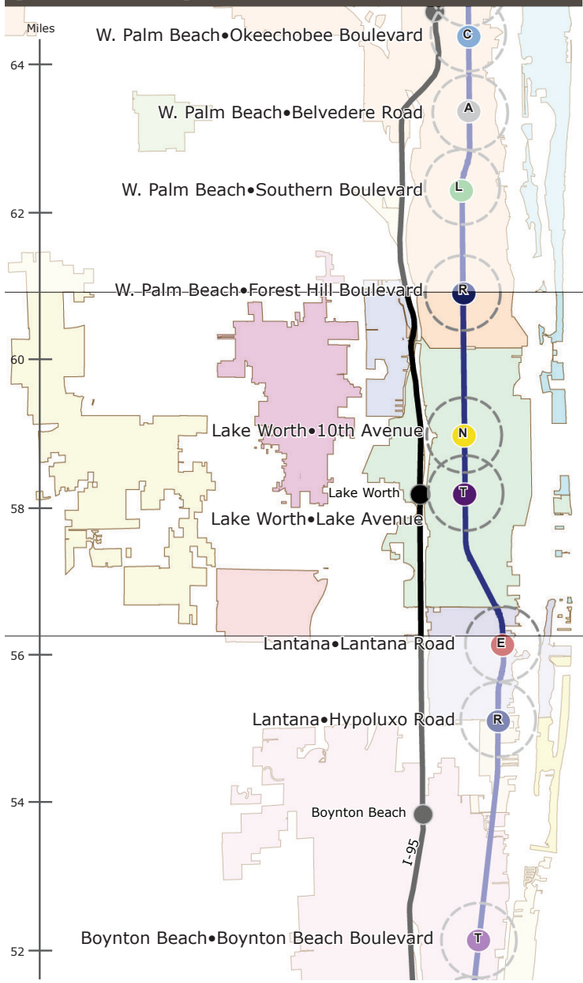
0 1,200 2,400

FINAL DRAFT

[Lake Worth]

10TH AVENUE•LAKE AVENUE

[Station Role]



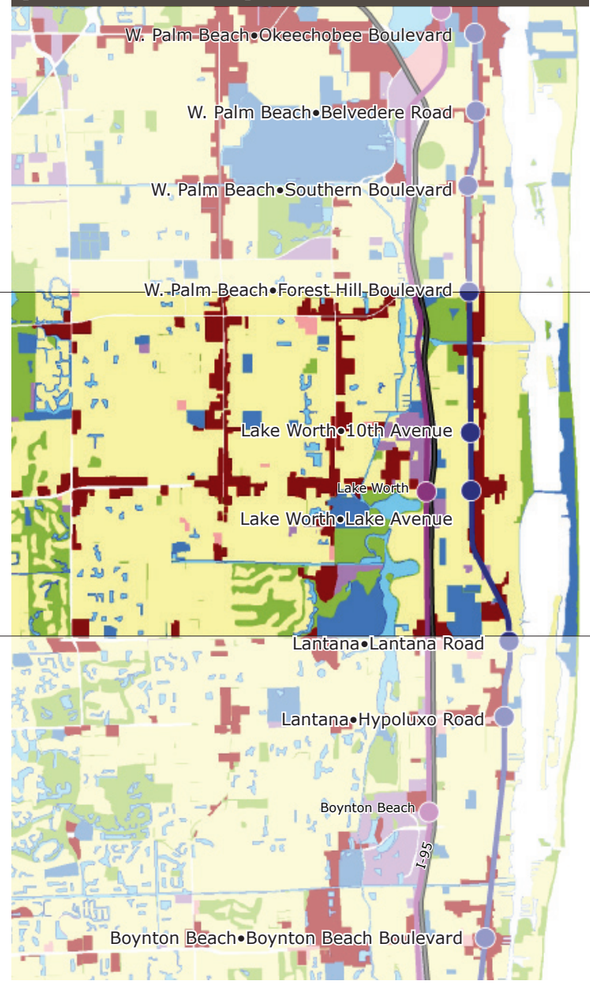
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- 10th Avenue North Station is within a ½ mile of Lake/ Lucerne Avenue Station.
- Lake Worth Tri-Rail Station is adjacent to the proposed Lake/Lucerne Avenue Station.
- Both stations have excellent pedestrian access due to their street connectivity within City's CRA.

[Future Land Use]



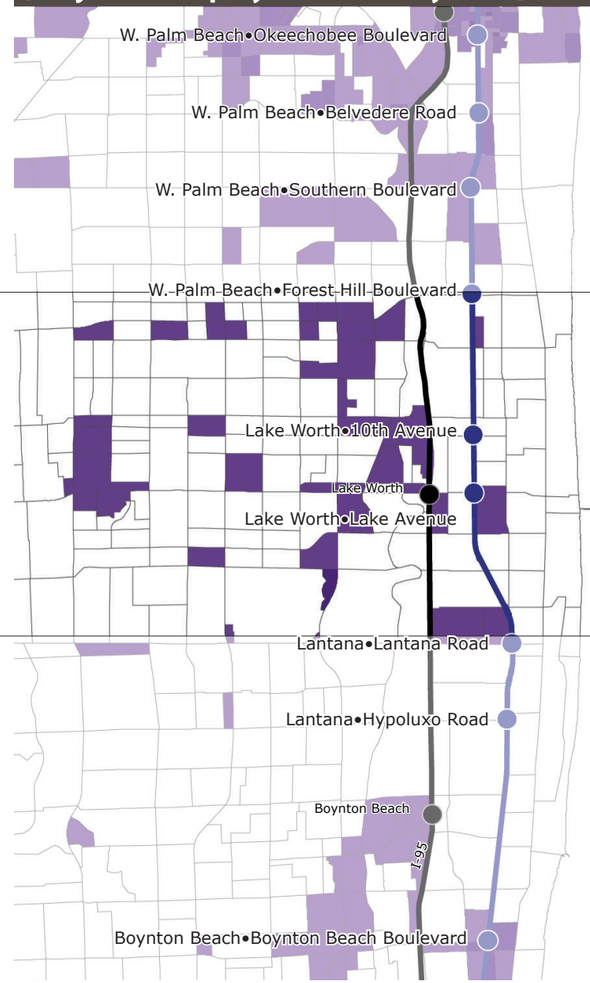
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- Both stations are adjacent to residential mixed-use neighborhoods with north-south commercial corridors.

[Projected Employment Density 2035]



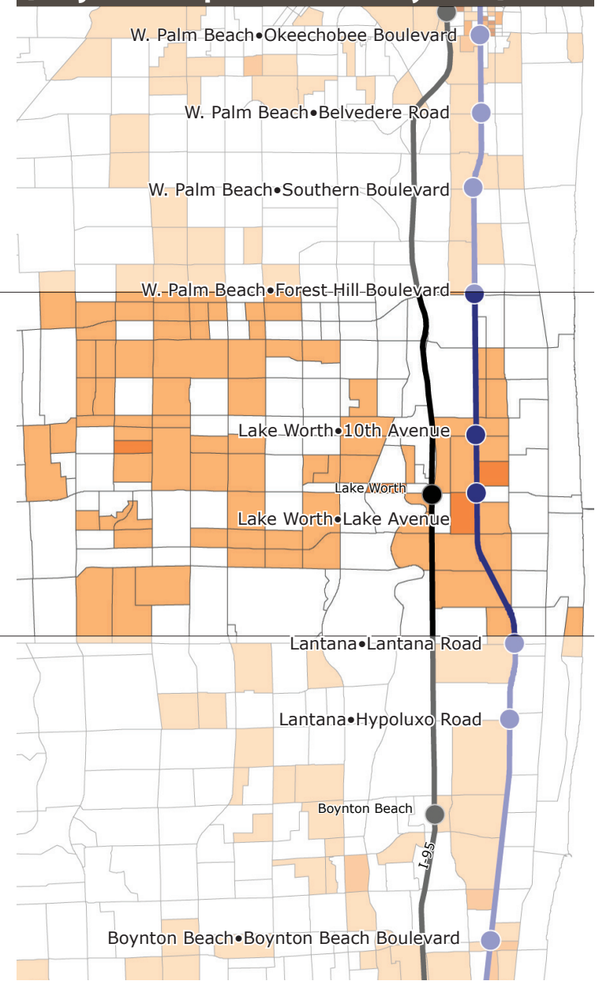
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Lake/Lucerne Station has double the employment density of 10th North Avenue Station.

[Projected Population Density 2035]



Population Density

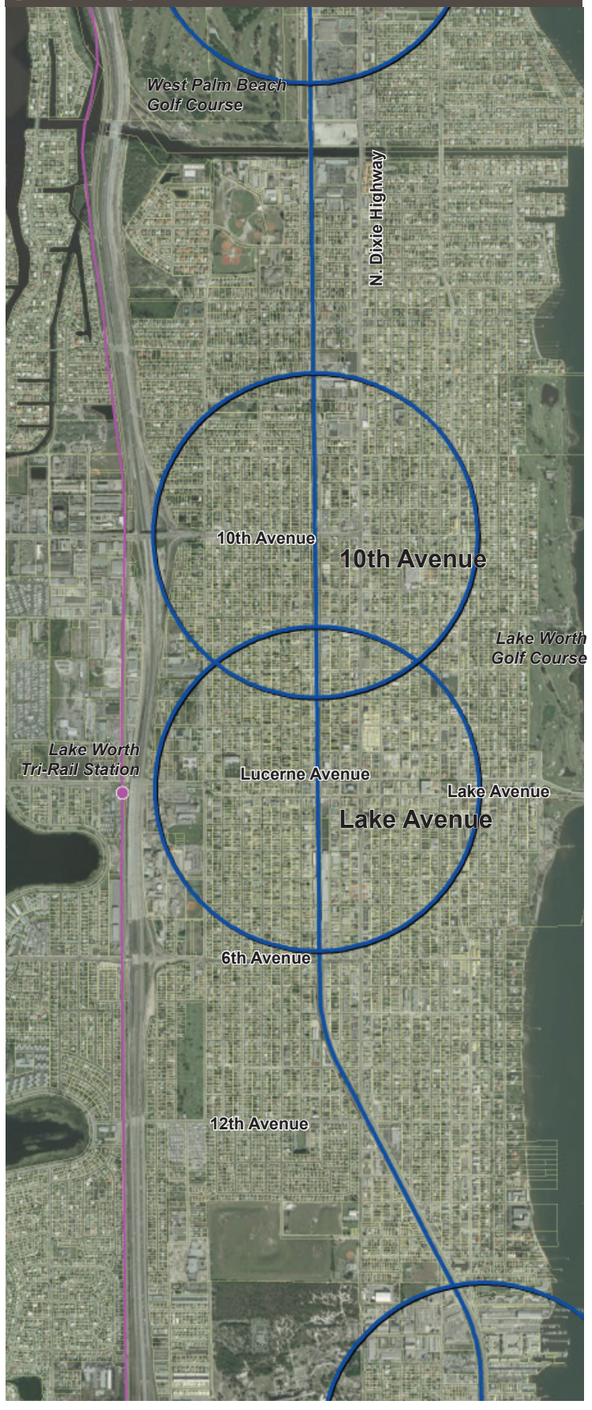
- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

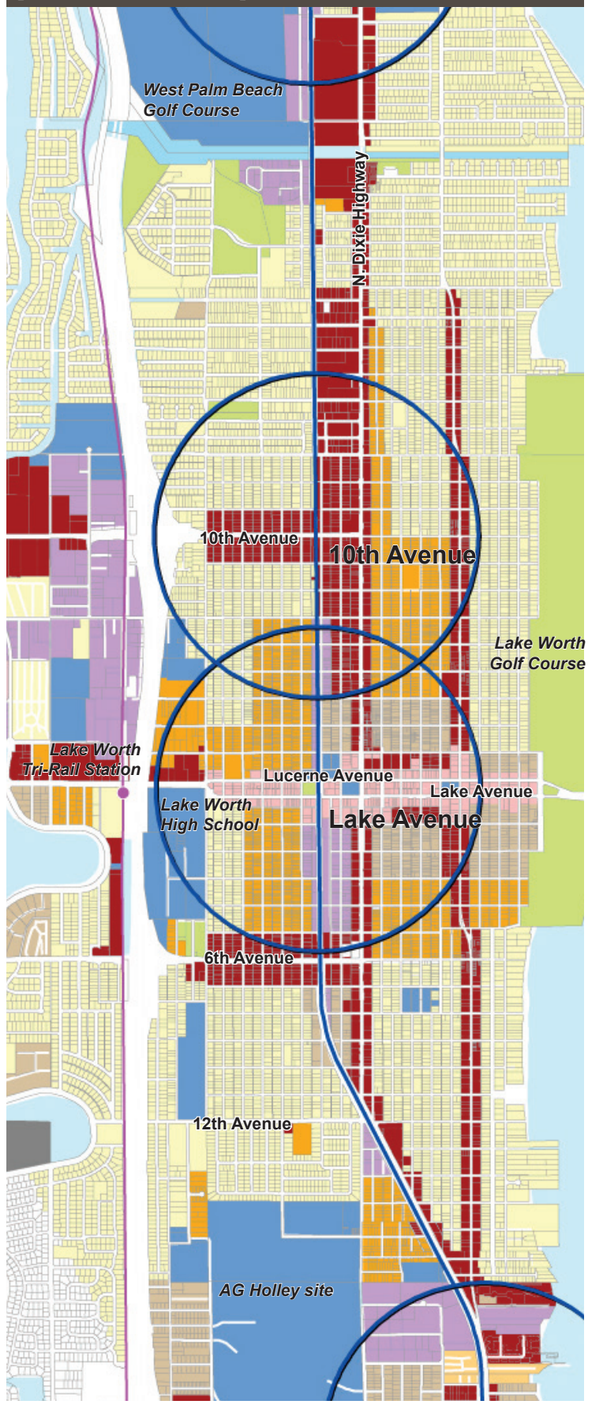
- Both stations have similar population densities, with higher residential infill and redevelopment likely near the Lake/Lucerne Station.

FINAL DRAFT

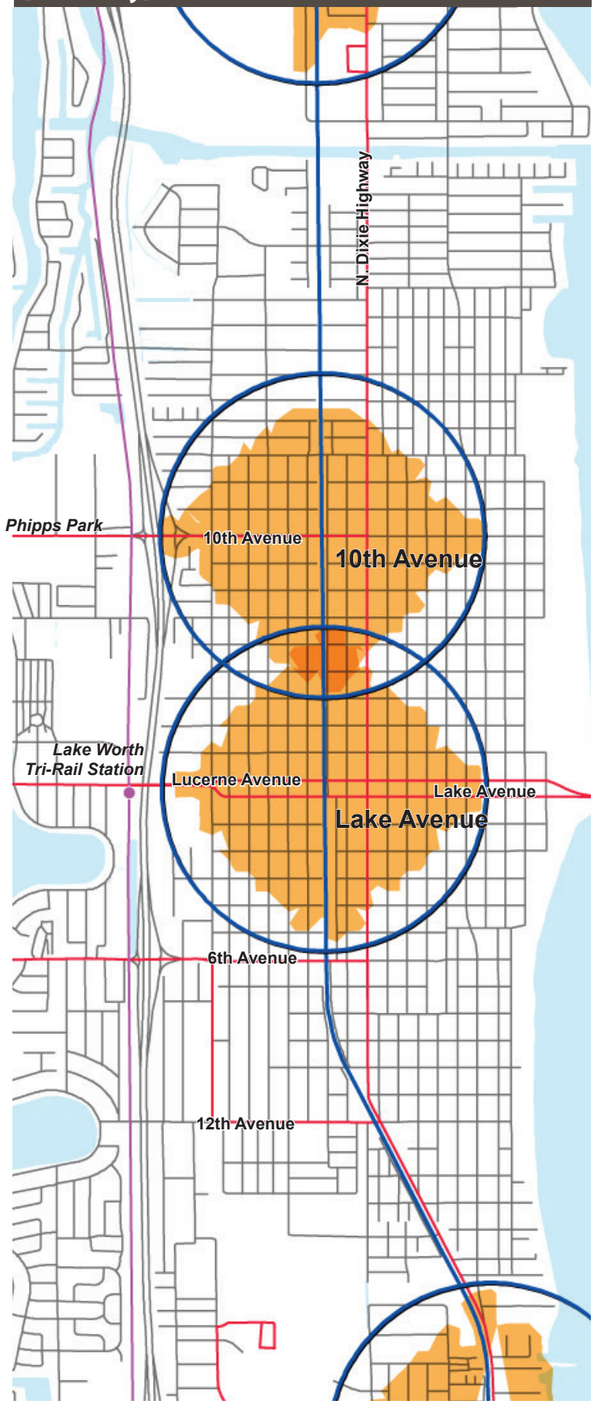
[Context]



[Future Land Use]



[Mobility]



Future Land Use Legend*

- Ancillary
- Central Business District
- Commercial
- Industrial
- Institutional
- Mixed-use
- Mobile Home Park
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Conservation
- Parks and Open Space
- Special Areas
- TCU
- Unknown

* Source: FECPB_MPO_Parcels

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Palm Beach County Bus Route

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

0 1,200 2,400

FINAL DRAFT

[Lake Worth]

		Refinement Evaluation Criteria	
		10th Avenue	Lake Avenue
Station	Typology	N	TC
	Distance to Adjacent Stations	N: 1.9; S: 0.8	N: 0.8; S: 2.0
Purpose and Need	Ridership Projection	834	955
	Transit Dependent Households (1/2 mile)	465	513
	Population within 1/2 mile (2035)	8,655	10,527
	Employment within 1/2 mile (2035)	1,327	3,234
	Area within 10-minute Drive-shed	40,774	39,204
	Intermodal Connectivity	Palm Tran Rt. 1, 60, 61; Easy access to I-95	Palm Tran Rt. 1, 60, 61, 62; Close to Lake Worth Station Tri-Rail
Supportive Land Use & TOD Potential	Acres within 10-minute walk	314	320
	Future Land Use Compatibility	Residential	Downtown
	Future Land Use/Acres of Potential TOD (potential change)	72	75
	Square Feet of Potential TOD (potential change)	734,000	1,495,000
	Market Trends Ranking	Sub-optimal (8)	Solid (16)
	Community Redevelopment Area	Yes	Yes
	Recent/Approved Development in Station Area	No	No
	Comprehensive Plan / Zoning Support	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes
	Station Access Constraints	No	No
	Grade Separation for Station Anticipated	Yes	No
	FEC Owned/Local Jurisdiction Property	No	No
	Impacts FEC existing/planned freight operations	No	No
	Available ROW (station/parking)	Yes	Redevelopment potential
	Substantial Environmental Impact	No	Yes - publicly owned park; historic sites
	Estimated Station Cost	Average	Average
	Local Funding Commitments (if applicable)	Yes	Yes
	Other considerations	None	None

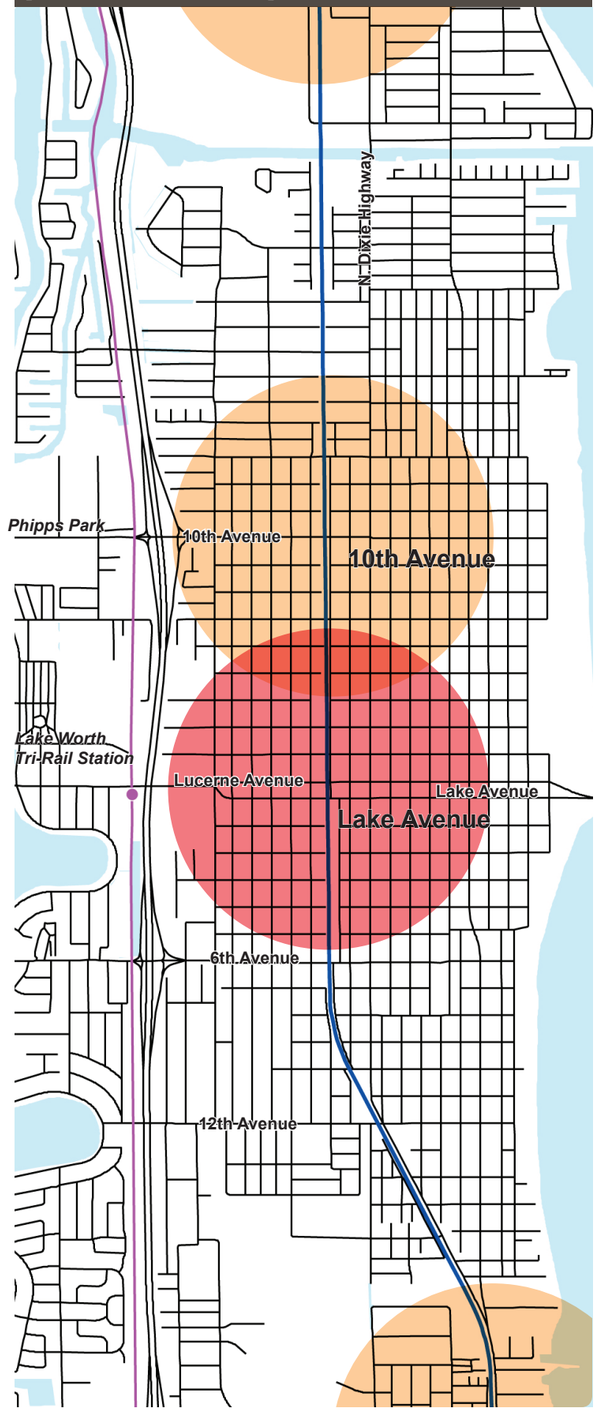
***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary

	10th Avenue	Lake Avenue
Role	Neighborhood	Town Center
Station Characteristics/ Purpose & Need	• Within ½ mile of Lake/ Lucerne Avenue Station	• Highest transit dependent population and projected population • Highest projected ridership • Within ½ mile of 10th Avenue Station • Adjacent to Tri-Rail
Land Use & TOD	• Strong pedestrian access with to a well-connected street grid. • "Sub-optimal" market ranking	• Strong pedestrian access do to well-connected street grid • "Solid" market ranking • Highly supported by community and jurisdiction
Cost & Feasibility	• No significant characteristics	• No significant characteristics
Recommendation	**Future Infill** Station within ½ mile of Lake/ Lucerne Station	**Recommended (Project Development)** Ridership to be tested; complementary with Tri-Rail

[Recommendation]

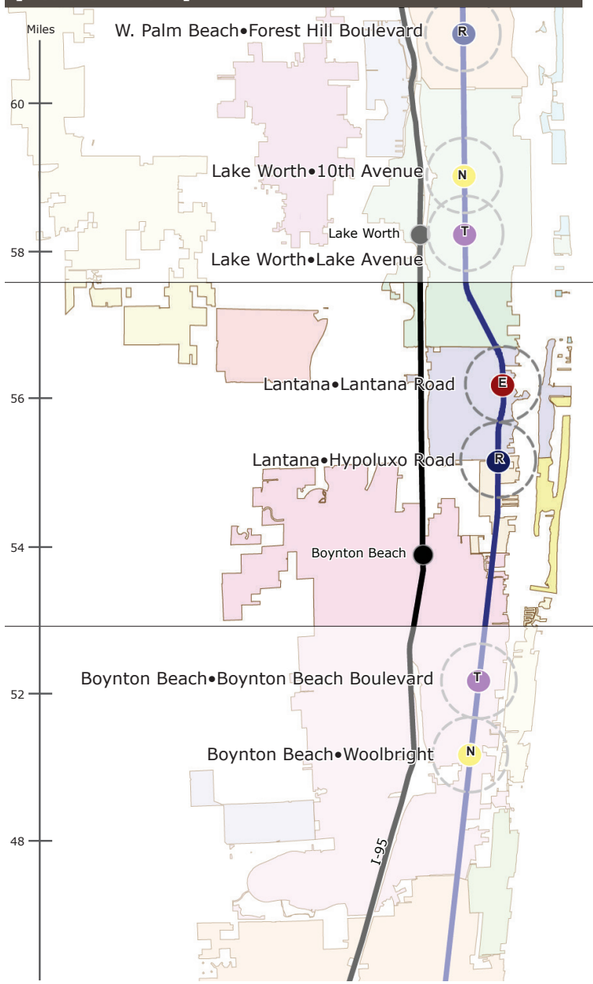


FINAL DRAFT

[Lantana]

LANTANA ROAD • HYPOLUXO ROAD

[Station Role]



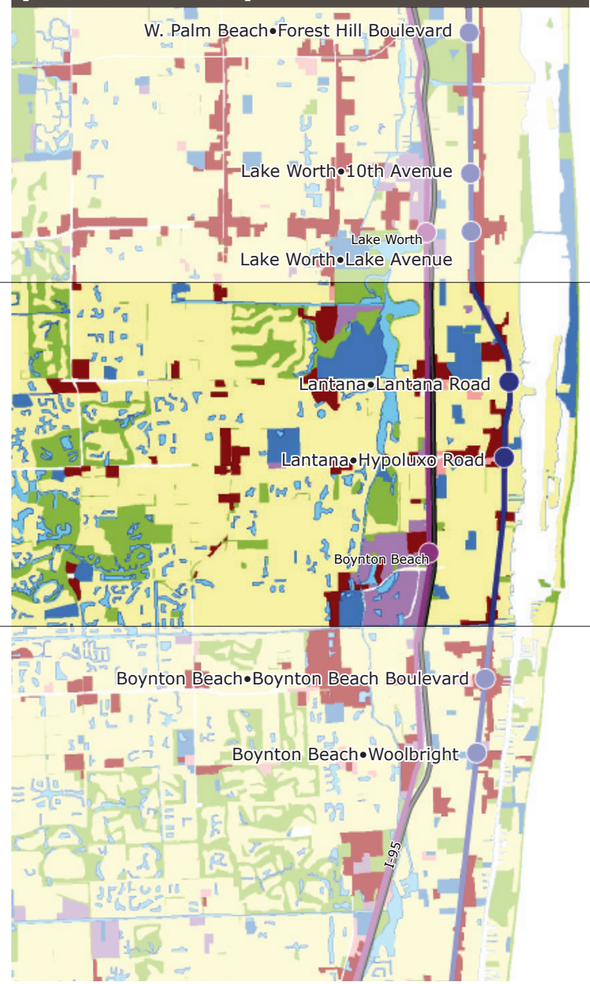
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- The eastern reach of both stations is limited by the Intracoastal Waterway.
- Lantana Road has access to the east with E. Ocean Avenue.

[Future Land Use]



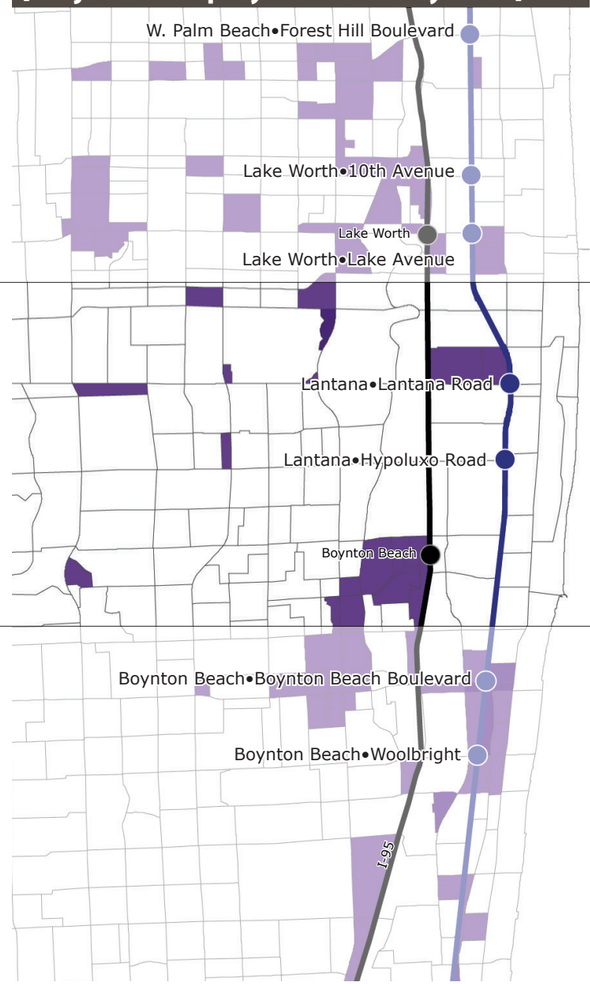
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- Lantana Road is adjacent to the AG Holley State Hospital site, which has potential to redevelop.

[Projected Employment Density 2035]



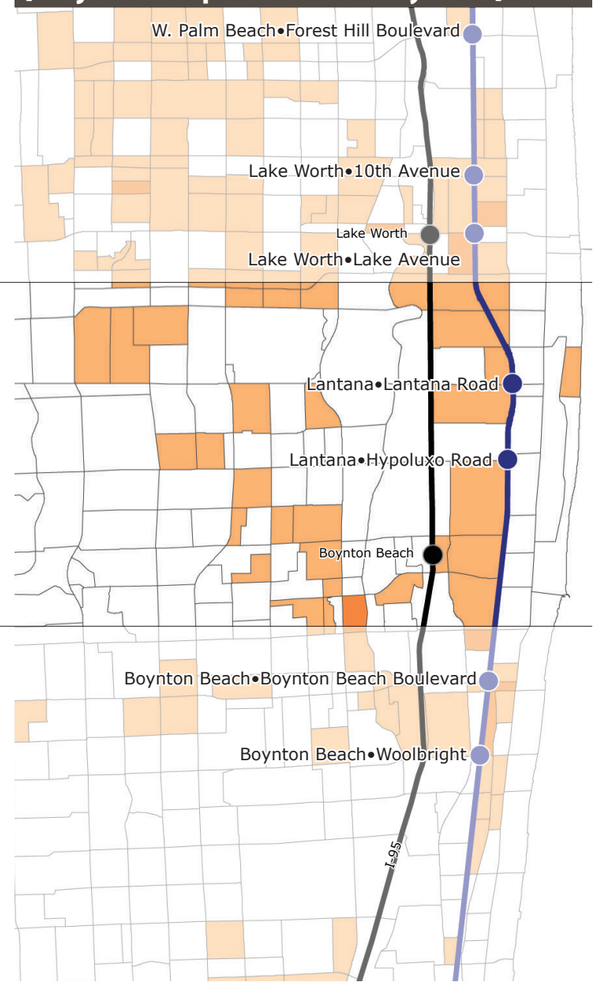
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Lantana Road Station has triple the projected employment density of Hypoluxo Road Station.

[Projected Population Density 2035]



Population Density

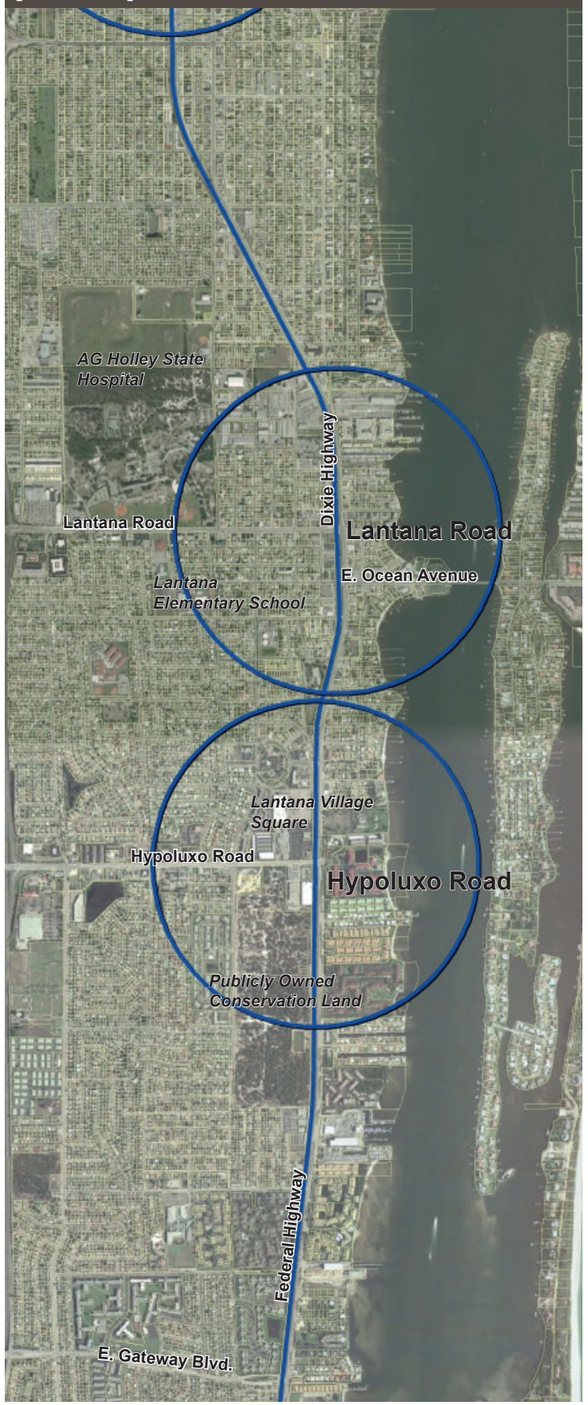
- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

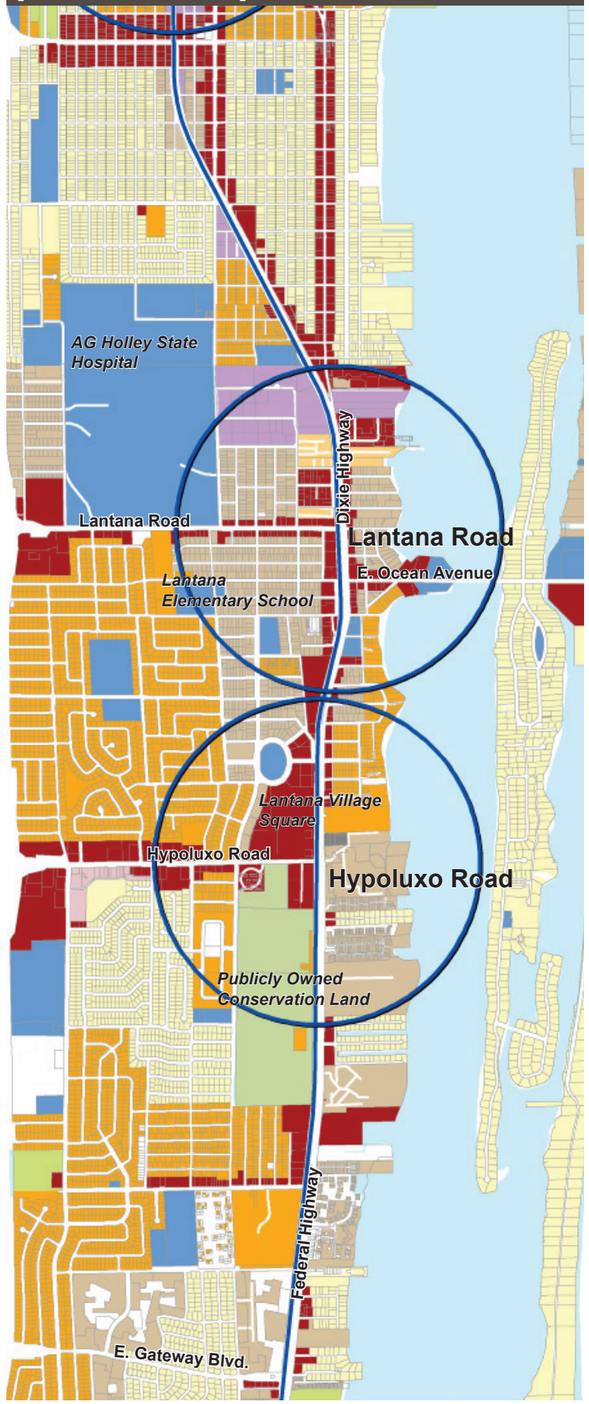
- Both stations have similar projected population densities.
- Lantana Road has double the projected ridership of Hypoluxo Road.

FINAL DRAFT

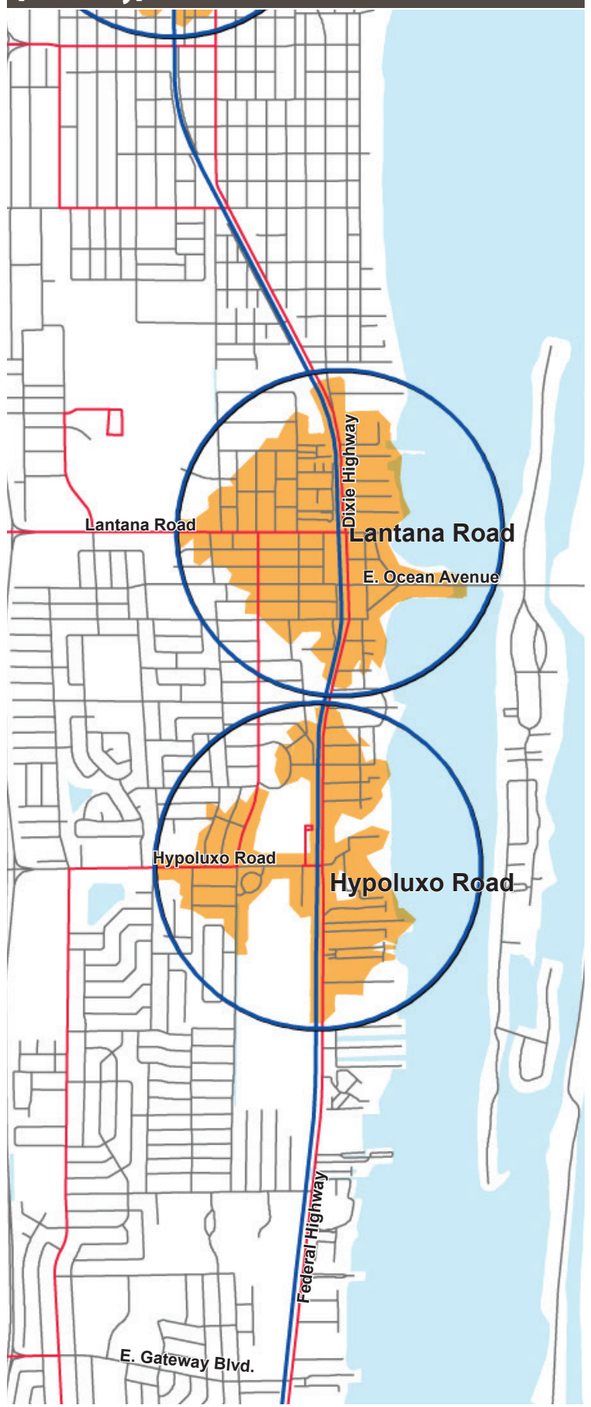
[Context]



[Future Land Use]



[Mobility]



Future Land Use Legend*

- Ancillary
- Central Business District
- Commercial
- Industrial
- Institutional
- Mixed-use
- Mobile Home Park
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Conservation
- Parks and Open Space
- Special Areas
- TCU
- Unknown

* Source: FECPB_MPO_Parcels

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Palm Beach County Bus Route

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

N

0 1,200 2,400

FINAL DRAFT

[Lantana]

		Lantana Station Refinement Evaluation Criteria	
		Lantana Road	Hypoluxo Road
Station	Typology	TC	RPR
	Distance to Adjacent Stations	N: 2.0; S. 1.0	N: 1.0; S: 3.0
Purpose and Need	Ridership Projection	975	597
	Transit Dependent Households (1/2 mile)	177	152
	Population within 1/2 mile (2035)	4,679	4,103
	Employment within 1/2 mile (2035)	1,763	610
	Area within 10-minute Drive-shed	33,974	33,225
	Intermodal Connectivity	Palm Tran Rt. 1, 63, 70; Easy access to I-95	Palm Tran Rt. 1, 70; Easy access to I-95
Supportive Land Use & TOD Potential	Acres within 10-minute walk	250	192
	Future Land Use Compatibility	Commercial/Residential	Commercial/Residential
	Future Land Use/Acres of Potential TOD (potential change)	106	69
	Square Feet of Potential TOD (potential change)	964,000	604,000
	Market Trends Ranking	Indifferent (11)	Indifferent (12)
	Community Redevelopment Area	No	No
	Recent/Approved Development in Station Area	Yes	No
	Comprehensive Plan / Zoning Support	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes
	Station Access Constraints	No	No
	Grade Separation for Station Anticipated	No	No
	FEC Owned/Local Jurisdiction Property	No	No
	Impacts FEC existing/planned freight operations	No	No
	Available ROW (station/parking)	Yes	No
	Substantial Environmental Impact	No	No
	Estimated Station Cost	Average	Average
	Local Funding Commitments (if applicable)	Yes	Yes
	Other considerations	None	None

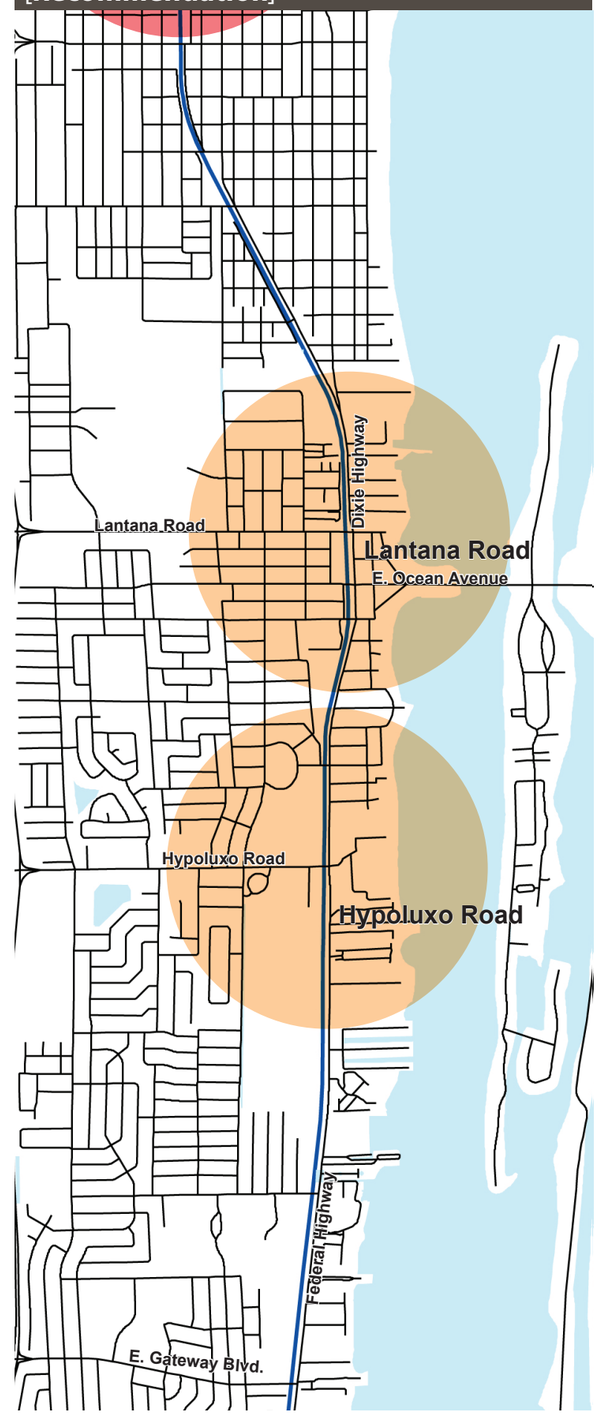
***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary

	Lantana Road	Hypoluxo Road
Role	Employment Center	Regional Park-Ride
Station Characteristics/ Purpose & Need	• Highest ridership and employment density	• Low employment density
Land Use & TOD	• Potential for TOD redevelopment (AG Holley site)	• TOD potential limited by conservation area
Cost & Feasibility	• No significant characteristics	• No significant characteristics
Recommendation	**Future Infill** Downtown Location	**Future Infill** Station served by Lantana Road Station

[Recommendation]



Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

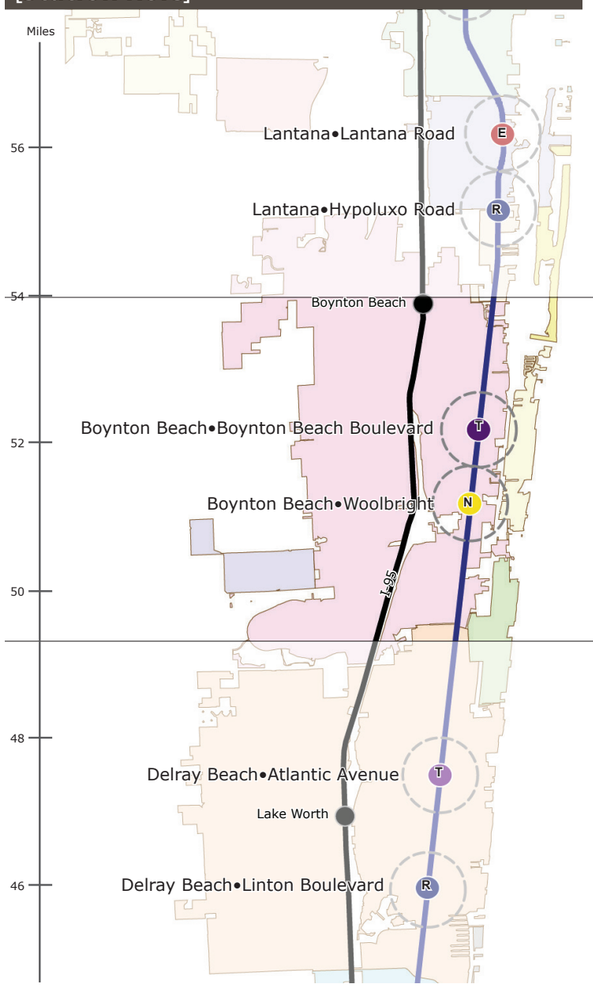
0 1,200 2,400

FINAL DRAFT

[Boynton Beach]

BOYNTON BEACH BOULEVARD•WOOLBRIGHT ROAD

[Station Role]



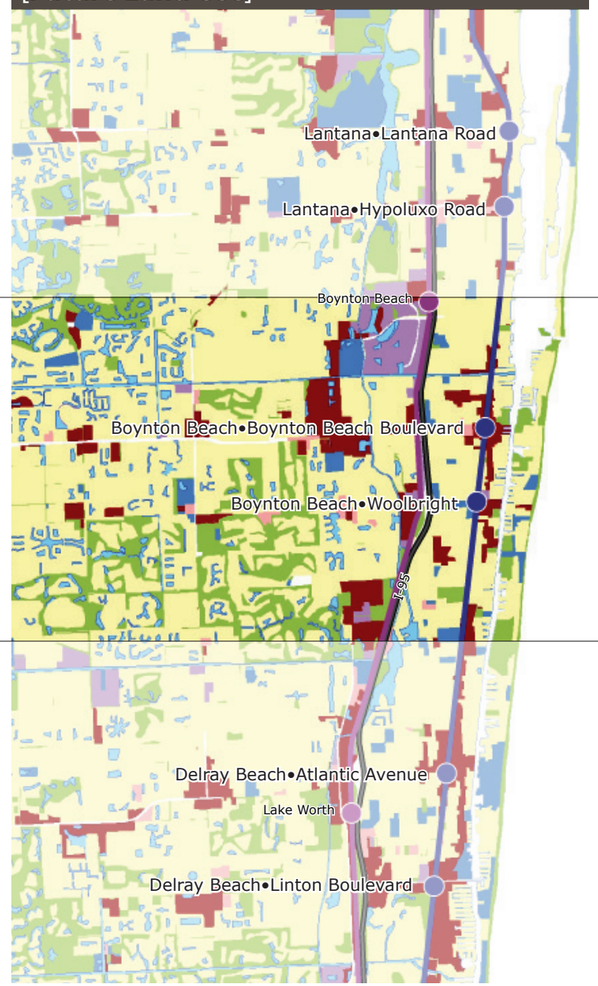
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- Both stations are bounded by the Intracoastal Waterway which limits overall pedestrian mobility.

[Future Land Use]



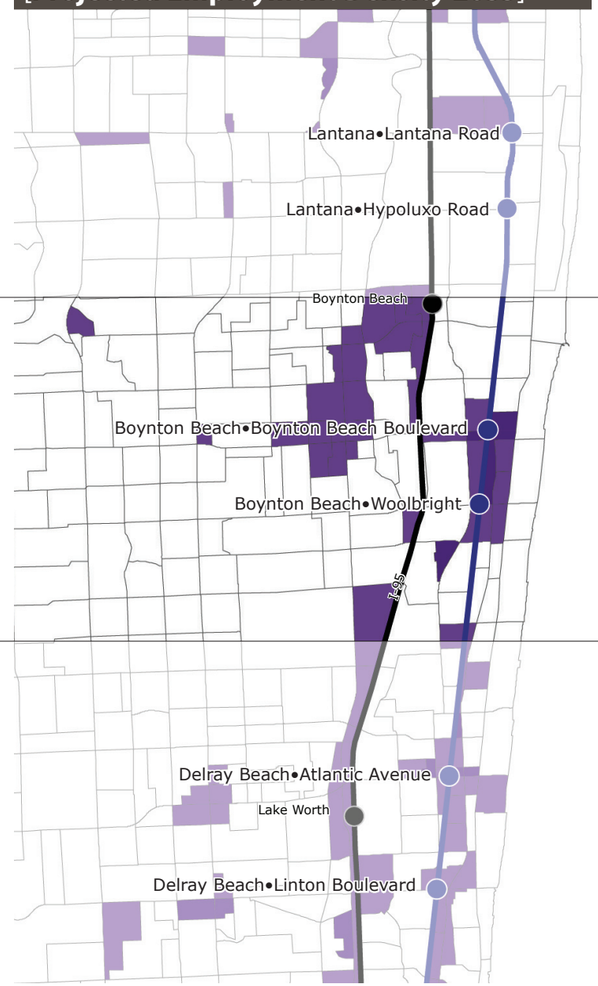
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- Both stations have a mix of land uses but limited commercial uses when compared to other stations along the corridor.
- Boynton Beach Boulevard Station is within a CRA.

