

PLANNING FRAMEWORK

The Planning Framework presented in this section provides an organizing strategy for undertaking infrastructure improvements in the Plantation Midtown Mobility Hub area, with a particular emphasis on near-term priorities for investment. The Framework enables both near- and long-term consideration so that investments in early phases do not preclude ‘visionary’ future objectives for the area and establish a strong foundation for subsequent phases of coordinated investment in the coming years.

The Mobility Hub provides a focus for multi-modal improvements in the central portion of Plantation Midtown, concentrated along the Broward Boulevard corridor. Broward Boulevard separates Plantation Midtown into two distinct north and south sections, and provides east/west regional connectivity. Framework development included reviewing study area activities and circulation patterns between travel modes in the Plantation Midtown planning area for multimodal connectivity, including the functionality of bike/pedestrian connections and the impact of in-progress and anticipated redevelopment at Plantation Walk and the Westfield Broward Mall. The Framework is consistent with the City’s current redevelopment efforts and long-term aspirations, and with the anticipated reinstatement of community shuttle routes in 2020.

The Planning Framework builds on past planning efforts and an understanding of existing planning area conditions, as described in the preceding **Planning Context**. It is also informed by early stakeholder input and is consistent with the findings of the preceding **Market Analysis**. It guides the application of specific Mobility Hub Elements in defined areas, as described later in this section. The Framework serves therefore as a “pivot point” between a general discussion of City and agency aspirations and the identification of specific investments that support these aspirations, to be developed in a subsequent planning process.

This section presents the following:

- **Framework Themes and Considerations** to guide development of the physical Framework.
- **Hub Elements**, consistent with the broader Mobility Hub initiative, that were considered for inclusion in the physical Framework.
- **Framework Layers** that describe the anticipated *development pattern* in the Mobility Hub area, potential investments in the *public realm*, and *multimodal opportunities* that could facilitate a vibrant transit-supportive Mobility Hub.
- **Project Priorities** that break the planning area into discrete segments for purposes of project development and phasing, and to inform design concepts and cost estimates for near-term implementation. Finalized locations will be developed in the next phase of the planning process.

FIGURE F-1 (LEFT): UPGRADED PLAZA OVERLOOKING WATER FEATURE AT VERANDA SHOPPES IN PLANTATION MIDTOWN

FIGURE F-2 (RIGHT): PEDESTRIAN ENVIRONMENT WITH OPPORTUNITIES FOR IMPROVEMENT ADJACENT TO THE CANAL ALONG BROWARD BOULEVARD



FRAMEWORK THEMES AND CONSIDERATIONS

Based upon the review of current physical conditions, recent planning efforts, and stakeholder feedback regarding the Plantation Mobility Hub planning area, the following considerations guided development of a Planning Framework. The Planning Framework will facilitate the development of more detailed planning and design efforts for targeted Mobility Hub elements and locations. Building from the Planning Framework, the MPO will pursue both *feasible and actionable short-term investments*, and *partnerships to support longer-term initiatives*.

Considerations are organized around the following “guiding themes”:

TRANSPORTATION: Increase Accessibility and Visibility of Mobility Options

DEVELOPMENT: Create a Centralized Mixed-