[Projected Employment Density 2035]



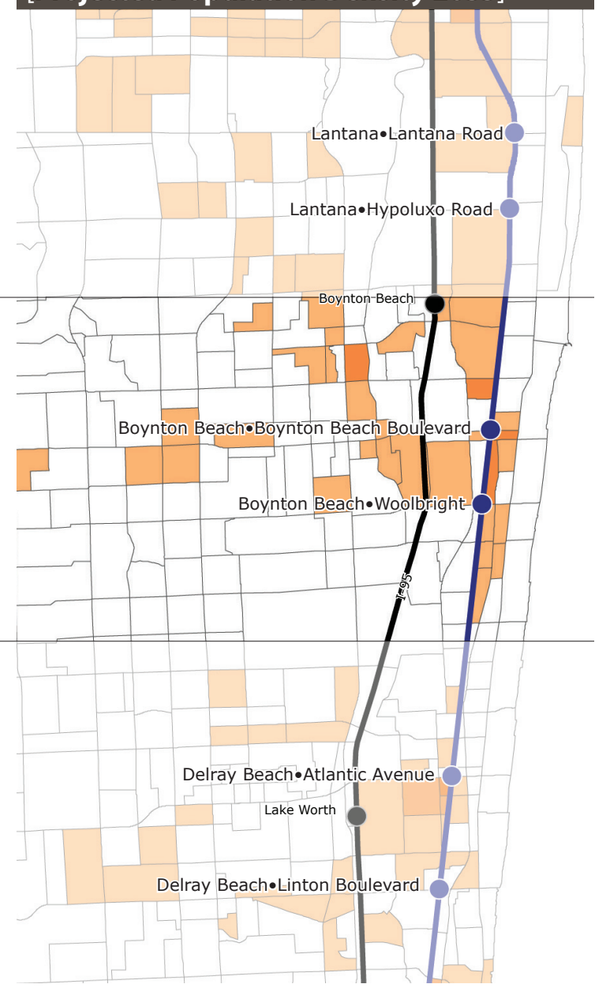
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Boynton Beach Boulevard Station has 5 times the employment density compared to the Woolbright Station.

[Projected Population Density 2035]



Population Density

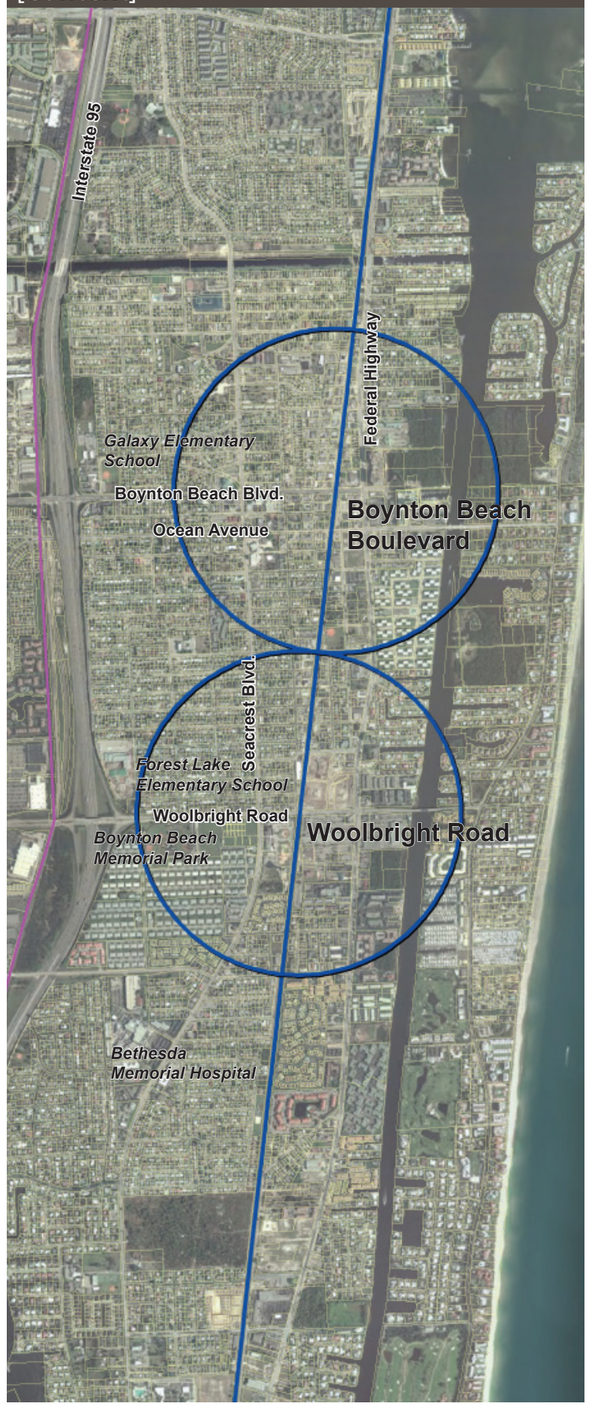
- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

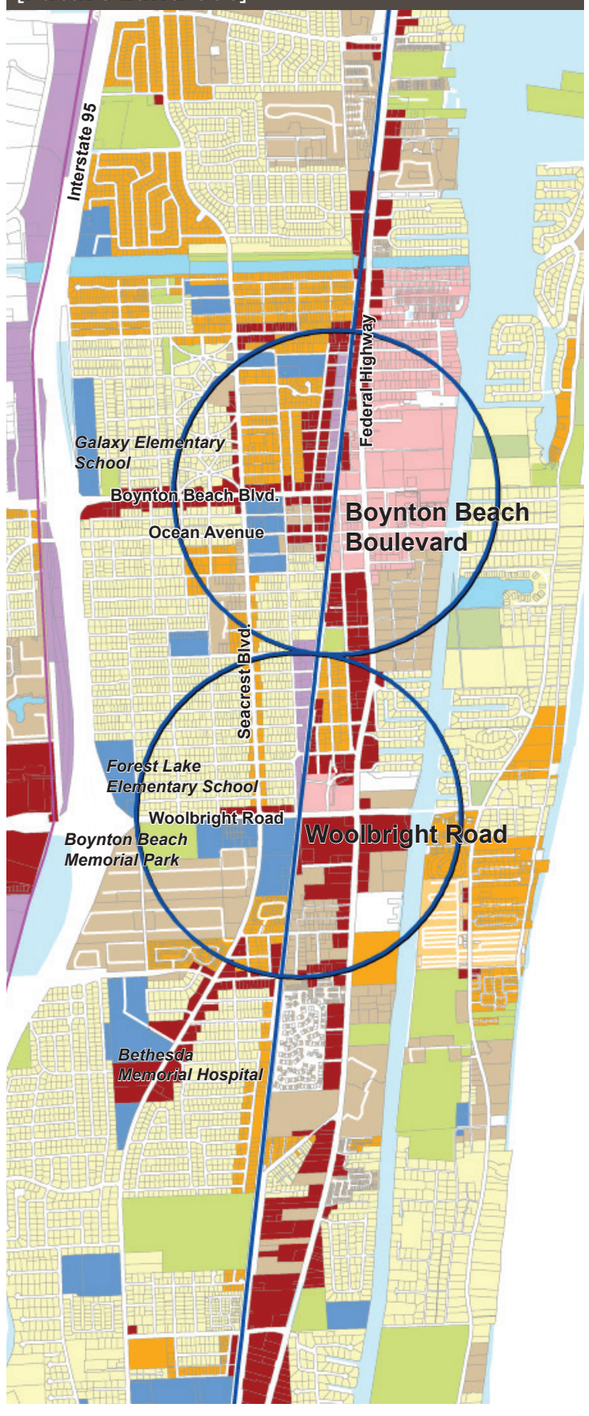
- Boynton Beach Boulevard has double the population density of Woolbright Station.

FINAL DRAFT

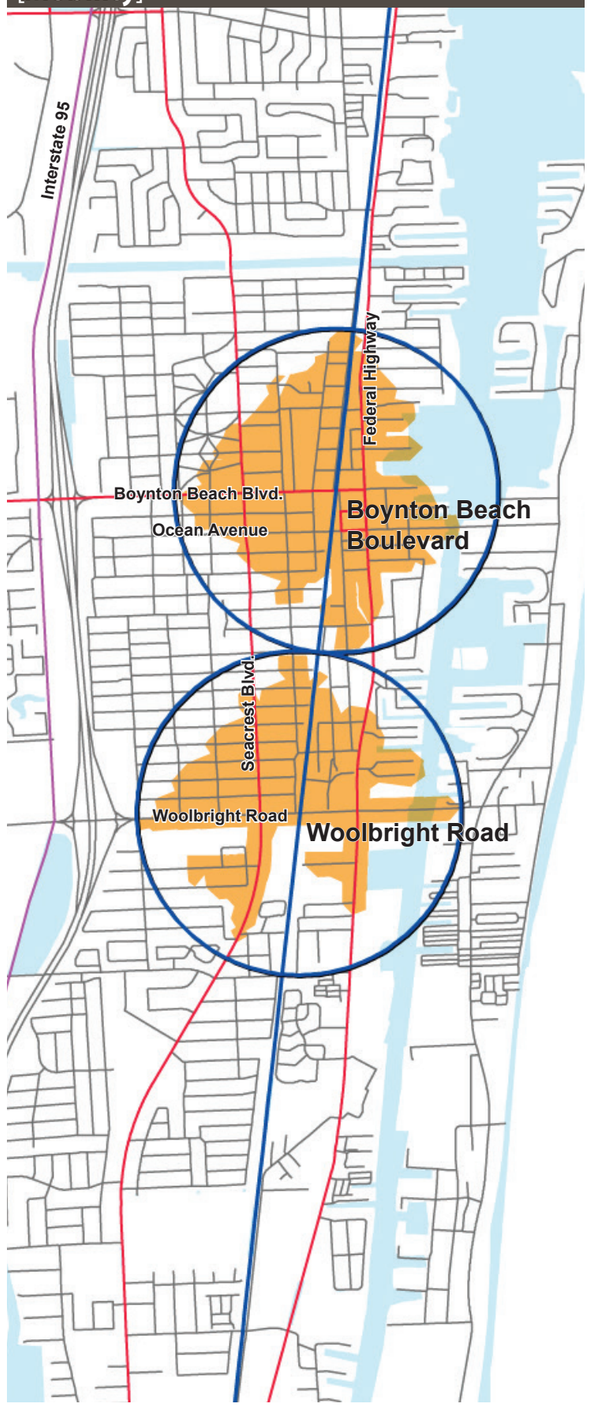
[Context]



[Future Land Use]



[Mobility]



Future Land Use Legend*

- Ancillary
- Central Business District
- Commercial
- Industrial
- Institutional
- Mixed-use
- Mobile Home Park
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Conservation
- Parks and Open Space
- Special Areas
- TCU
- Unknown

* Source: FECPB_MPO_Parcels

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Palm Beach County Bus Route

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

0 1,200 2,400

FINAL DRAFT

[Boynton Beach]

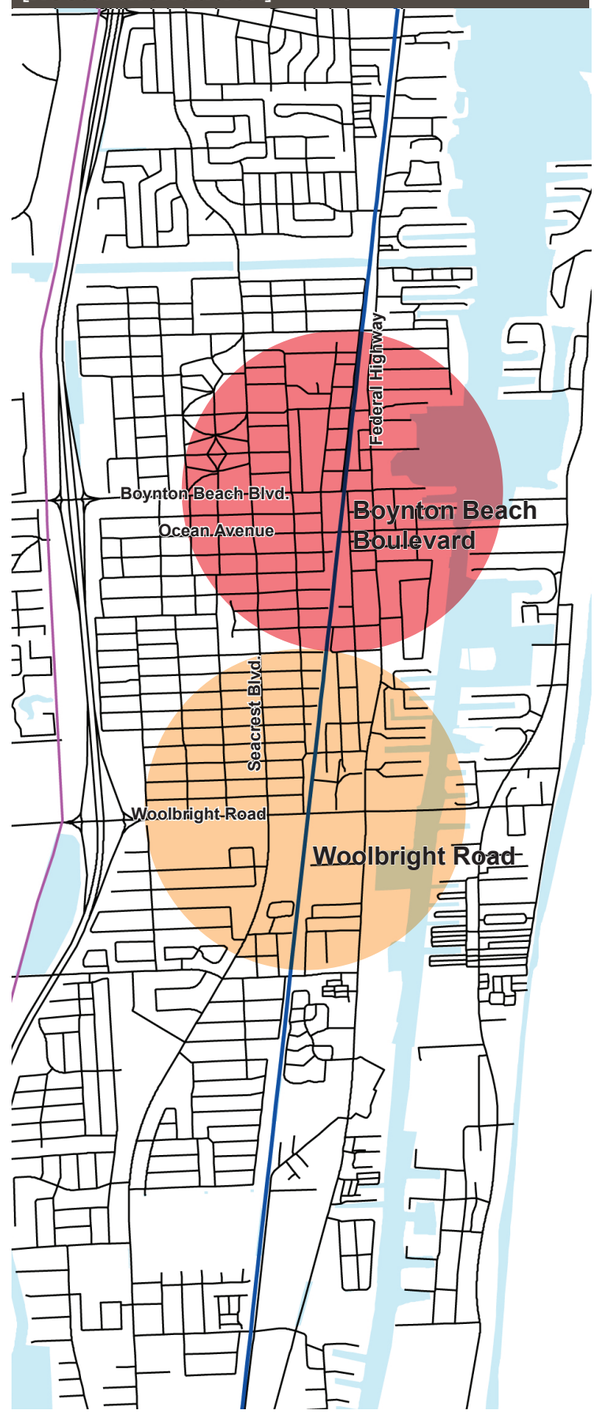
		Refinement Evaluation Criteria	
		Boynton Beach Boulevard	Woolbright Road (SE 15th Ave)
Station	Typology	TC	N
	Distance to Adjacent Stations	N: 3.0; S. 1.0	N: 1.0; S. 3.7
Purpose and Need	Ridership Projection	1,820	692
	Transit Dependent Households (1/2 mile)	231	329
	Population within 1/2 mile (2035)	6,806	5,656
	Employment within 1/2 mile (2035)	10,529	3,618
	Area within 10-minute Drive-shed	34,832	36,026
	Intermodal Connectivity	Palm Tran Rt. 1, 70, 71; Easy access to I-95	Palm Tran Rt. 1, 70, 71; Easy access to I-95
Supportive Land Use & TOD Potential	Acres within 10-minute walk	273	222
	Future Land Use Compatibility	Downtown	Mixed Use
	Future Land Use/Acres of Potential TOD (potential change)	69	73
	Square Feet of Potential TOD (potential change)	1,031,000	601,000
	Market Trends Ranking	Solid (20)	Indifferent (14)
	Community Redevelopment Area	Yes	No
	Recent/Approved Development in Station Area	No	Yes
	Comprehensive Plan / Zoning Support	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes
	Station Access Constraints	No	No
	Grade Separation for Station Anticipated	No	No
	FEC Owned/Local Jurisdiction Property	No	No
	Impacts FEC existing/planned freight operations	No	No
	Available ROW (station/parking)	Yes	No
	Substantial Environmental Impact	No	No
	Estimated Station Cost	Average	Average
	Local Funding Commitments (if applicable)	Yes	Yes
	Other considerations	None	None

***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary		
	Boynton Beach Boulevard	**Woolbright Road**
Role	Town Center	Neighborhood
Station Characteristics/ Purpose & Need	• Highest ridership (double that of Woolbright Road Station)	• Slightly higher transit dependent population.
Land Use & TOD	• Good pedestrian access • Good redevelopment/ TOD potential; presence of mixed-use zoning districts, density provisions, availability of land or redevelopment potential, and CRA incentives • "Solid" market ranking • Station is within a CRA	• Good pedestrian access • "Indifferent" market ranking
Cost & Feasibility	• No significant characteristics	• No significant characteristics
Recommendation	**Recommended (Project Development)** Downtown Location	**Future Infill** Station served by Boynton Beach Boulevard Station

[Recommendation]



Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

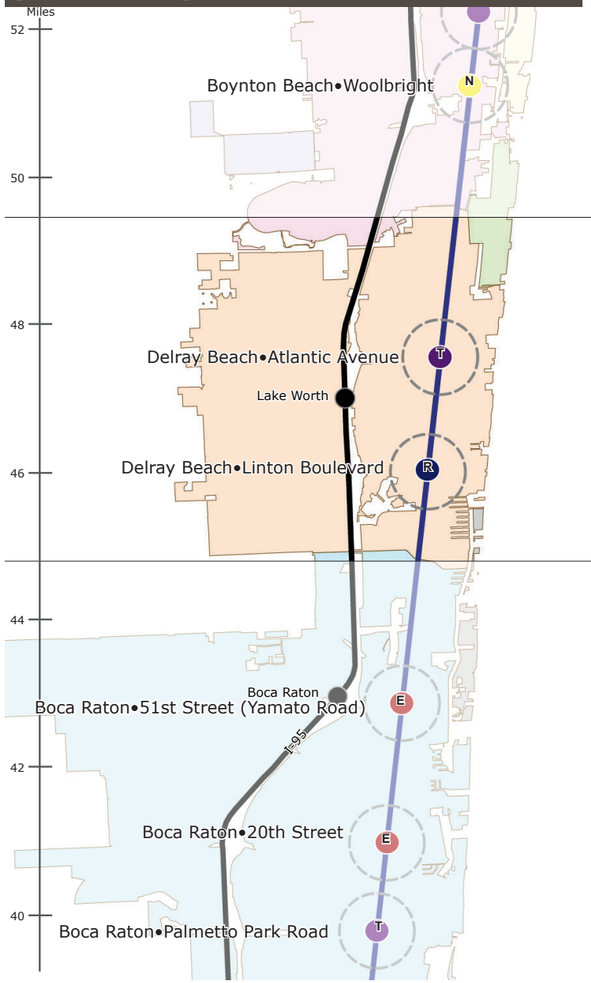
0 1,200 2,400

FINAL DRAFT

[Delray Beach]

ATLANTIC AVENUE • LINTON BOULEVARD

[Station Role]



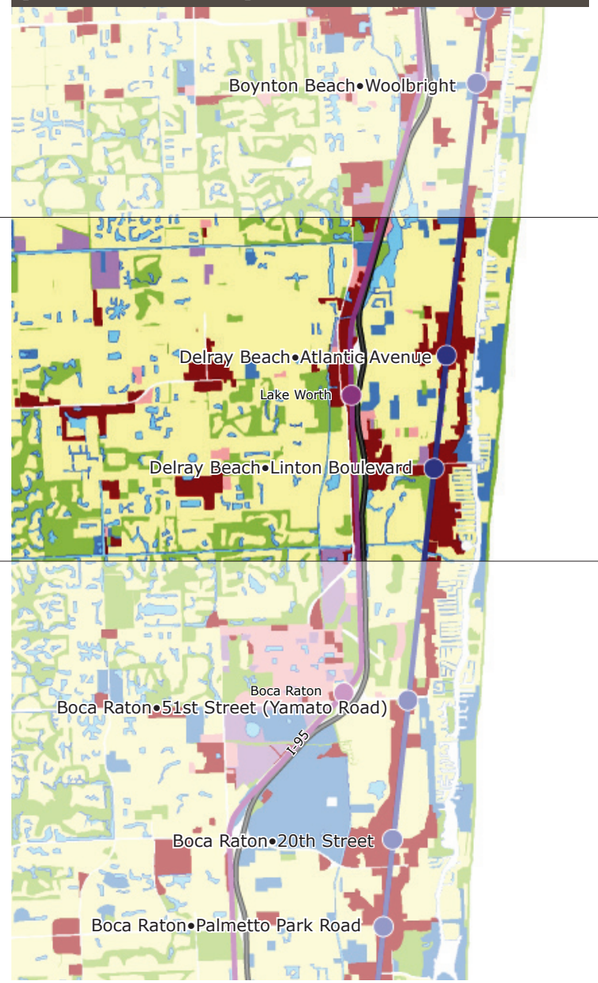
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- Atlantic Avenue Station is designated a Town Center station and is located in a pedestrian-scaled urban environment.
- Linton Boulevard Station is designated a Regional Park-Ride station and is located in a more auto-oriented suburban environment.

[Future Land Use]



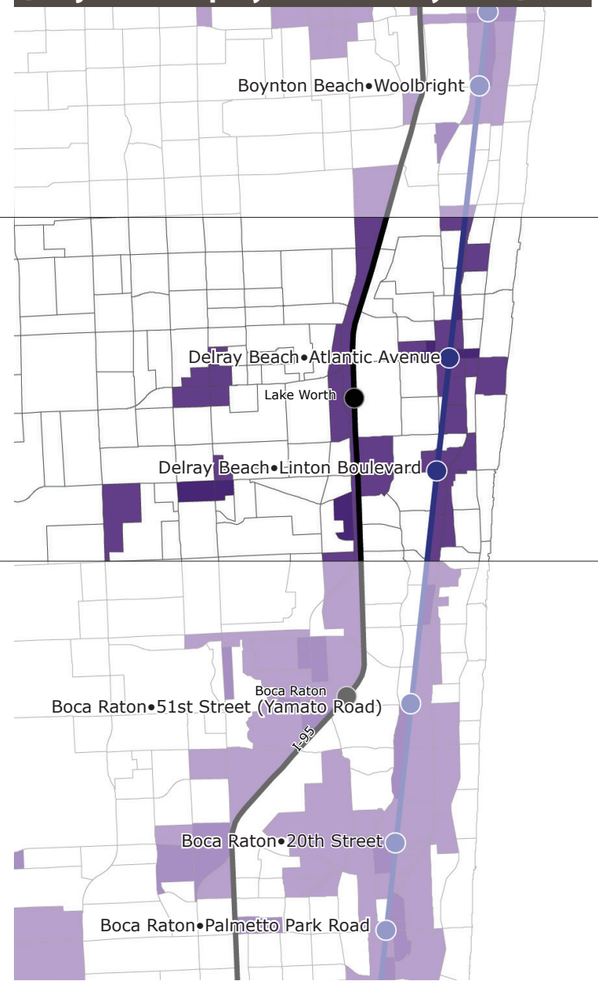
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- The southwest portion of the Linton Boulevard station is designated open space.
- Both stations have a significant amount of commercial development.

[Projected Employment Density 2035]



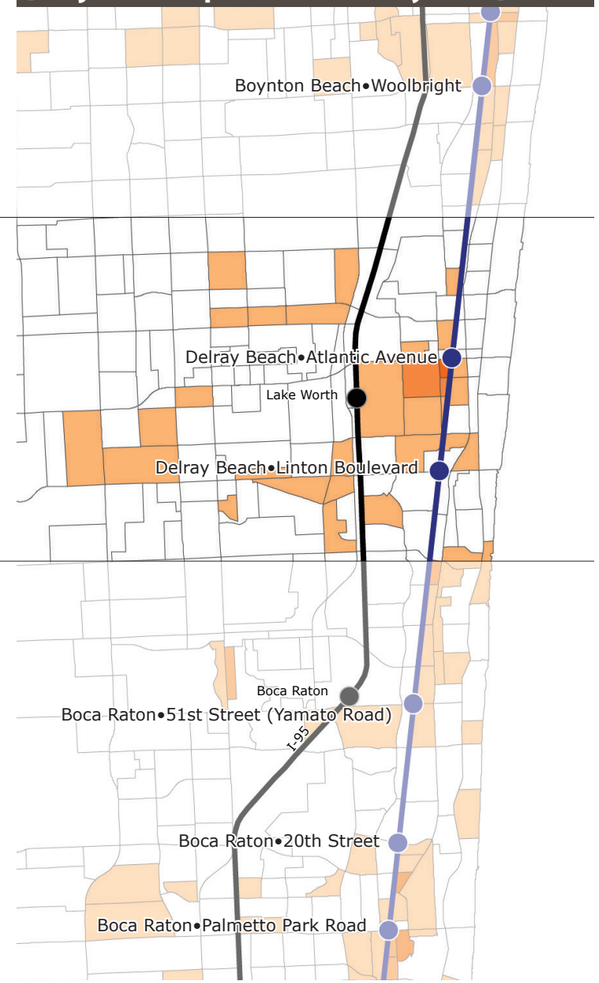
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Atlantic Avenue Station has a higher projected employment density than Linton Boulevard.

[Projected Population Density 2035]



Population Density

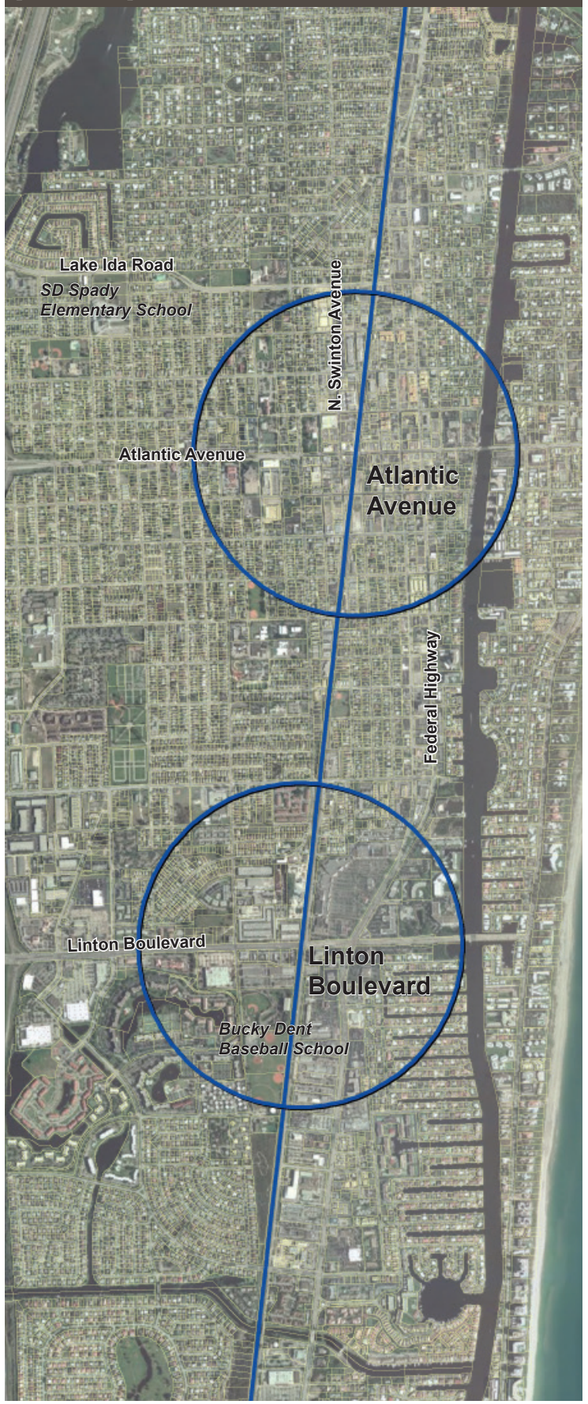
- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

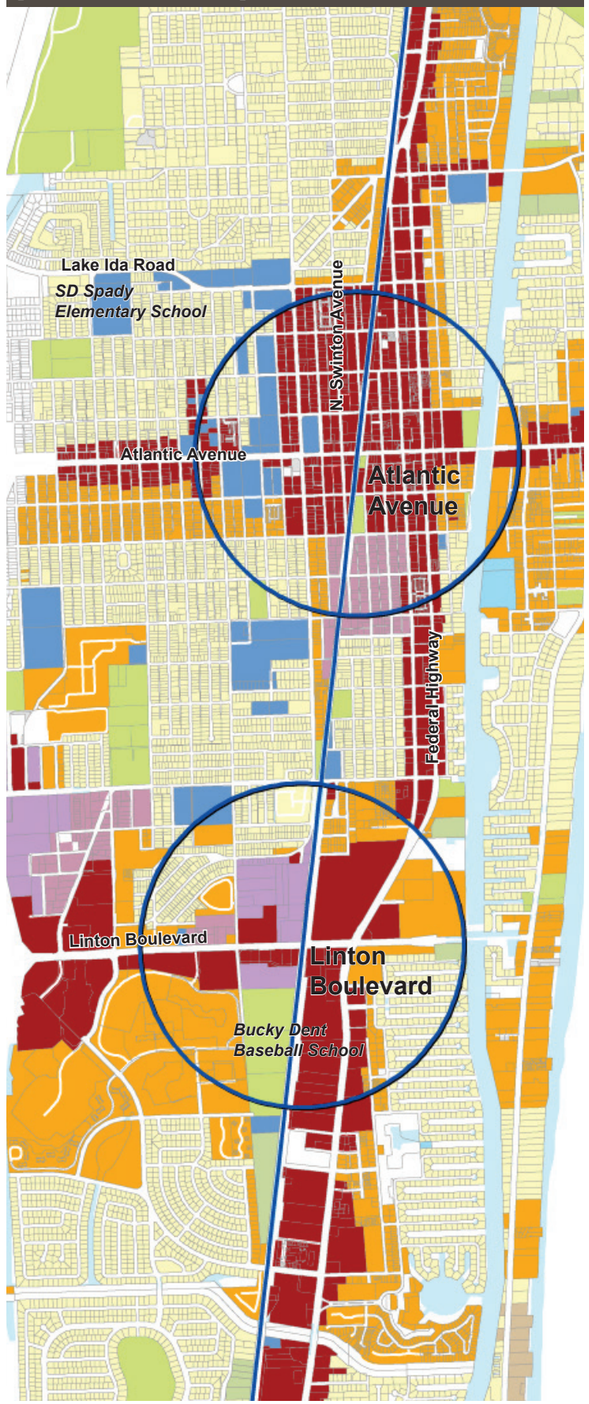
- Atlantic Avenue Station has a higher projected population density than Linton Boulevard.

FINAL DRAFT

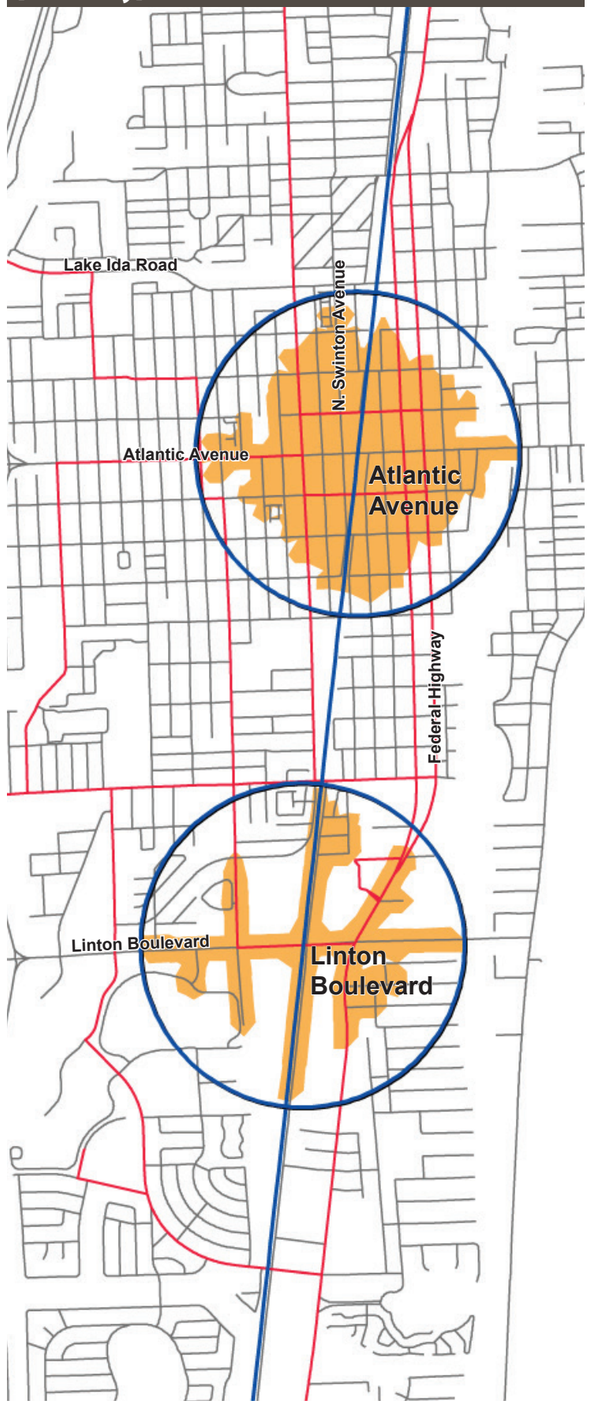
[Context]



[Future Land Use]



[Mobility]



Future Land Use Legend*

- Ancillary
- Central Business District
- Commercial
- Industrial
- Institutional
- Mixed-use
- Mobile Home Park
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Conservation
- Parks and Open Space
- Special Areas
- TCU
- Unknown

* Source: FECPB_MPO_Parcels

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Palm Beach County Bus Route

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

N

0 1,200 2,400

FINAL DRAFT

[Delray Beach]

		Refinement Evaluation Criteria	
		Atlantic Avenue	Linton Boulevard
Station	Typology	TC	RPR
	Distance to Adjacent Stations	N; 3.7; S: 1.5	N: 1.5; S: 3.0
Purpose and Need	Ridership Projection	1,493	1,146
	Transit Dependent Households (1/2 mile)	202	221
	Population within 1/2 mile (2035)	8,262	4,033
	Employment within 1/2 mile (2035)	6,080	3,963
	Area within 10-minute Drive-shed	30,191	32,719
	Intermodal Connectivity	Palm Tran Rt. 1, 70, 80, 81; Easy access to I-95	Palm Tran Rt. 1, 70, 80; Easy access to I-95
Supportive Land Use & TOD Potential	Acres within 10-minute walk	299	172
	Future Land Use Compatibility	Downtown/Commercial	Commercial/Industrial
	Future Land Use/Acres of Potential TOD (potential change)	117	144
	Square Feet of Potential TOD (potential change)	1,283,000	1,418,000
	Market Trends Ranking	Solid (18)	Indifferent (14)
	Community Redevelopment Area	Yes	No
	Recent/Approved Development in Station Area	Yes	No
	Comprehensive Plan / Zoning Support	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes
	Station Access Constraints	No	No
	Grade Separation for Station Anticipated	No	No
	FEC Owned/Local Jurisdiction Property	No	No
	Impacts FEC existing/planned freight operations	No	No
	Available ROW (station/parking)	Yes	No
	Substantial Environmental Impact	No	public park west of FEC, south of Linton
	Estimated Station Cost	Average	Average
	Local Funding Commitments (if applicable)	Yes	Yes
	Other considerations	None	None

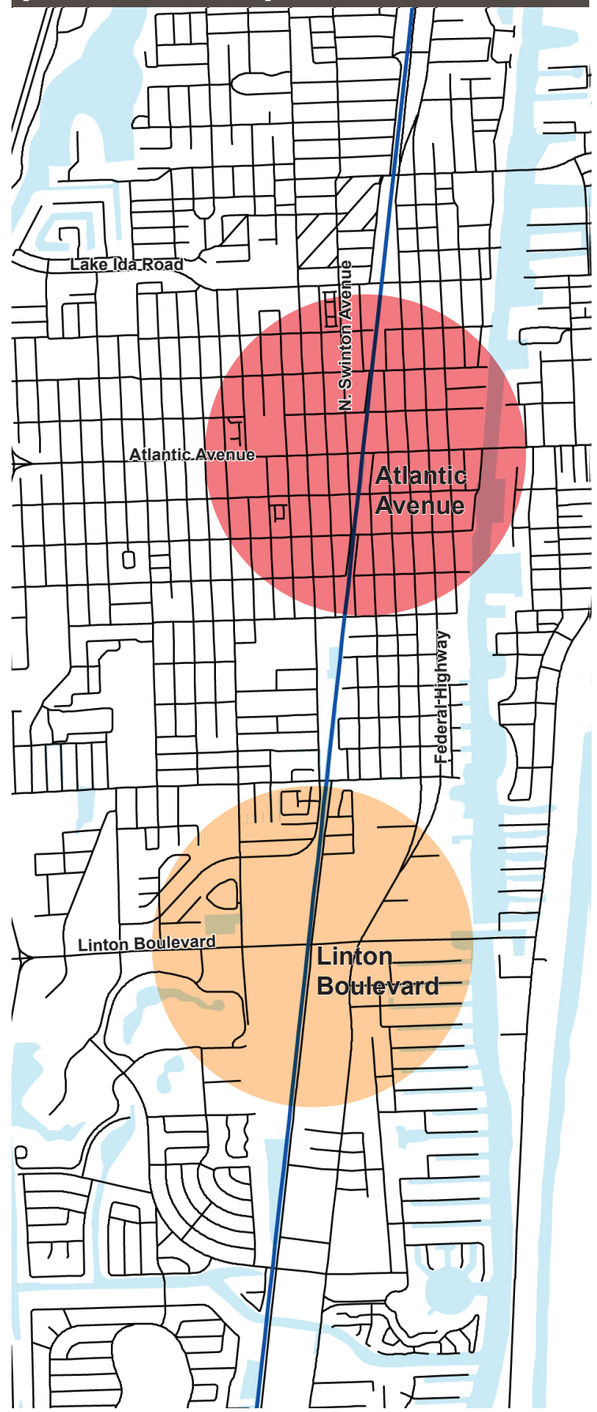
***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary

	Atlantic Avenue	Linton Boulevard
Role	Town Center	Regional Park-Ride
Station Characteristics/ Purpose & Need	• Similar projected ridership • Higher population and employment density	• Similar projected ridership
Land Use & TOD	• Strong pedestrian access • Significant TOD potential (small scale/walkable form) • "Solid" market score • Station is within a CRA	• TOD potential with limited connectivity and pedestrian access (large-format retail in suburban form)
Cost & Feasibility	• No significant characteristics	• No significant characteristics
Recommendation	**Recommended (Project Development)** Strong TOD potential serving existing historic town center	**Future Infill** Future station with potential strong ridership

[Recommendation]



Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

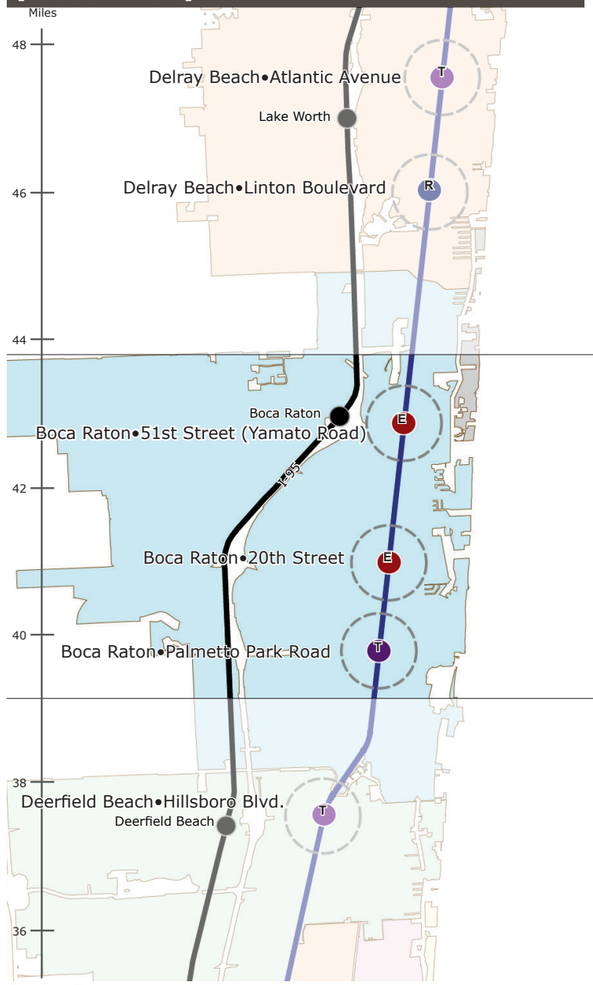
0 1,200 2,400

FINAL DRAFT

[Boca Raton]

51ST STREET•20TH STREET•PALMETTO PARK ROAD

[Station Role]



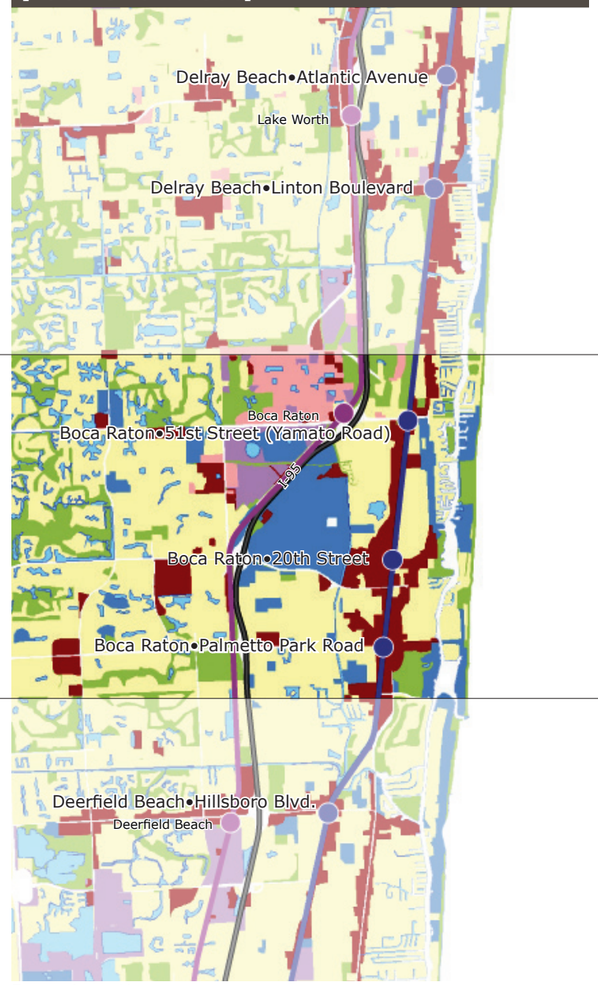
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- 51st Street (Yamato Road) Station is adjacent to the Boca Raton Tri-Rail Station.
- 20th Street Station is designated as an Employment Center and will provide access to Florida Atlantic University.
- Palmetto Park Road (2nd Avenue) is adjacent to the CRA and walking distance to Mizner Park

[Future Land Use]



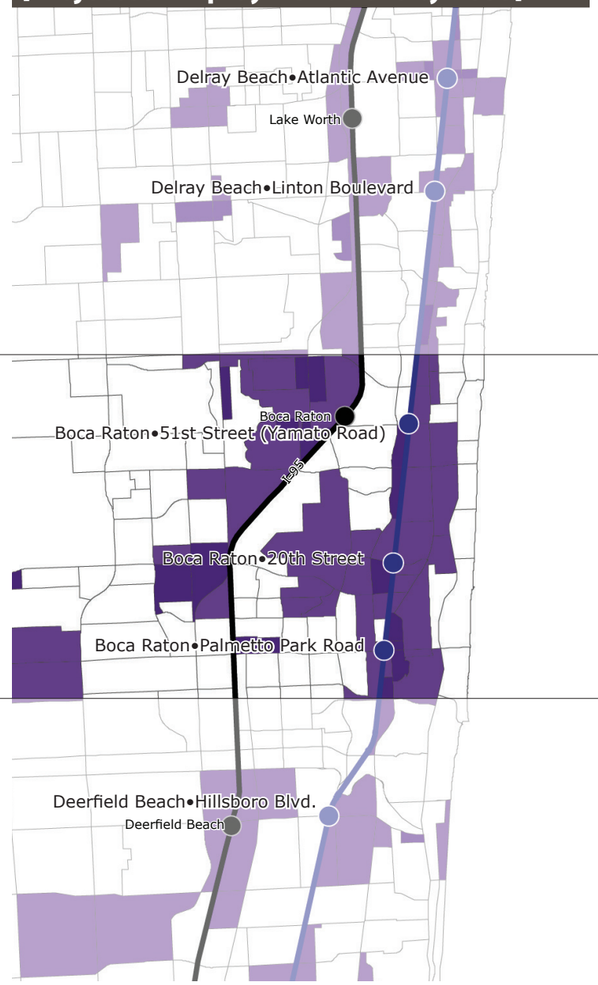
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- Florida Atlantic University is adjacent to the 20th Street Station.
- Palmetto Park Road Station is located in downtown Boca Raton and within walking distance to Mizner Park.

[Projected Employment Density 2035]



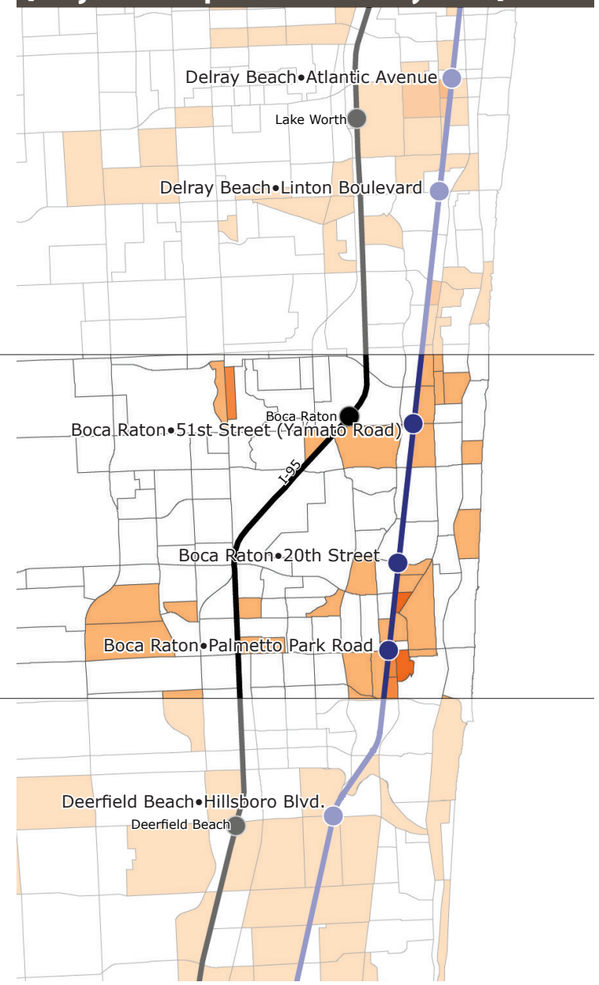
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Palmetto Park Road Station has the highest employment density, double that of 20th Street Station.

[Projected Population Density 2035]



Population Density

- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

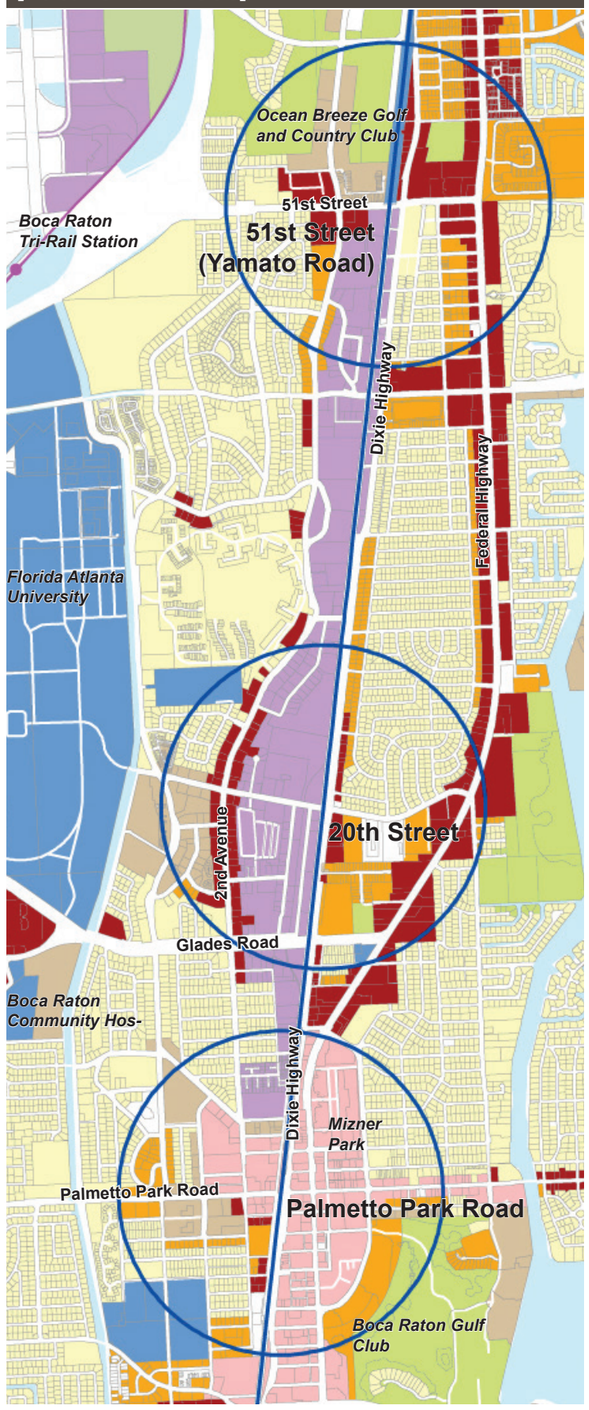
The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

- Palmetto Park Road Station has the highest projected population density of the group.
- Palmetto Park Road and 20th Street stations have the highest projected ridership.

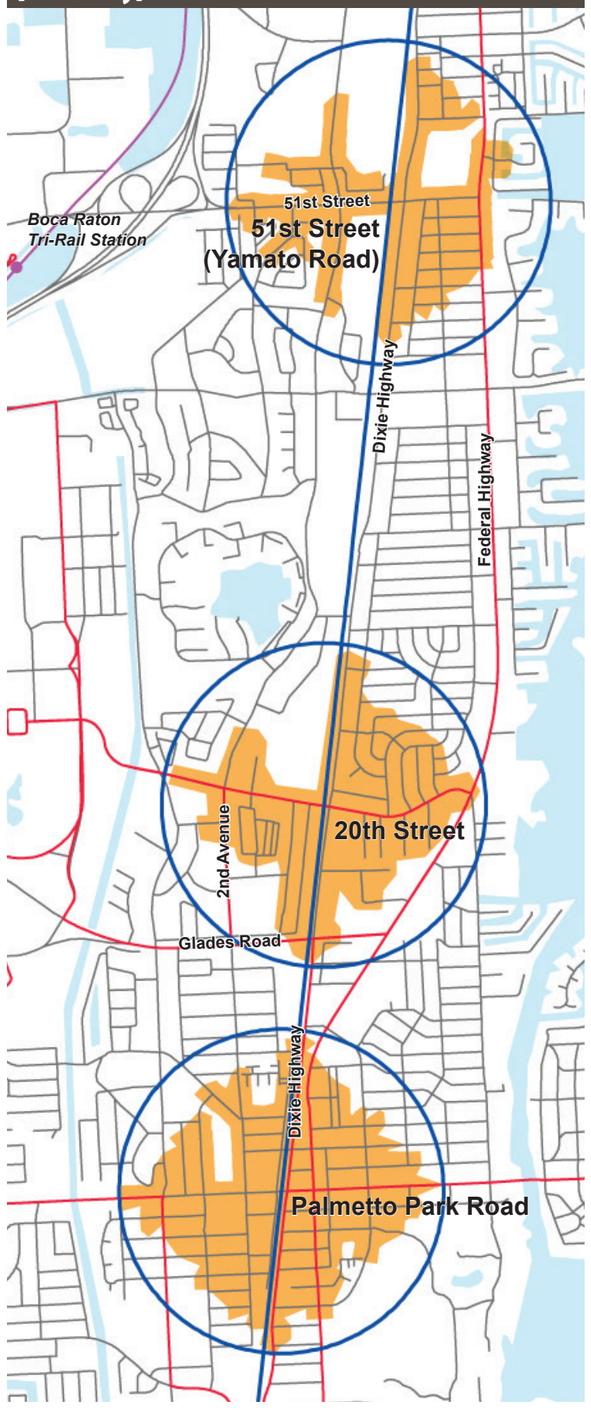
FINAL DRAFT

[Context]

[Future Land Use]



[Mobility]



Future Land Use Legend*

- Ancillary
- Central Business District
- Commercial
- Industrial
- Institutional
- Mixed-use
- Mobile Home Park
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Conservation
- Parks and Open Space
- Special Areas
- TCU
- Unknown

* Source: FECPB_MPO_Parcels

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Palm Beach County Bus Route

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

N

0 1,200 2,400

FINAL DRAFT

[Boca Raton]

		Refinement Evaluation Criteria		
		NW 51st Street (Yamato Road)	20th Street	Palmetto Park Road
Station	Typology	EC	EC	TC
	Distance to Adjacent Stations	N: 3.0; S: 2.3	N: 2.3; S: 0.8	N: 0.8; S: 2.4
Purpose and Need	Ridership Projection	518	1,843	1,736
	Transit Dependent Households (1/2 mile)	55	194	241
	Population within 1/2 mile (2035)	4,772	7,547	8,578
	Employment within 1/2 mile (2035)	6,228	9,057	9,341
	Area within 10-minute Drive-shed	39,293	32,487	34,063
	Intermodal Connectivity	Palm Tran Rt. 1, 94; Easy access to I-95	Palm Tran Rt. 1, 91, 94; Easy access to I-95, Boca Raton Airport	Palm Tran Rt. 1, 91, 92; Easy access to I-95
Supportive Land Use & TOD Potential	Acres within 10-minute walk	201	253	301
	Future Land Use Compatibility	Residential/Industrial	Residential/Industrial	Downtown
	Future Land Use/Acres of Potential TOD (potential change)	84	154	113
	Square Feet of Potential TOD (potential change)	1,233,000	2,229,000	3,350,000
	Market Trends Ranking	Indifferent (13)	Indifferent (12)	Solid (19)
	Community Redevelopment Area	No	No	Yes
	Recent/Approved Development in Station Area	No	No	No
	Comprehensive Plan / Zoning Support	Yes	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes	Yes
	Station Access Constraints	No	No	No
	Grade Separation for Station Anticipated	No	No	No
	FEC Owned/Local Jurisdiction Property	No	No	Yes
	Impacts FEC existing/planned freight operations	No	No	No
	Available ROW (station/parking)	No	No	Yes
	Substantial Environmental Impact	No	No	No
	Estimated Station Cost	Average	Average	Average
	Local Funding Commitments (if applicable)	Yes	Yes	Yes
	Other considerations	None	Access to Florida Atlantic University	Adjacent to Mizner Park

***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

	Summary		
	51st Street (Yamato Road)	**20th Street**	**Palmetto Park Road**
Role	Employment Center	Employment Center (provides access to Florida Atlantic University)	Town Center
Station Characteristics/ Purpose & Need	• Tri-Rail station at Interstate 95 • Lowest ridership	• Highest projected ridership	• Highest projected employment and population density
Land Use & TOD	• Limited TOD potential	• Constrained pedestrian accessibility • Strong potential for TOD due to large number of industrial parcels	• Strong pedestrian accessibility • Mizner Park and Downtown Boca Raton are within walking distance • "Solid" market ranking
Cost & Feasibility	• No significant characteristics	• No significant characteristics	• No significant characteristics
Recommendation	**Future Infill** Potentially redundant to adjacent Tri-Rail station	**Future Infill** Future opportunity to serve FAU campus	**Recommended (Project Development)** Serves Downtown Boca Raton

[Recommendation]

Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

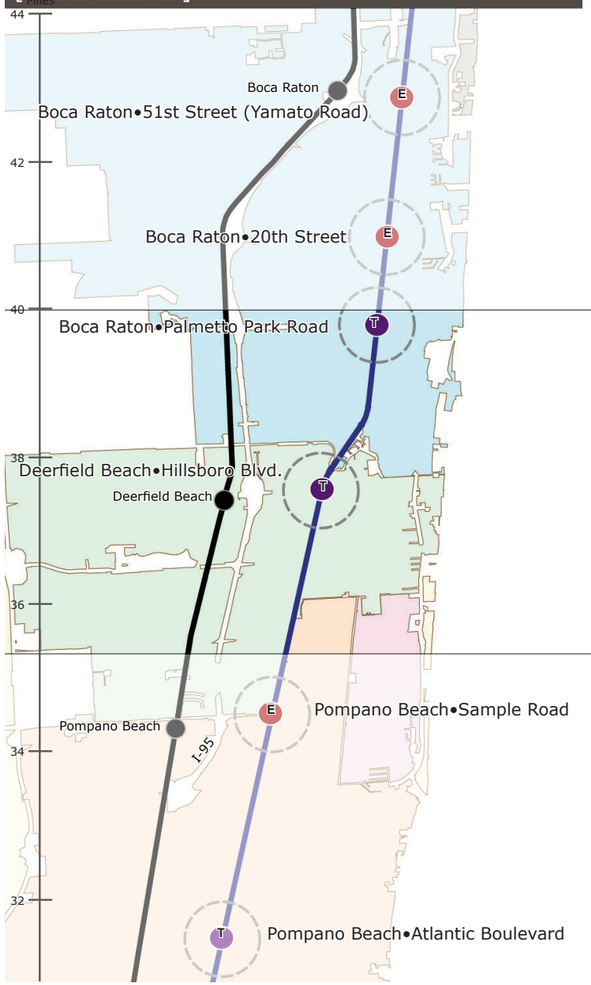
0 1,200 2,400

FINAL DRAFT

[Deerfield Beach]

HILLSBORO BOULEVARD

[Station Role]



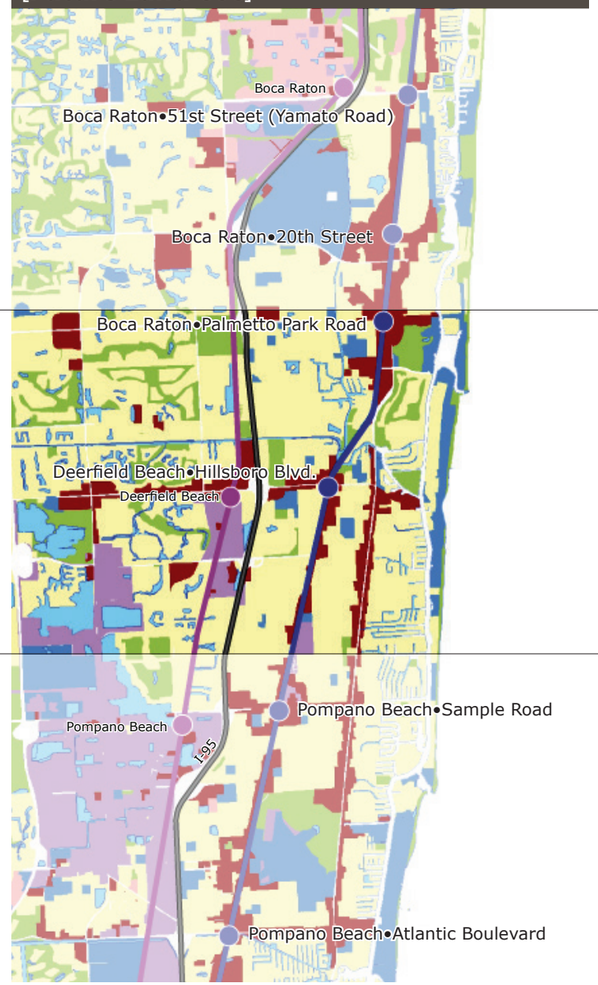
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- Deerfield Beach has a Tri-Rail station within two miles of the proposed Hillsboro Boulevard Station.

[Future Land Use]



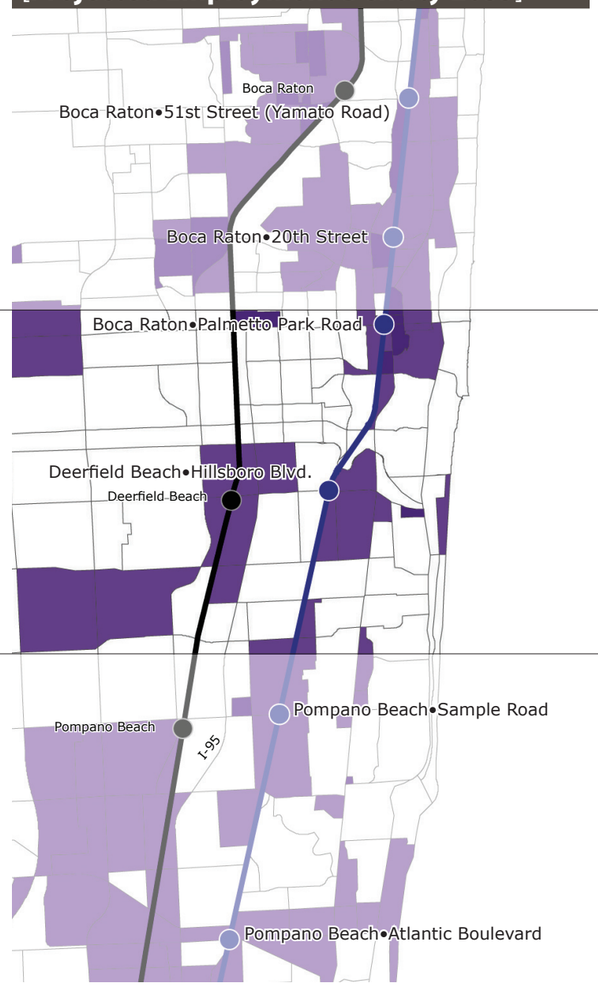
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- The station area contains a high mix of commercial and industrial land uses centered along the Hillsboro and S. Dixie Highway corridors.

[Projected Employment Density 2035]



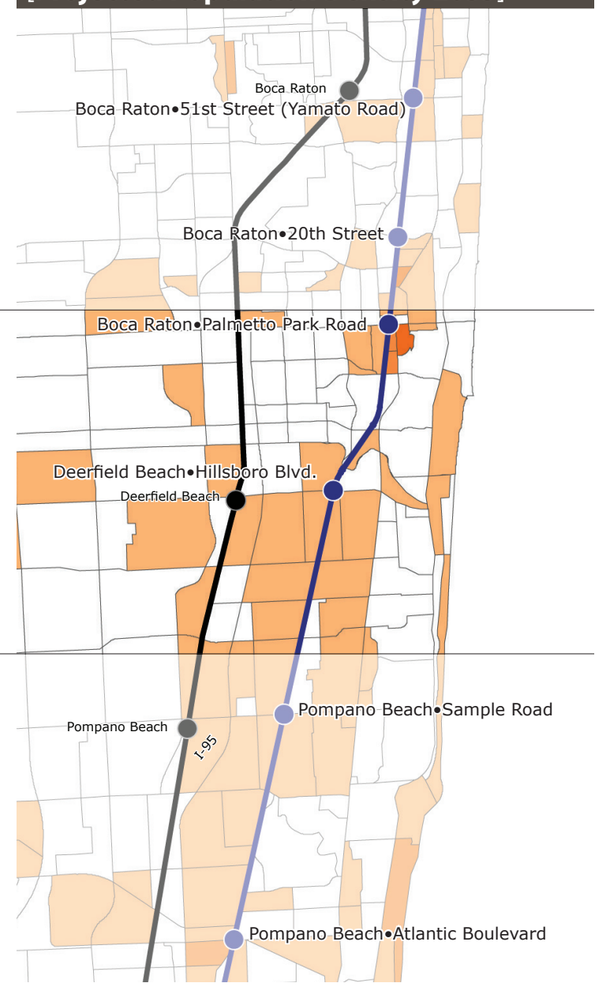
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Relatively low projected employment density compared to the corridor as a whole.

[Projected Population Density 2035]



Population Density

- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

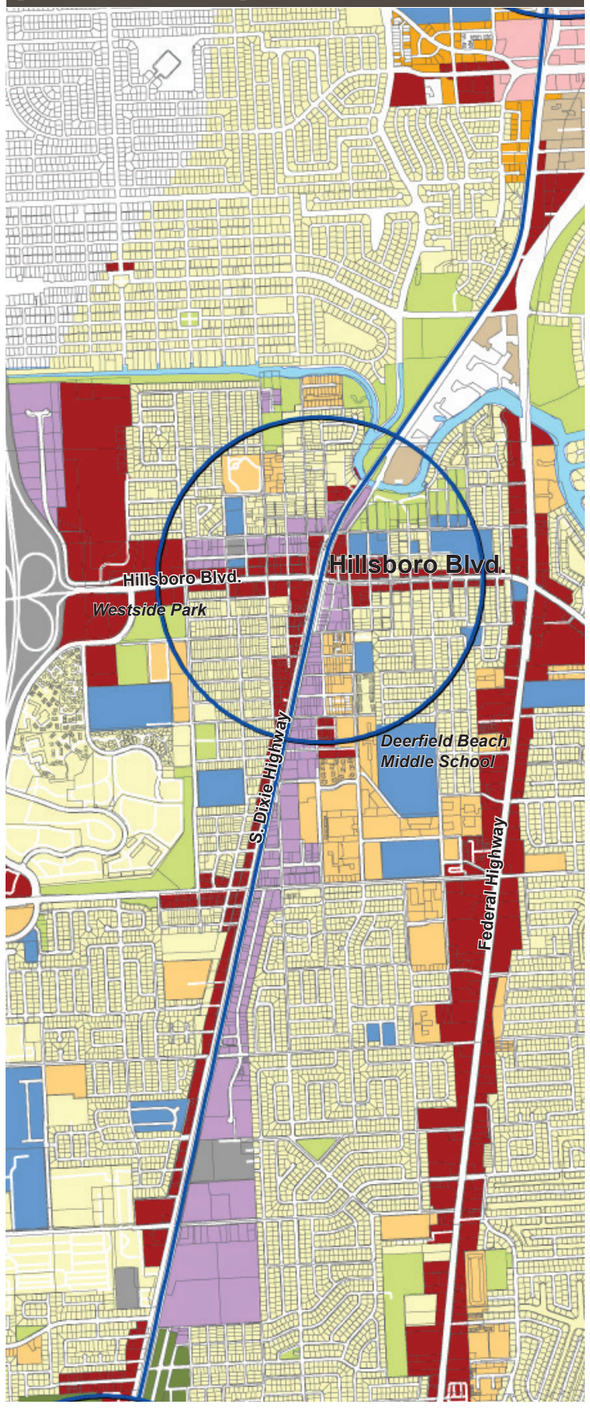
The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

- Modest projected population density and projected ridership compared to the corridor as a whole.

FINAL DRAFT

[Context]

[Future Land Use]



[Mobility]

Future Land Use Legend*

- Agriculture
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Developing/Urban
- Airport
- Commercial
- Public/Institutional
- Forestry
- Mixed Use
- Industrial
- Natural
- Office
- Parks/Recreation
- Rural
- TCU
- Undeveloped

* Future land use data is from SFWMD 2050 data set.

Mobility Legend

- Existing Road Network
- 10-Minute Walk

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

N

0 1,200 2,400

FINAL DRAFT

[Deerfield Beach]

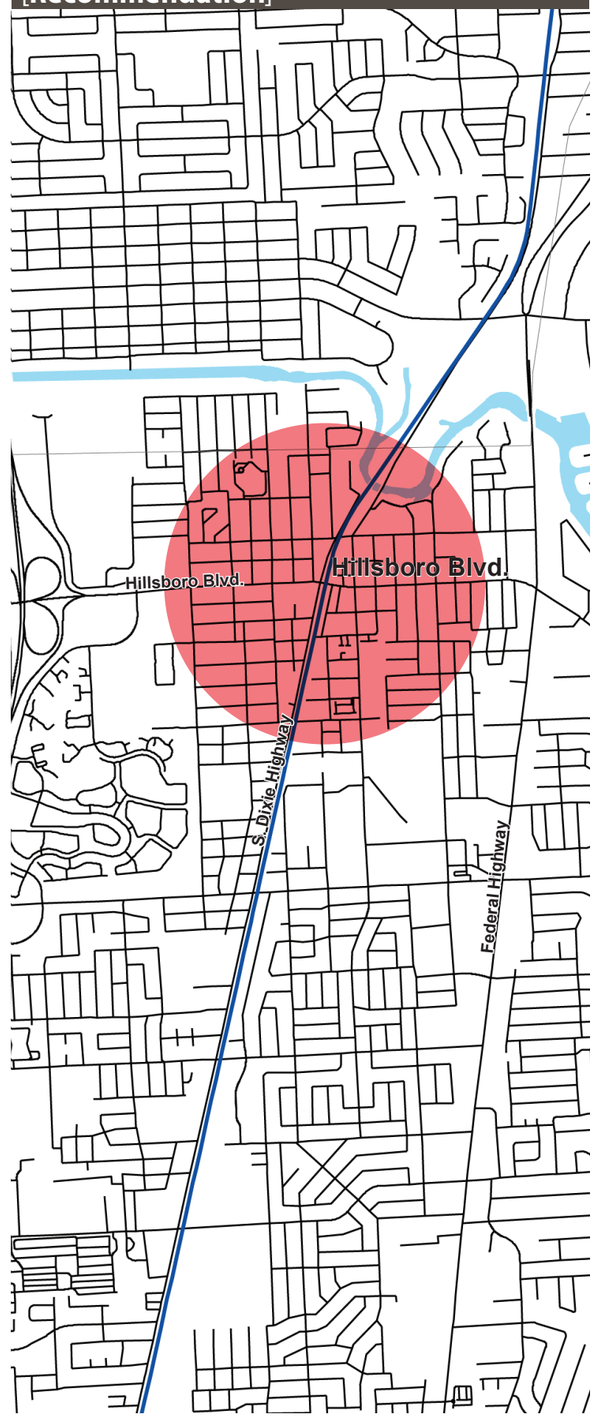
		Refinement Evaluation Criteria
		Hillsboro Boulevard
Station	Typology	TC
	Distance to Adjacent Stations	N: 2.4; S:3.0
Purpose and Need	Ridership Projection	994
	Transit Dependent Households (1/2 mile)	303
	Population within 1/2 mile (2035)	5,337
	Employment within 1/2 mile (2035)	2,889
	Area within 10-minute Drive-shed	44,671
	Intermodal Connectivity	BCT Rt. 48, 50; Easy access to I-95
Supportive Land Use & TOD Potential	Acres within 10-minute walk	332
	Future Land Use Compatibility	Mixed use
	Future Land Use/Acres of Potential TOD (potential change)	117
	Square Feet of Potential TOD (potential change)	994,000
	Market Trends Ranking	Sub-optimal (9)
	Community Redevelopment Area	No
	Recent/Approved Development in Station Area	No
	Comprehensive Plan / Zoning Support	TBD
Station Cost & Feasibility	Existing Grade Crossing	Yes
	Station Access Constraints	No
	Grade Separation for Station Anticipated	No
	FEC Owned/Local Jurisdiction Property	No
	Impacts FEC existing/planned freight operations	No
	Available ROW (station/parking)	No
	Substantial Environmental Impact	No
	Estimated Station Cost	Average
	Local Funding Commitments (if applicable)	No
	Other considerations	None

***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

	Summary
	Hillsboro Boulevard
Role	Town Center
Station Characteristics/ Purpose & Need	• Strong vehicular access • Modest projected ridership and transit dependent population
Land Use & TOD	• Strong pedestrian access
Cost & Feasibility	• Platform to be located south of Hillsboro due to tangent track
Recommendation	**Recommended (Project Development)** Provides needed station spacing between primary stations (Palmetto Park Road Station and Atlantic Boulevard Station)

[Recommendation]



Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

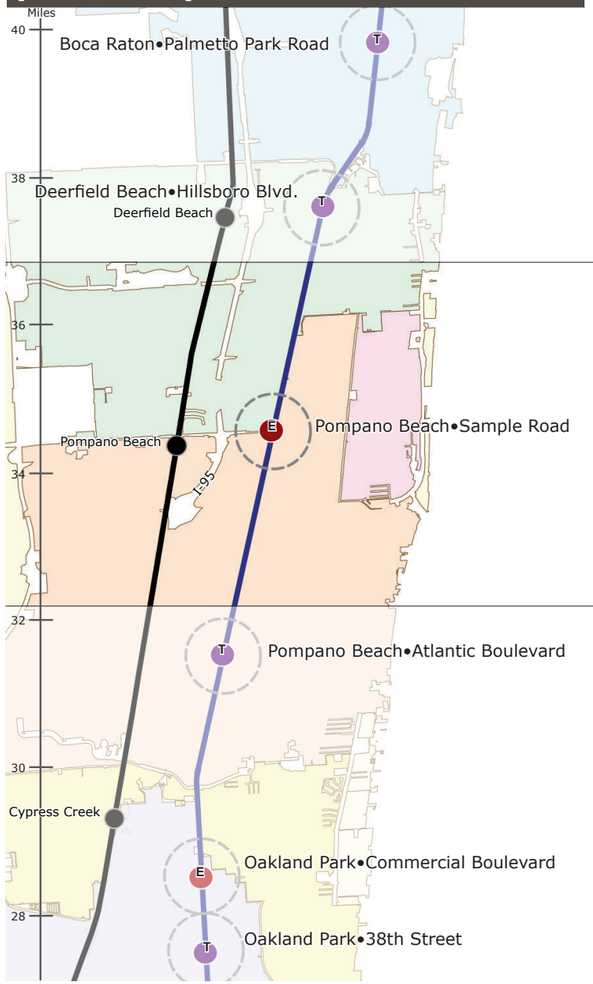
0 1,200 2,400

FINAL DRAFT

[Pompano Beach]

SAMPLE ROAD

[Station Role]



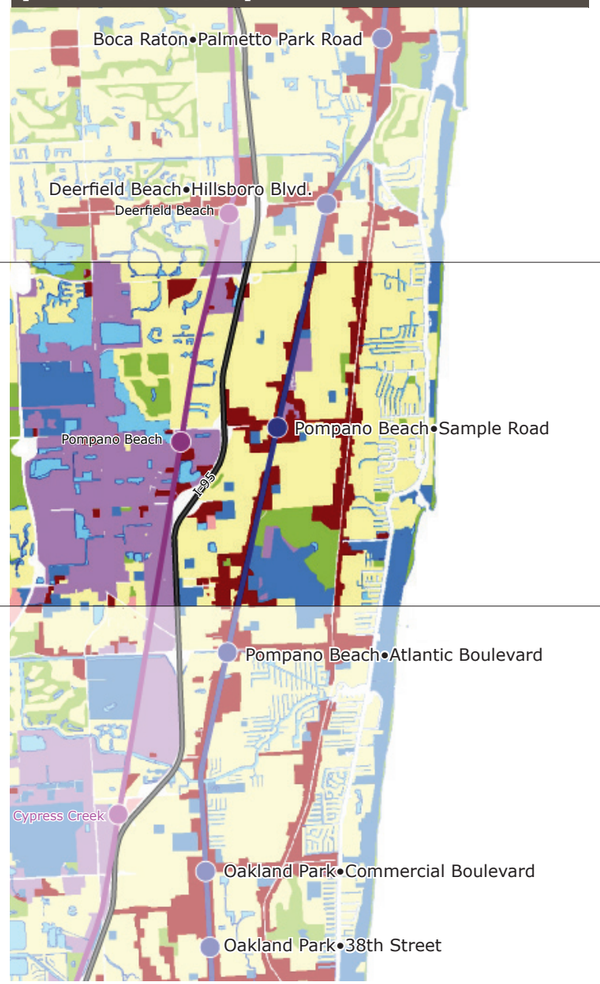
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- Pompano Beach has a Tri-Rail station within two miles of the proposed Sample Road Station.

[Future Land Use]



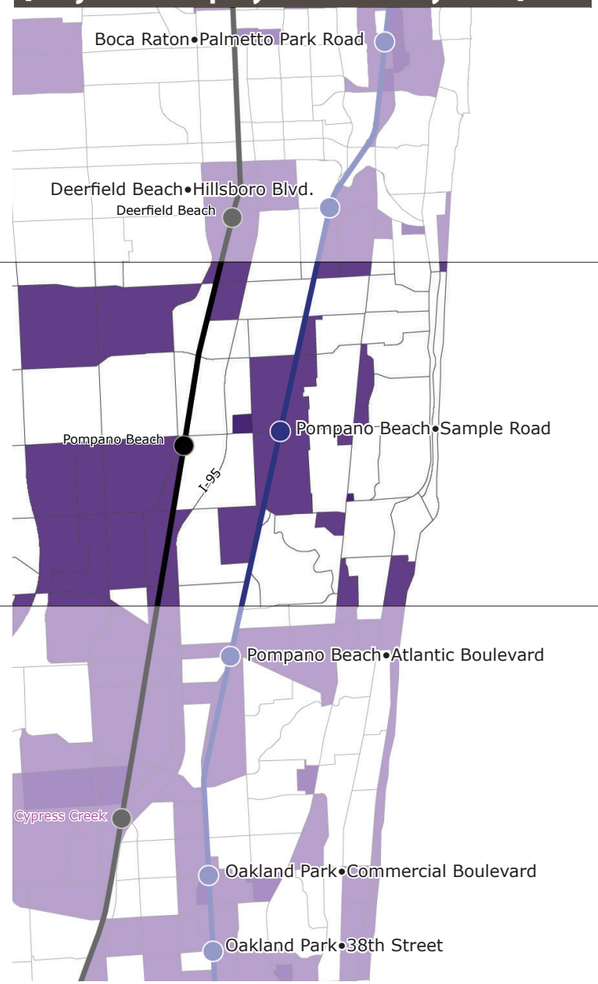
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- The Hillsboro Beach Water Treatment Plant limits future development of the northeast portion of the study area.
- Located in the commercial crossroads of Sample Road and Dixie Highway.

[Projected Employment Density 2035]



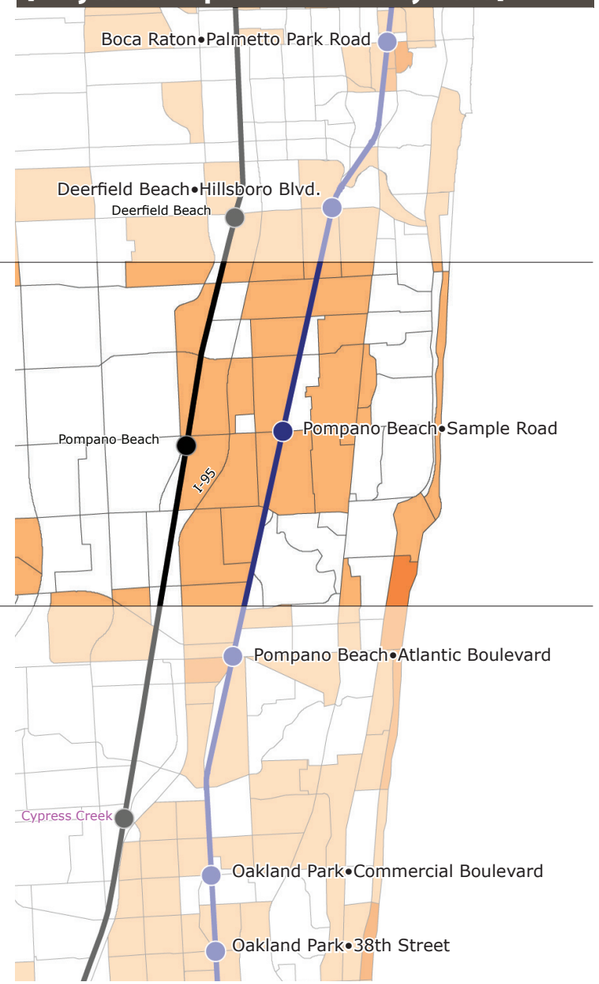
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Relatively low projected employment density compared to the corridor as a whole.

[Projected Population Density 2035]



Population Density

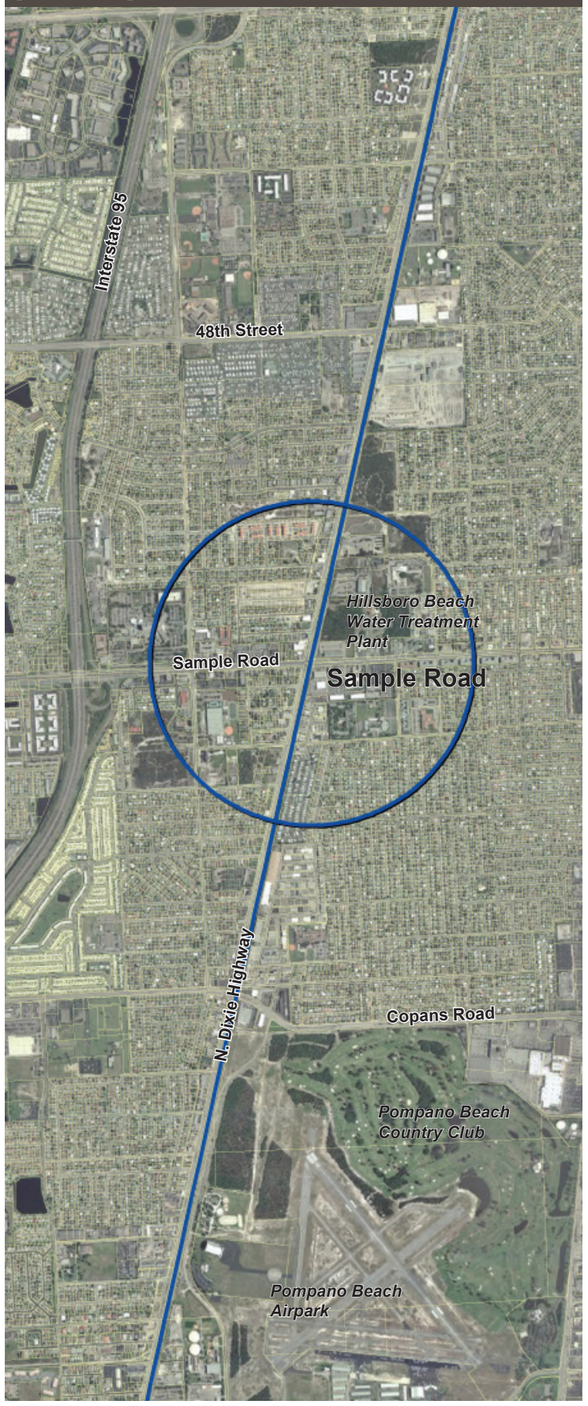
- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

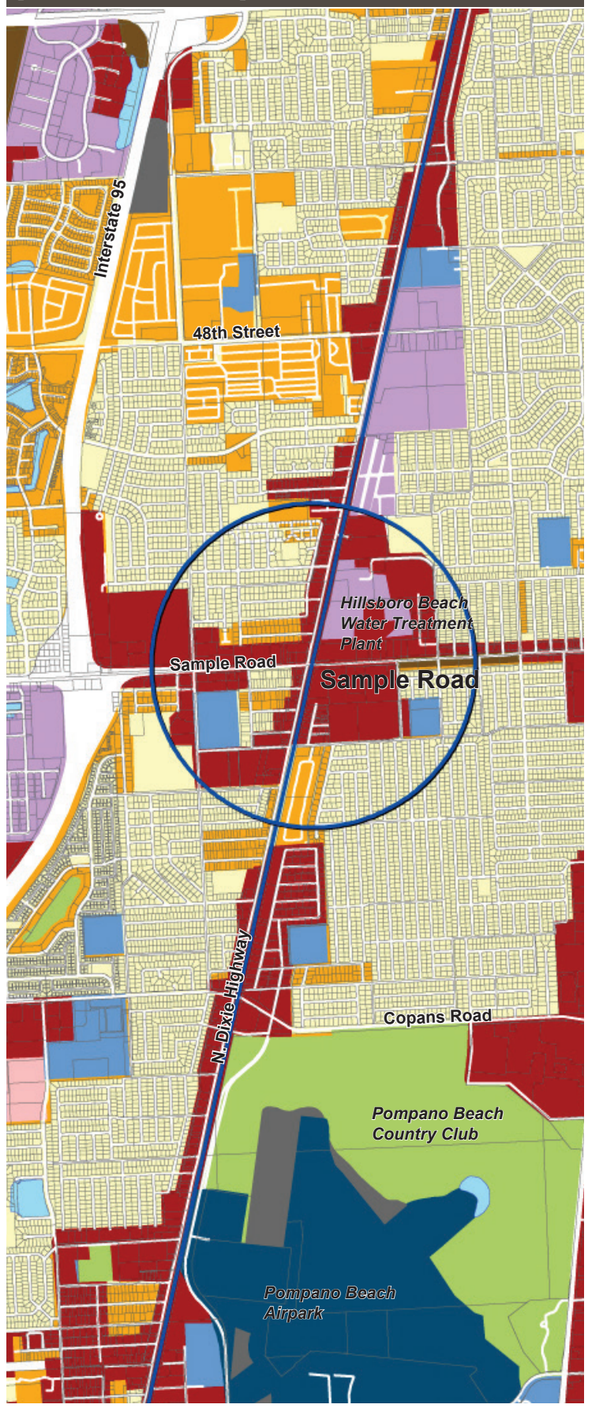
- Modest projected population density and projected ridership when compared to the corridor as a whole.

FINAL DRAFT

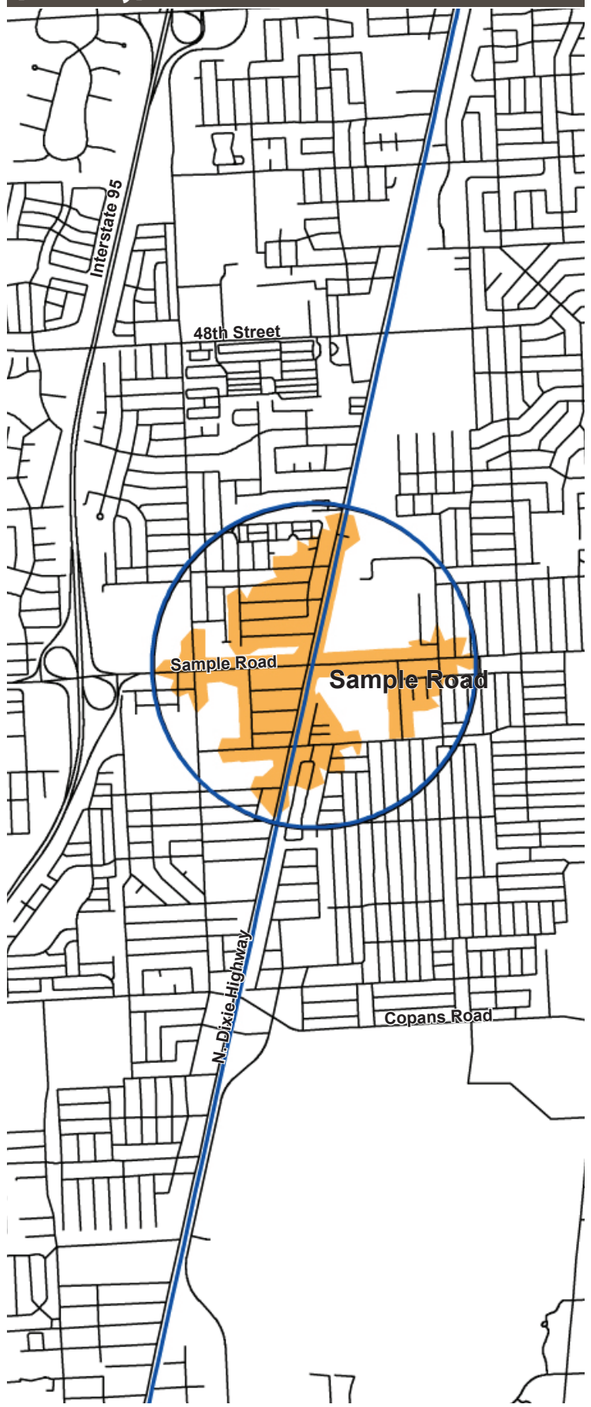
[Context]



[Future Land Use]



[Mobility]



Future Land Use Legend*

- Agriculture
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Developing/Urban
- Airport
- Commercial
- Public/Institutional
- Forestry
- Mixed Use
- Industrial
- Natural
- Office
- Parks/Recreation
- Rural
- TCU
- Undeveloped

* Future land use data is from SFWMD 2050 data set.

Mobility Legend

- Existing Road Network
- 10-Minute Walk

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

0 1,200 2,400

FINAL DRAFT

[Pompano Beach]

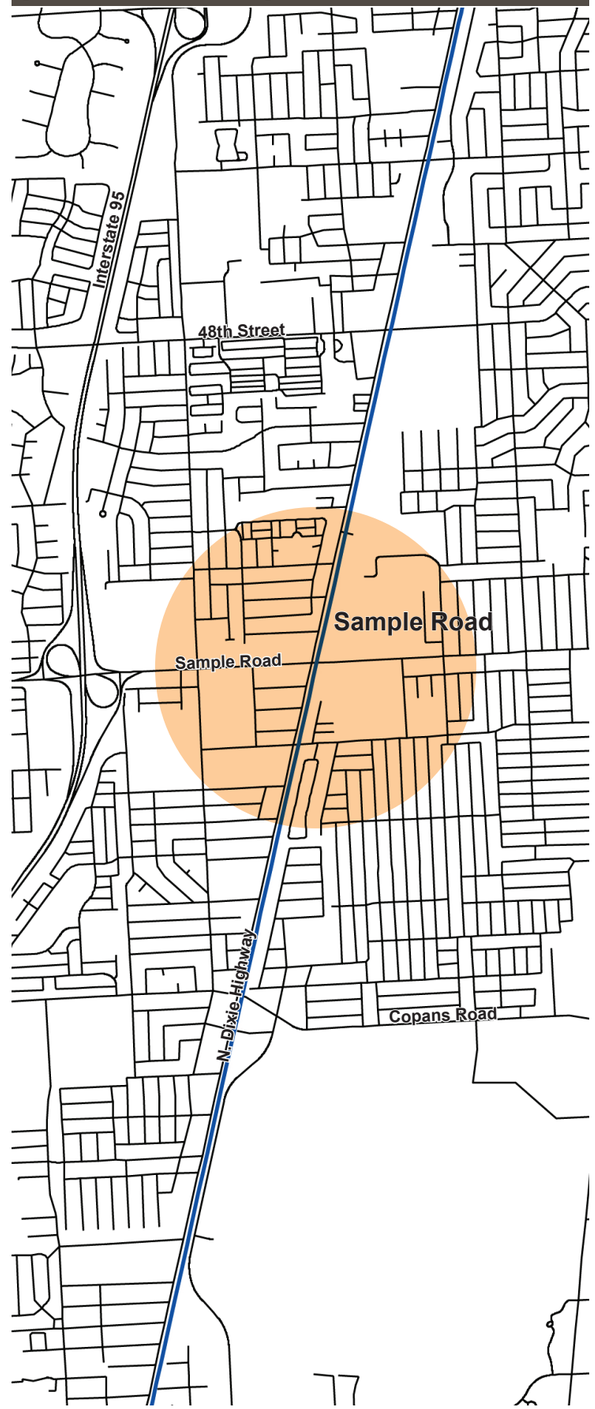
		Refinement Evaluation Criteria
		Sample Road
Station	Typology	EC, LPR
	Distance to Adjacent Stations	N: 3.0; S: 3.0
Purpose and Need	Ridership Projection	1,229
	Transit Dependent Households (1/2 mile)	155
	Population within 1/2 mile (2035)	5,768
	Employment within 1/2 mile (2035)	3,490
	Area within 10-minute Drive-shed	47,851
	Intermodal Connectivity	BCT Rt. 34, 50; Easy access to I-95
Supportive Land Use & TOD Potential	Acres within 10-minute walk	204
	Future Land Use Compatibility	Commercial/Industrial
	Future Land Use/Acres of Potential TOD (potential change)	163
	Square Feet of Potential TOD (potential change)	1,162,000
	Market Trends Ranking	Sub-optimal (10)
	Community Redevelopment Area	No
	Recent/Approved Development in Station Area	No
	Comprehensive Plan / Zoning Support	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes
	Station Access Constraints	No
	Grade Separation for Station Anticipated	No
	FEC Owned/Local Jurisdiction Property	No
	Impacts FEC existing/planned freight operations	No
	Available ROW (station/parking)	No
	Substantial Environmental Impact	No
	Estimated Station Cost	Average
	Local Funding Commitments (if applicable)	No
	Other considerations	None

***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

	Summary
	Sample Road
Role	Employment Center
Station Characteristics/ Purpose & Need	• Strong vehicular access • Modest projected population density and ridership
Land Use & TOD	• Significant potential acres of TOD due to strip retail along Sample Road and Dixie Highway
Cost & Feasibility	• No significant characteristics
Recommendation	**Future Infill** Redundant service with adjacent Tri-Rail station

[Recommendation]



Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

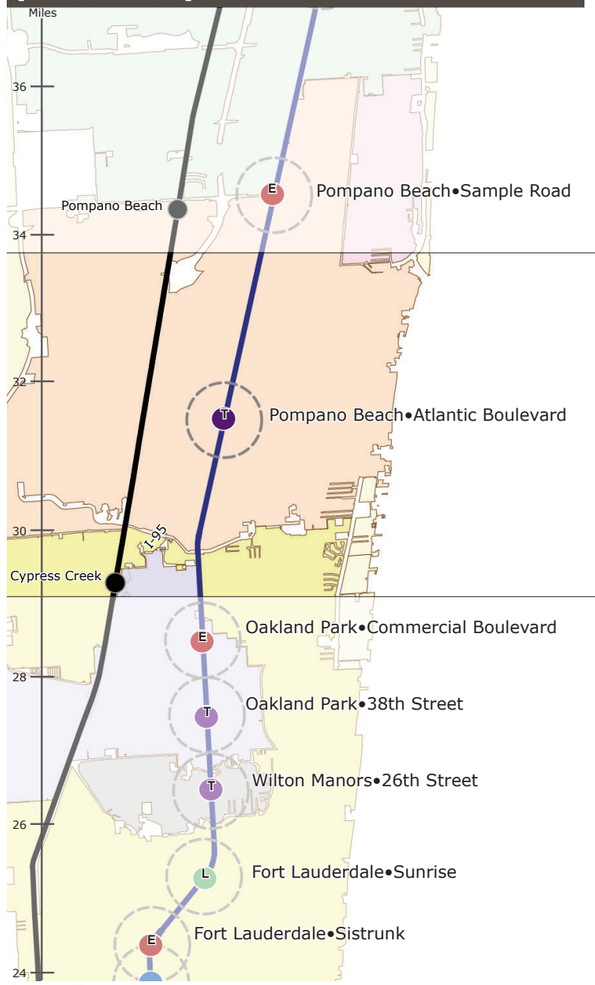
0 1,200 2,400

FINAL DRAFT

[Pompano Beach]

ATLANTIC BOULEVARD

[Station Role]



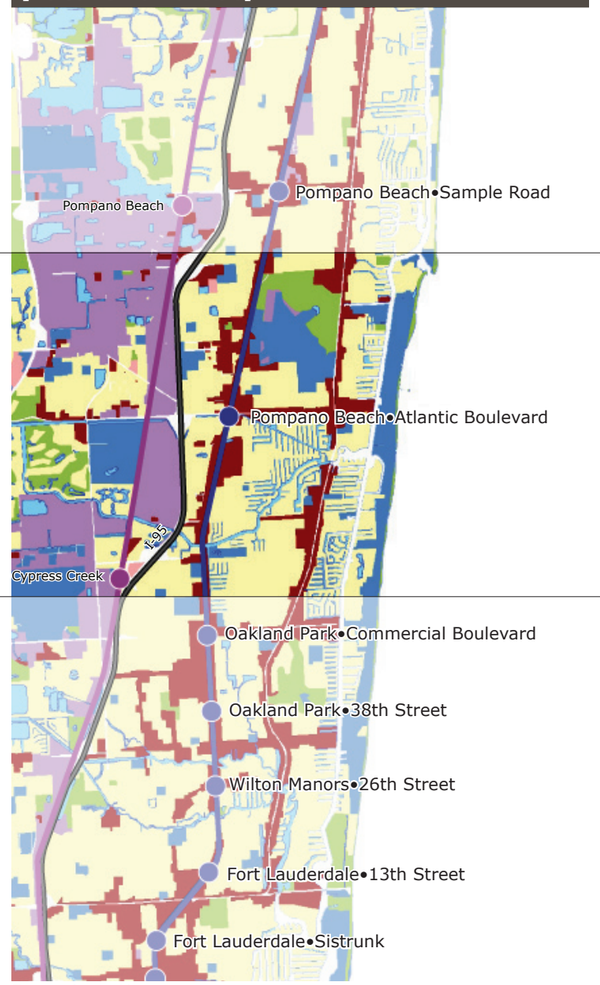
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- Interstate 95 is adjacent to the station area which allows excellent vehicular access.
- Atlantic Boulevard Station is the proposed transfer station to the Tri-Rail Corridor.

[Future Land Use]



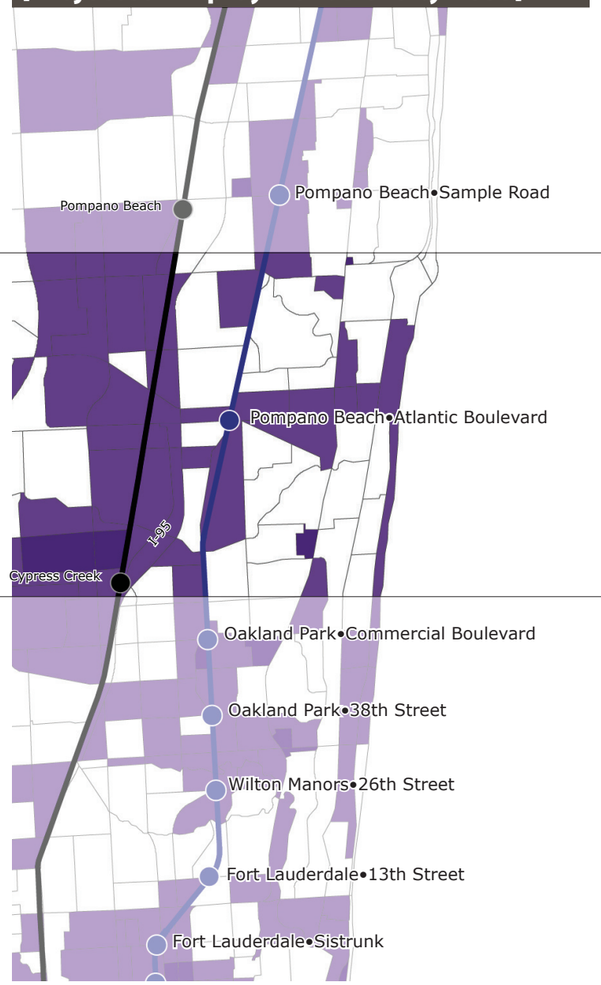
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- Located at the commercial crossroads of Atlantic Boulevard and Dixie Highway.

[Projected Employment Density 2035]



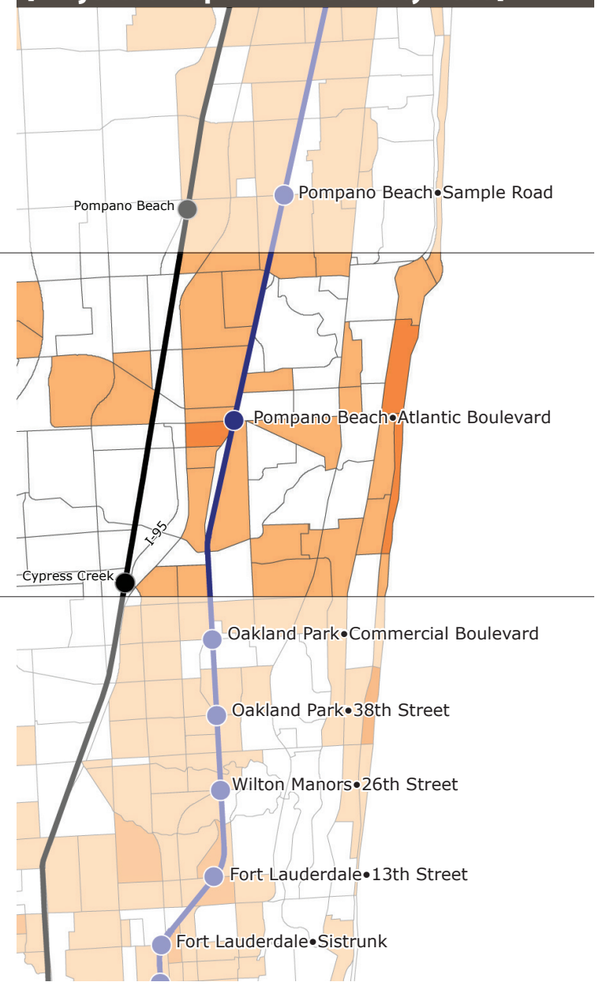
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Modest projected employment density compared to the corridor as a whole.

[Projected Population Density 2035]



Population Density

- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

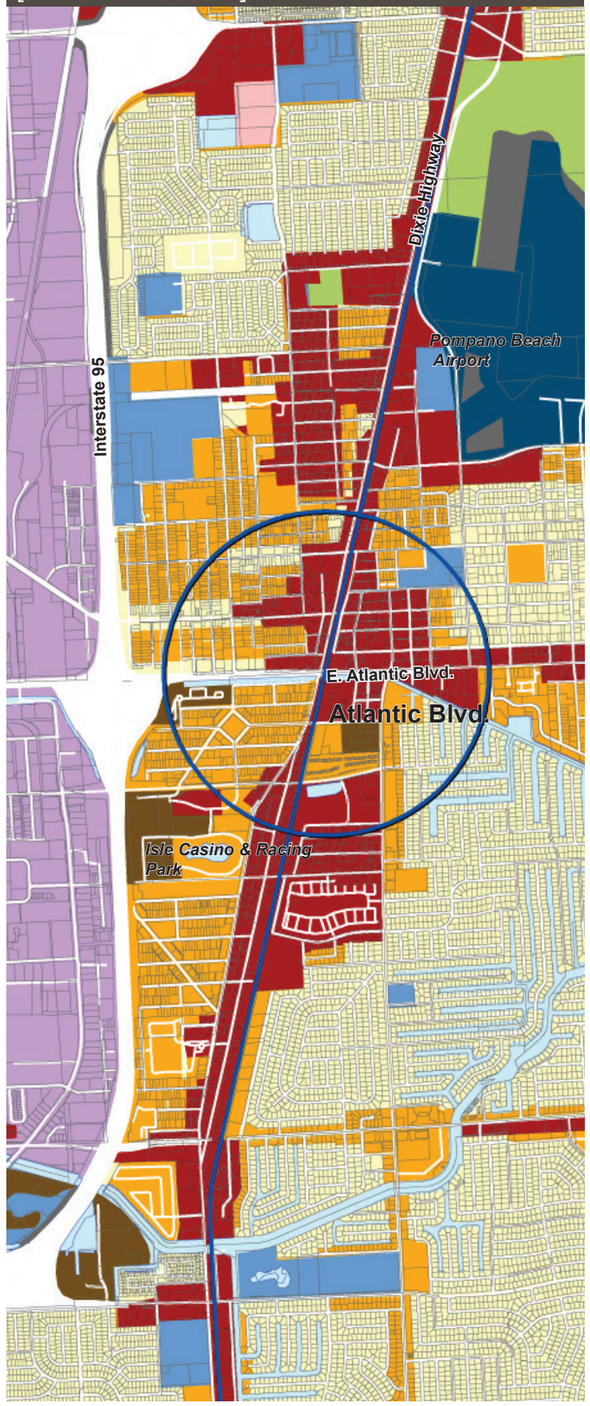
The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

- Relatively high projected population density and modest projected ridership.

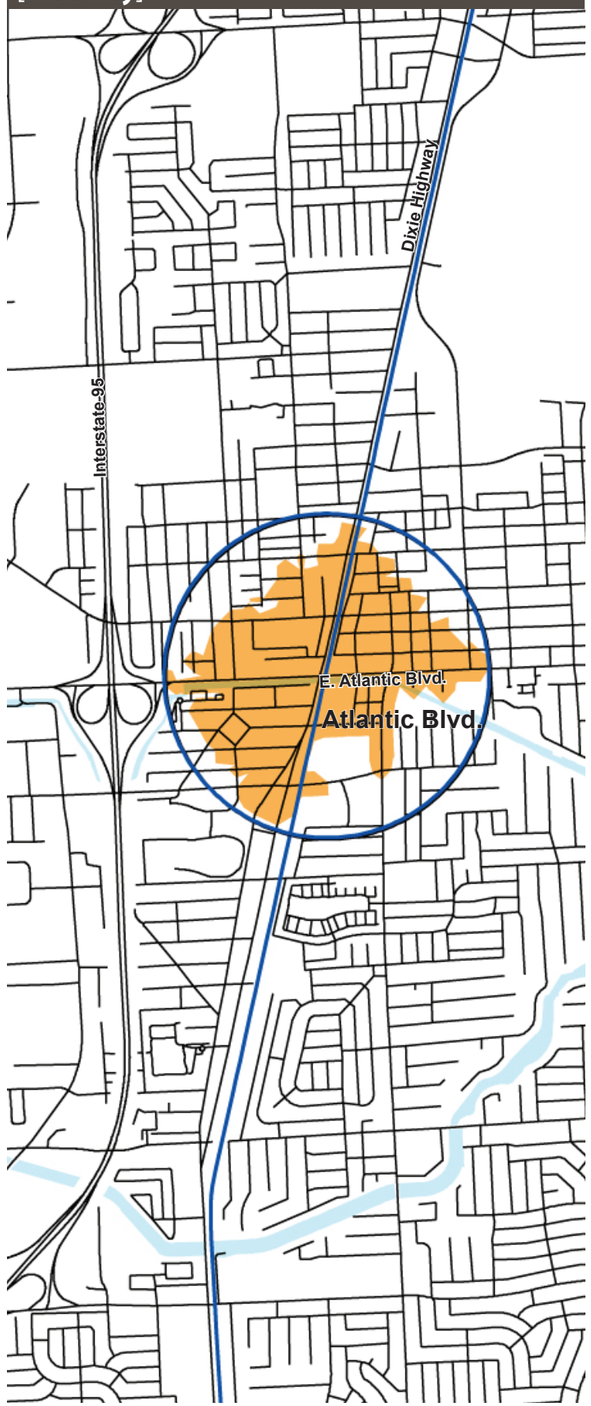
FINAL DRAFT

[Context]

[Future Land Use]



[Mobility]



Future Land Use Legend*

- Agriculture
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Developing/Urban
- Airport
- Commercial
- Public/Institutional
- Forestry
- Mixed Use
- Industrial
- Natural
- Office
- Parks/Recreation
- Rural
- TCU
- Undeveloped

* Future land use data is from SFWMD 2050 data set.

Mobility Legend

- Existing Road Network
- 10-Minute Walk

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

N

0 1,200 2,400

FINAL DRAFT

[Pompano Beach]

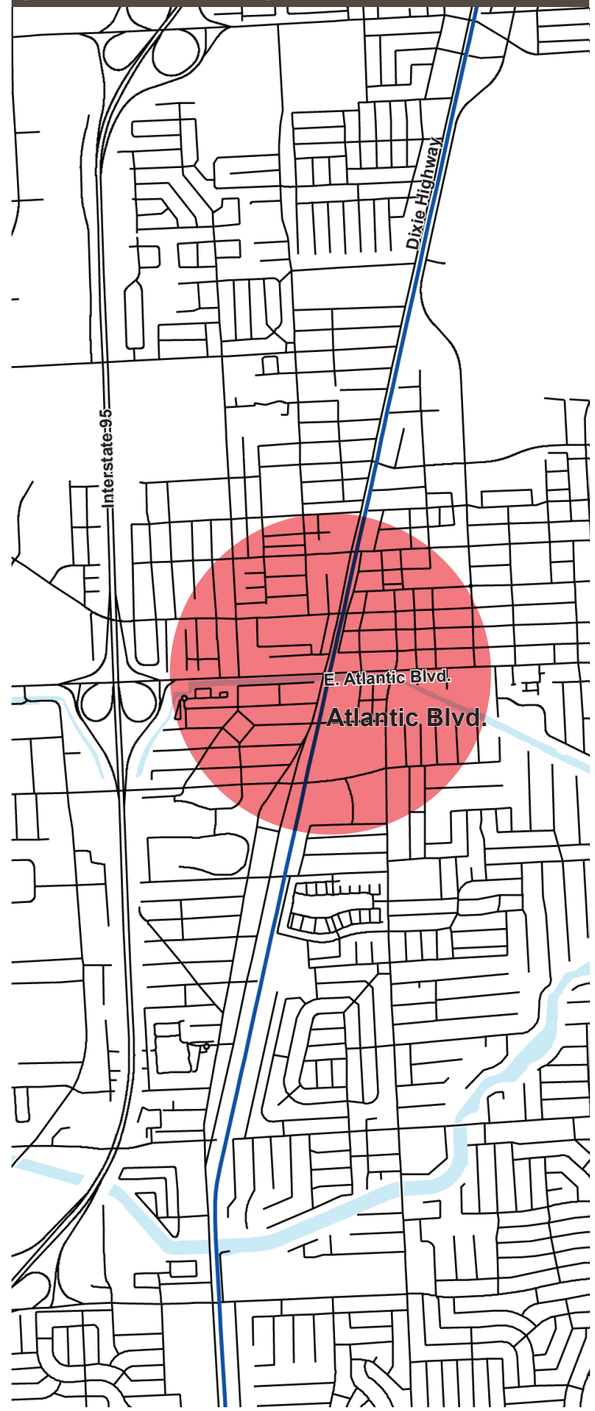
		Refinement Evaluation Criteria
		Atlantic Boulevard/Pompano Transfer
Station	Typology	TC
	Distance to Adjacent Stations	N: 3.0; S:3.0
Purpose and Need	Ridership Projection	1,526
	Transit Dependent Households (1/2 mile)	386
	Population within 1/2 mile (2035)	7,817
	Employment within 1/2 mile (2035)	2,678
	Area within 10-minute Drive-shed	52,410
	Intermodal Connectivity	BCT Rt. 20, 42, 50, 60; Easy access to I-95, Pompano Beach Airport
Supportive Land Use & TOD Potential	Acres within 10-minute walk	282
	Future Land Use Compatibility	Commercial/Residential
	Future Land Use/Acres of Potential TOD (potential change)	132
	Square Feet of Potential TOD (potential change)	324,000
	Market Trends Ranking	Sub-optimal (9)
	Community Redevelopment Area	No
	Recent/Approved Development in Station Area	No
	Comprehensive Plan / Zoning Support	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes
	Station Access Constraints	No
	Grade Separation for Station Anticipated	No
	FEC Owned/Local Jurisdiction Property	No
	Impacts FEC existing/planned freight operations	No
	Available ROW (station/parking)	No
	Substantial Environmental Impact	No
	Estimated Station Cost	Average
	Local Funding Commitments (if applicable)	No
	Other considerations	Adjacent Norteast Transit Center

***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary	Atlantic Boulevard/ Pompano Transfer
Role	Town Center
Station Characteristics/ Purpose & Need	• Modest projected ridership • Strong vehicular access due to close proximity of Interstate 95 • Proposed transfer point to Tri-Rail corridor
Land Use & TOD	• Strong pedestrian access and potential acres of TOD
Cost & Feasibility	• No significant characteristics
Recommendation	**Recommended (Project Development)** Serves existing town center and provides needed station spacing between primary stations

[Recommendation]



Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

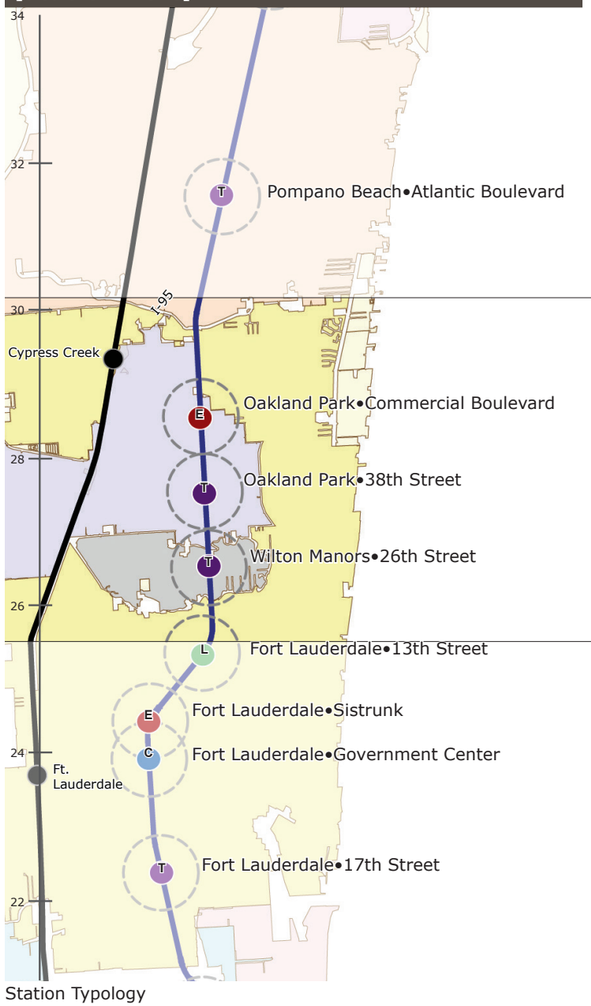
0 1,200 2,400

FINAL DRAFT

[Oakland Park • Wilton Manors]

COMMERCIAL BOULEVARD • 38TH STREET • 26TH STREET

[Station Role]



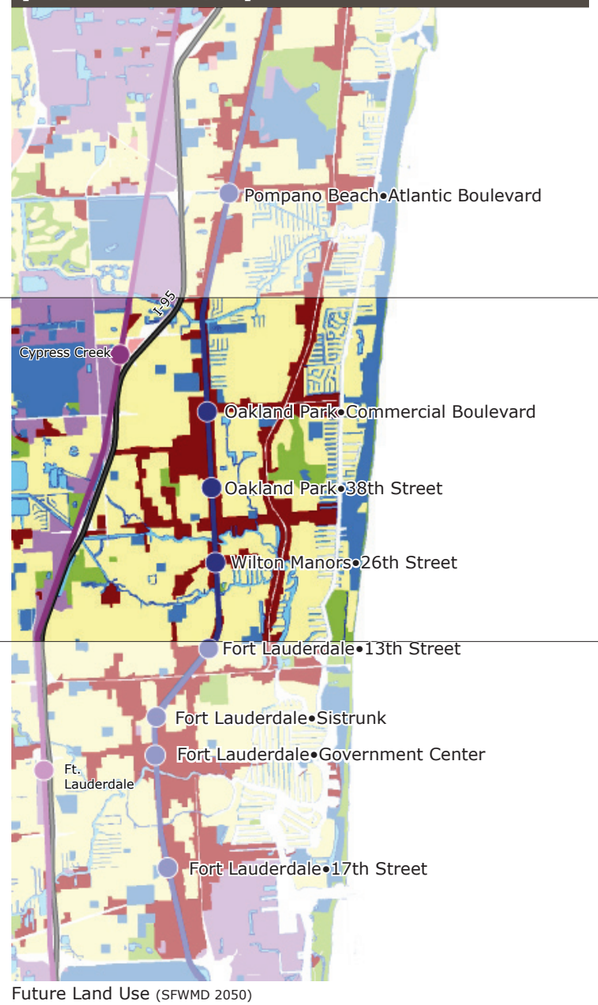
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- 38th Street Station and 26th Street Station are designated Town Centers and are within walkable urban centers.

[Future Land Use]



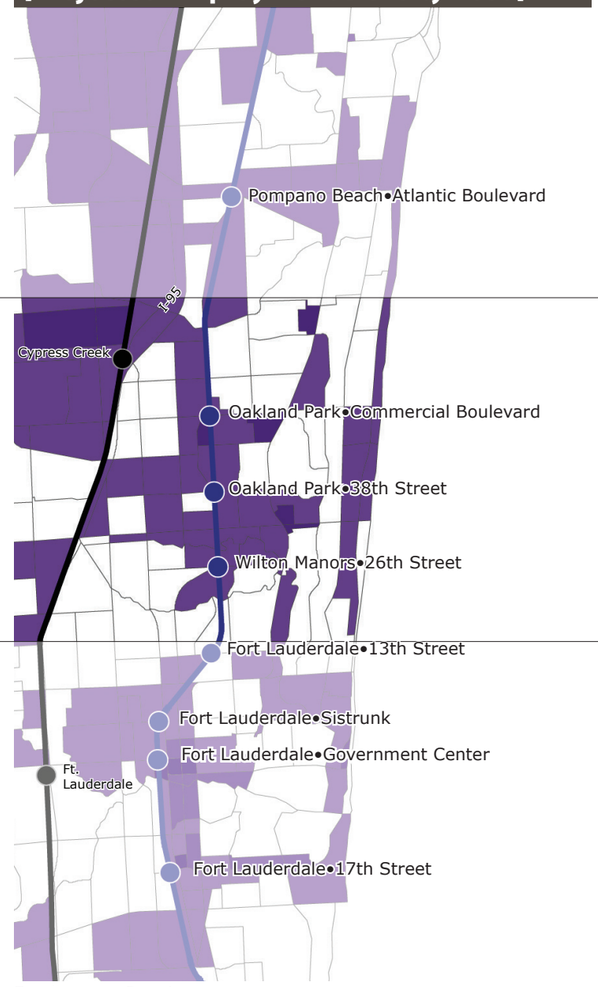
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- All stations are along a commercial spine that varies from large format retail centers at Commercial Boulevard to small-scale commercial and industrial parcels at 26th Street.

[Projected Employment Density 2035]



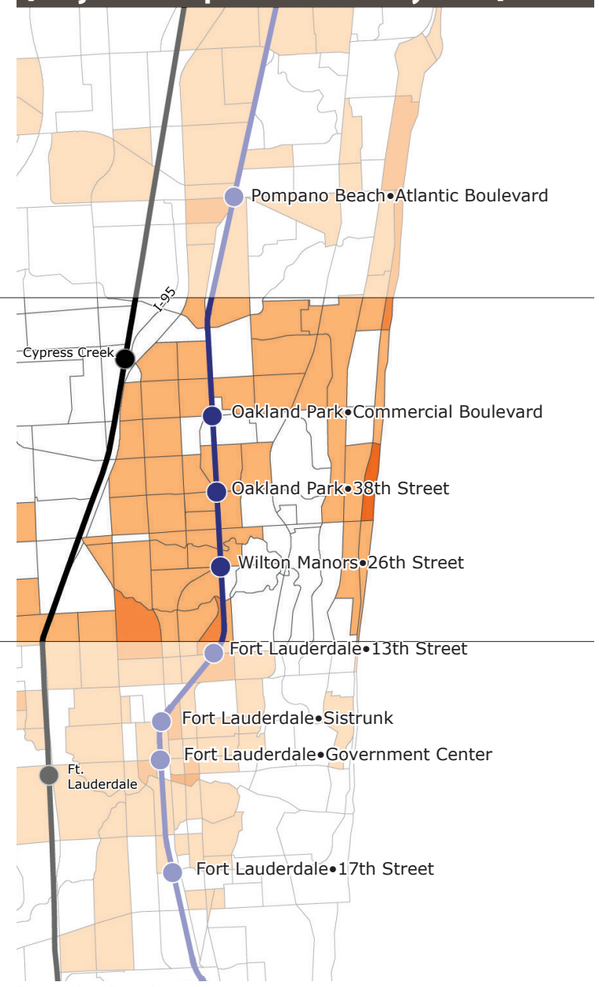
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Commercial Boulevard has the highest projected employment density.

[Projected Population Density 2035]



Population Density

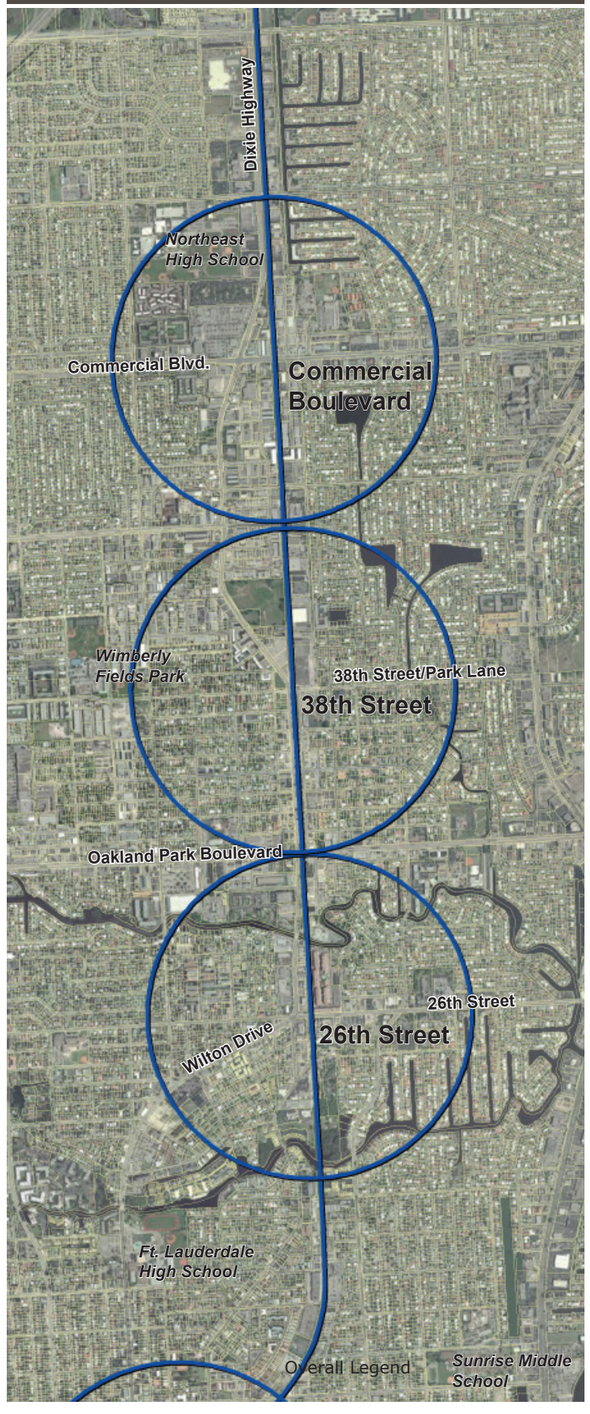
- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

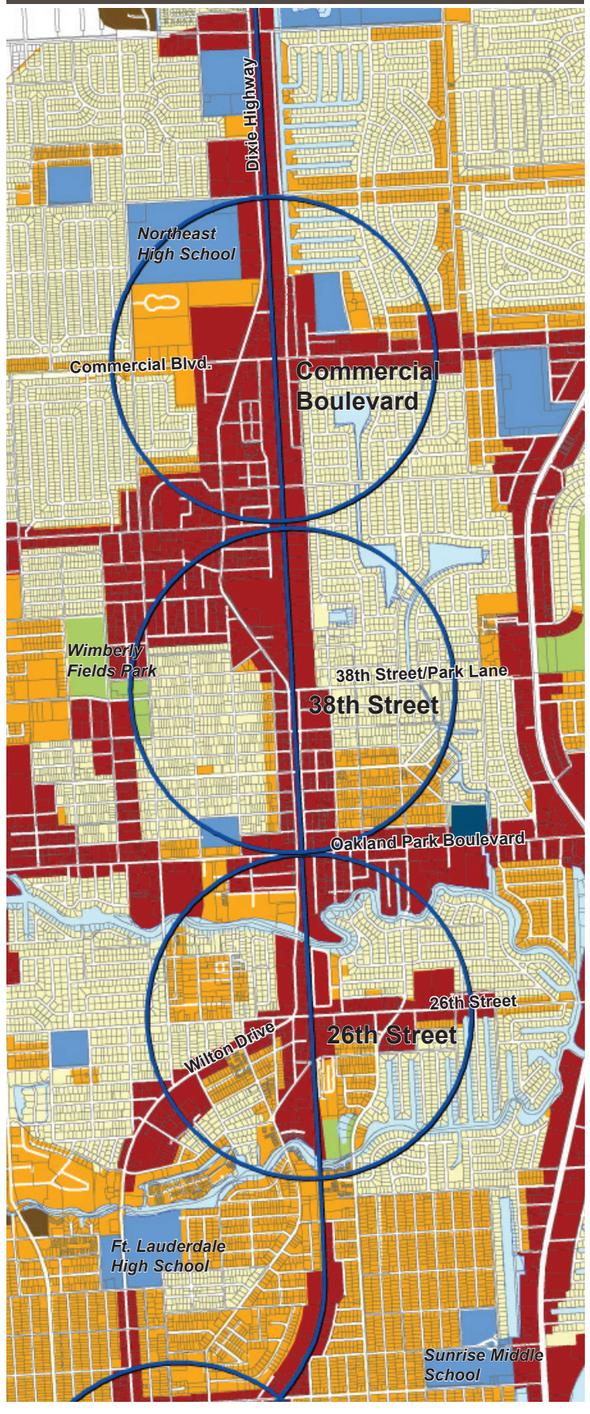
- 38th Street Station and 26th Street Station have the highest projected population densities.

FINAL DRAFT

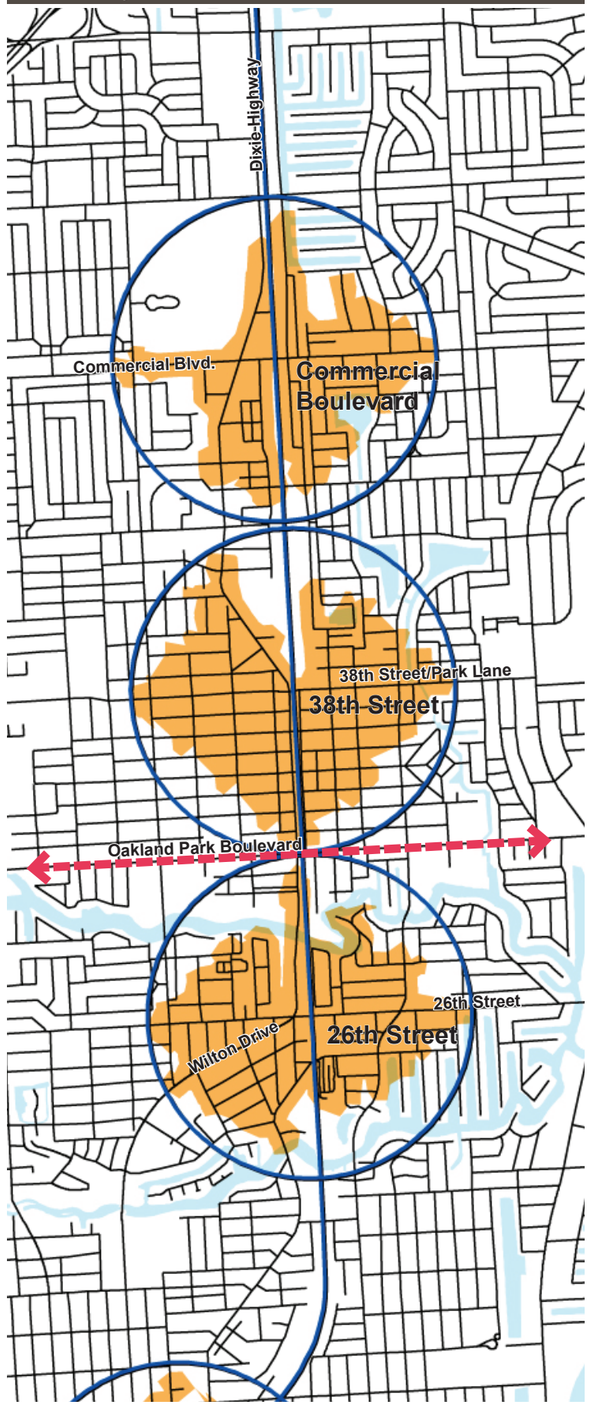
[Context]



[Future Land Use]



[Mobility]



Oakland Park Boulevard Transit Corridor Study

Future Land Use Legend*

- Agriculture
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Developing/Urban
- Airport
- Commercial
- Public/Institutional
- Forestry
- Mixed Use
- Industrial
- Natural
- Office
- Parks/Recreation
- Rural
- TCU
- Undeveloped

* Future land use data is from SFWMD 2050 data set.

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- 1/2 Mile Station Area
- FE Corridor
- Tri-Rail

0 1,200 2,400

FINAL DRAFT

[Oakland Park • Wilton Manors]

		Refinement Evaluation Criteria		
		Commercial Boulevard	38th Street	26th Street
Station	Typology	EC	TC	TC
	Distance to Adjacent Stations	N: 3.0; S: 1.0	N: 1.0; S. 1.0	N: 1.0; S. 1.5
Purpose and Need	Ridership Projection	913	229	164
	Transit Dependent Households (1/2 mile)	163	321	279
	Population within 1/2 mile (2035)	5,318	8,875	7,020
	Employment within 1/2 mile (2035)	5,674	4,203	3,310
	Area within 10-minute Drive-shed	46,976	40,269	35,570
	Intermodal Connectivity	BCT Rt. 50, 55; Easy Access to I-95	BCT Rt. 50; Easy access to I-95	BCT Rt. 20, 50; Easy Access to I-95
Supportive Land Use & TOD Potential	Acres within 10-minute walk	231	297	279
	Future Land Use Compatibility	Industrial/Commercial	Mixed Use	Mixed Use
	Future Land Use/Acres of Potential TOD (potential change)	154	45	104
	Square Feet of Potential TOD (potential change)	2,848,000	1,572,000	1,393,000
	Market Trends Ranking	Indifferent (15)	Solid (16)	Solid (16)
	Community Redevelopment Area	No	Yes	No
	Recent/Approved Development in Station Area	No	Yes	Yes
	Comprehensive Plan / Zoning Support	Yes	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes	Yes
	Station Access Constraints	Yes	No	No
	Grade Separation for Station Anticipated	No	No	No
	FEC Owned/Local Jurisdiction Property	No	Yes	No
	Impacts FEC existing/planned freight operations	No	No	No
	Available ROW (station/parking)	No	No	No
	Substantial Environmental Impact	No	Conservation area west of FEC, north of 38th ST	No
	Estimated Station Cost	Average	Average	Average
	Local Funding Commitments (if applicable)	No	No	No
	Other considerations	None	None	None

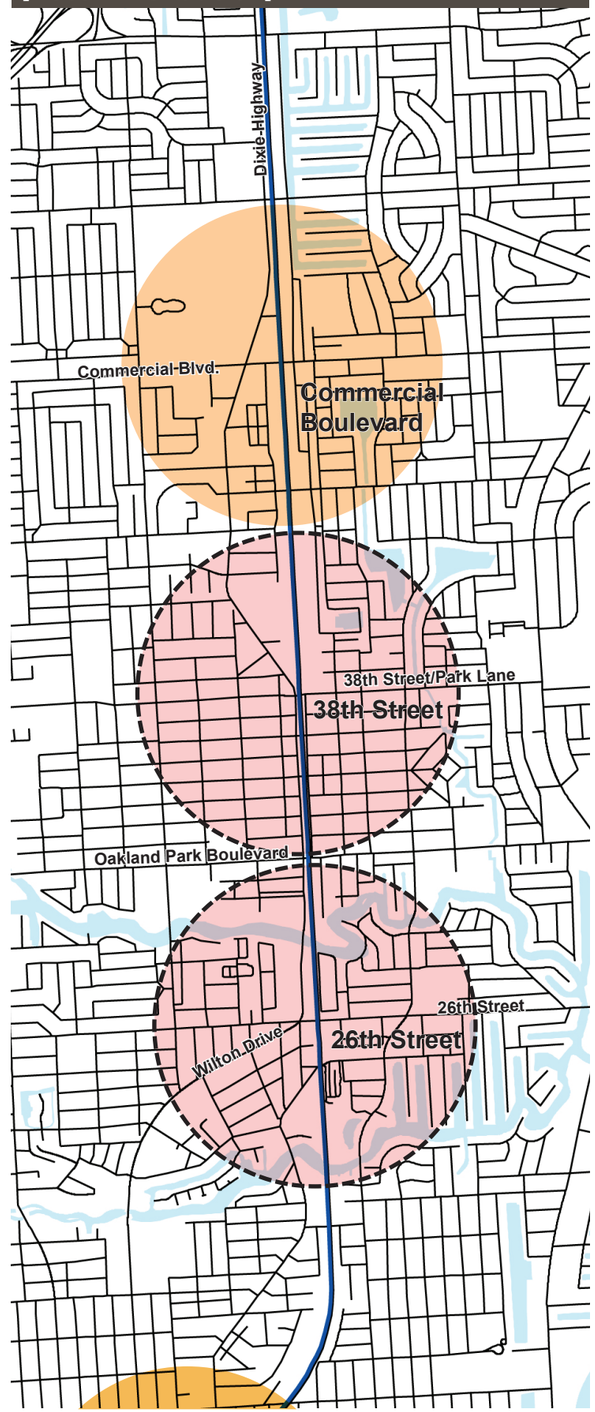
***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary

	Commercial Boulevard	38th Street	26th Street
Role	Employment Center	Town Center	Town Center
Station Characteristics/ Purpose & Need	• Highest projected ridership • Lower population density	• High transit dependent population and projected population • Potential Tri-Rail Station on Oakland Park Boulevard • Potential BRT on Oakland Park Boulevard; commitment by Broward MPO to link route to rail station • High ridership on existing bus routes	• High vehicular access and projected population density • Potential Tri-Rail Station on Oakland Park Boulevard • Potential BRT on Oakland Park Boulevard; commitment by Broward MPO to link route to rail station • High ridership on existing bus routes
Land Use & TOD	• Significant acres of potential TOD due to large-format retail centers in the northwest and south west corners • Large-scale commercial development decreases oppotunity for walkable urban form	• "Solid" market ranking • Station within a CRA (walkable urban form)	• Significant acres of potential TOD due to numerous commercial and industrial properties • "Solid" market ranking (walkable urban form)
Cost & Feasibility	• No significant characteristics	• No significant characteristics	• No significant characteristics
Recommendation	**Future Infill** • Strong ridership and provides needed spacing between recommended stations • Town Center TOD opportunities greater with other tow stations	**Further Evaluation (Project Development)** • Potential service and connection to planned Oakland Park Boulevard Transit Corridor.	**Further Evaluation (Project Development)** • Serves existing town center, special events, and existing TOD • Potential service and connection to planned Oakland Park Boulevard Transit Corridor.

[Recommendation]

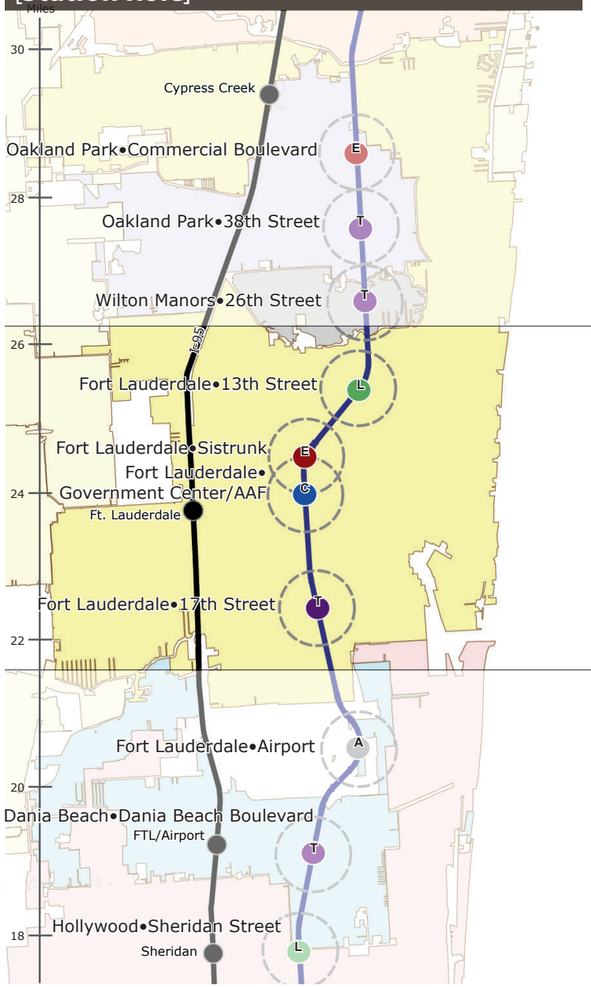


FINAL DRAFT

[Fort Lauderdale]

13TH STREET•SISTRUNK/7TH STREET•GOVERNMENT CENTER/ALL ABOARD FLORIDA•17TH STREET

[Station Role]



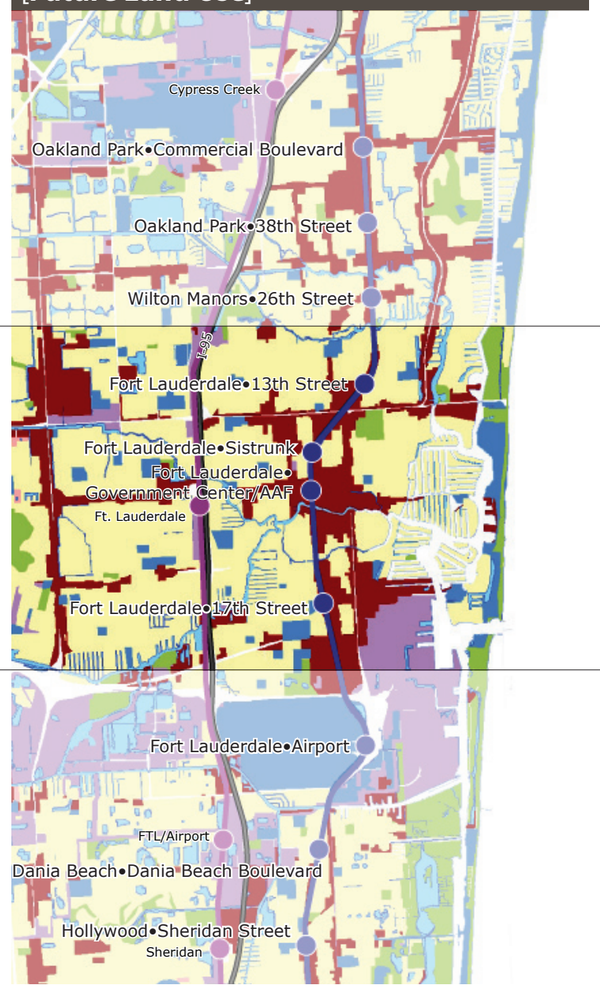
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- Tangent track issues will push the Sistrunk Station within a ½ mile of the Sunrise and Government Center Stations.
- Government Center and Sistrunk stations have a highly walkable urban form.

[Future Land Use]



Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- Government Center Station serves downtown Fort Lauderdale.
- Sunrise and Sistrunk stations are within historic urban neighborhoods.

[Projected Employment Density 2035]

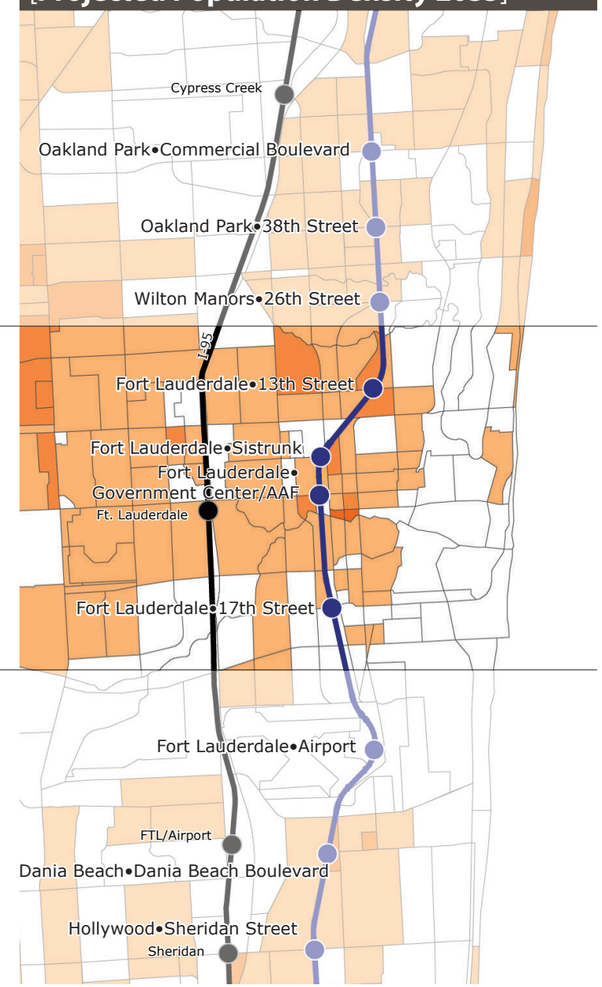
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Government Center Station has the third highest projected employment density in the corridor.
- 17th Street Station is adjacent to the Broward Medical Center and has a high projected employment density.

[Projected Population Density 2035]



Population Density

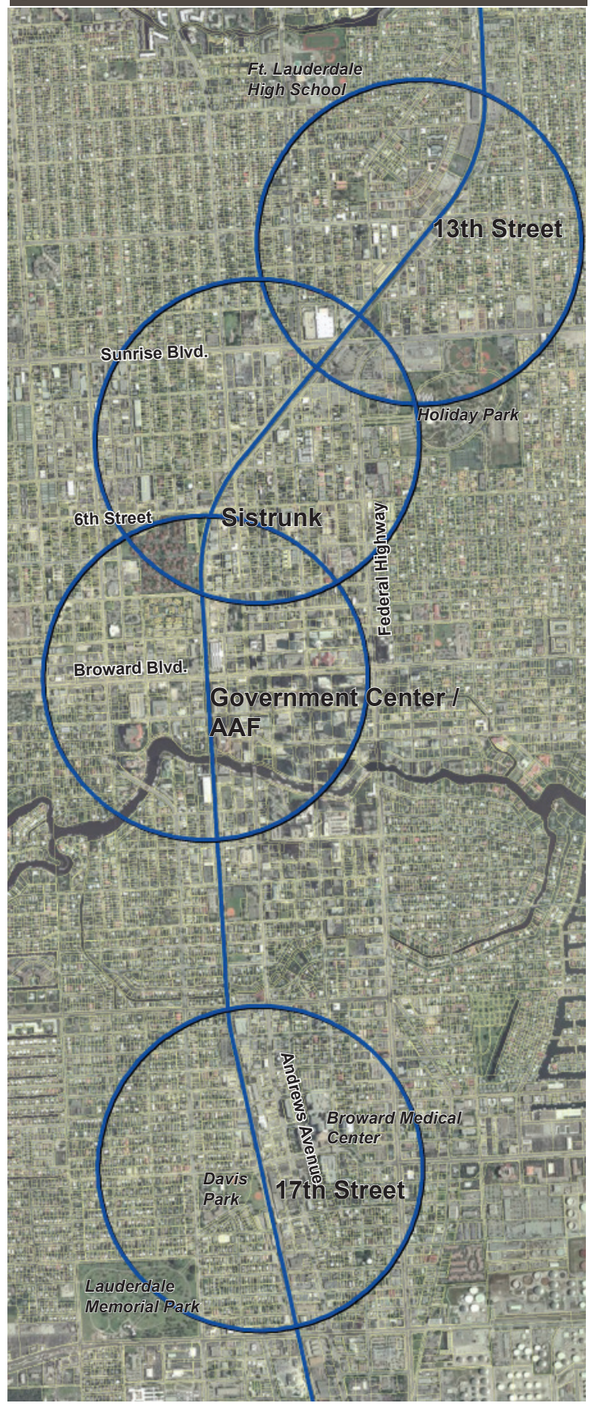
- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

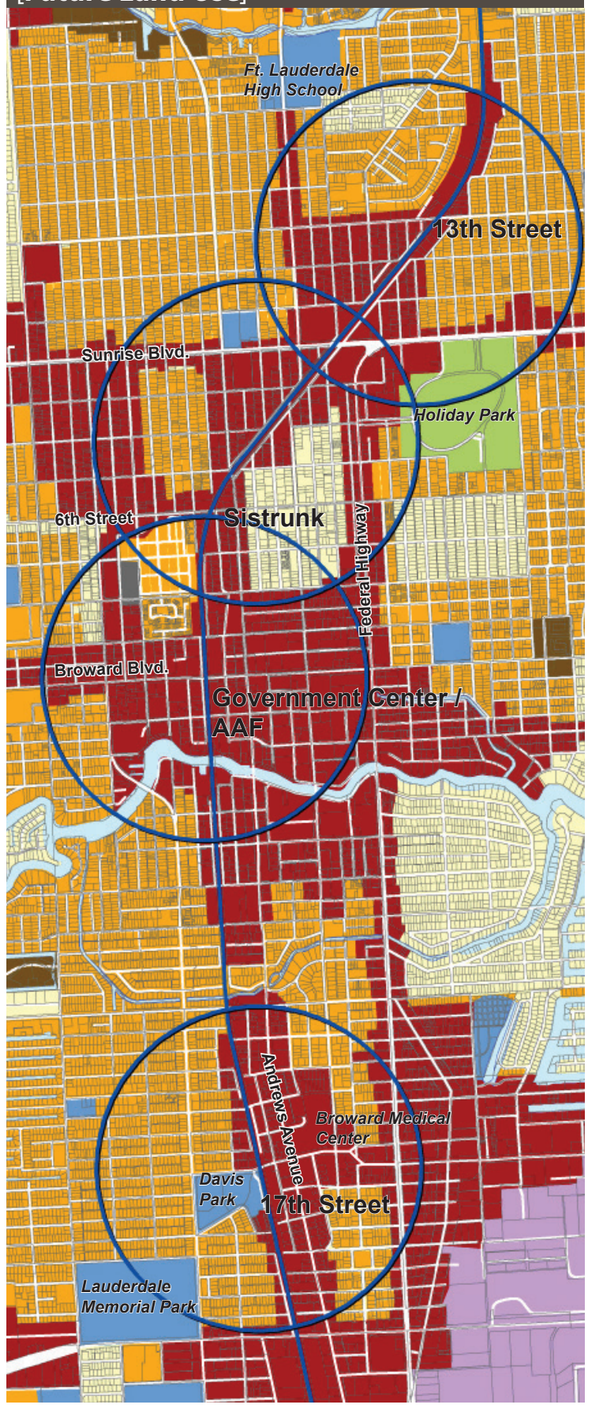
- Sunrise and Government Center stations have the highest projected population densities of these stations.
- Sunrise, Sistrunk and Government Center stations all have a high transit dependent populations.

FINAL DRAFT

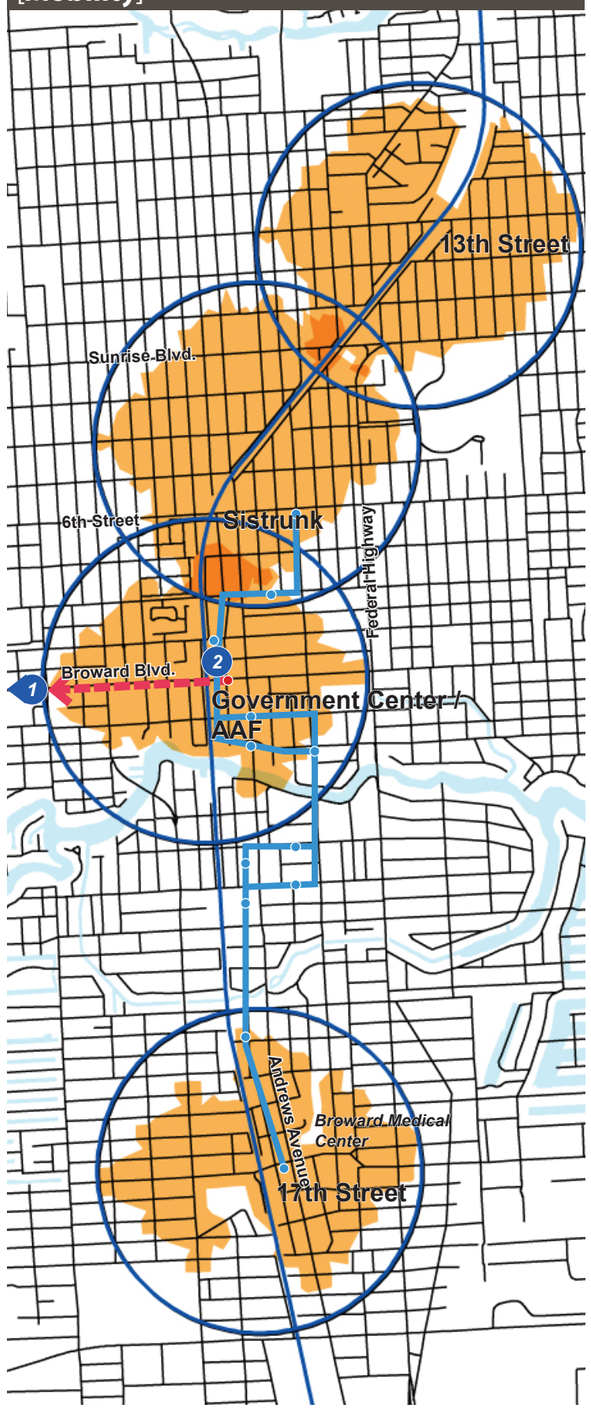
[Context]



[Future Land Use]



[Mobility]



1. To Tri-Rail- Fort Lauderdale Station
2. Broward Central Bus Terminal

Potential corridor for WAVE Streetcar

WAVE Streetcar Stations

Broward Boulevard East-West Transit Corridor

Future Land Use Legend*

- Agriculture
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Developing/Urban
- Airport
- Commercial
- Public/Institutional
- Forestry
- Mixed Use
- Industrial
- Natural
- Office
- Parks/Recreation
- Rural
- TCU
- Undeveloped

* Future land use data is from SFWMD 2050 data set.

Mobility Legend

- Existing Road Network
- 10-Minute Walk

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

N

0 1,200 2,400

FINAL DRAFT

[Fort Lauderdale]

		Refinement Evaluation Criteria			
		13th Street	Sistrunk/7th Street	Government Center/All Aboard Florida	17th Street
Station	Typology	LPR	EC	CC	TC
	Distance to Adjacent Stations	N: 1.; S: 0.6	N: 0.6; S. 0.7	N: 07; S: 1.5	N:1.5; S: 2.0
Purpose and Need	Ridership Projection	2,057	974	3,022	832
	Transit Dependent Households (pop/sq. mi)	519	615	619	187
	Population Density within 1/2 mile (2035)	9,590	7,204	9,604	4,362
	Employment Density within 1/2 mile (2035)	2,404	7,912	18,285	9,019
	Area within 10-minute Drive-shed	41,883	40,196	45,361	39,102
	Intermodal Connectivity	BCT Rt. 10, 20, 36, 50, 60; Easy access to I-95	BCT Rt. 10, 11, 14, 20, 30, 31, 40, 50, 60, 81; Easy access to I-95	BCT Rt. 6, 9, 10, 11, 14, 20, 30, 31, 40, 50, 60, 81; Easy access to I-95	BCT Rt. 1(AIRPORT), 6, 30, 40, Streetcar; Easy access to I-95, port, airport
Supportive Land Use & TOD Potential	Acres within 10-minute walk	316	311	311	258
	Future Land Use Compatibility	Residential	Mixed Use/ Residential	Downtown	Mixed Use
	Future Land Use/Acres of Potential TOD (potential change)	114	126	60	75
	Square Feet of Potential TOD (potential change)	2,688,000	3,725,000	9,039,000	2,357,000
	Market Trends Ranking	Indifferent (14)	Solid (17)	Strong (23)	Indifferent (14)
	Community Redevelopment Area	Yes	Yes	No	No
	Recent/Approved Development in Station Area	Yes	No	No	No
	Comprehensive Plan / Zoning Support	Yes	Yes	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes	Yes	Yes
	Station Access Constraints	No	No	Yes	No
	Grade Separation for Station Anticipated	No	No	No	No
	FEC Owned/Local Jurisdiction Property	No	No	No	No
	Impacts FEC existing/planned freight operations	No	No	No	No
	Available ROW (station/parking)	No	No	Yes	No
	Substantial Environmental Impact	No	Public conservation area west of FEC, south of 6th Street	No	Public park west of FEC, south of 17TH ST
	Estimated Station Cost	Average	Average	Average	Average
	Local Funding Commitments (if applicable)	No	No	No	No
	Other considerations	None	None	Direct access to Broward Central Terminal/Wave	Broward Medical Center employment

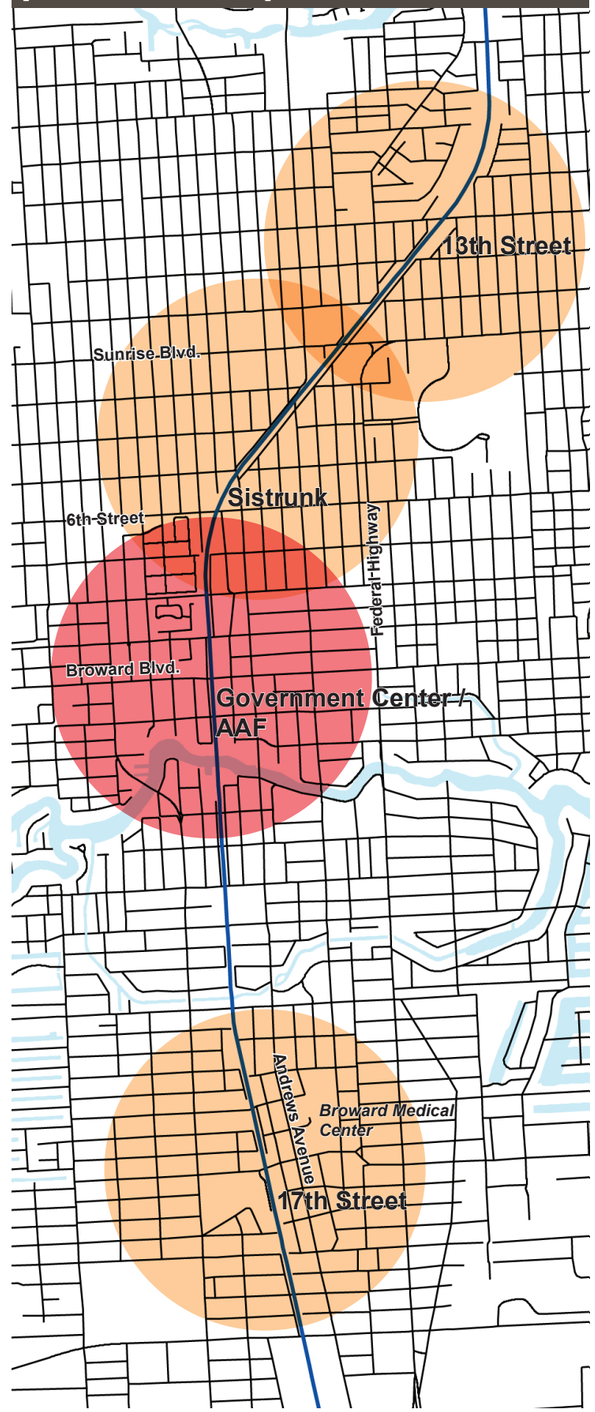
***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary

	13th Street/Sunrise Blvd	Sistrunk	Government Center/All Aboard Florida	17th Street
Role	**Local Park-Ride**	**Employment Center**	**City Center**	**Town Center**
Station Characteristics/ Purpose & Need	• Significant projected ridership, 3rd highest in corridor at Sunrise Blvd • Significant transit dependent population • High projected population density • Transit Studies o WAVE Streetcar o Broward Boulevard	• Significant transit dependent population • Transit Studies o WAVE Streetcar o Broward Boulevard	• 2nd highest projected ridership of corridor (Miami is 1st) • Significant transit dependent population, and projected employment density • Transit Studies o WAVE Streetcar o Broward Boulevard	• Transit Studies o WAVE Streetcar o Broward Boulevard
Land Use & TOD	• Strong pedestrian accessibility • Significant number of acres for potential TOD • Station within a CRA	• Strong pedestrian accessibility • Significant potential TOD • "Solid" market ranking • Station within a CRA	• Significant potential square footage of TOD development • "Strong" market ranking • Strong pedestrian accessibility	• Strong pedestrian accessibility • Employment base for Broward Medical Center • FEC prioritized station
Cost & Feasibility	• No significant characteristics	• Tangent track requirements will push station north or south of 6th Street within close proximity to adjacent stations	• No significant characteristics	• No significant characteristics
Recommendation	**Future Infill** Evaluate alternative station locations to serve both Sistrunk and Sunrise	**Future Infill** Evaluate alternative station locations to serve both Sistrunk and Sunrise	**Recommended (Project Development)** Serves Downtown Fort Lauderdale	**Future Infill** Could be connected to Government Center via WAVE corridor

[Recommendation]



Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

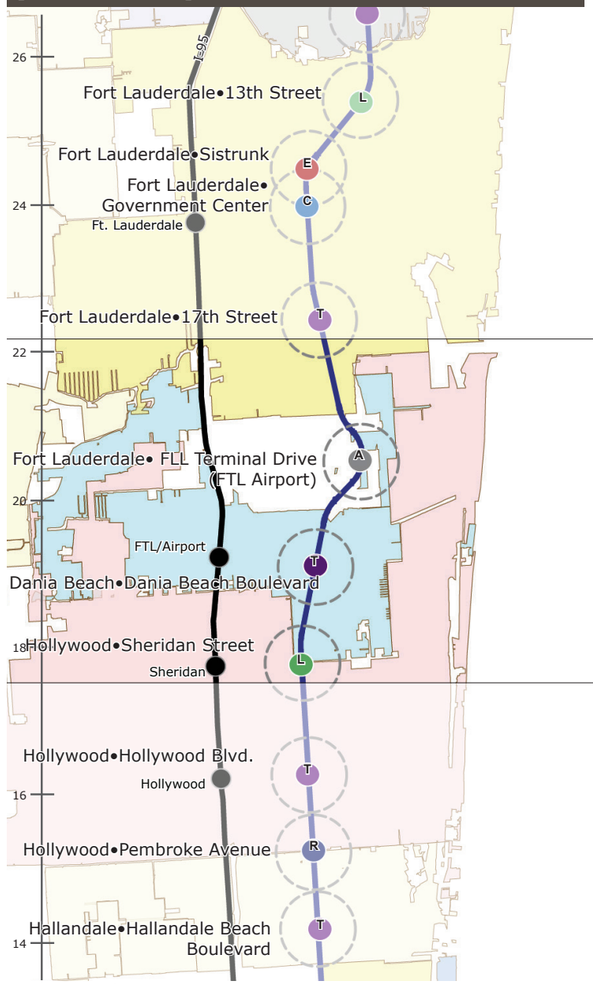
0 1,200 2,400

FINAL DRAFT

[Fort Lauderdale • Dania Beach]

FLL TERMINAL (FTL AIRPORT) • DANIA BEACH BOULEVARD

[Station Role]



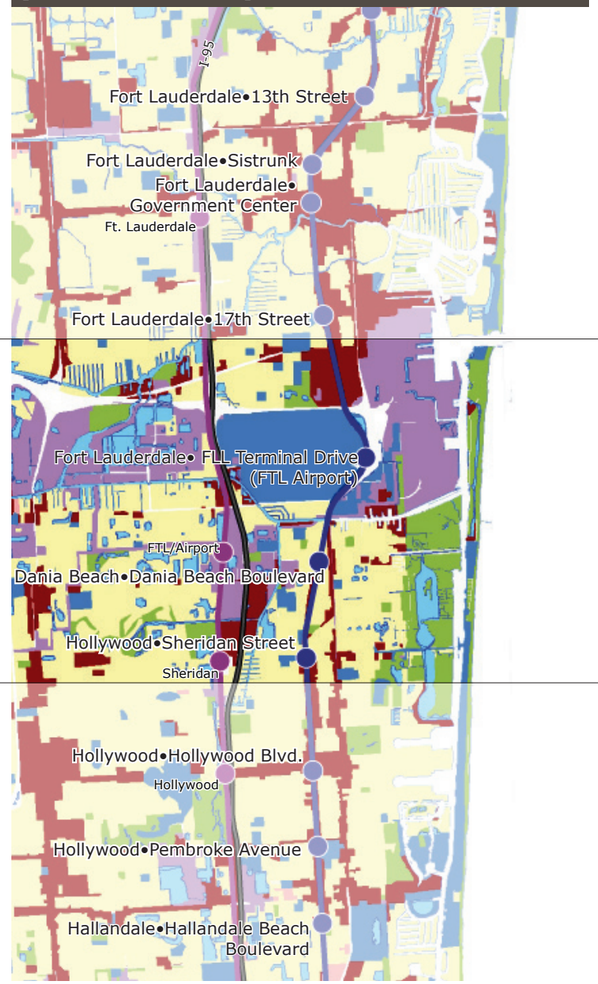
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- Dania Beach is designated a Town Center station and is located within a pedestrian-oriented downtown.
- Airport Station is designated to serve the Fort Lauderdale International Airport.

[Future Land Use]



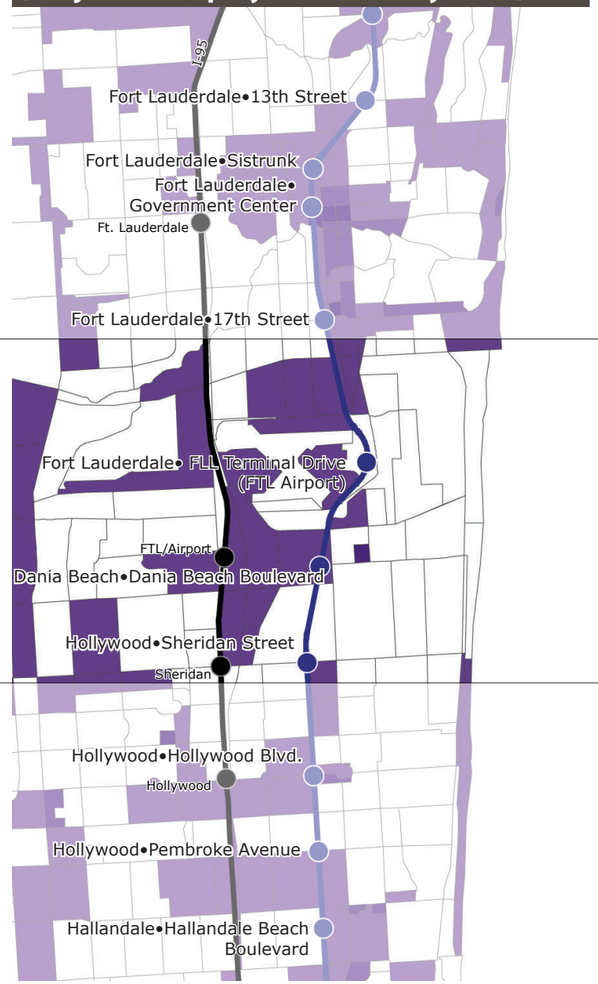
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- Dania Beach Station is located within the City's downtown CRA.

[Projected Employment Density 2035]



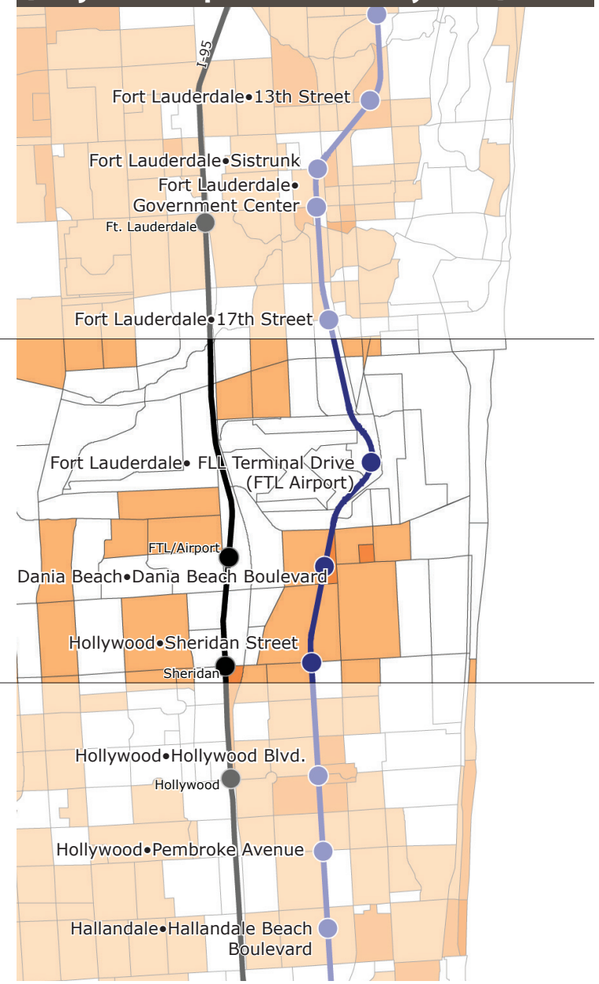
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Dania Beach Station has modest projected employment density and ridership compared to the corridor as a whole.

[Projected Population Density 2035]



Population Density

- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

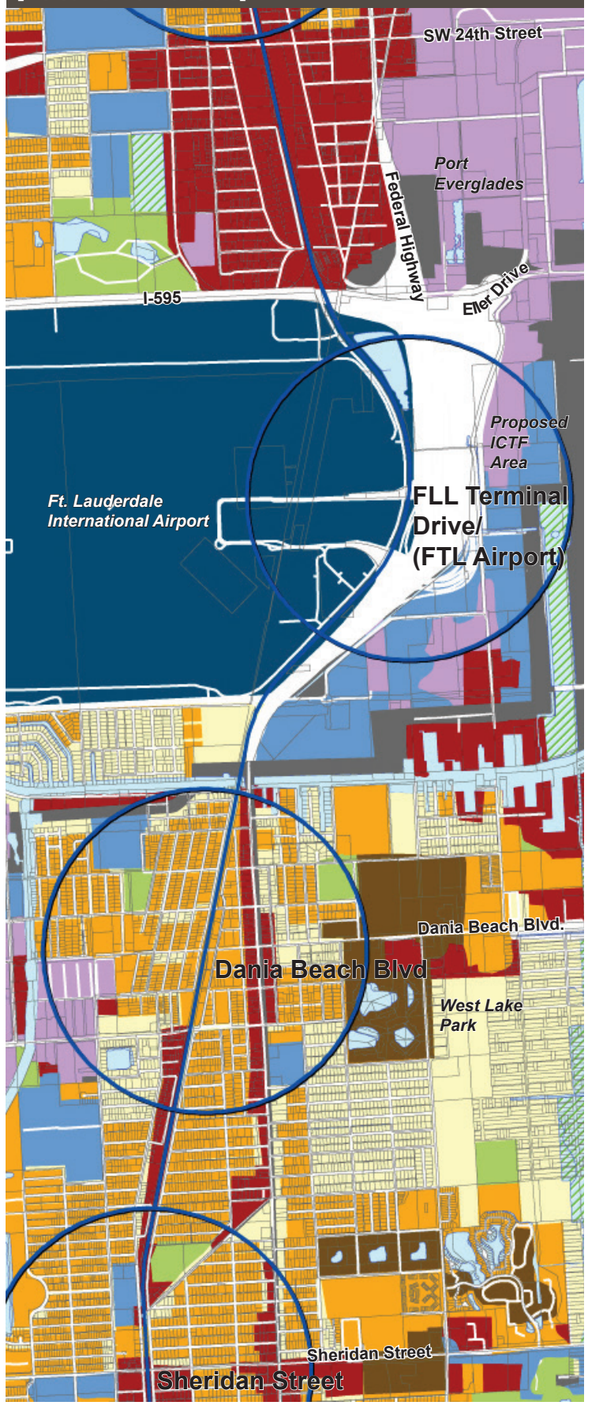
The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

- Dania Beach Station has strong projected population density.

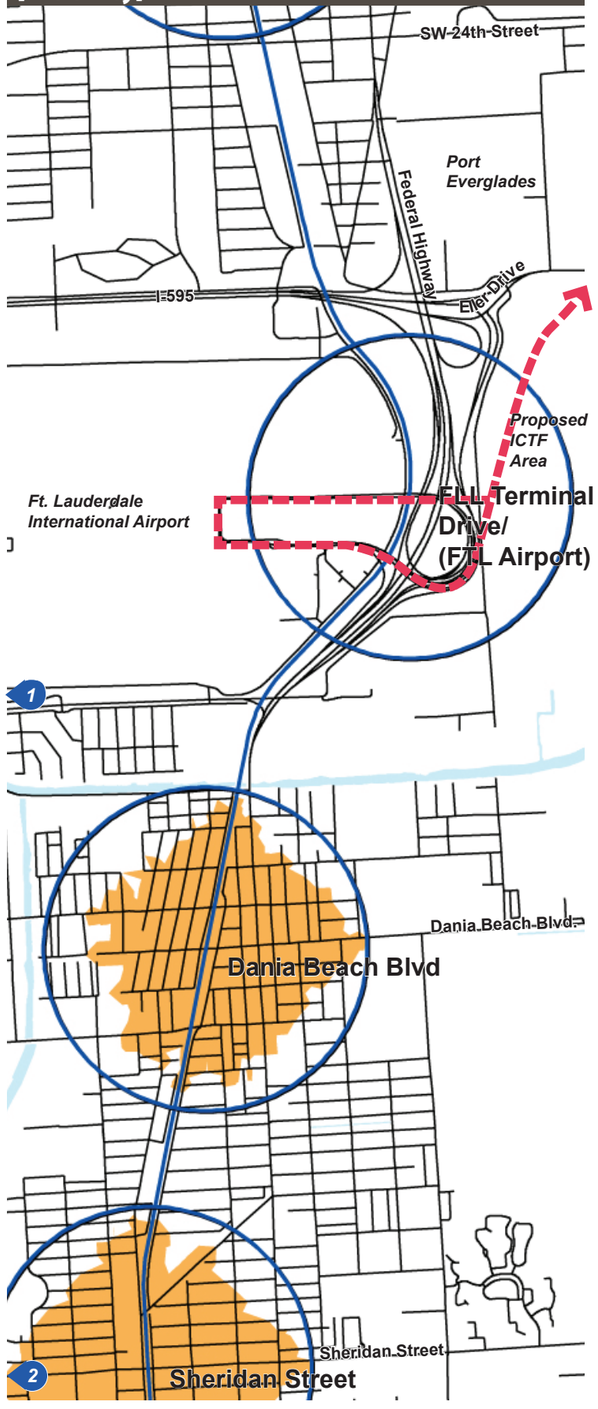
FINAL DRAFT

[Context]

[Future Land Use]



[Mobility]



1 To Tri-Rail- Fort Lauderdale/Airport Station

2 To Tri-Rail- Sheridan Street Station

Potential SunPort People Mover

Future Land Use Legend*

- Agriculture
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Developing/Urban
- Airport
- Commercial
- Public/Institutional
- Forestry
- Mixed Use
- Industrial
- Natural
- Office
- Parks/Recreation
- Rural
- TCU
- Undeveloped

* Future land use data is from SFWMD 2050 data set.

Mobility Legend

- Existing Road Network
- 10-Minute Walk

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

0 1,200 2,400

FINAL DRAFT

[Fort Lauderdale • Dania Beach]

		Refinement Evaluation Criteria	
		FLL Terminal Dr (FTL Airport)	Dania Beach Boulevard
Station	Typology	AIR	TC
	Distance to Adjacent Stations	N: 2.0; S. 1.5	N: 1.5; S: 1.3
Purpose and Need	Ridership Projection	1,140	1,309
	Transit Dependent Households (pop/sq. mi)	0	366
	Population Density within 1/2 mile (2035)	0	8,305
	Employment Density within 1/2 mile (2035)	1,659	3,151
	Area within 10-minute Drive-shed	50,181	43,645
	Intermodal Connectivity	BCT Rt. 1(AIRPORT); Easy access to I-95, port, airport	BCT Rt. 1(AIRPORT), 4, 6, 16; Easy access to I-95, port, airport
Supportive Land Use & TOD Potential	Acres within 10-minute walk	175	279
	Future Land Use Compatibility	Airport	Downtown
	Future Land Use/Acres of Potential TOD (potential change)	0	156
	Square Feet of Potential TOD (potential change)	335,000	1,742,000
	Market Trends Ranking	0	Solid (17)
	Community Redevelopment Area	No	Yes
	Recent/Approved Development in Station Area	No	No
	Comprehensive Plan / Zoning Support	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Grade Separated	Yes
	Station Access Constraints	Yes, pedestrian access may be grade separated	No
	Grade Separation for Station Anticipated	No	No
	FEC Owned/Local Jurisdiction Property	No	Yes
	Impacts FEC existing/planned freight operations	No	No
	Available ROW (station/parking)	No	Yes
	Substantial Environmental Impact	No	No
	Estimated Station Cost	Average	Average
	Local Funding Commitments (if applicable)	No	No
	Other considerations	Direct access to FLL; Significant investment in airport improvements underway (runway/terminal expansion)	None

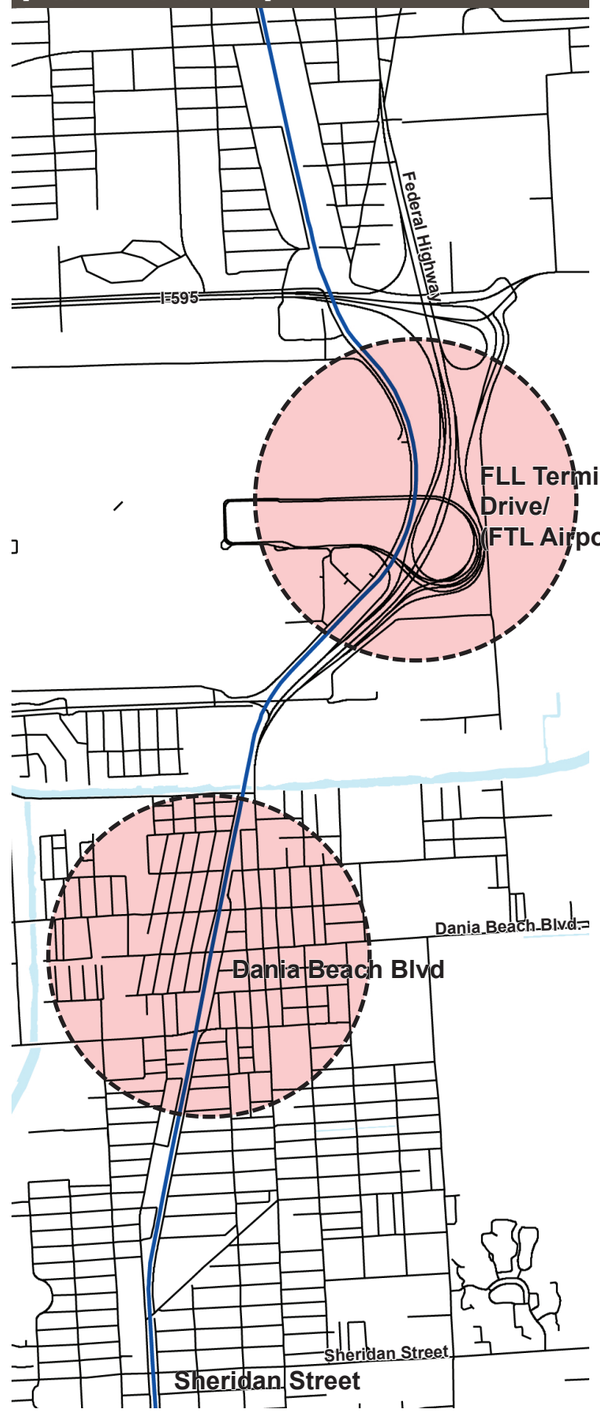
***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary		
	FLL Terminal Dr (FTL Airport)	**Dania Beach Boulevard**
Role	Airport	Town Center
Station Characteristics/ Purpose & Need	• Strong vehicular access to due to station directly adjacent to Interstate 595 and easy access to Interstate 95	• Strong ridership projection
Land Use & TOD	• TOD opportunities limited to Airport lands	• Significant number of acres for potential TOD • "Solid" market ranking • Station within a CRA (walkable urban form)
Cost & Feasibility	• At-grade concept feasible • Potential integration with future terminal expansion • Potential co-location with WAVE Streetcar	• No significant characteristics
Recommendation	**Further Evaluation (Project Development)** Serves Fort Lauderdale International Airport	**Further Evaluation (Project Development)** Future Station to serve existing town center

Note: The special land use characteristics associated with an airport station are not reflected in some of the consistent station planning criteria utilized for the evaluation (population density, TOD, walkability, etc.) However, the importance of this potential multimodal connection warrants further evaluation during the Project Development phase evaluation.

[Recommendation]



Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

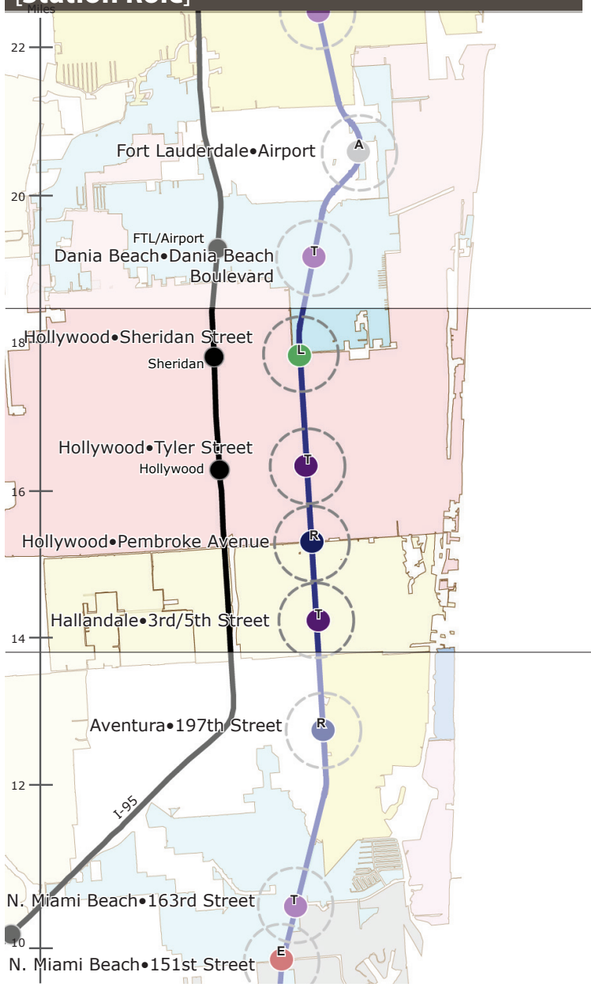
0 1,200 2,400

FINAL DRAFT

[Hollywood • Hallandale]

SHERIDAN STREET•TYLER STREET•PEMBROKE AVENUE•3RD/5TH STREET

[Station Role]



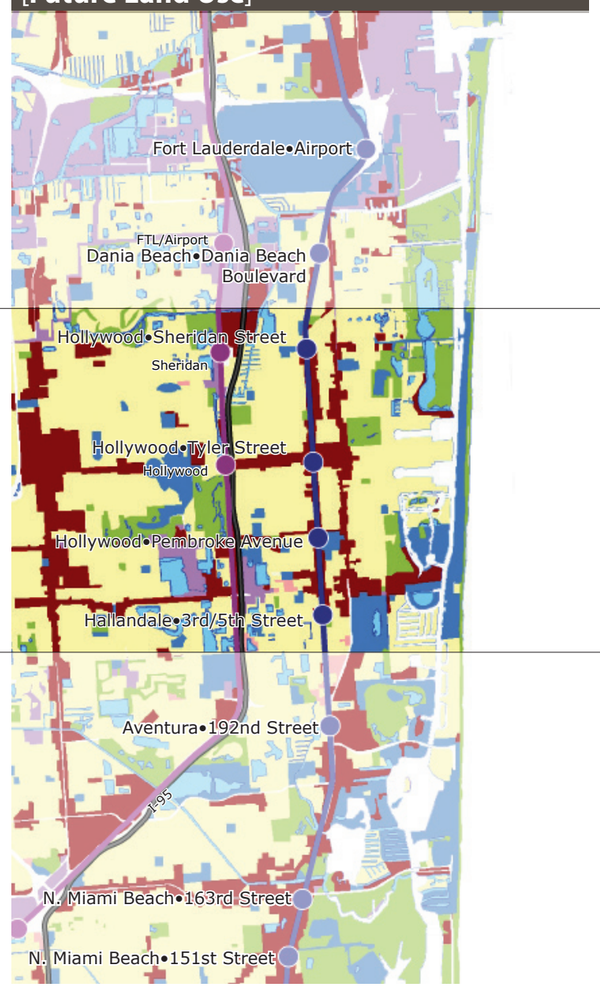
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- Hollywood Boulevard and Sheridan Street stations are adjacent to existing Tri-Rail stations.
- Pembroke Avenue station area falls within two jurisdictions and is within a ½ mile of Hallandale Beach Boulevard Station.
- All stations have strong pedestrian access.

[Future Land Use]



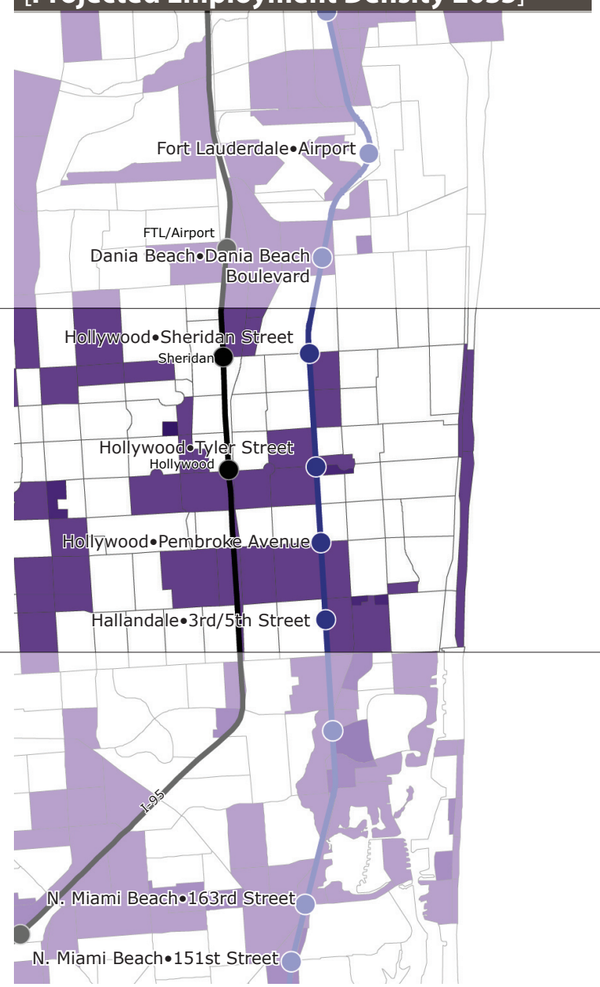
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- Stations run along the Dixie Highway corridor.

[Projected Employment Density 2035]



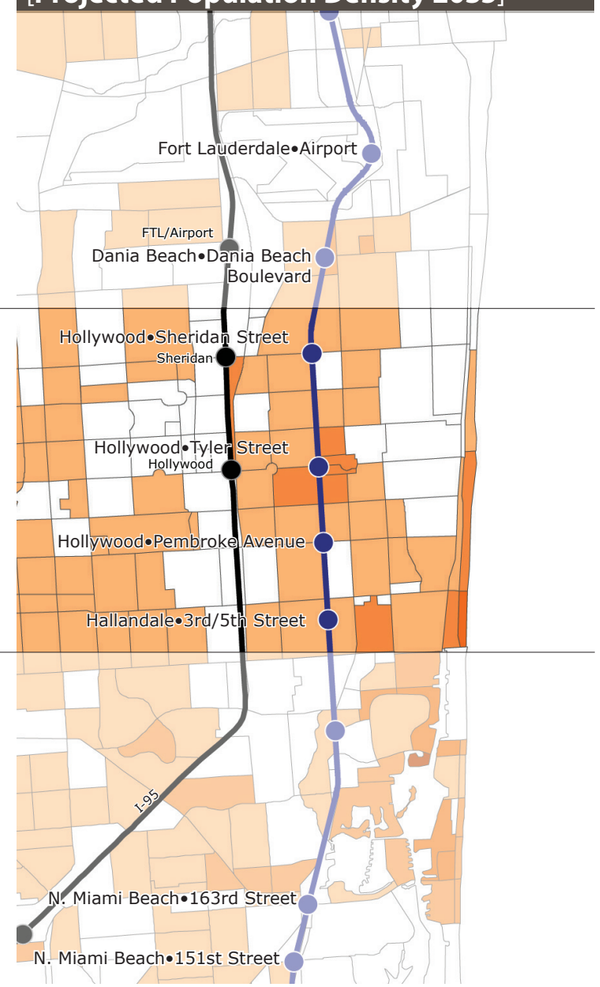
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Hollywood Boulevard has the highest projected employment density of the station group and is within a CRA.

[Projected Population Density 2035]



Population Density

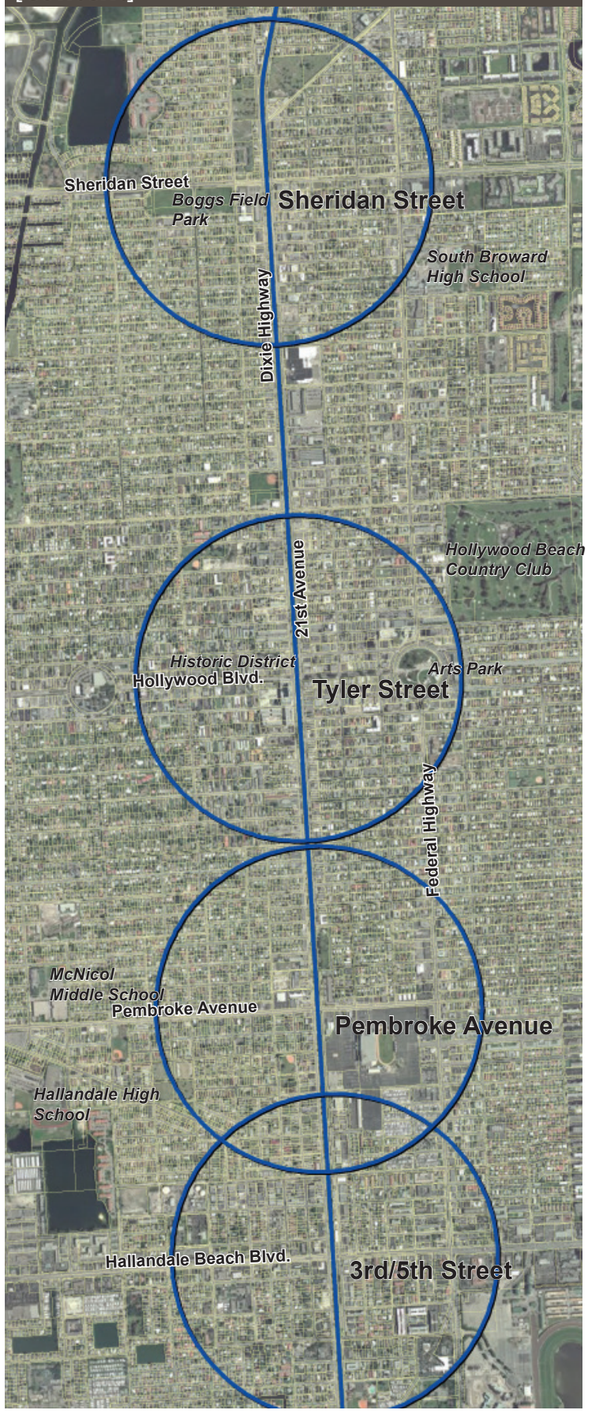
- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

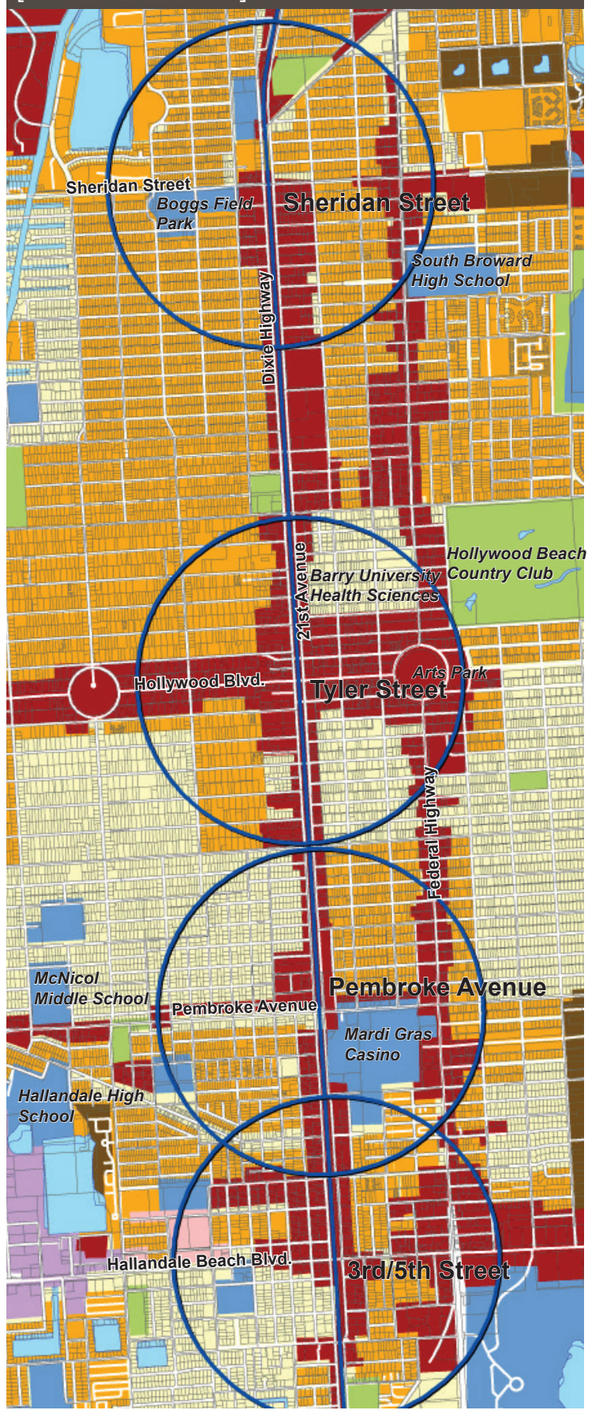
- All stations have high projected populations and transit dependent populations compared to the corridor as a whole.
- Hollywood Boulevard Station and Hallandale Beach Boulevard Station have the highest projected ridership of this station group.

FINAL DRAFT

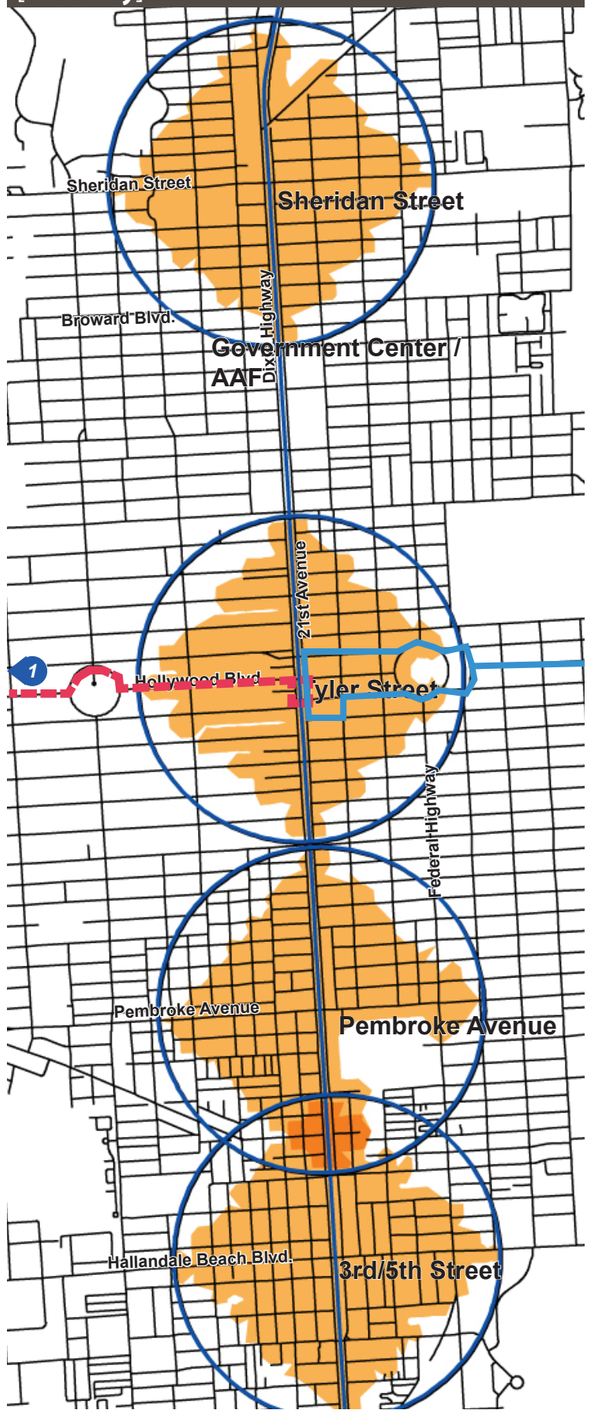
[Context]



[Future Land Use]



[Mobility]



1 To Metrobus: Hollywood Station

Tri-Rail to Trolley

Hollywood Trolley

Future Land Use Legend*

- Agriculture
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Developing/Urban
- Airport
- Commercial
- Public/Institutional
- Forestry
- Mixed Use
- Industrial
- Natural
- Office
- Parks/Recreation
- Rural
- TCU
- Undeveloped

* Future land use data is from SFWMD 2050 data set.

Mobility Legend

- Existing Road Network
- 10-Minute Walk

Overall Legend

- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

0 1,200 2,400

N

FINAL DRAFT

		Refinement Evaluation Criteria			
		Sheridan Street	Tyler Street	Pembroke Avenue	Hallandale Beach Boulevard
Station	Typology	LPR	TC	RPR	TC
	Distance to Adjacent Stations	N: 1.3; S: 1.5	N: 1.5; S:1.0	N: 1.0; S. 0.8	N: 0.8; S: 2.1
Purpose and Need	Ridership Projection	765	1,195	833	1,172
	Transit Dependent Households (pop/sq. mi)	515	769	729	620
	Population Density within 1/2 mile (2035)	7,676	14,048	7,737	7,626
	Employment Density within 1/2 mile (2035)	1,914	5,498	2,653	3,521
	Area within 10-minute Drive-shed	47,746	44,628	47,790	47,064
	Intermodal Connectivity	BCT Rt. 1(AIRPORT), 3, 1, 2, Breeze; Easy access to I-95	BCT Rt. 1(AIRPORT), 4, 6, 7, 9, Breeze; Hollywood Trolley and Shuttle; Easy access to I-95, Hollywood Tri-Rail	BCT Rt. 1(AIRPORT), 5, 6, Breeze; Easy access to I-95	BCT Rt. 1(AIRPORT), 4, 5, 6, 28, Breeze; Easy access to I-95
Supportive Land Use & TOD Potential	Acres within 10-minute walk	312	313	276	317
	Future Land Use Compatibility	Industrial/ Commercial/ Residential	Downtown (RAC)	Mixed Use	Mixed Use
	Future Land Use/Acres of Potential TOD (potential change)	72	122	129	172
	Square Feet of Potential TOD (potential change)	1,108,000	2,771,000	923,000	1,389,000
	Market Trends Ranking	Sub-optimal (10)	Solid (19)	Solid (16)	Indifferent (13)
	Community Redevelopment Area	No	Yes	No	Yes
	Recent/Approved Development in Station Area	No	Yes	No	Yes
	Comprehensive Plan / Zoning Support	Yes	Yes	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes	Yes	Yes
	Station Access Constraints	No	No	No	No
	Grade Separation for Station Anticipated	No	No	No	No
	FEC Owned/Local Jurisdiction Property	No	Yes	No	No
	Impacts FEC existing/planned freight operations	No	No	No	No
	Available ROW (station/parking)	No	Yes	Yes	No
	Substantial Environmental Impact	No	No	No	No
	Estimated Station Cost	Average	Average	Average	Average
	Local Funding Commitments (if applicable)	No	No	No	No
	Other considerations	None	None	None	Access to Gulfstream Park development

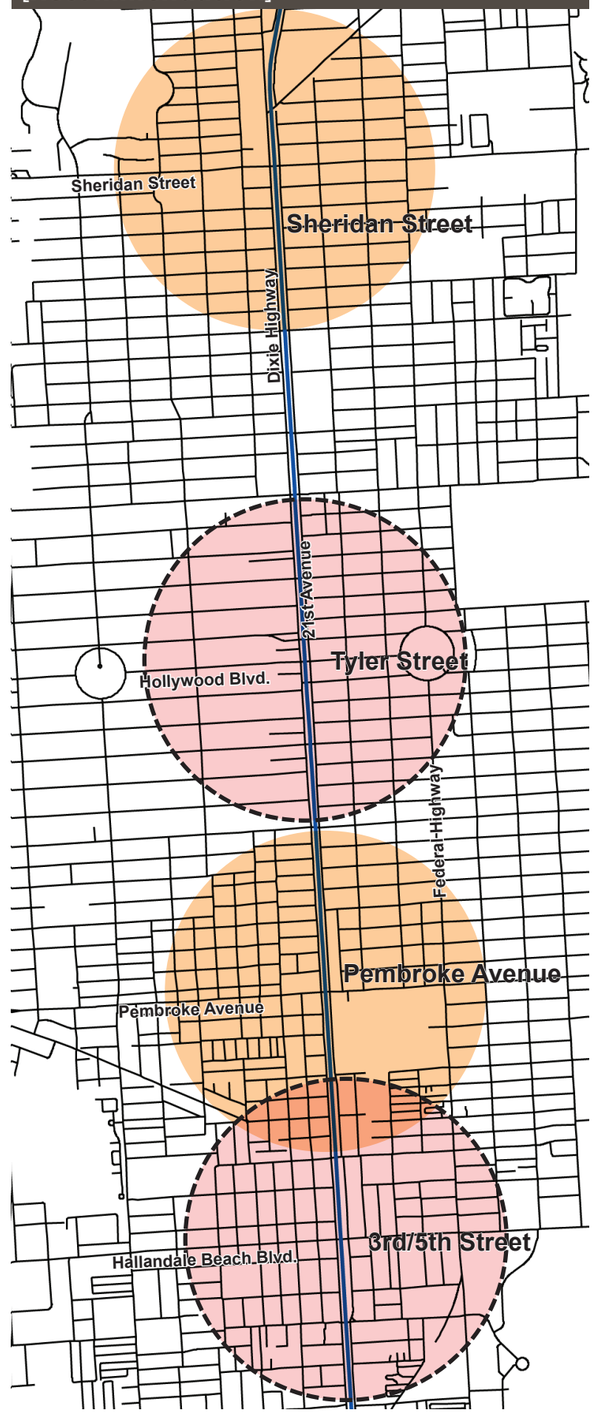
***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary

	Sheridan Street	Tyler Street	Pembroke Avenue	3rd/5th Street
Role	Employment Center	Town Center	Employment Center	Local Park-Ride
Station Characteristics/ Purpose & Need	• Lowest employment density	• Highest ridership, population, and employment densities	• Lowest ridership	• 2nd highest ridership & employment density
Land Use & TOD	• "Sub-optimal" market ranking • Limited potential for land use change	• Significant potential for TOD • "Solid" market ranking • Station is within a CRA • FEC prioritized station • Strong pedestrian access due to a well-connected street grid • High level of public and jurisdictional support • Significant potential for large-scale redevelopment based on amount of underutilized land and proposed zoning • Station is along arterial corridor	• Significant number of acres for potential TOD • "Solid" market ranking	• Strong pedestrian access • Significant potential for TOD • Station is within a CRA • FEC prioritized station
Cost & Feasibility	• No significant characteristics	• No significant characteristics	• No significant characteristics	• No significant characteristics
Recommendation	**Future Infill** Station redundant to Sheridan Tri-Rail station	**Further Evaluation (Project Development)** Provides needed station between primary stations (Fort Lauderdale Airport Station and Aventura Station)	**Future Infill** Area served by station 1-mile to the north and south	**Further Evaluation (Project Development)** Future station to serve existing town center

[Recommendation]

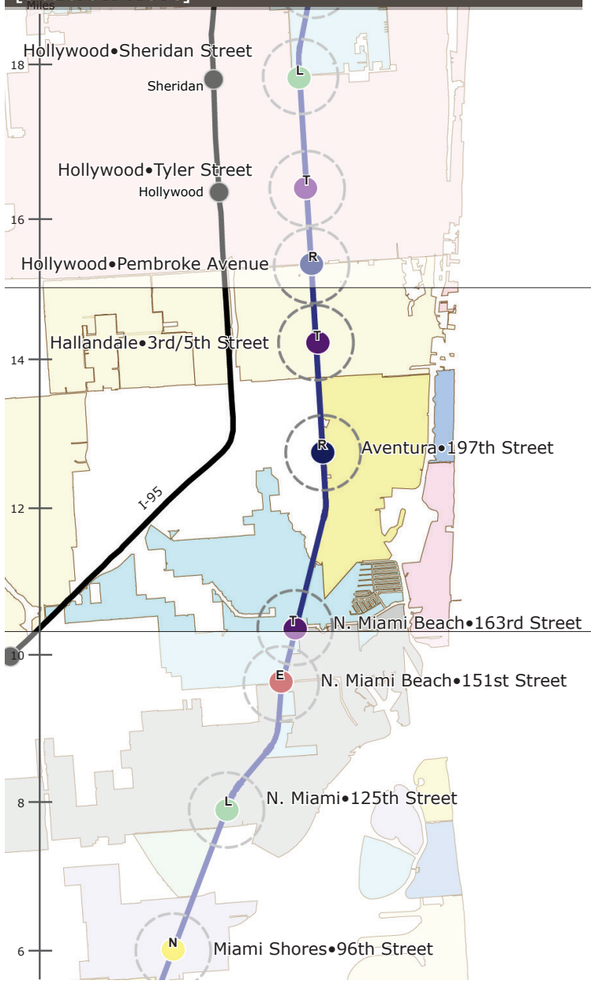


FINAL DRAFT

[Aventura]

197TH STREET

[Station Role]



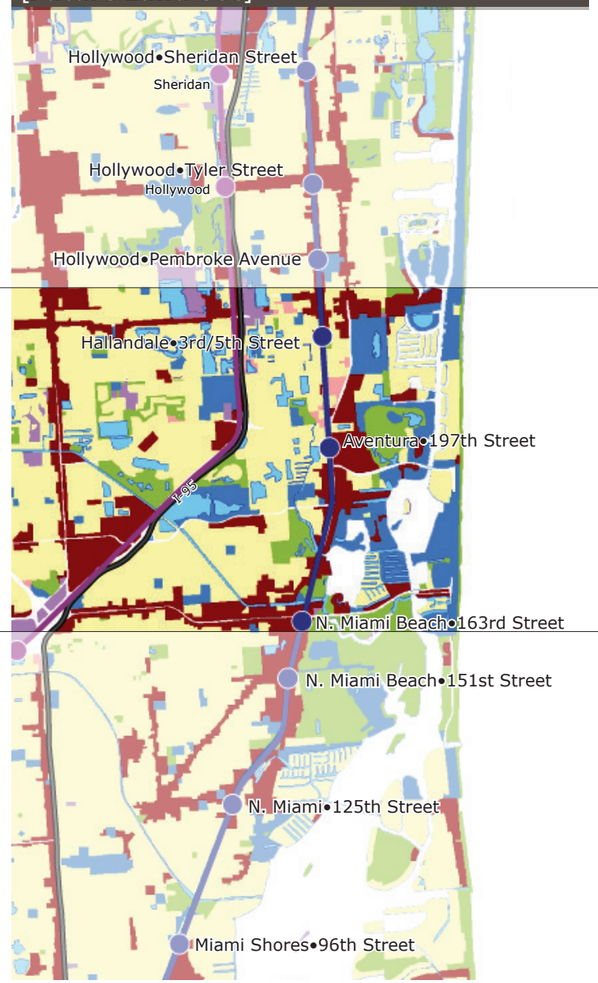
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- 192nd Street Station is the only proposed station in Aventura.
- The station area is divided by Biscayne Boulevard and has a vehicular-oriented suburban form.

[Future Land Use]



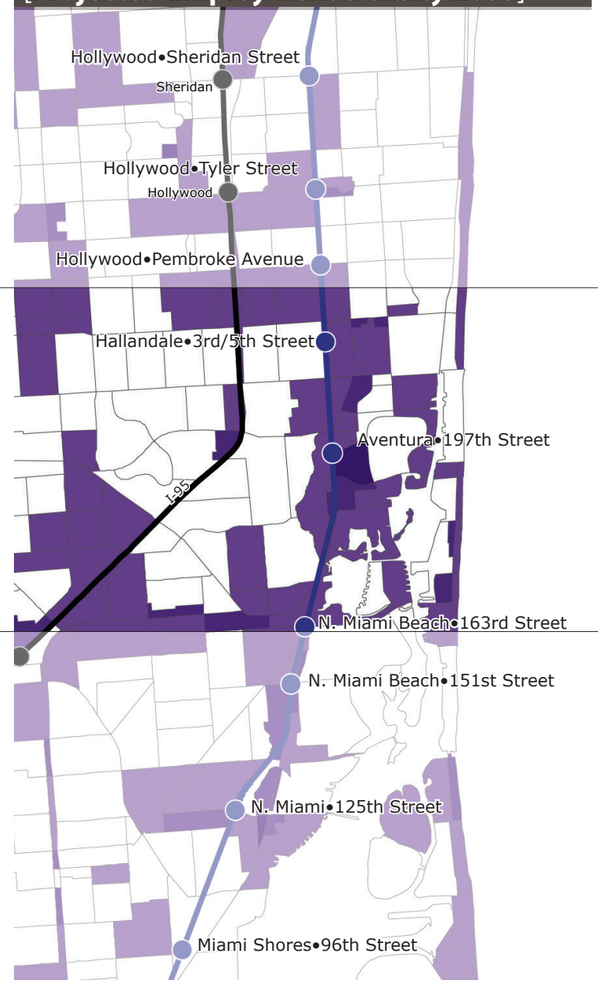
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- The Station is adjacent to the Aventura Mall and other large-format retailers.

[Projected Employment Density 2035]



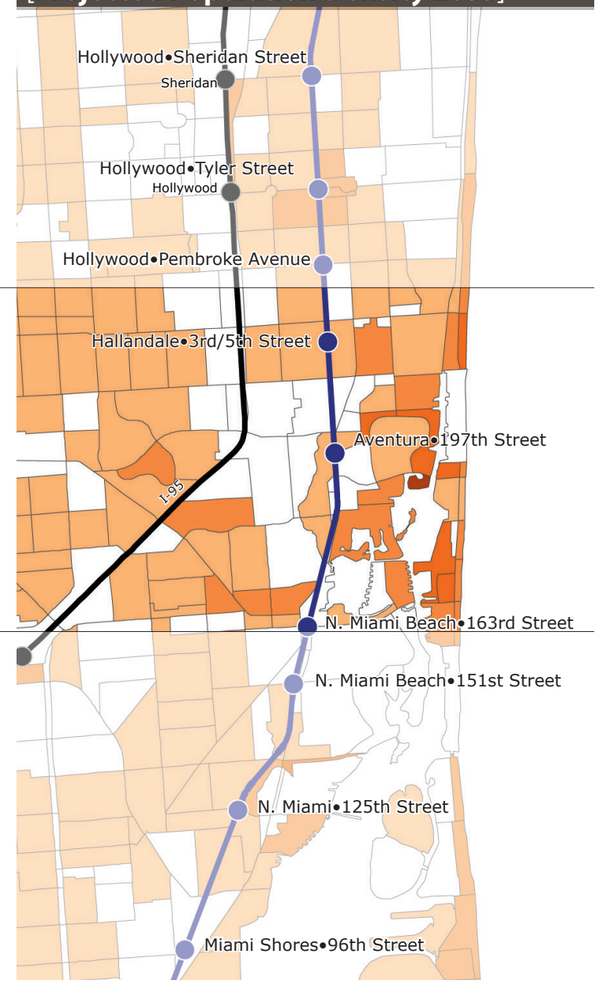
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- The Station has a high projected employment density compared to the corridor as a whole.

[Projected Population Density 2035]



Population Density

- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

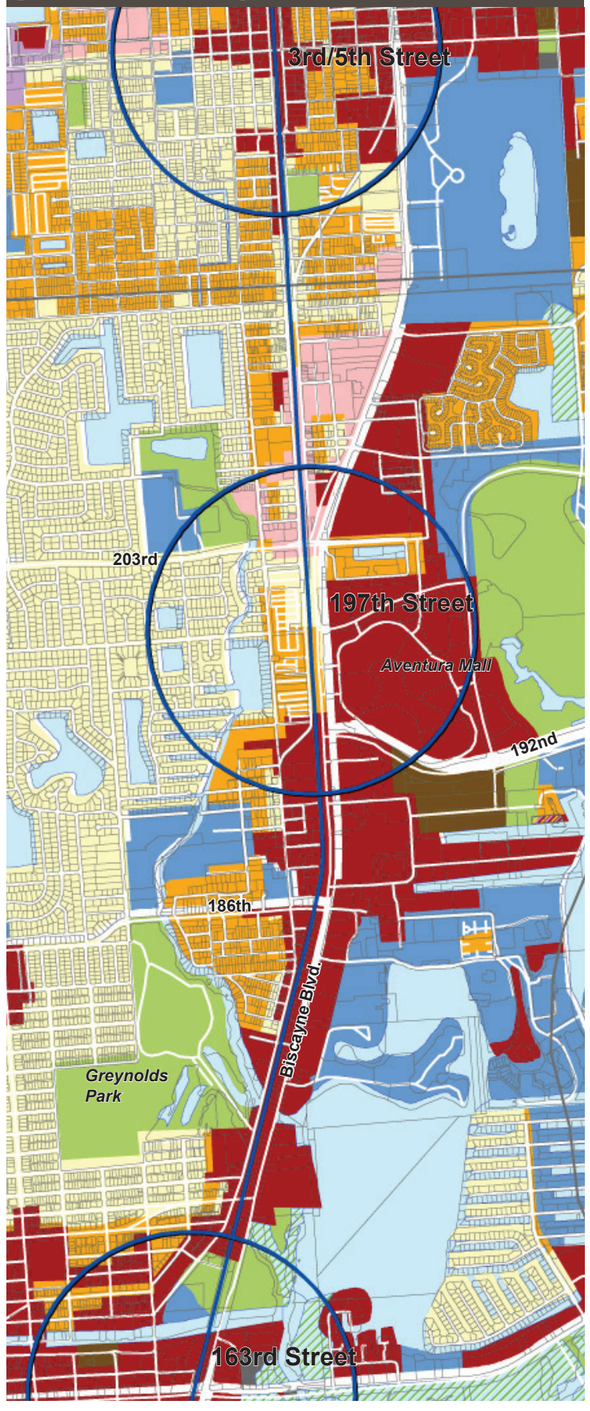
The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

- The Station has relatively low projected population density but significant projected ridership.

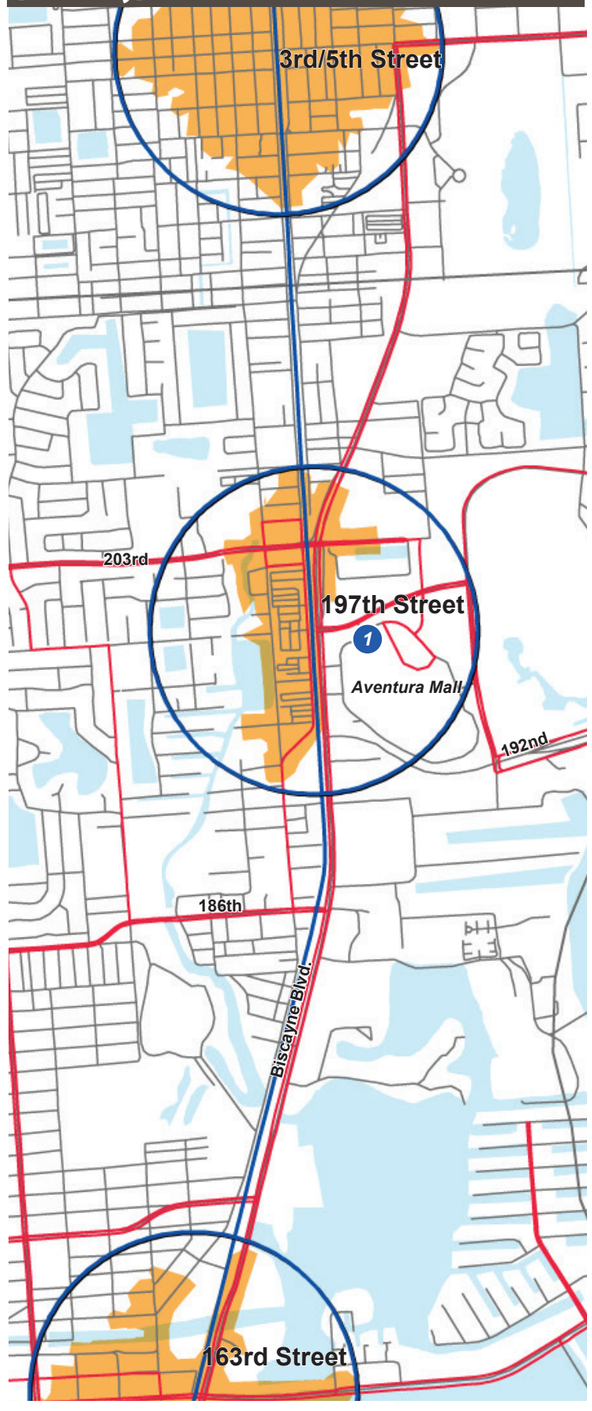
FINAL DRAFT

[Context]

[Future Land Use]



[Mobility]



1 Metrobus: Aventura Mall Transfer

Future Land Use Legend*

- Agriculture
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Developing/Urban
- Airport
- Commercial
- Public/Institutional
- Forestry
- Mixed Use
- Industrial
- Natural
- Office
- Parks/Recreation
- Rural
- TCU
- Undeveloped

* Future land use data is from SFWMD 2050 data set.

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Miami-Dade County Bus Route
- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

0 1,200 2,400

FINAL DRAFT

[Aventura]

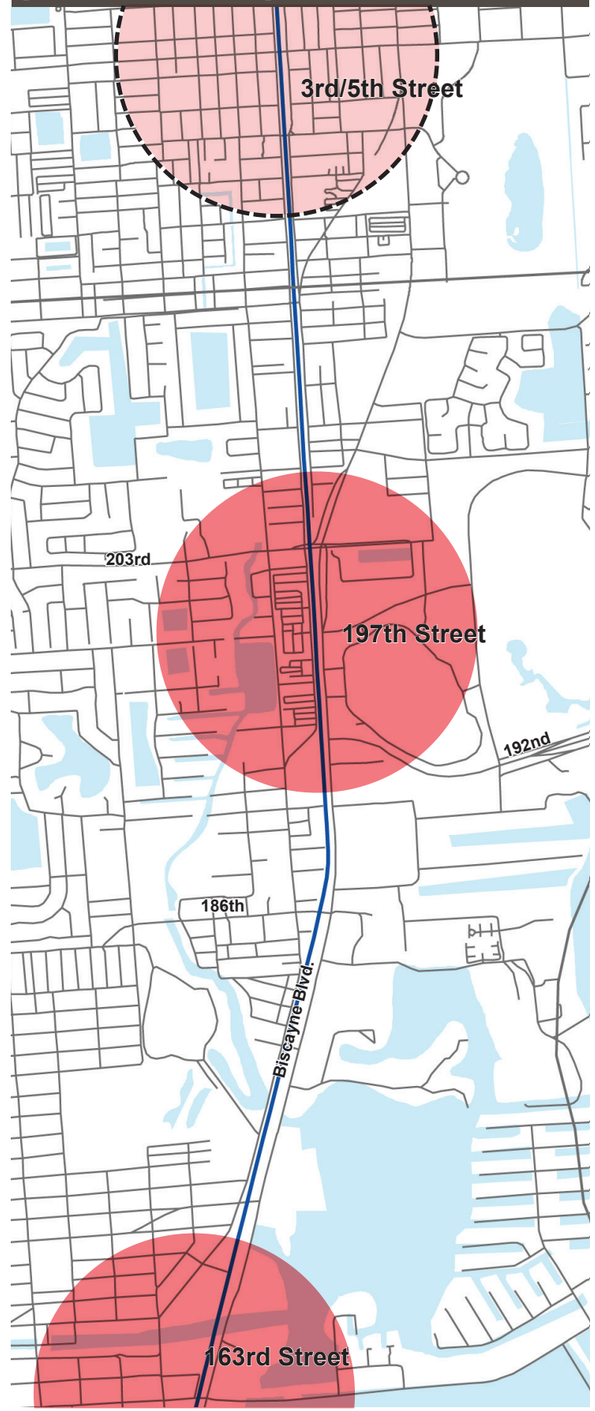
		Refinement Evaluation Criteria
		197th Street
Station	Typology	EC
	Distance to Adjacent Stations	N: 2.1; S: 2.0
Purpose and Need	Ridership Projection	2,062
	Transit Dependent Households (pop/sq. mi)	126
	Population Density within 1/2 mile (2035)	3,321
	Employment Density within 1/2 mile (2035)	25,138
	Area within 10-minute Drive-shed	43,416
	Intermodal Connectivity	BCT Rt. 1(AIRPORT),Breeze; MDT Rt. 3,9,95,99,105,119; Easy access to I-95
Supportive Land Use & TOD Potential	Acres within 10-minute walk	139
	Future Land Use Compatibility	Mixed use
	Future Land Use/Acres of Potential TOD (potential change)	135
	Square Feet of Potential TOD (potential change)	4,561,000
	Market Trends Ranking	Solid (20)
	Community Redevelopment Area	No
	Recent/Approved Development in Station Area	Yes
	Comprehensive Plan / Zoning Support	No
Station Cost & Feasibility	Existing Grade Crossing	No
	Station Access Constraints	Yes (limited east-west connectivity)
	Grade Separation for Station Anticipated	No
	FEC Owned/Local Jurisdiction Property	No
	Impacts FEC existing/planned freight operations	No
	Available ROW (station/parking)	No
	Substantial Environmental Impact	No
	Estimated Station Cost	High
	Local Funding Commitments (if applicable)	No
	Other considerations	None

***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

Summary	197th Street
Role	Employment Center
Station Characteristics/ Purpose & Need	• Significant projected ridership and employment density
Land Use & TOD	• Significant potential for TOD due to proximity of Aventura Mall and other large-format retailers • "Solid" market ranking but within a vehicular-oriented suburban form • FEC prioritized station
Cost & Feasibility	• No significant characteristics
Recommendation	**Recommended (Project Development)** Serves significant regional employment concentration

[Recommendation]



Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

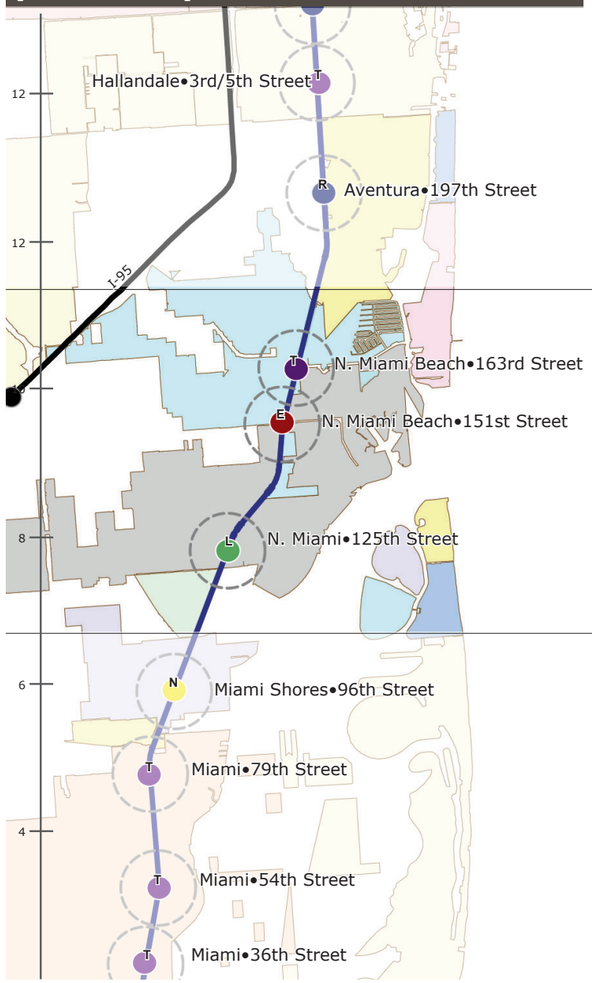
0 1,200 2,400

FINAL DRAFT

[North Miami Beach • North Miami]

163RD STREET•151ST STREET•125TH STREET

[Station Role]



Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- 163rd Street Station is within a ½ mile of 151st Street Station.
- 163rd Street Station is designed as a Town Center Station.
- 151st Street Station is designated as an Employment Center Station.

[Future Land Use]

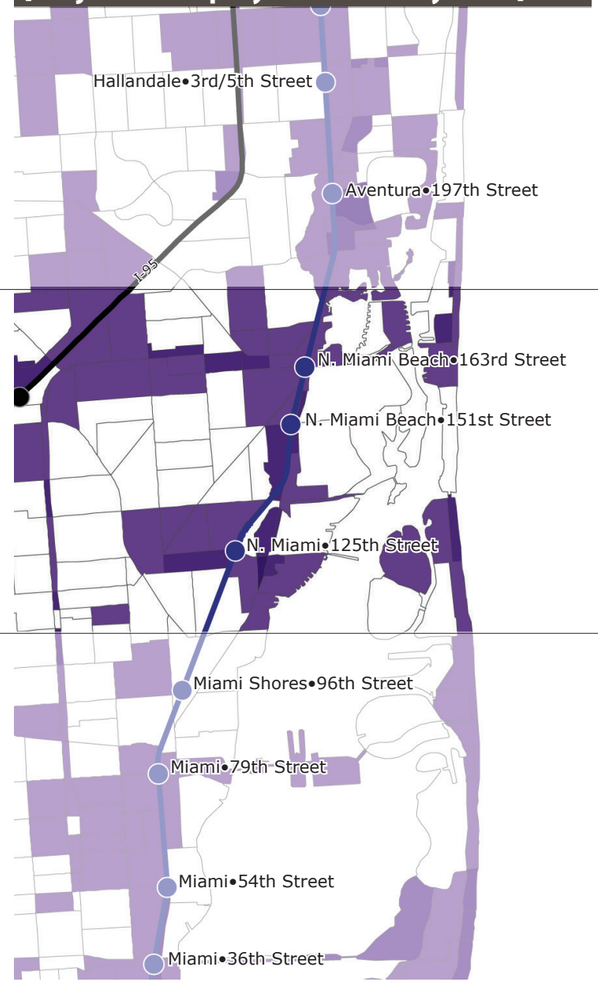
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- Both stations are within areas of commercial and industrial development.
- 151st Street Station is adjacent to the Florida International University but outside of a 10 minute walk.

[Projected Employment Density 2035]



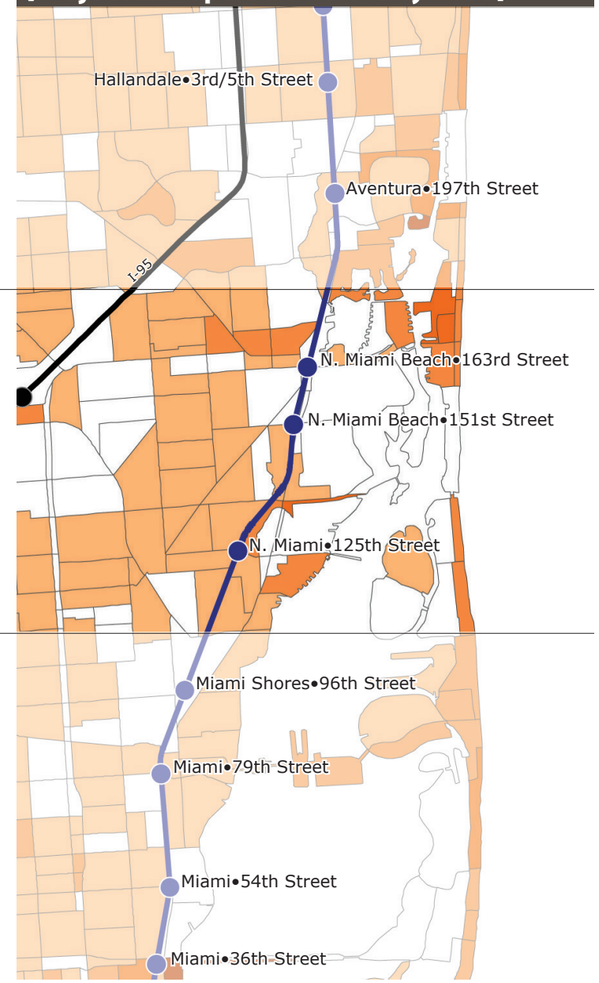
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2030 employment density by TAZ developed in the South East Regional Planning Model.

- 151st Street and 125th Street stations have the highest projected employment density of the station group.

[Projected Population Density 2035]



Population Density

- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

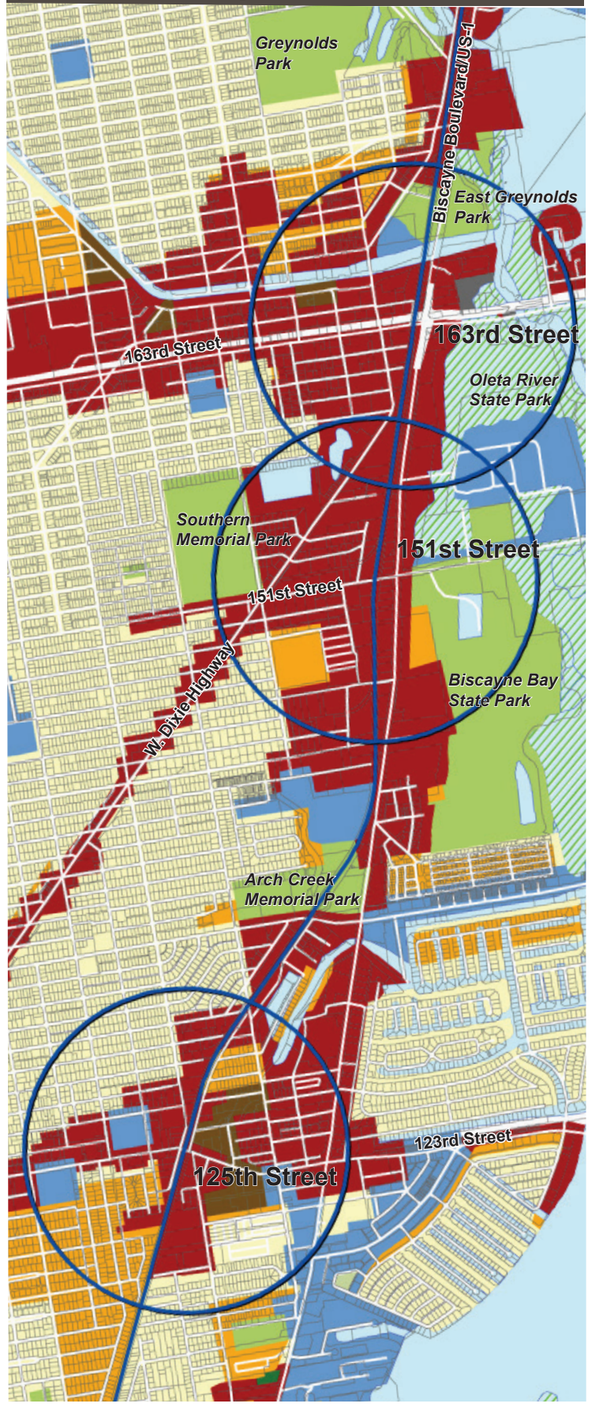
The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

- 151st Street and 125th Street stations have the highest projected population density of the station group.

FINAL DRAFT

[Context]

[Future Land Use]



[Mobility]

1 To Metrobus: 163rd Street Mall Transfer

Future Land Use Legend*

- Agriculture
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Developing/Urban
- Airport
- Commercial
- Public/Institutional
- Forestry
- Mixed Use
- Industrial
- Natural
- Office
- Parks/Recreation
- Rural
- TCU
- Undeveloped

* Future land use data is from SFWMD 2050 data set.

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Miami-Dade County Bus Route
- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

N

0 1,200 2,400

FINAL DRAFT

[North Miami Beach • North Miami]

		Refinement Evaluation Criteria		
		NE 163rd Street	NE 151st Street	NE 125th Street
Station	Typology	TC	EC	LPR
	Distance to Adjacent Stations	N: 2.0; S: 0.8	N: 0.8; S: 1.8	N; 1.8; S: 2.0
Purpose and Need	Ridership Projection	1,807	951	976
	Transit Dependent Households (pop/sq. mi)	293	193	586
	Population Density within 1/2 mile (2035)	5,118	3,714	9,000
	Employment Density within 1/2 mile (2035)	5,712	9,535	8,420
	Area within 10-minute Drive-shed	41,271	35,682	39,171
	Intermodal Connectivity	MDT Rt. 3, 83, 93, 105, 108, 122, 183, 246; Easy access to I-95	MDT Rt. 3, 28, 83, 93, 183; Easy access to I-95	MDT Rt. 3, 10, 16, 93, 107; Easy access to I-95
Supportive Land Use & TOD Potential	Acres within 10-minute walk	196	205	309
	Future Land Use Compatibility	Industrial/ Commercial	Industrial/ Commercial	Mixed Use
	Future Land Use/Acres of Potential TOD (potential change)	80	127	94
	Square Feet of Potential TOD (potential change)	1,157,000	2,595,000	1,585,000
	Market Trends Ranking	Solid (17)	Solid (16)	Indifferent (14)
	Community Redevelopment Area	Yes	No	Yes
	Recent/Approved Development in Station Area	No	Yes	No
	Comprehensive Plan / Zoning Support	Yes	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes	No
	Station Access Constraints	Yes	No	No
	Grade Separation for Station Anticipated	No	No	No
	FEC Owned/Local Jurisdiction Property	No	No	No
	Impacts FEC existing/planned freight operations	No	No	No
	Available ROW (station/parking)	No	No	No
	Substantial Environmental Impact	No	No	No
	Estimated Station Cost	Average	Average	Average
	Local Funding Commitments (if applicable)	No	No	No
	Other considerations	None	Access to Florida International University	Access to Johnson and Wales University

***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

	Summary		
	163rd Street	**151st Street**	**125th Street**
Role	Town Center	Employment Center	Local Park-Ride
Station Characteristics/ Purpose & Need	• Highest projected ridership • Within a ½ mile of 151st Street Station • 163rd Street is an important bus transit corridor	• Within a ½ mile of 163rd Street Station • High projected population and employment density	• Highest transit dependent population • Highest projected population and employment density
Land Use & TOD	• "Solid" market ranking • Station is within a CRA	• "Solid" market ranking	• Strong pedestrian access • Station is within a CRA
Cost & Feasibility	• No significant characteristics	• No significant characteristics	• No significant characteristics
Recommendation	**Recommended (Project Development)** Combine with 151st Street Station; station location at North Miami Beach town center at 163rd St	**Future Infill** Combined with 163rd Street Station; station location at North Miami Beach town center at 163rd St	**Recommended (Project Development)** Future station to serve longer-term TOD opportunity

[Recommendation]

Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

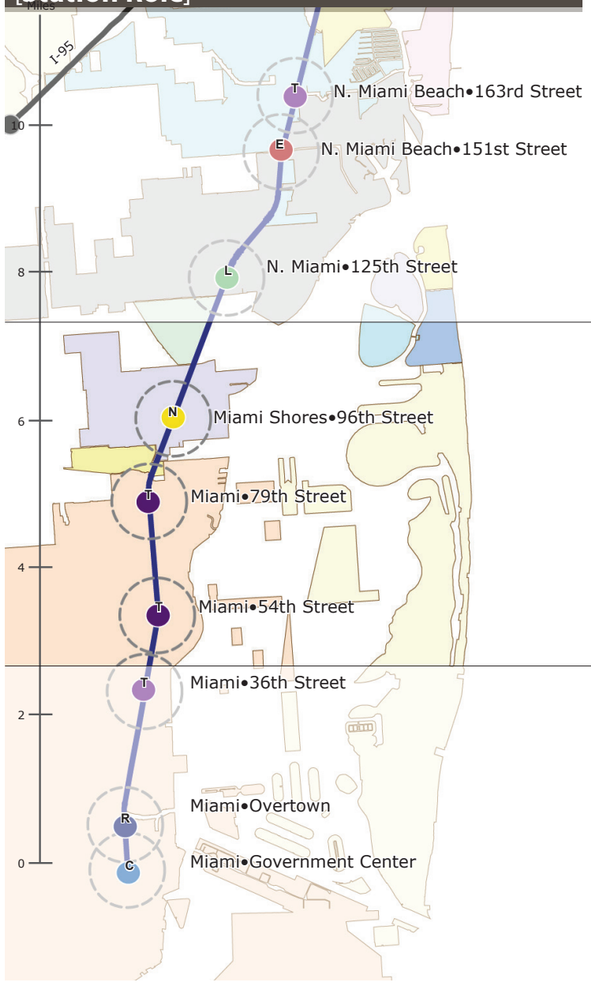
0 1,200 2,400

FINAL DRAFT

[Miami Shores • Miami]

96TH STREET•79TH STREET•54TH STREET

[Station Role]



Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- 79th Street Station and 54th Street Station are designated Town Center stations.
- 96th Street Station is designated as a Neighborhood Station.

[Future Land Use]

Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- 96th Street Station has a significant amount of adjacent residential development
- 79th Street and 54th Street stations have significant TOD potential with adjacent commercial land uses.

[Projected Employment Density 2035]

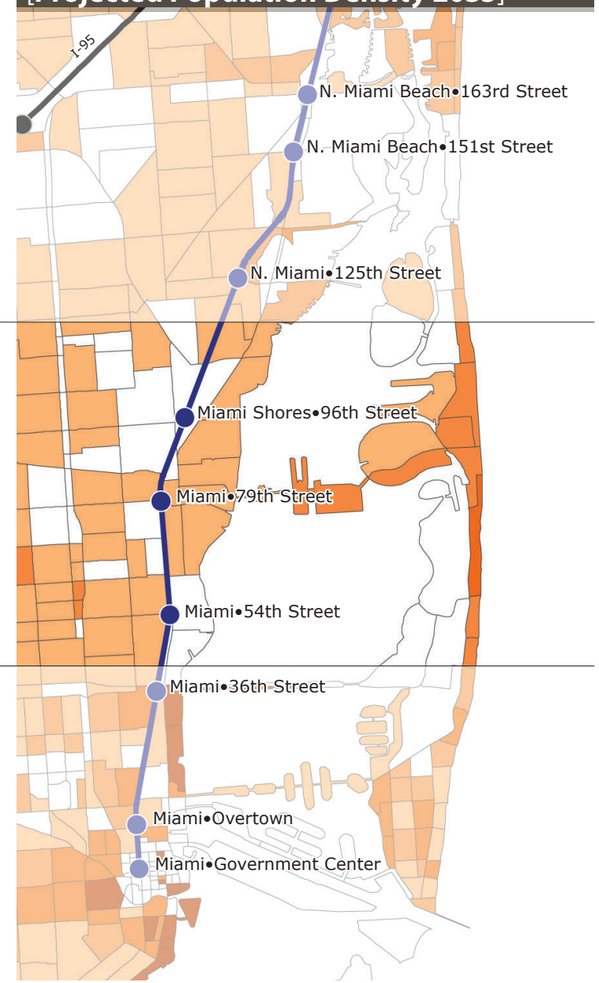
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- 79th Street Station has the highest projected employment density of the station group.

[Projected Population Density 2035]



Population Density

- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

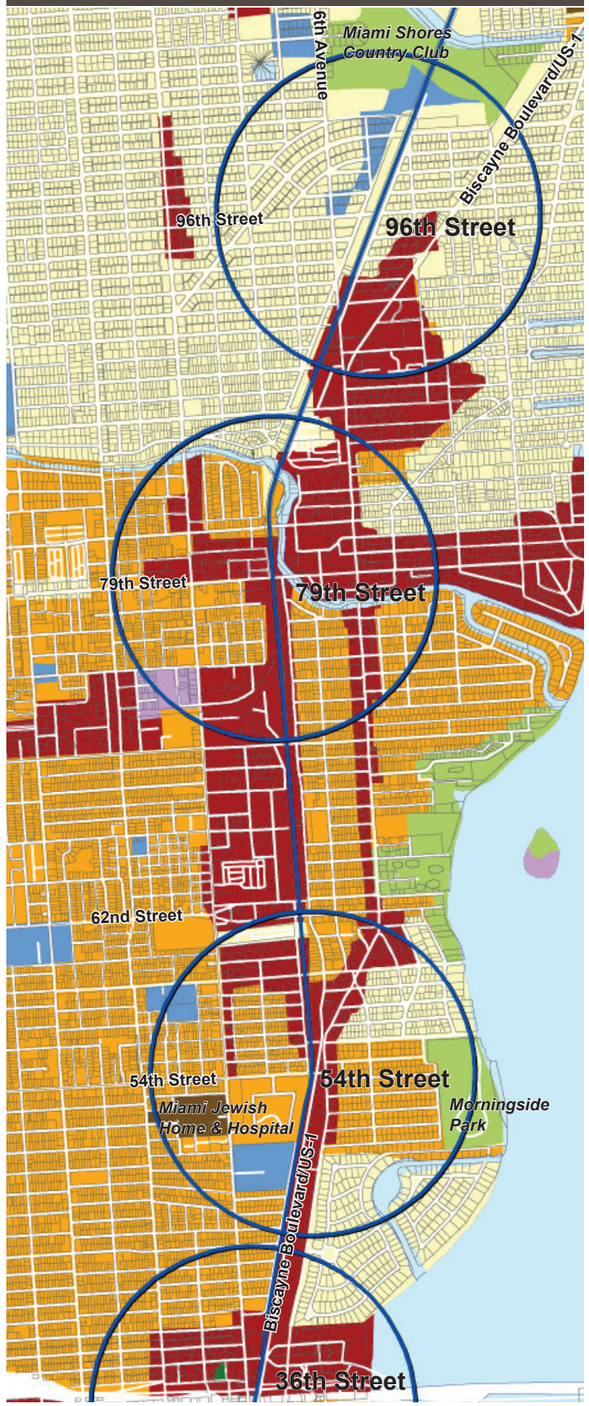
The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

- 79th Street has the highest projected population density and transit dependent population of the station group.

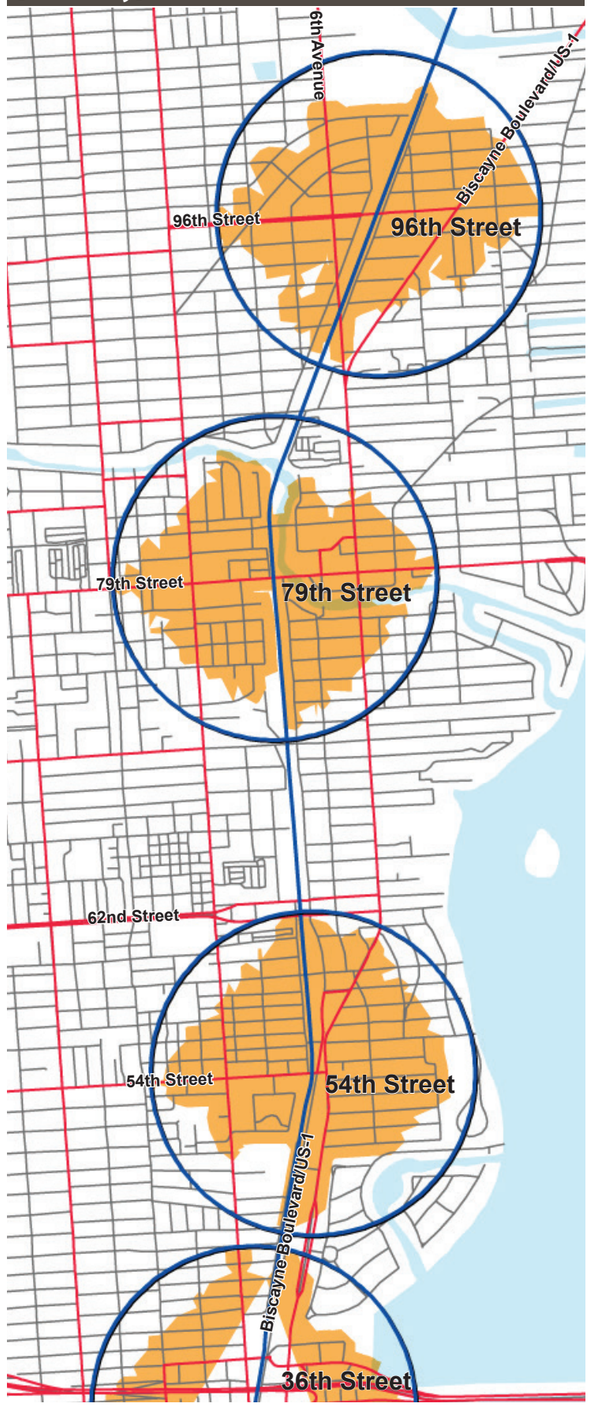
FINAL DRAFT

[Context]

[Future Land Use]



[Mobility]



Future Land Use Legend*

- Agriculture
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Developing/Urban
- Airport
- Commercial
- Public/Institutional
- Forestry
- Mixed Use
- Industrial
- Natural
- Office
- Parks/Recreation
- Rural
- TCU
- Undeveloped

* Future land use data is from SFWMD 2050 data set.

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Miami-Dade County Bus Route
- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

0 1,200 2,400

FINAL DRAFT

[Miami Shores • Miami]

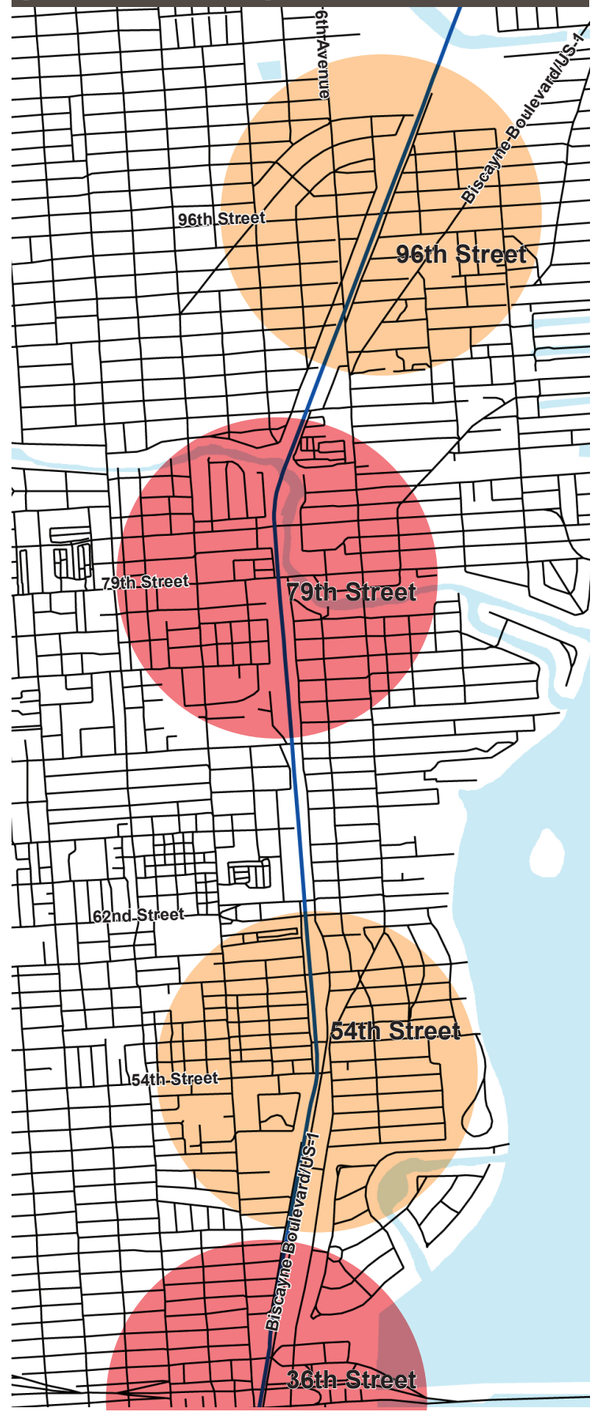
		Refinement Evaluation Criteria		
		96th Street	79th Street	54th Street
Station Characteristics	Typology	N	TC	TC
	Distance to Adjacent Stations	N: 2.0; S: 1.2	N: 1.2; S: 1.5	N: 1.5; S: 1.0
Purpose and Need	Ridership Projection	256	1,146	640
	Transit Dependent Households (pop/sq. mi)	146	1,097	720
	Population Density within 1/2 mile (2035)	3,906	7,496	5,415
	Employment Density within 1/2 mile (2035)	2,060	5,782	6,707
	Area within 10-minute Drive-shed	42,313	50,763	52,631
	Intermodal Connectivity	MDT Rt. 3, 16, 33, 93; Easy access to I-95	MDT Rt. 2, 3, 9, 10, 16, 33, 93, 112, 202; Easy access to I-95	MDT Rt. 3, 9, 10, 16, 54, 62, 93, 202; Easy access to I-95
Supportive Land Use & TOD Potential	Acres within 10-minute walk	299	291	303
	Future Land Use Compatibility	Residential	Mixed Use	Residential
	Future Land Use/Acres of Potential TOD (potential change)	12	138	45
	Square Feet of Potential TOD (potential change)	351,000	2,926,000	1,155,000
	Market Trends Ranking	Sub-optimal (7)	Solid (17)	Indifferent (13)
	Community Redevelopment Area	No	No	No
	Recent/Approved Development in Station Area	No	No	Yes
	Comprehensive Plan / Zoning Support	No	TBD	TBD
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes	Yes
	Station Access Constraints	No	No	No
	Grade Separation for Station Anticipated	No	No	No
	FEC Owned/Local Jurisdiction Property	No	No	No
	Impacts FEC existing/planned freight operations	No	No	No
	Available ROW (station/parking)	No	No	No
	Substantial Environmental Impact	Public park west of FEC, north of 96TH ST	Little River Canal east of FEC, historic bridges	No
	Estimated Station Cost	Average	Average	Average
	Local Funding Commitments (if applicable)	No	No	No
	Other considerations	None	None	None

***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

	Summary		
	96th Street	**79th Street**	**54th Street**
Role	Neighborhood	Town Center	Town Center
Station Characteristics/ Purpose & Need	• Limited ridership	• Highest ridership and transit dependent population	• Limited ridership
Land Use & TOD	• Limited TOD potential	• "Solid" market ranking • Significant TOD potential	• "Indifferent" market ranking.
Cost & Feasibility	• No significant characteristics	• No significant characteristics	• No significant characteristics
Recommendation	**Future Infill** Limited ridership or TOD potential	**Recommended (Project Development)** Strong ridership and TOD potential	**Future Infill** Low ridership, within 1-mile of 36th Street Station and low TOD potential

[Recommendation]



Station Recommendation Legend

- FEC
- Recommended (Project Development)
- Further Evaluation (Project Development)
- Future Infill

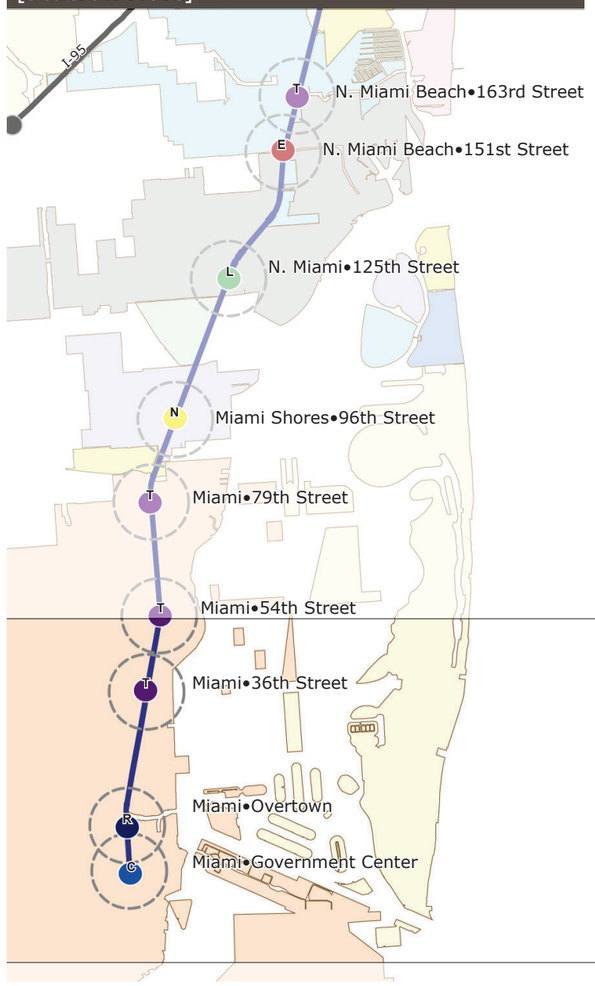
0 1,200 2,400

FINAL DRAFT

[Miami]

36TH STREET•11TH STREET•GOVERNMENT CENTER

[Station Role]



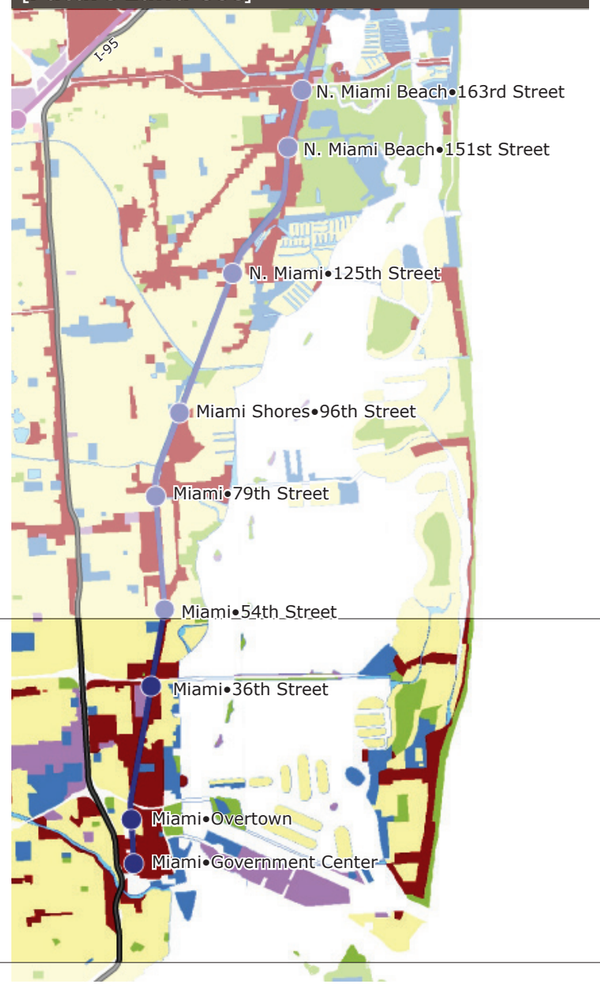
Station Typology

- City Center (C)
- Town Center (T)
- Neighborhood (N)
- Employment Center (E)
- Local Park-Ride (L)
- Regional Park-Ride (R)
- Airport (A)
- FEC Corridor
- Tri-Rail

The above diagram illustrates the station typologies, station spacing and jurisdictions found along the study corridor.

- 11th Street Station is within a ½ mile of Government Center Station and designated as a Regional Park-Ride Station.
- 36th Street Station is designated as a Town Center Station.
- Government Center Station serves downtown Miami.

[Future Land Use]



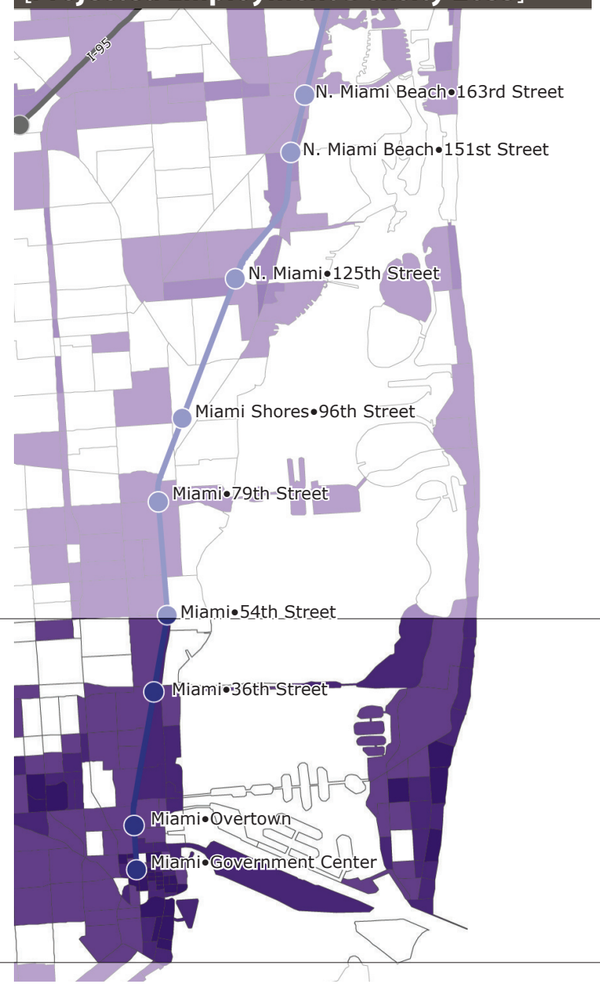
Future Land Use (SFWMD 2050)

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Open Space
- FEC Corridor
- Tri-Rail

The above diagram provides a generalized portrait of the corridor's future land use pattern utilizing the 2050 South Florida Water Management District Future Land Use data. For simplicity the land use categories have been consolidated to highlight the pattern of commercial areas, downtowns and lower density residential areas relative to the corridor's station locations.

- 36th Street Station is adjacent to the Midtown Development.
- All stations have significant TOD development due to abundance of commercial and industrial land uses.

[Projected Employment Density 2035]



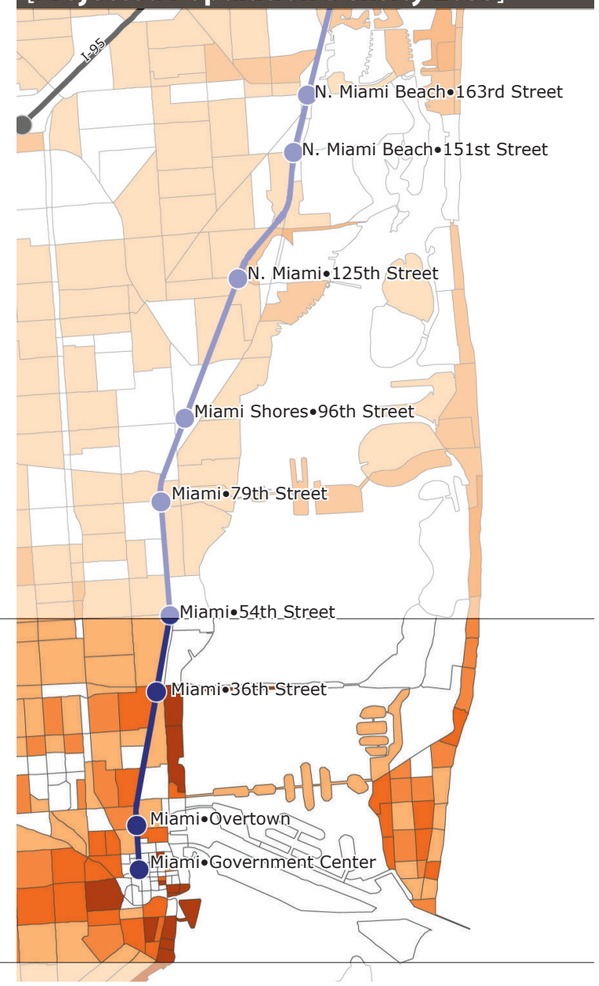
Employment Density

- 0-5 employees/acre
- 5-25 employees/acre
- 25-100 employees/acre
- 100+ employees/acre
- FEC Corridor
- Tri-Rail

The above diagram illustrates the projected 2035 employment density by TAZ developed in the South East Regional Planning Model.

- Government Center Station has the highest projected employment density along the corridor and highest projected ridership.
- 11th Street Station has significant employment densities

[Projected Population Density 2035]



Population Density

- 0-10 people/acre
- 10-25 people/acre
- 25-50 people/acre
- 50-100 people/acre
- 100+ people/acre
- FEC Corridor
- Tri-Rail

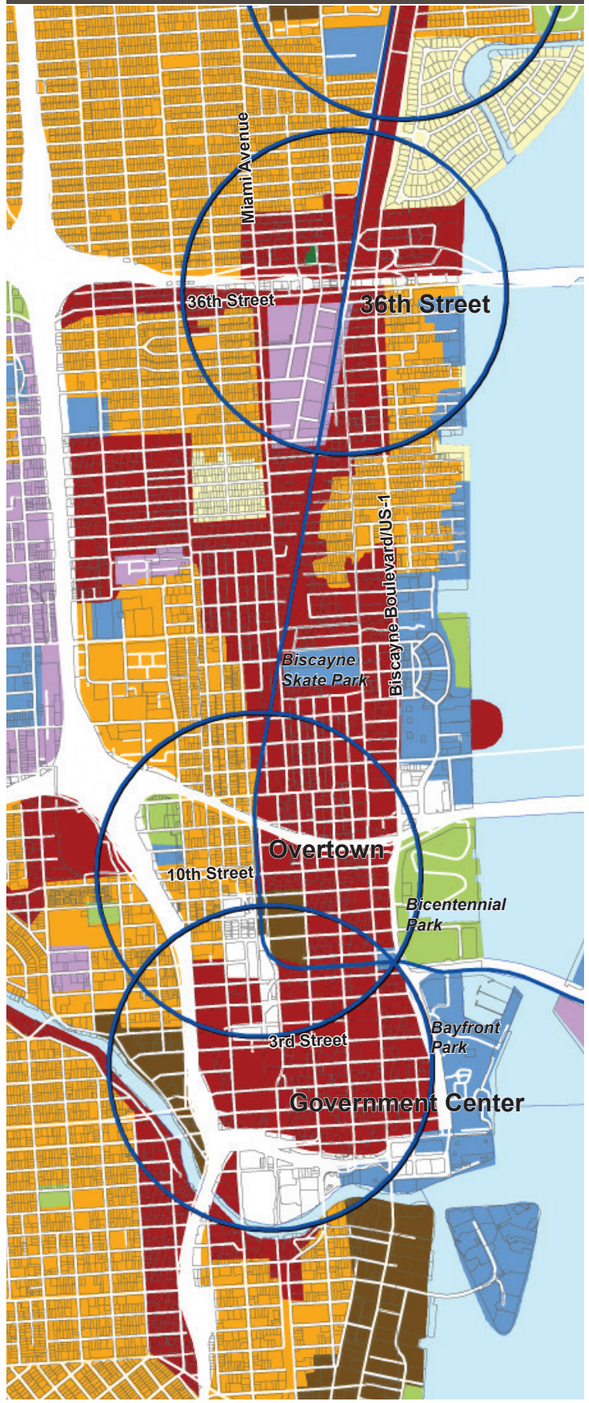
The above diagram illustrates the projected 2035 population density by TAZ developed in the South East Regional Planning Model.

- Government Center Station has among the highest projected population density along the corridor.
- 11th Street Station and Government Center have significant transit dependent populations.

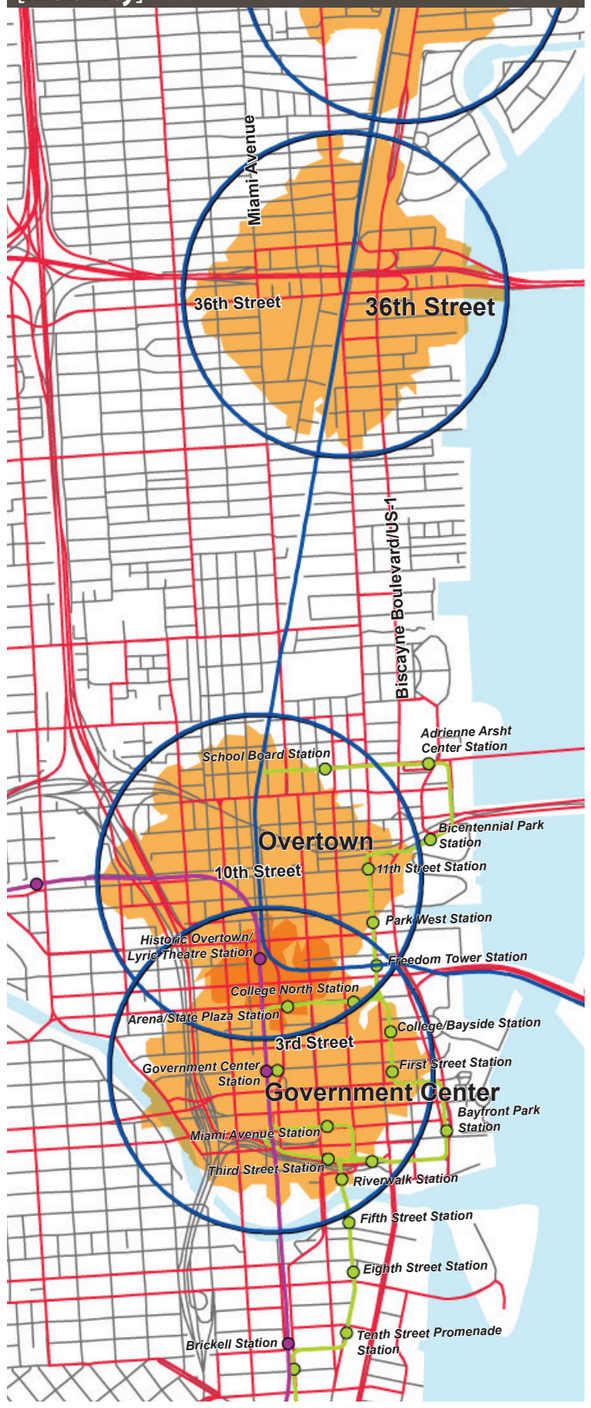
FINAL DRAFT

[Context]

[Future Land Use]



[Mobility]



Future Land Use Legend*

- Agriculture
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Developing/Urban
- Airport
- Commercial
- Public/Institutional
- Forestry
- Mixed Use
- Industrial
- Natural
- Office
- Parks/Recreation
- Rural
- TCU
- Undeveloped

* Future land use data is from SFWMD 2050 data set.

Mobility Legend

- Existing Road Network
- 10-Minute Walk
- Miami-Dade County Bus Route
- Metrorail
- Metromover
- 1/2 Mile Station Area
- FEC Corridor
- Tri-Rail

0 1,200 2,400

N

[Miami]

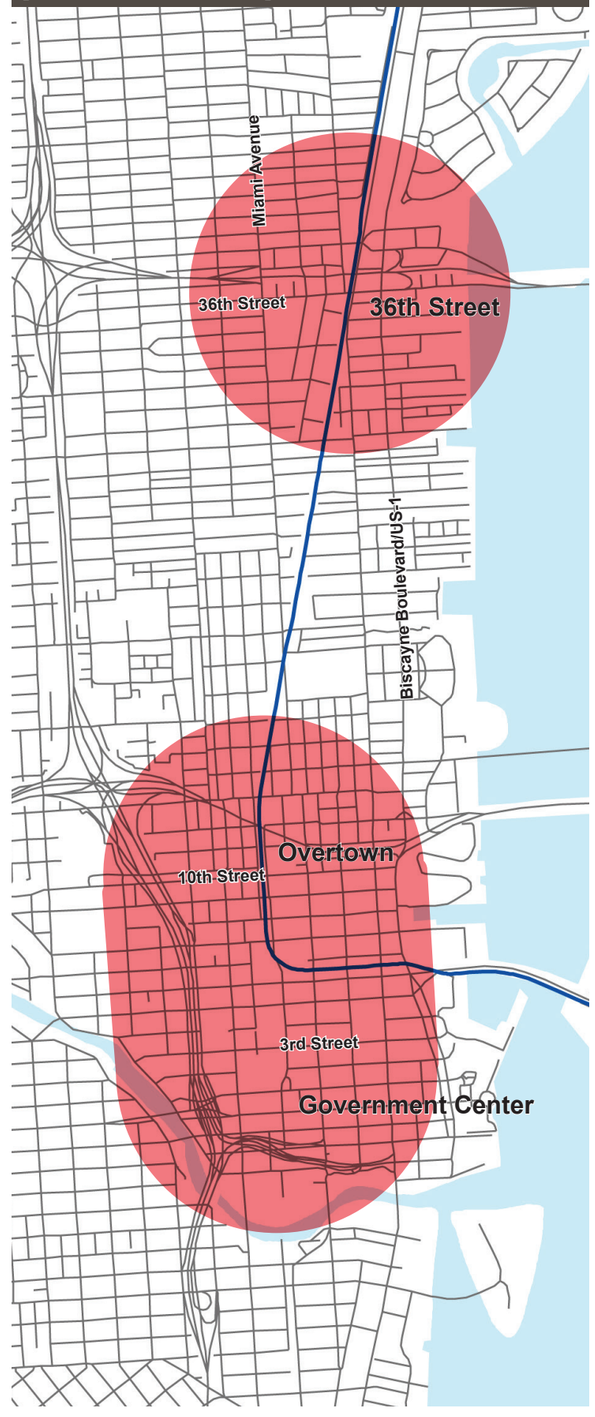
		Refinement Evaluation Criteria		
		36th Street	Overtown	Government Center/All Aboard Florida
Station	Typology	TC	TC/RPR	CC
	Distance to Adjacent Stations	N: 1.0; S: 1.8	N: 1.8; S: 0.6	N: 0.6; S: N/A
Purpose and Need	Ridership Projection	504	301	8,446
	Transit Dependent Households (pop/sq. mi)	765	1,605	1,262
	Population Density within 1/2 mile (2035)	15,253	16,146	16,286
	Employment Density within 1/2 mile (2035)	9,378	12,509	66,781
	Area within 10-minute Drive-shed	57,532	46,940	42,685
	Intermodal Connectivity	MDT Rt. 3, 9, 10, 16, 62, 93, 110, 120, 202, 236; Easy access to I-95, I-195	20+ MDT routes, Metrorail; Easy access to I-95, I-395, port	Metrorail, 20+ MDT routes; Easy access to I-95, port
Supportive Land Use & TOD Potential	Acres within 10-minute walk	324	328	316
	Future Land Use Compatibility	Mixed Use	Mixed/Residential	Downtown
	Future Land Use/Acres of Potential TOD (potential change)	85	95	80
	Square Feet of Potential TOD (potential change)	3,895,000	4,061,000	11,173,000
	Market Trends Ranking	Solid (18)	Strong (21)	Solid (18)
	Community Redevelopment Area	No	Yes	Yes
	Recent/Approved Development in Station Area	No	No	No
	Comprehensive Plan / Zoning Support	Yes	Yes	Yes
Station Cost & Feasibility	Existing Grade Crossing	Yes	Yes	Yes
	Station Access Constraints	No	No	Yes (MetroMover)
	Grade Separation for Station Anticipated	No	No	No
	FEC Owned/Local Jurisdiction Property	No	Yes	Yes
	Impacts FEC existing/planned freight operations	No	No	No
	Available ROW (station/parking)	No	Yes	Yes
	Substantial Environmental Impact	No	No	No
	Estimated Station Cost	Average	Average	High
	Local Funding Commitments (if applicable)	No	No	No
	Other considerations	Midtown development area	Miami Govt. Center annex	MetroRail/MetroMover rail and station

***Note: Reflects extensive Station Area planning meetings conducted in all three counties. Further coordination will continue during the next phase of study (during Project Development).*

FINAL DRAFT

	Summary		
	36th Street	**Overtown**	**Government Center/All Aboard Florida**
Role	Town Center	Town Center/ Regional Park-Ride	City Center
Station Characteristics/ Purpose & Need	• High transit dependent population	• Highest transit dependent population • Low ridership • Serves Overtown Neighborhood	• Highest ridership and employment density in the corridor
Land Use & TOD	• Strong pedestrian access • High potential for TOD with Midtown Development • "Solid" market ranking	• Significant high pedestrian access • High potential for TOD • "Strong" market ranking • Station is within a CRA	• Strong pedestrian access • High potential for TOD • "Solid" market ranking • Station is within a CRA
Cost & Feasibility	• No significant characteristics	• No significant characteristics	• No significant characteristics
Recommendation	**Recommended (Project Development)** Future station to serve strong TOD opportunities	**Recommended (Project Development)** Serves Overtown Neighborhood	**Recommended (Project Development)** Serves Downtown Miami

[Recommendation]



FINAL DRAFT

FINAL DRAFT

[Municipal Comments]

Several municipalities offered additional information for consideration after the initial draft of this report. This section includes the comments received from those municipalities. Where further evaluation is recommended in the report, any recently updated files and other information provided by the municipality will be used in future documentation and the further evaluation of the station location during future phases of the study.

FINAL DRAFT

Tri-Rail Coastal Link Station Refinement Report summary of comments (DRAFT 01/15/14)

	City	Municipality has at least one station recommended for evaluation in PD phase (05/21/13 report)?	Notes
Palm Beach County	Jupiter	Yes	No report comments to date
	Palm Beach Gardens	Yes	No report comments to date
	North Palm Beach	No	No report comments to date
	Lake Park	Yes	No report comments to date
	Riviera Beach	Yes	No report comments to date
	West Palm Beach	Yes	No report comments to date; Northwood station is preferred for evaluation in PD phase per City Commission comments
	Lake Worth	Yes	No report comments to date
	Lantana	No	No comments; Verbal Record of Conversation with Kim Delaney and Town Manager that infill recommendation is supported as any potential local development growth to support funding is 5-10 year timeframe
	Boynton Beach	Yes	No comments on recommendation; Comments provided to incorporate updated land use and update a couple of items in the Boynton Beach summary table
	Delray Beach	Yes	No report comments to date
	Boca Raton	Yes	No report comments to date
	Deerfield Beach	Yes	No report comments to date
	Pompano Beach	Yes	No report comments to date
	Oakland Park	Yes	Provided comments to support recommendation and continued support for Oakland Park station; land use updates and local planning updated info provided for use in station coordination
	Wilton Manors	Yes	No report comments to date
	Ft. Lauderdale	Yes	Official letter requesting further coordination on Cypress Creek Road, 13th Street and 17th Street stations; Coordination ongoing
	FLL	Yes	No report comments to date
	Dania Beach	Yes	No report comments to date
	Hollywood	Yes	Official letter requesting further coordination and support for Hollywood station. Ongoing coordination with Hollywood subsequent to 12/5/13 coordination mtg.
	Hallandale	Yes	No report comments to date
	Aventura	Yes	No report comments to date
	N Miami Beach	Yes	Comments provided supporting report recommendation and noting upcoming local TOD planning; City will coordinate further with FDOT during local planning efforts
	North Miami	Yes	No report comments to date
	Miami Shores	No	No issues with recommendation; Record of conversation with Tom Benton/Village Manager and Amie Goddeau/FDOT that the village is also in support of elimination since there is limited local support and the ridership is anticipated to be minimal
	Miami	Yes	No report comments to date

Dalton, Sunserea/ORL

From: LeJeune, Carisse [mailto:LeJeuneC@bbfl.us]
Sent: Thursday, November 14, 2013 1:17 PM
To: Goddeau, Amie K.
Subject: FW: Tri-Rail Coastal Link Station Reports - City comments

Dear Ms. Goddeau,

Please find below comments from the City of Boynton Beach Planning staff regarding *Draft Station Refinement Report.*

Thank you for your consideration and please contact us if you have any additional questions.

Respectfully,
Carisse LeJeune

Carisse LeJeune, Assistant City Manager
City Manager's Office
City of Boynton Beach
100 E. Boynton Beach Blvd. | Boynton Beach , Florida 33435
o: 561-742-6012 | *f:* 561-742-6011
LeJeuneC@bbfl.us | www.boynton-beach.org

America's Gateway to the Gulfstream

Please be advised that Florida has a broad public records law and all correspondence to me via email may be subject to disclosure.Under Florida records law, email addresses are public records. Therefore, your e-mail communication and your e-mail address may be subject to public disclosure.

From: Rumpf, Michael
Sent: Tuesday, November 05, 2013 9:41 AM
To: LeJeune, Carisse
Cc: Matras, Hanna; Byrne, Nancy
Subject: RE: Tri-Rail Coastal Link Station Reports - City comments

Carisse, our comments are as follows:

- P. 47: The current map is misleading; despite the map legend containing a "Mixed-Use" category, our Mixed use Core land use classification is not recognized therefore underscoring the existing and potential development intensity. Staff will coordinate with Sunserea Dalton of **CH2MHILL** who is working with Amie Goddeau (FDOT), for delivery of our GIS Future Land Use layer to Amie (with a copy to Sunserea).

- P.48: In "Station Cost and Feasibility," *Available ROW (station/parking),* uncertain the review criteria used but there is city owned property adjacent to the station, in addition to the presence of a sizable FEC parcel at the station site that could be used for station parking. Change "*NO"* to "*YES".* Under "Supportive Land Use & TOD Potential," we presume that the *Recent/Approved Development in Station Area* denotes private development, in which case "NO" is correct.

- P.49: in "Land Use and TOD," replace "*LIMITED"* redevelopment/TOD potential with "*GOOD",* given the existence of the Mixed-use zoning districts, density provisions, availability of land or redevelopment potential, and CRA incentives.

What about "Recommendation" on page 49? *Station location to be determined*? I thought that the location has been determined.

Hanna Matras, Senior Planner
Development, Planning & Zoning
City of Boynton Beach
100 E. Boynton Beach Blvd. | Boynton Beach, Florida 33435
o: 561-742-6258
MatrasH@bbfl.us | www.boynton-beach.org

America's Gateway to the Gulfstream

Please be advised that Florida has a broad public records law and all correspondence to me via email may be subject to disclosure.Under Florida records law, email addresses are public records. Therefore, your e-mail communication and your e-mail address may be subject to public disclosure.

Michael Rumpf, Planning & Zoning Director
Development, Planning & Zoning
City of Boynton Beach
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o: 561-742-6261
RumpfM@bbfl.us | www.boynton-beach.org

America's Gateway to the Gulfstream

Please be advised that Florida has a broad public records law and all correspondence to me via email may be subject to disclosure.Under Florida records law, email addresses are public records. Therefore, your e-mail communication and your e-mail address may be subject to public disclosure.

Nancy E. Byrne, Director of Development
Development, Development Services
City of Boynton Beach
100 E. Boynton Beach Blvd. | Boynton Beach, Florida 33435
o: 561-742-6374 | *f:* 561-742-6259
ByrneN@bbfl.us | www.boynton-beach.org

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City of
OAKLAND PARK
FLORIDA
ENGAGED • INSPIRED • UNITED
A CITY ON THE MOVE

3650 N.E. 12th Avenue • Oakland Park, Florida 33334 • 954.630.4200 • www.oaklandparkfl.org

November 20, 2013

PLANNING & ENVIRONMENTAL MANAGEMENT
NOV 2? 2013
DISTRICT FOUR
RECEIVED

Ms. Amie Goddeau
FDOT Project Manager
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

RE: South Florida East Coast Corridor Transit Study –Station Refinement Report Comments from the City of Oakland Park

Dear Ms. Goddeau,

The City of Oakland Park supports the development of a Tri-Rail Coastal Link stop at NE 38th Street but upon review of the *Draft Station Refinement Report*, it is apparent that the Oakland Park / NE 38th Street stop is under Further Evaluation by SFRTA.

In December 2012, the City submitted comments to PMG Associates, Inc. in response to the *Station Area Market and Economic Analysis*. The comments focused on the City's plans for growth and redevelopment of the downtown and tentative plans for activity that would certainly increase demand for a station in the downtown. However, it does not appear that those comments have been incorporated into the report. Now eleven months later, some of the redeveloped properties are open for business and the tentative plans are confirmed and underway. Please see the details below which support recommendation of a Tri-Rail Station in Oakland Park at NE 38th Street. The comments are organized by the Evaluation Criteria from the *Draft Station Refinement Report* for convenience.

Purpose & Need

In terms of population and employment within one half mile, ongoing redevelopment of the downtown will increase the demand for commuter rail travel. It is also expected that at the increased densities, there will be many zero-car households dependent upon transit.

Intermodal Connectivity

Five blocks south of NE 38th Street is East Oakland Park Boulevard, where a commitment has been provided by Broward MPO to link the Oakland Park Boulevard transit route (potentially bus rapid transit in the future) to the rail station.

Supportive Land Use & TOD Potential

The City of Oakland Park's downtown has a Local Activity Center overlay district with mixed use zoning that expects approximately 1800 new residential units at densities up to 80 units per acre and is being revised to allow up to 600,000 square feet of commercial uses. It is also within the Community Redevelopment Area (CRA) and the downtown is designated as a Culinary Arts District. The City has partnered with Broward College to feature a culinary arts, graphic arts, and business school less than one half mile from the proposed Tri-Rail stop which will bring approximately 1000 students per day to the downtown starting in Fall 2014. Please see the additional comments regarding the land use maps presented in the report.

The *Station Area Market and Economic Analysis* refers to a warehouse at Dixie Highway and NE 38th Street as a 'weakness' of the area. Previous comments provided by the city asked for 'weakness' to be changed to 'opportunity' in the reports. This request was not addressed, and upon current evaluation, 'strength' would be more appropriate. Earlier this year, the warehouse was redeveloped and the city constructed a plaza with seating along the front of the building. A large portion is now a thriving craft beer brewery and tasting room. The remaining space in the warehouse will soon be occupied by a regionally-recognized bakery/restaurant and a central market. Across the street, the city, in partnership with the Urban Farming Institute, hosts a farmer's market every Tuesday. Behind the former warehouse at Jaco Pastorius Park, The Urban Farmer also has retail space for the Community Supported Agriculture (CSA), gardening lessons, and urban farming supplies. This new development has already prompted multiple downtown property owners to inquire about redevelopment and begin plans to establish new businesses in the downtown. Several new residential projects within one half mile are in preliminary review stages at this time, as well.

The CRA has received two new redevelopment grants from Broward County. One is for the central market, to complete interior build-out of the warehouse space suitable to host multiple food vendors in daily retail operations certain to bring a lot of shopping and employment to the downtown.

Other investments by the city include connecting nearby parks (there are seven parks within one half mile) to NE 38th Street, designation of the Downtown Mixed Use District zoning district overlay, and a five year commitment with a consulting firm specializing in redevelopment. Streetscape improvements are planned for NE 34th Court from NE 2nd Avenue to Dixie Highway/railroad corridor. The city expects to advertise this project for construction bids before the end of 2013 and it will include pedestrian safety elements, bike lanes, and shade trees. This project will connect a transit-dependent residential area to the railway.

The city is also investing in replacement of the span-wire traffic lights at intersections along North Dixie Highway while FDOT resurfaces (Triple "R" project) North Dixie Highway. FDOT is providing decorative lighting along with this project.

Station Cost & Feasibility

The proposed site for the Tri-Rail stop is located within FEC right-of-way, adjacent on the east to a City-owned parking lot and across the street from a City-owned plaza. The City has purchased land which can accommodate a multi-story parking structure in the immediate area at some time in the future.

The right-of-way on the west side of the FEC corridor is owned by FDOT, therefore extending the contiguous area of publicly owned property at the proposed Tri-Rail stop location.

Other Comments

Maps - The Future Land Use Maps of Oakland Park on pages 70 and 71 show a dark red color that, according to the legend, could either be Commercial or Mixed Use. For future productions of the map, please change one of the colors so that they are not mistaken for the other. In addition, while it is understood that some land use categories were combined for the analysis, the Local Activity Center (LAC) land use category is not reflected on the map. Perhaps this is because the map source is the 2050 South Florida Water Management District Future Land Use map instead of the City's Future Land Use map. The concern from the City's perspective is what land use designation was used to evaluate the surrounding use potential, density, and employment potential.

Adjacent Jurisdiction Support – Please see the attached letter of support from the Town of Lauderdale-By-The-Sea. In addition, as previously mentioned, Broward County has awarded the City with a grant for the downtown central market located on NE 38th Street in the former warehouse. This shows County support for the strength of the project.

For further information on the Dixie Highway corridor in downtown Oakland Park regarding the potential rail stop at NE 38th Street, you may contact: Kristen Nowicki, AICP, Senior Planner, at 954-630-4339 or KristenN@OaklandParkFL.gov

Sincerely,

John Stunson
City Manager

Attachments:
Culinary Arts District Update 11-18-2013
Letter of Support from Lauderdale-By-The-Sea

Town of
LAUDERDALE-BY-THE-SEA
4501 Ocean Drive, Lauderdale-by-the-Sea, Florida 33308-3610
Telephone: (954) 640-4200/ Fax (954)776-1857

October 29, 2013

The Honorable John Adornato, Mayor
City of Oakland Park
3650 NE 12th Avenue
Oakland Park, Florida 33334

Subject: Letter of Support for Train Station at NE 38th Street in Oakland Park

Dear Mayor Adornato,

I am very pleased to know that the South Florida Regional Transportation Authority (SFRTA) is considering building a train station at NE 38th Street adjacent to City Hall in the City of Oakland Park.

In reviewing the SFRTA's Tri-Rail Coastal Link Station Area Opportunities Analysis, I strongly believe that the benefits of this train station are apparent because they go hand in hand with the City's Master Plan for a vibrant and walkable downtown area that will be enjoyed by all.

I am strongly in favor that this train station be built in the City of Oakland Park and look forward to a positive outcome.

Regards,

Roseann Minnet
Mayor

CITY of HOLLYWOOD, FLORIDA

Office of the City Manager
2600 Hollywood Blvd. • P.O. Box 229045 • Hollywood, Florida 33022-9045
Phone (954) 921-3201 • Fax (954) 921-3314 • www.hollywoodfl.org

November 21, 2013

Mr. Joseph Giulietti
Executive Director
SFRTA
3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

Mr. James A. Wolfe
District IV Secretary
FDOT
3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

Re: City of Hollywood Response to the Draft Station Refinement Report

Dear Mr. Giulietti & Mr. Wolfe:

The City of Hollywood is excited about the proposed South Florida Tri-Rail Coastal Link Station on the FEC Corridor and Passenger Rail opportunities coming to our City and to the region in general. Specifically, the City of Hollywood is ready, able and prepared for what we believe is Broward County's prime destination location for the siting of a passenger rail station in downtown Hollywood.

The City and community know that the siting of a passenger rail station in downtown Hollywood holds significant advantages to all, such as spurring job growth, stimulating the economy, increasing tourism while providing a needed intermodal transit rail station for all those that work, study, play, and visit in the City.

The City of Hollywood is committed to supporting the development of a passenger rail station in downtown Hollywood and we have begun several forward thinking transportation initiatives to support this project such as:

- The City has begun planning design for a Complete Streets project along the FEC Corridor, Pembroke Road to Sheridan Street which encompasses and anticipates the passenger rail station in the heart of downtown Hollywood.
- The Broward MPO has indicated their support of this Complete Streets preliminary design.
- The City has an underlying land use "RAC" zoning already in place in a downtown Master Plan as part of a downtown "transit ready" corridor.
- A multi-million dollar water and sewer construction project has already been funded, designed, and is in permitting that will fully accommodate high-density development along this exciting corridor.
- There are three city-owned blocks immediately adjacent to the station allowing exciting public/private joint venture opportunities, a proven expertise of the City of Hollywood.
- The City has commissioned a detailed economic and real estate analysis for the downtown area which encompasses this corridor to further encourage high-density development.
- Barry University (see Attachment K) is located steps from the station in partnership with the city and plans are underway for further expansion and redevelopment of this educational University Campus.

- The City has a funded Shuttle and Trolley system which are expanding their routes to include the proposed station and Broward County Bus Lines already have several lines along the corridor to be included which directly links to major developments such as the Margaritaville Hotel & Resort and Costa Hollywood Resort are under construction and established resorts such as the Westin Diplomat Resort & Hotel and the Marriott Resort which bring tourists and employment opportunities region wide that could take advantage of a downtown Hollywood passenger rail station.
- The City will also be prepared to provide maintenance and operations funding for the proposed passenger rail station in downtown Hollywood through CRA TIF funding and a proposed City-run public parking garage next to the station.
- Downtown Hollywood is an established downtown destination that provides art, culture and entertainment district with an ArtsPark, Cultural Center, restaurants, hotels, colleges, shopping, theatres, office complexes and residential areas.
- More developments are underway for new housing, businesses and schools in the immediate area. All of these destinations are within five (5) to ten (10) minutes walking distance to a planned passenger rail station in downtown Hollywood.
- There are also nearby Regional Hospitals and Medical Centers along with the only Pediatric Trauma Center in South Broward County that will have easy access to the station.

As the City of Hollywood ("City") moves forward on the implementation of a comprehensive economic growth strategy, the coordinated integration of regional transportation systems plays a pivotal role in our success. To this end, the City is pleased to provide the attached feedback on the *South Florida East Coast Corridor Transit Study: Station Refinement Report.* The City recognizes that the multiple benefits of the proposed transportation service will have tremendous regional economic development impacts.

The draft report currently recommends that the Hollywood Project Development Phase requires "further evaluation." The City of Hollywood has taken specific actions to prepare for a potential station. Furthermore, we believe that we have a compelling case for the installation of a station, which re-establishes the transit use that was historically located at the site.

We know that you will concur with our findings and look forward to further discussions. In the meantime, if you have any additional questions, I kindly ask that you please not hesitate to contact me at csr@hollywoodfl.org. Additionally, you may contact Sylvia Glazer, Public Works Director at sglazer@hollywoodfl.org.

Sincerely,

Cathy Swanson-Rivenbark, AICP, CED
City Manager

c: Sylvia Glazer, Director, Department of Public Works Public Works

Attachments

City of Hollywood Response to Draft Station Refinement Report

Station Characteristics

The City of Hollywood has taken a holistic approach to economic development with a special emphasis on catalytic redevelopment. The station typology envisioned is a Town Center (TC). Downtown Hollywood, located within the study area, boasts a traditional town center characterized by mixed-use development and walkable streets. The experience of the pedestrian is of high importance and the City's commitment to walkability is evidenced in its aggressive strategy to revitalize the corridors that flank the proposed station. First, the Broward Metropolitan Planning Council (MPO) is awarding $7.2 million to the City to implement a "Complete Streets" Initiative from Dixie Highway to City Hall along Hollywood Blvd, and $9.5 million for a "Complete Streets" project along Johnson Street from Federal Highway to the C-10 Canal. Additionally, the City has engaged a professional engineering firm to complete a master conceptual plan incorporating "Complete Streets" design principles along the FEC Corridor (21st Avenue/Dixie Highway), see Attachment L. The Broward MPO supports and encourages this important project. Plans are to implement this project along the entire FEC corridor within the City of Hollywood, from Pembroke Road to Sheridan Street. This work will serve as the rationale for future capital improvement funding and grant requests.

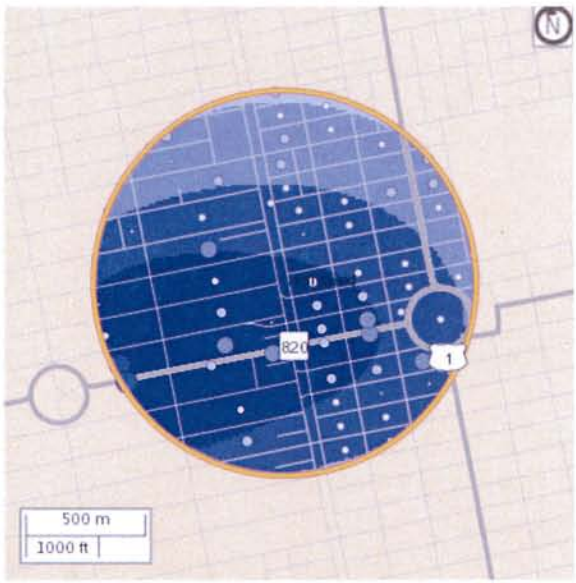
Purpose and Need

As with any development undertaken, market demand is a critical indicator of market potential. Unlike some of the other stations under consideration, the proposed Hollywood station uniquely benefits from the demand generated by multiple market segments: residents, workers, visitors. This diversity in demand generators is characteristic of a downtown setting.

Population Demand

The proposed Hollywood station benefits immediate surrounding residential neighborhoods. These neighborhoods offer a diversity of rental and for-sale housing options. The surrounding neighborhoods and their housing stock are desirous of current demographic trends. Increasingly, Americans returning to urban core and value a high-quality of life that offers accessibility and convenience to employment opportunities, cultural assets, entertainment offerings, and shopping/dining experiences. This is evidenced by H3 Hollywood, a 247-unit new residential tower which recently broke ground and is located within a five (5) minute walk south of the proposed station site.

Employment Demand



5 - 750 Jobs/Sq.Mile
751 - 2,988 Jobs/Sq.Mile
2,989 - 6,717 Jobs/Sq.Mile
6,718 - 11,938 Jobs/Sq.Mile
11,939 - 18,651 Jobs/Sq.Mile

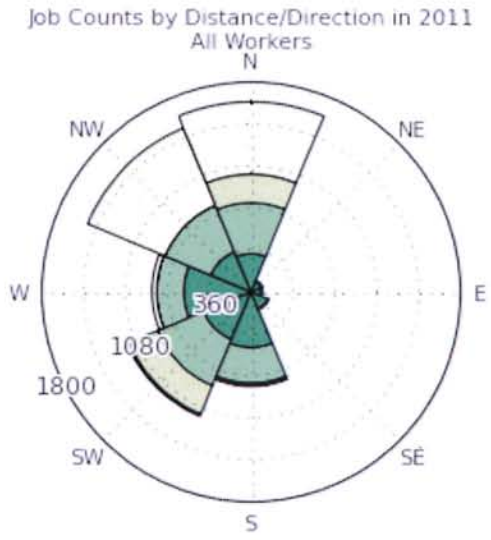
1 - 10 Jobs
11 - 146 Jobs
147 - 737 Jobs
738 - 2,327 Jobs
2,328 - 5,682 Jobs

5 - 347 Jobs/Sq.Mile
348 - 1,374 Jobs/Sq.Mile
1,375 - 3,087 Jobs/Sq.Mile
3,088 - 5,484 Jobs/Sq.Mile
5,485 - 8,567 Jobs/Sq.Mile

1 - 3 Jobs
4 - 33 Jobs
34 - 166 Jobs
167 - 524 Jobs
525 - 1,279 Jobs

Within ½ mile of the proposed Hollywood station, there is an existing inventory of over 5.5 million square feet of leasable commercial space (Source: CoStar 2013, Exhibit J). An analysis of employment data from the U.S. Census Bureau's Longitudinal Household Employment Dynamics web application verifies that area as one of Hollywood's primary employment nodes. First, employment growth is expected to continue. It should be noted that the 2035 employment density figures within the Station Refinement Report (Station Refinement Report, pg. 84) are inaccurate. Specifically, according to the U.S. Census Bureau's Longitudinal Household Employment Dynamics web application, the existing job count surpasses the 2035 projection (Exhibit A).

Further analysis of the commuting patterns of workers within the ½ mile study reveals useful information. Nearly 60% of workers within ½ mile of the proposed station travel more than ten (10) miles for employment. Additionally, an analysis of the same employment data from 2007-2011 reveals that the majority of these workers travel from points north and northwest respectively (Exhibit B).



Jobs by Distance - Work Census Block to Home Census Block

	2011 Count	2011 Share
Total All Jobs	6,319	100.0%
Less than 10 miles	2,550	40.4%
10 to 24 miles	1,830	29.0%
25 to 50 miles	528	8.4%
Greater than 50 miles	1,411	22.3%

Visitor Demand

Hollywood has always been a desirable vacation destination. Both Hollywood Beach and the Historic Hollywood Boulevard District are regional attractions, drawing the 2nd highest amount of tourist tax collection by municipality, over $6.67 million dollars, in 2012 (Source: Broward County Tax Revenue Collection Division). Many of these visitors are drawn to Hollywood Beach, home to a number of existing and upcoming regional points of interest that include Westin Diplomat Hotel and Convention Center, Margaritaville Hollywood Beach Resort, Costa Hollywood and Hyde Beach. The synergy between the Beach and Downtown is emphasized by the trolley service connecting both destinations. The trolley operates within ½ mile of the proposed station. The trolley will be expanding service by adding a shuttle with stops to the existing Hollywood Boulevard Tri-Rail/Amtrak station and Downtown Hollywood beginning spring 2014. Moreover, the proposed station will compliment Downtown Hollywood's role as a Regional Activity Center. Downtowns traditionally serve as the hub for art, culture, and entertainment activities. ArtsPark houses yearlong free concerts for the public and other events such as Funtastic Fridays for families, and Food Truck Mondays. These events have broad market appeal. Cinema Paradiso, a South Florida cultural gem recently opened in Downtown Hollywood and is within a five (5) minute walk of the proposed station. As retail and restaurant offerings continue to grow in Downtown Hollywood, visitor demand should increase.

Intermodal Connectivity

The proposed Hollywood station is optimal for multi-modal transportation linkages. First, six (6) bus routes are within walking distance (BCT Rt. 1,4,6,7,9, Breeze). It should also be noted that the proposed station is located along the western boundary of the Downtown Hollywood CRA, which provides a trolley service throughout Downtown to Hollywood Beach and a shuttle service to the existing Hollywood Blvd Tri-Rail/Amtrak Station that will integrate with the proposed station. Passengers of the proposed rail service will be able to reach destinations east and west via the Downtown Hollywood

CRA operated trolley and shuttle services including City Hall, Broward County Library, Broward County Regional Courthouse and Memorial Regional Hospital. Exhibit C is a map of the current trolley route and stops and Exhibit D is a map of future shuttle route and stops.

Supportive Land Use and Transit Oriented Development (TOD) Potential

Downtown Hollywood is part of the Regional Activity Center (RAC) land use category; which is the ideal land use category for transit oriented districts and uses (Exhibits E and F). The County has identified RACs as high intensity, high density multi-use areas designed as appropriate for intense growth by the local government or jurisdiction. RACs encourage attractive and functional mixed living, working, shopping, education and recreational activities, in areas of regional importance. The purpose of the RAC land use designation is to:

- encourage development or redevelopment of areas that are of regional significance;
- facilitate mixed-use development;
- encourage mass transit;
- reduce the need for automobile travel;
- provide incentives for quality development and;
- give definition to the urban form.

The City approaches each redevelopment project as a catalytic opportunity. In 2009 the City of Hollywood adopted the Downtown Hollywood Master Plan in an effort to maximize development opportunities for the Downtown. The vision established by the Master Plan, proposes to enhance the identity and image of Downtown Hollywood as a historic, cultural, and entertainment destination; to strengthen Downtown's role as a true city center; to revitalize underutilized land and encourage infill and higher intensities by using efficient land use strategies; and to provide a pedestrian friendly environment with lively and active streetscapes. Furthermore, the Master Plan recommends action steps for implementation, including the intensification of Downtown zoning districts. Two of the zoning districts recommended by the Master Plan, the Young Circle and North Downtown Districts, were adopted in 2010 (Exhibit G). Today, this effort continues. On November 4, 2013, both the CRA and City Commission authorized an economic impact analysis, updating the Chapter 3: Economic Considerations and Recommendations of the Master Plan, to supplement the current implementation efforts. The market assessment should be presented to the City within forty-five (45) days. City Commission action on the recommended zoning amendments is anticipated for the 1st quarter of 2014.

The Master Plan foresaw the prospect of a future transit system and identified the area of the proposed station as ideal for transit oriented or transit ready development, based on its proximity to the rail corridor. The proposed Hollywood station plays a crucial role in the redevelopment of Downtown Hollywood. Not only does a station at Tyler further stimulate to Downtown Hollywood retail market, but it also strengthens the vision of establishing an educational hub easily accessible my multi-modal transportation service.

The City of Hollywood, recognizing the importance of educational institutions as a catalyst for economic development approached Barry University, to explore the development of a Hollywood campus to build upon the City's health care infrastructure. In early 2012, Barry University relocated its College of Health Sciences, which houses two (2) graduate health profession programs, Anesthesiology and Biomedical Sciences, to Hollywood at a vacant City owned property which is located adjacent to the proposed Hollywood station. The renovated property houses new offices, classrooms; and a digital lab for faculty, staff and students. Barry's relocation within the study area has been successful and has resulted in further campus expansion opportunities. The Adult and Continuing Education (ACE) Program will launch in January 2014. Analysis is underway for expansion of the Graduate School of Nursing and School of Social Work. It should be noted that Barry University and City officials are actively developing a transit oriented development scenario, which has strong potential for success as a result of major property holding by the City adjacent to the station. See the attached letter of support from Barry University (Exhibit K).

Station Cost and Feasibility

The City of Hollywood and Hollywood Community Redevelopment Agency have invested financially in setting the framework to support a passenger rail station and will continue this support with the implementation of an ample streets project encouraging multi-modal transportation alternatives and enhancing the redevelopment along this corridor which will increase passenger rail ridership. The City invested financially in having the underlying land used adopted as "RAC" and adopted a downtown zoning master plan which provides for a transit ready corridor. These investment and support will continue in anticipation of the tri-Rail Coastal Link Station.

Specific Revisions to Station Refinement Report

Future Land Use Maps:
The Future Land Use designation for the City of Hollywood is incorrect and should be updated throughout report. More specifically, the Downtown area Land Use designation is Regional Activity Center (RAC) and ArtsPark/Young Circle is Recreational space. Refer to the Land Use Map (Exhibit E) provided for correct designations.

Pages 12 & 13: Corridor Context Diagram. Diagram should highlight regional points of interest within Hollywood, such as:

- Barry University adjacent to proposed Hollywood Blvd station (421 South 21st Ave)
- Young Circle/ArtsPark Hollywood Boulevard Historic District (Exhibit H)Historic Broadwalk District
- Music & Entertainment District (Exhibit I)

Page 83: Mobility Map. The Mobility diagram should include significant transit routes and destinations, similar to Ft. Lauderdale (page 75). Refer to Exhibits C and D for routes. Labels for Tri-Rail Hollywood Station and Young Circle Broward County Transit (BCT) Hub should also be included.

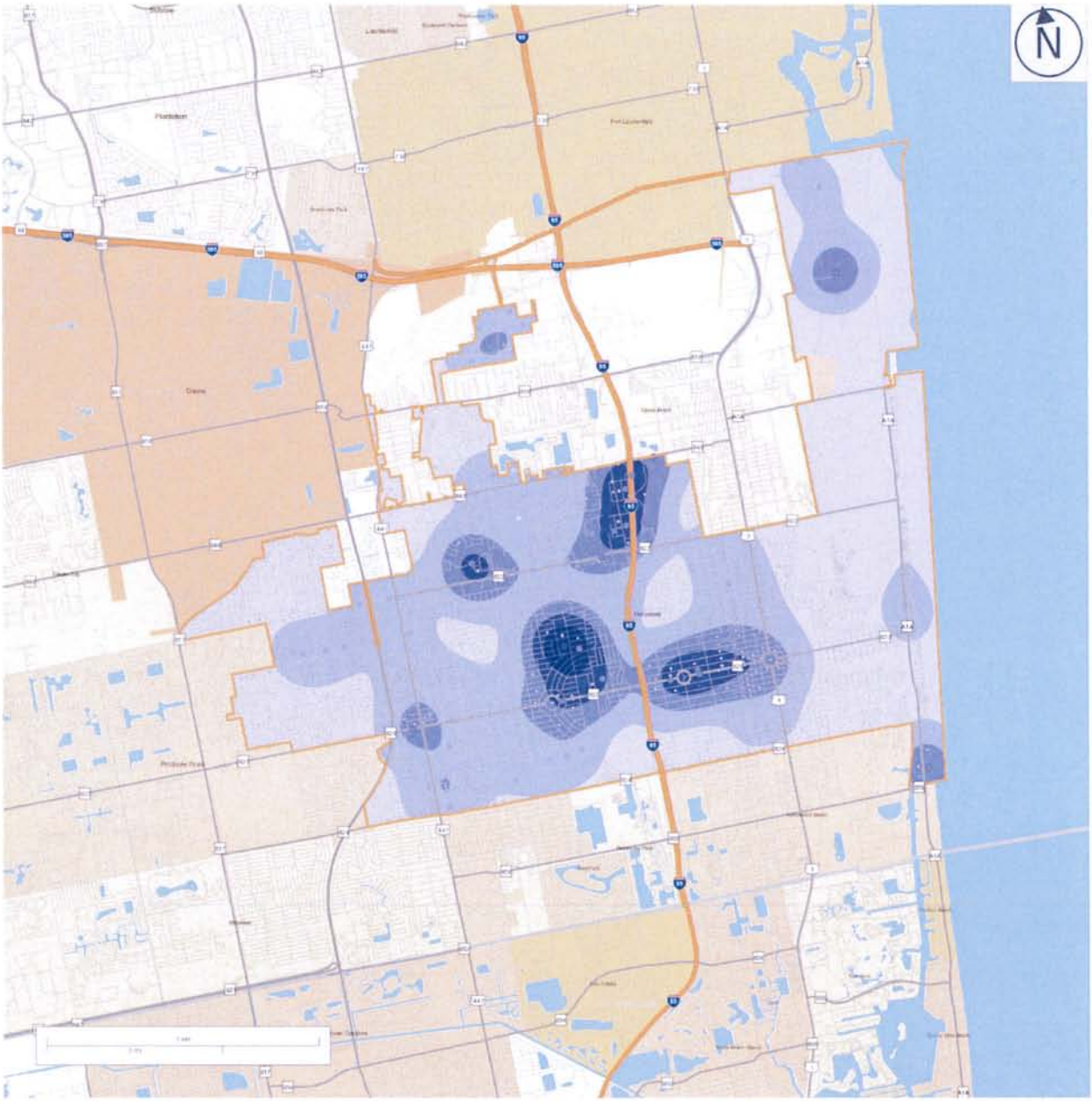
Page 84: Refinement Evaluation Criteria. The criteria for Hollywood Boulevard should be updated as follows:

- Employment Density within ½ mile projection inaccurate; most recent employment density at 6,319 (Exhibit A).
- Intermodal Connectivity to include BCT Rt. 6 in addition to 1,4,7,9, Breeze.
- Intermodal Connectivity to include Hollywood Trolley and Shuttle routes (Exhibits C and D).
- Future Land Use Compatibility to include RAC designation (Exhibit E) in addition to Downtown.
- Future Land Use/Acres of Potential TOD should be adjusted to reflect the updated Land Use Designation (RAC), within the 10 minute walk zone (Exhibits E and F).
- Square feet of Potential TOD should be adjusted to reflect the updated Land Use Designation (RAC), within the ½ mile area (Exhibits E and F).
- Other Considerations should include: Access to Downtown Hollywood, Hollywood Beach, ArtsPark, Barry University, City Hall, Broward County Library, Hollywood Tri-Rail/Amtrak Station, Broward County Courthouse, Memorial Regional Hospital.

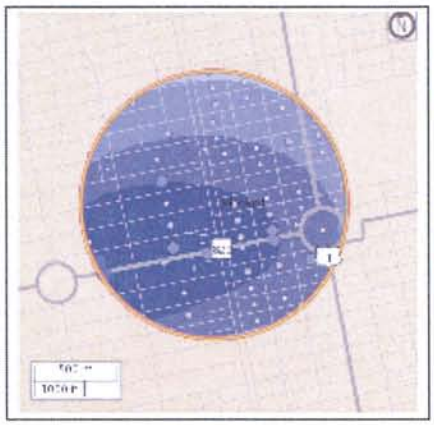
Page 85: Summary: The Tyler Street data should be updated as follows:

- Station Characteristics/Purpose & Needs to include "highest ridership," "highest population density" and "highest employment density."
- Land Use & TOD should include the following descriptions, which are all applicable to this area:
    - "Strong pedestrian access due to a well-connected street grid."
    - "High level of public and jurisdictional support."
    - "Significant potential for large-scale redevelopment based on amount of underutilized land and proposed zoning."
    - "Station is along arterial corridor."

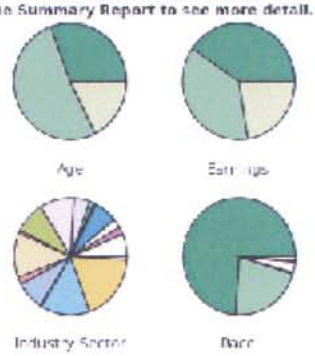
Exhibit A



Work Area Profile Report



Click a Characteristic link in the Summary Report to see more detail.



Total All Jobs

		2011	
		Count	Share
	Total All Jobs	6,319	100.0%
	Total All Jobs	6,319	100.0%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2011).
Notes:

1. Race, Ethnicity, Educational Attainment, and Sex statistics are beta release results and are not available before 2009.
2. Educational Attainment is only produced for workers aged 30 and over.
3. Firm Age and Firm Size statistics are beta release results and are not available before 2011.

Exhibit B

Distance/Direction Report - Work Census Block to Home Census Block

Job Counts in Home Blocks by Distance Only

	2011 Share	2010 Share	2009 Share	2008 Share	2007 Share
Total All Jobs	100.0%	100.0%	100.0%	100.0%	100.0%
Less than 10 miles	40.4%	43.0%	45.0%	52.3%	54.7%
10 to 24 miles	29.0%	27.2%	26.6%	28.1%	30.9%
25 to 50 miles	8.4%	7.8%	7.1%	6.4%	6.9%
Greater than 50 miles	22.3%	22.0%	21.3%	13.3%	7.4%

Job Counts in Home Blocks to the North of Work Blocks by Distance

	2011 Share	2010 Share	2009 Share	2008 Share	2007 Share
Total All Jobs	100.0%	100.0%	100.0%	100.0%	100.0%
Less than 10 miles	20.2%	24.5%	24.0%	33.6%	36.1%
10 to 24 miles	26.7%	26.6%	26.0%	34.0%	36.3%
25 to 50 miles	15.0%	14.2%	14.4%	14.7%	16.4%
Greater than 50 miles	38.1%	34.7%	35.7%	17.7%	11.2%

Job Counts in Home Blocks to the North East of Work Blocks by Distance

	2011 Share	2010 Share	2009 Share	2008 Share	2007 Share
Total All Jobs	100.0%	100.0%	100.0%	100.0%	100.0%
Less than 10 miles	100.0%	99.1%	100.0%	100.0%	100.0%
10 to 24 miles	-	-	-	-	-
25 to 50 miles	-	-	-	-	-
Greater than 50 miles	-	0.9%	-	-	-

Job Counts in Home Blocks to the East of Work Blocks by Distance

	2011 Share	2010 Share	2009 Share	2008 Share	2007 Share
Total All Jobs	100.0%	100.0%	100.0%	100.0%	100.0%
Less than 10 miles	100.0%	100.0%	100.0%	100.0%	100.0%
10 to 24 miles	-	-	-	-	-
25 to 50 miles	-	-	-	-	-
Greater than 50 miles	-	-	-	-	-

Job Counts in Home Blocks to the South East of Work Blocks by Distance

	2011 Share	2010 Share	2009 Share	2008 Share	2007 Share
Total All Jobs	100.0%	100.0%	100.0%	100.0%	100.0%
Less than 10 miles	100.0%	100.0%	100.0%	100.0%	100.0%
10 to 24 miles	-	-	-	-	-
25 to 50 miles	-	-	-	-	-
Greater than 50 miles	-	-	-	-	-

Job Counts in Home Blocks to the South of Work Blocks by Distance

	2011 Share	2010 Share	2009 Share	2008 Share	2007 Share
Total All Jobs	100.0%	100.0%	100.0%	100.0%	100.0%
Less than 10 miles	59.0%	60.4%	62.9%	66.8%	61.6%
10 to 24 miles	37.4%	36.7%	31.9%	31.7%	35.1%
25 to 50 miles	2.5%	1.3%	3.2%	0.9%	2.3%
Greater than 50 miles	1.1%	1.6%	2.1%	0.6%	1.0%

Job Counts in Home Blocks to the South West of Work Blocks by Distance

	2011 Share	2010 Share	2009 Share	2008 Share	2007 Share
Total All Jobs	100.0%	100.0%	100.0%	100.0%	100.0%
Less than 10 miles	38.4%	38.4%	43.4%	50.0%	43.8%
10 to 24 miles	37.1%	35.5%	36.4%	31.8%	38.5%
25 to 50 miles	22.8%	23.9%	17.9%	17.4%	17.0%
Greater than 50 miles	1.7%	2.2%	2.3%	0.7%	0.7%

Job Counts in Home Blocks to the West of Work Blocks by Distance

	2011 Share	2010 Share	2009 Share	2008 Share	2007 Share
Total All Jobs	100.0%	100.0%	100.0%	100.0%	100.0%
Less than 10 miles	67.6%	71.1%	70.8%	72.0%	73.7%
10 to 24 miles	27.5%	24.0%	24.8%	23.8%	22.7%
25 to 50 miles	-	-	-	-	-
Greater than 50 miles	4.9%	5.0%	4.4%	4.2%	3.6%

Job Counts in Home Blocks to the North West of Work Blocks by Distance

	2011 Share	2010 Share	2009 Share	2008 Share	2007 Share
Total All Jobs	100.0%	100.0%	100.0%	100.0%	100.0%
Less than 10 miles	24.7%	27.8%	30.5%	33.7%	43.2%
10 to 24 miles	28.1%	25.9%	26.6%	28.7%	35.1%
25 to 50 miles	-	-	-	-	-
Greater than 50 miles	47.2%	46.2%	42.9%	37.6%	21.8%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Distance-Direction Employment Statistics

Exhibit C

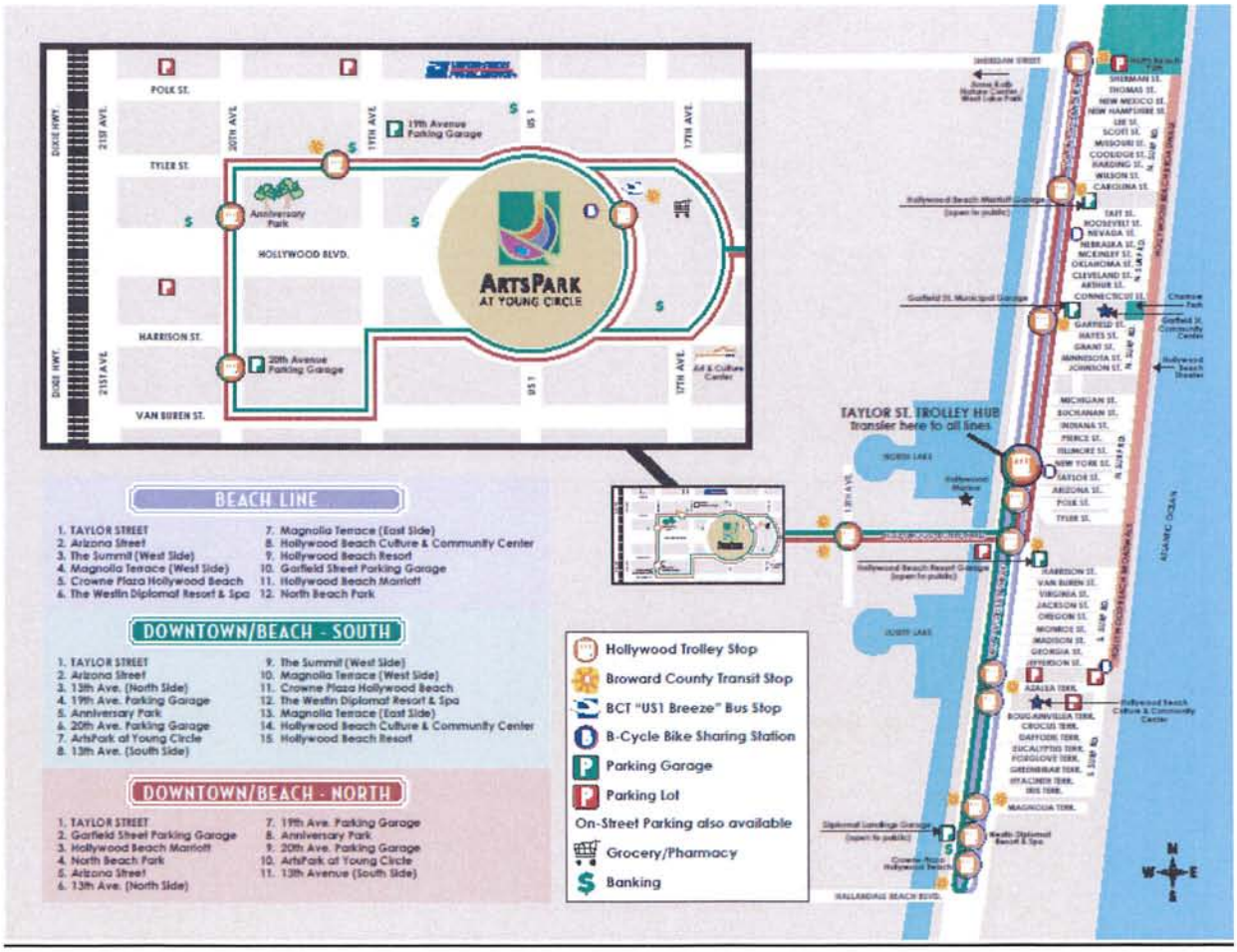

POLK ST.
TYLER ST.
HARRISON ST.
VAN BUREN ST.
HOLLYWOOD BLVD.
DIXIE HWY
21ST AVE.
20TH AVE.
19TH AVE.
17TH AVE.
US 1
19th Avenue Parking Garage
20th Avenue Parking Garage
Anniversary Park
ARTSPARK AT YOUNG CIRCLE
Art & Culture Center
TAYLOR ST. TROLLEY HUB
Transfer here to all lines
BEACH LINE
1. TAYLOR STREET
2. Arizona Street
3. The Summit (West Side)
4. Magnolia Terrace (West Side)
5. Crowne Plaza Hollywood Beach
6. The Westin Diplomat Resort & Spa
7. Magnolia Terrace (East Side)
8. Hollywood Beach Culture & Community Center
9. Hollywood Beach Resort
10. Garfield Street Parking Garage
11. Hollywood Beach Marriott
12. North Beach Park
DOWNTOWN/BEACH - SOUTH
1. TAYLOR STREET
2. Arizona Street
3. 13th Ave. (North Side)
4. 19th Ave. Parking Garage
5. Anniversary Park
6. 20th Ave. Parking Garage
7. ArtsPark at Young Circle
8. 13th Ave. (South Side)
9. The Summit (West Side)
10. Magnolia Terrace (West Side)
11. Crowne Plaza Hollywood Beach
12. The Westin Diplomat Resort & Spa
13. Magnolia Terrace (East Side)
14. Hollywood Beach Culture & Community Center
15. Hollywood Beach Resort
DOWNTOWN/BEACH - NORTH
1. TAYLOR STREET
2. Garfield Street Parking Garage
3. Hollywood Beach Marriott
4. North Beach Park
5. Arizona Street
6. 13th Ave. (North Side)
7. 19th Ave. Parking Garage
8. Anniversary Park
9. 20th Ave. Parking Garage
10. ArtsPark at Young Circle
11. 13th Avenue (South Side)
Hollywood Trolley Stop
Broward County Transit Stop
BCT "US1 Breeze" Bus Stop
B-Cycle Bike Sharing Station
Parking Garage
Parking Lot
On-Street Parking also available
Grocery/Pharmacy
Banking
ATLANTIC OCEAN
N
W
E
S

Exhibit D

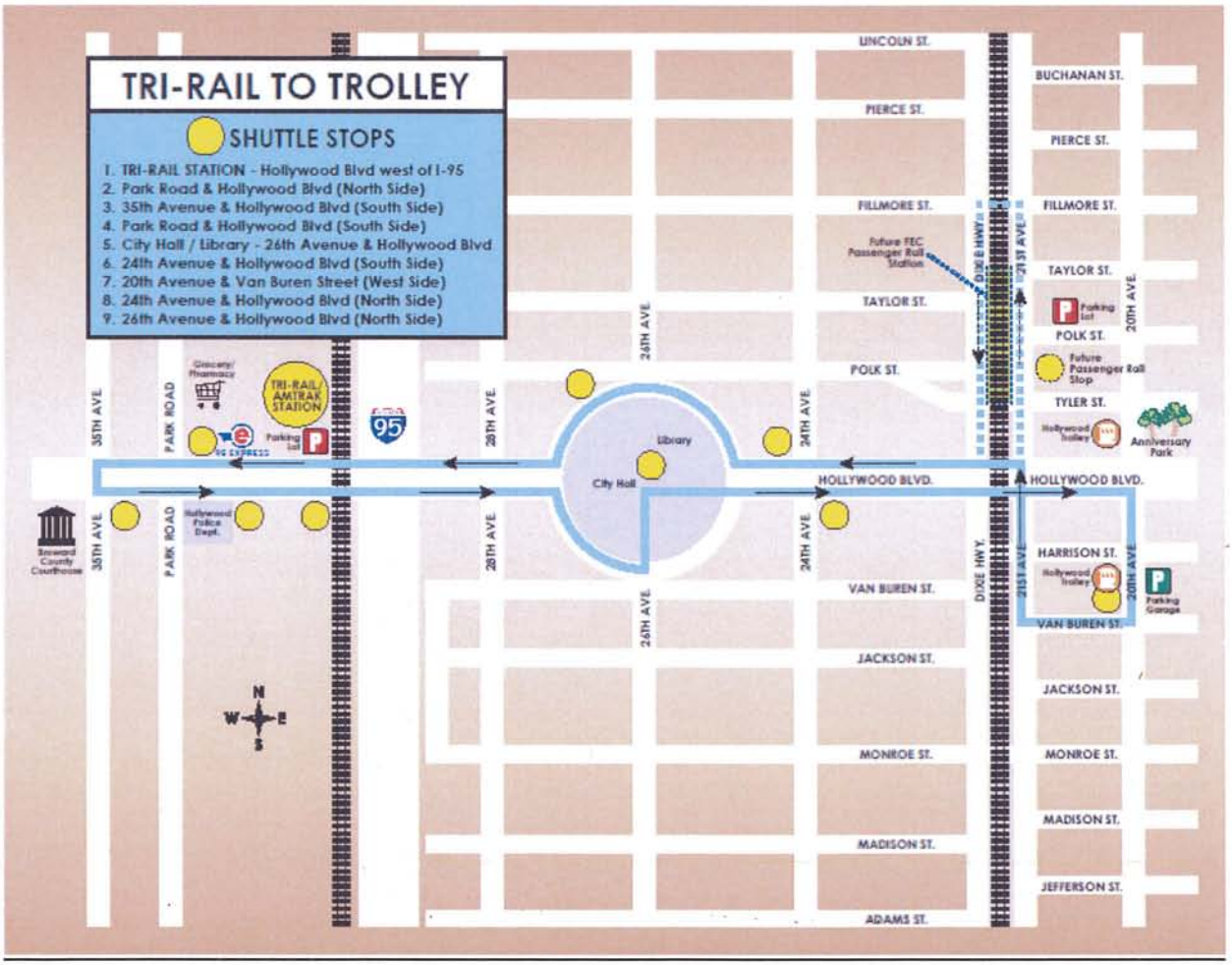

TRI-RAIL TO TROLLEY
SHUTTLE STOPS
1. TRI-RAIL STATION - Hollywood Blvd west of I-95
2. Park Road & Hollywood Blvd (North Side)
3. 35th Avenue & Hollywood Blvd (South Side)
4. Park Road & Hollywood Blvd (South Side)
5. City Hall / Library - 26th Avenue & Hollywood Blvd
6. 24th Avenue & Hollywood Blvd (South Side)
7. 20th Avenue & Van Buren Street (West Side)
8. 24th Avenue & Hollywood Blvd (North Side)
9. 26th Avenue & Hollywood Blvd (North Side)
LINCOLN ST.
PIERCE ST.
FILLMORE ST.
TAYLOR ST.
POLK ST.
HOLLYWOOD BLVD.
HARRISON ST.
VAN BUREN ST.
JACKSON ST.
MONROE ST.
MADISON ST.
ADAMS ST.
BUCHANAN ST.
JEFFERSON ST.
35TH AVE.
PARK ROAD
28TH AVE.
26TH AVE.
24TH AVE.
21ST AVE.
20TH AVE.
DIXIE HWY.
95
TRI-RAIL/ AMTRAK STATION
Parking Lot
Library
City Hall
Future FEC Passenger Rail Station
Future Passenger Rail Stop
Hollywood Trolley
Anniversary Park
Parking Garage
Broward County Courthouse
Hollywood Police Dept.
N
W
E
S

Exhibit E

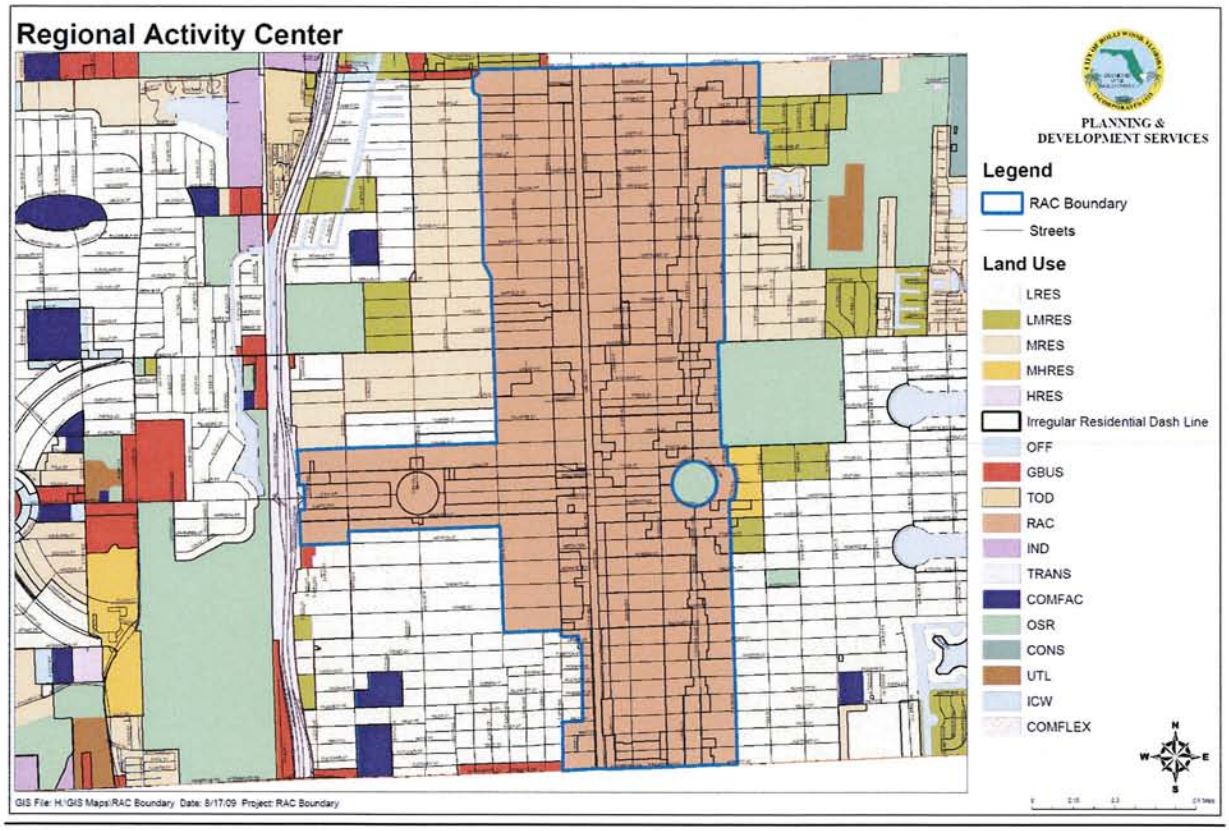

Regional Activity Center
PLANNING &
DEVELOPMENT SERVICES
Legend
RAC Boundary
Streets
Land Use
LRES
LMRES
MRES
MHRES
HRES
Irregular Residential Dash Line
OFF
GBUS
TOD
RAC
IND
TRANS
COMFAC
OSR
CONS
UTL
ICW
COMFLEX
N
W
E
S
GIS File: H:\GIS Maps\RAC Boundary Date: 8/17/09 Project: RAC Boundary

Exhibit F

Future Land Use Categories

The Future Land Use Map (Map LU-13) is a generalization of the desired future development pattern for the City of Hollywood. As most areas of the City are already completely developed, the existing land use and zoning provide much of the basic structure for the future land use plan.

The Future Land Use Map use categories only provide general guidelines and limits. The boundaries of use categories on the Land Use Map are also general and should not be considered to be zoning boundaries. In all cases, the applicable zoning ordinances and zoning map must be consulted in order to determine specific use and development regulations for any parcel. Zoning will, however, conform to the plan.

The following table shows total acreage for each Future Land Use designation.

TABLE IX

FUTURE LAND USE DESIGNATIONS

Land Use	Acres	% of Total Area
LOW RESIDENTIAL	4,744.24	24.85%
LOW MEDIUM RESIDENTIAL	907.6	4.83%
MEDIUM RESIDENTIAL	988.61	5.18%
MEDIUM HIGH RESIDENTIAL	354.80	1.86%
HIGH RESIDENTIAL	150.19	0.79%
COMMUNITY FACILITY	546.11	2.86%
INDUSTRIAL	567.62	3.06%
GENERAL BUSINESS	1,065.92	5.58%
RIGHTS OF WAY	3,227.80	16.90%
OFFICE	80.49	0.42%
TRANSPORTATION	1,504.63	7.88%
UTILITIES	71.18	0.37%
REGIONAL ACTIVITY CENTER (RAC)	1,125.07	5.89%
PARKS AND OPEN SPACE	2,395.86	12.55%
TRANSIT ORIENTED DEVELOPMENT	32.6	0.01%
CONSERVATION AREA	1,332.42	6.98%
TOTAL	**19,095.15**	100.00%

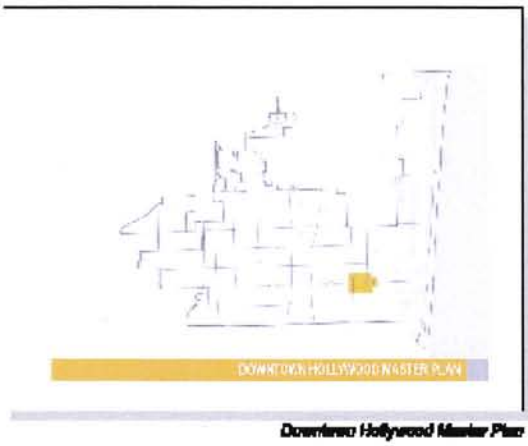
Source: City of Hollywood, Calvin, Giordano and Associates

The following is a description of each of the broad categories of land use shown on the plan map and a listing of the types of uses that may be permitted in each category.

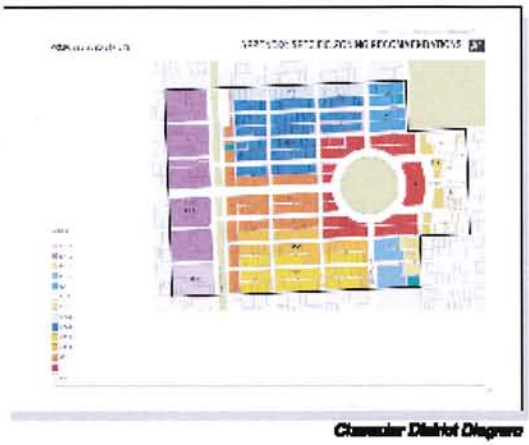
Exhibit G

Downtown Hollywood Master Plan, Existing, and Proposed Zoning

The Downtown Hollywood Master Plan and Master Plan Appendix provided zoning recommendations based on character districts to reinforce the intent of the Vision.

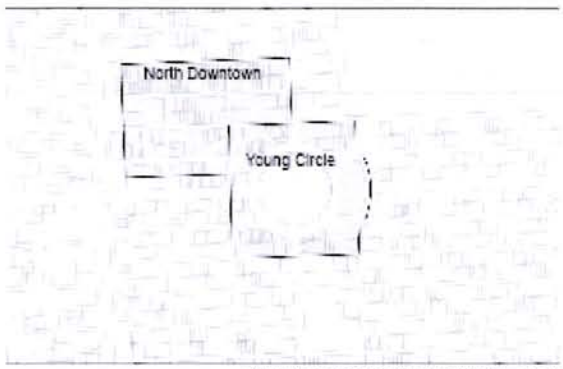


Downtown Hollywood Master Plan

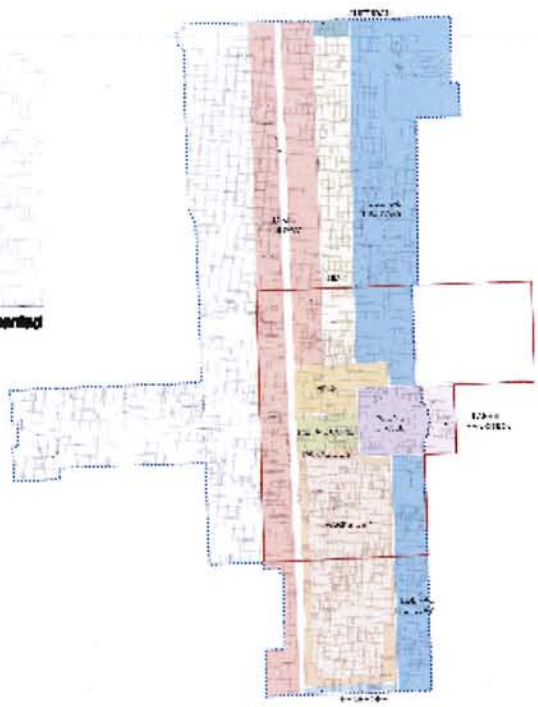


Character District Diagram

The Young Circle and North Downtown Districts, were adopted in 2010 . Today, the implementation effort continues. City Commission action on the recommended zoning amendments is anticipated for the 1st quarter of 2014.

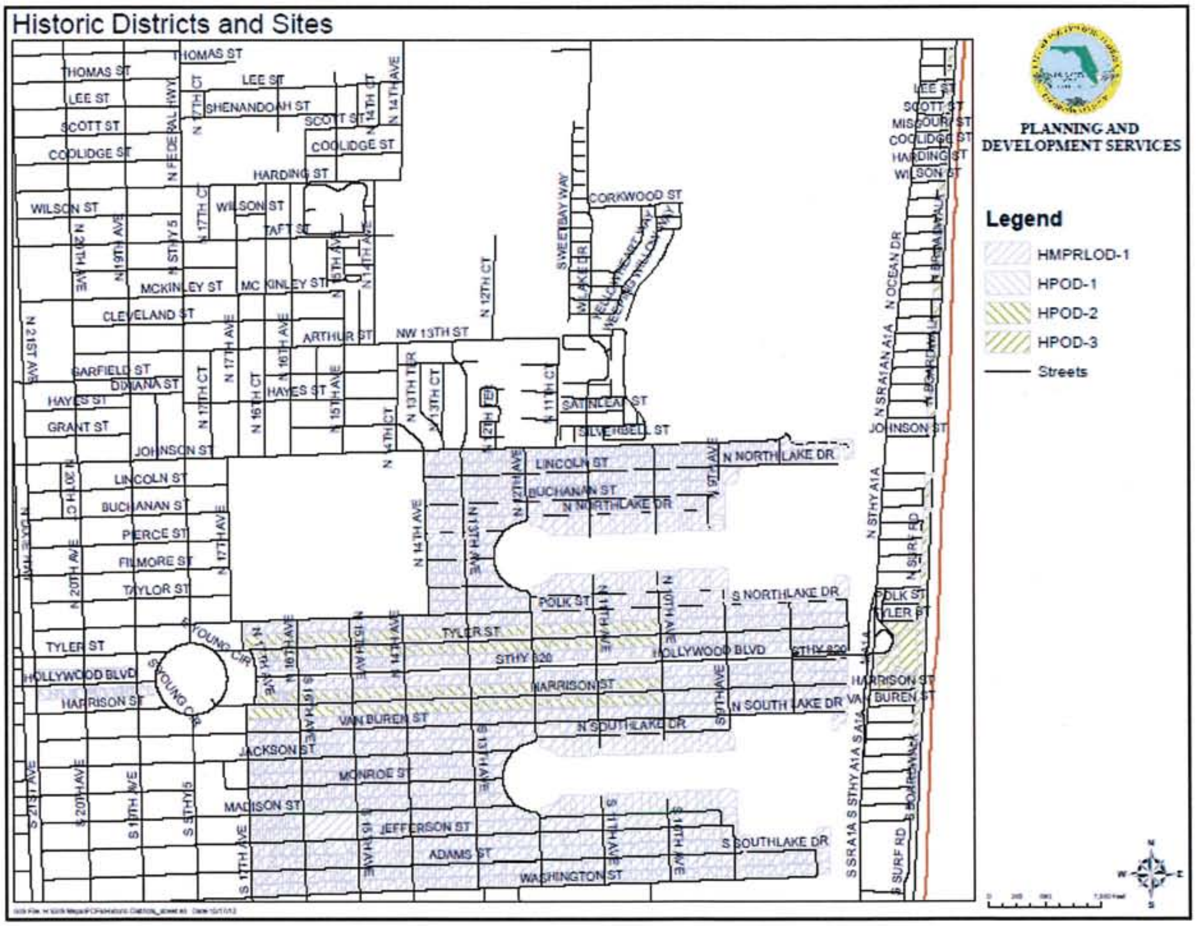


Master Plan Districts Currently Implemented

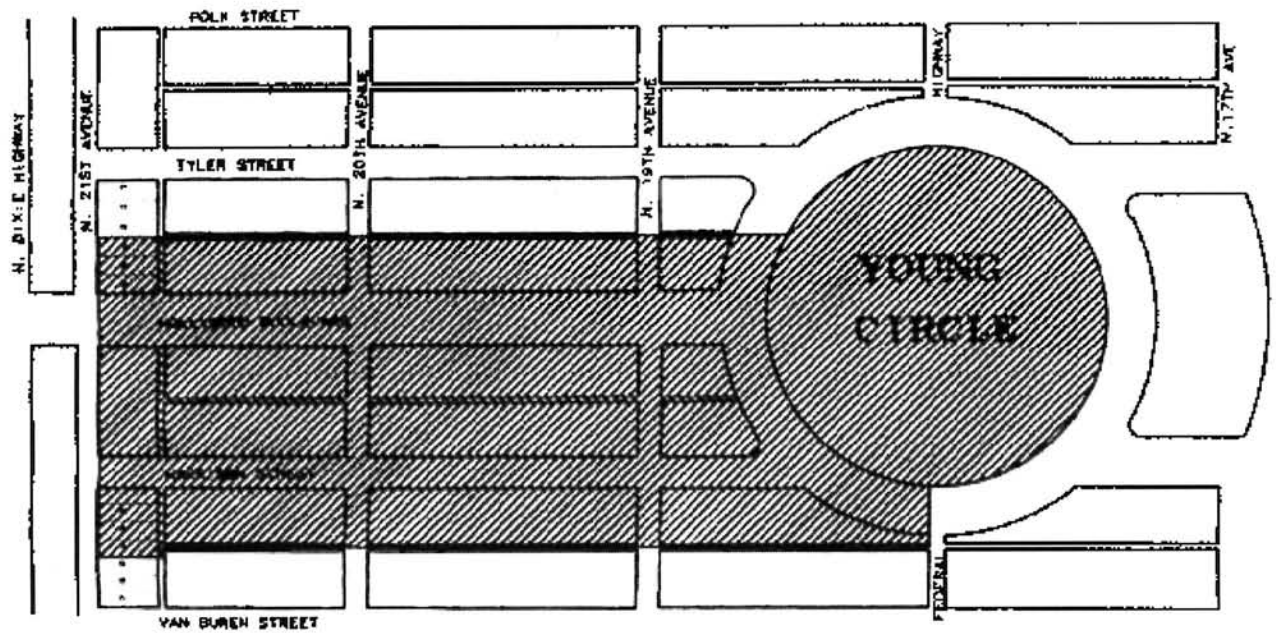


Proposed Zoning Draft

Exhibit H


Historic Districts and Sites
PLANNING AND
DEVELOPMENT SERVICES
Legend
HMPRLOD-1
HPOD-1
HPOD-2
HPOD-3
Streets
THOMAS ST
LEE ST
SCOTT ST
COOLIDGE ST
HARDING ST
WILSON ST
SHENANDOAH ST
TAFT ST
MCKINLEY ST
CLEVELAND ST
ARTHUR ST
NW 13TH ST
GARFIELD ST
HAYES ST
GRANT ST
JOHNSON ST
LINCOLN ST
BUCHANAN ST
PIERCE ST
FILMORE ST
TAYLOR ST
TYLER ST
HOLLYWOOD BLVD
HARRISON ST
VAN BUREN ST
JACKSON ST
MONROE ST
MADISON ST
JEFFERSON ST
ADAMS ST
WASHINGTON ST
CORKWOOD ST
SWEETBAY WAY
POLK ST
N NORTHLAKE DR
S NORTHLAKE DR
N SOUTHLAKE DR
N SOUTH LAKE DR
S SOUTHLAKE DR
N OCEAN DR
N SURF RD
S SURF RD
N 21ST AVE
S 21ST AVE
N 20TH AVE
S 20TH AVE
N 17TH AVE
S 17TH AVE
N 14TH AVE
N 12TH CT
N 10TH AVE
S 10TH AVE
N FEDERAL HWY
S YOUNG CIR
N YOUNG CIR

DOWNTOWN MUSIC DISTRICT



COMMUNITY PLANNING DIVISION
DEVELOPMENT ADMINISTRATION

GIS FILE: /hollywood/cra/music
DATE: 6/20/95
PROJECT: MUSIC DISTRICT

VICINITY MAP
HOLLYWOOD, FLORIDA
GRAPHICS SECTION - GIS

Exhibit I

Exhibit J

Leasable Commercial Inventory within ½ mile of Proposed Station

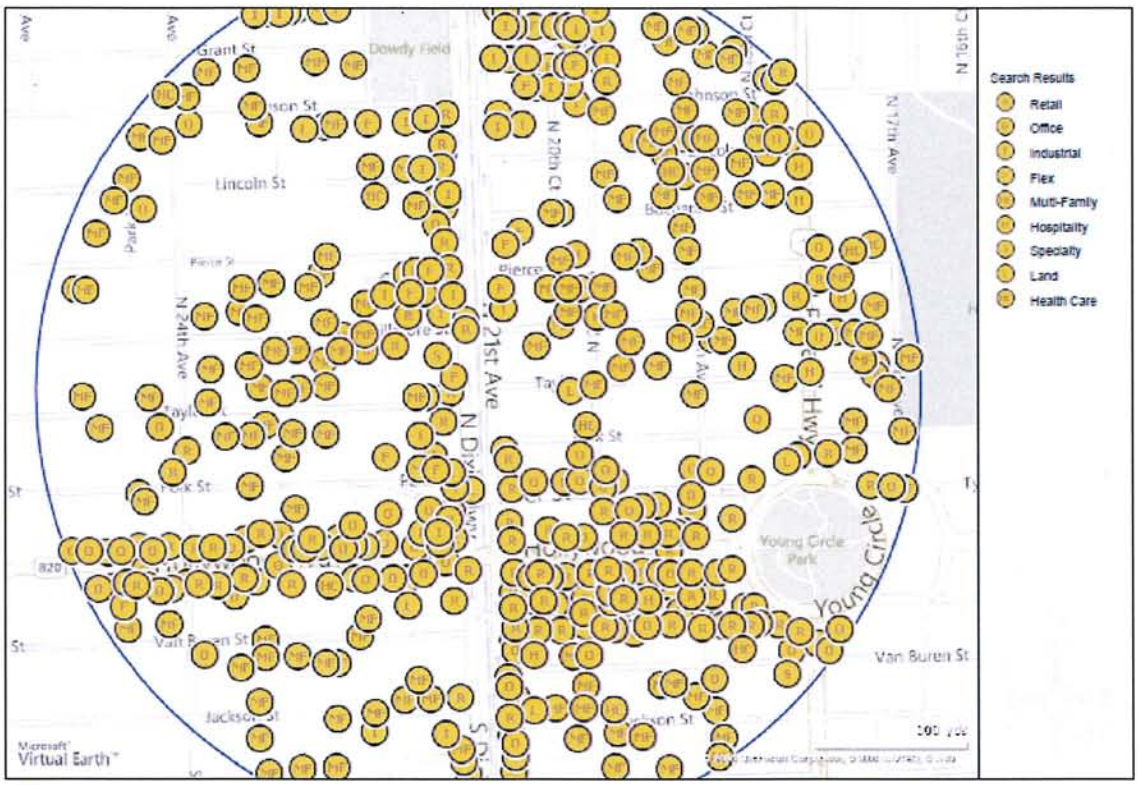


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EXHIBIT K

BARRY UNIVERSITY

11300 NE Second Avenue
Miami Shores, FL 33161-6695
phone 305-899-3010
800-756-6000, ext. 3010
www.barry.edu

OFFICE OF THE PRESIDENT

November 21, 2013

Joseph Giulietti
Executive Director
SFRTA
3400 West Commercial Blvd.
Ft. Lauderdale, FL 33309

James A. Wolfe
District IV Secretary
FDOT
3400 West Commercial Blvd.
Ft. Lauderdale, FL 33309

Re: City of Hollywood Letter of Support

Dear Mr. Giulietti & Mr. Wolfe:

With enthusiasm I write to urge the SFRTA and FDOT to develop a station in Hollywood. We are aware that the *South Florida East Coast Corridor Transit Study* draft report notes that the Hollywood/Hallandale service area requires further analysis. In that analysis, please do not overlook the significant role that higher education has on regional economic development. Barry University has invested in the City of Hollywood adjacent to the proposed station and looks forward to continued success.

Barry University, the City of Hollywood Community Redevelopment Agency, and the City entered into partnership to build upon the City's health care infrastructure. In early 2012, Barry expanded its College of Health Sciences, which offers two (2) graduate health profession programs, Anesthesiology and Biomedical Sciences, to Hollywood adjacent to the proposed Tyler Street station. Our expansion within the study area has been successful and has resulted in additional development opportunities. We shall launch our Adult and Continuing Education (ACE) Program in January 2014. Analysis is underway for expansion of graduate programs in Nursing and Social Work. Barry and the City are in active discussions to develop a transit oriented development scenario that would be anchored by the University.

Many students are transit dependent. The integration of an additional transit option increases the long-term success of the walkable urban area. As the Barry's Hollywood site continues to grow, the downtown's already walkable streets will be filled with many more students who will strengthen market demand for area commerce.

The draft report currently recommends that the Hollywood Project Development Phase requires "further evaluation." We commend the City of Hollywood for undertaking a holistic economic development strategy that leverages the important contributions of institutions of higher education. We urge the SFRTA and FDOT to note that the City of Hollywood has taken a series of actions to prepare for a potential station.

Sincerely,

Sister Linda Bevilacqua

Linda Bevilacqua, OP, PhD
President

Dixie Highway/21st Avenue Corridor Redesign Concept - City of Hollywood
Hollywood Towne Station, North of Tyler Street

Exhibit L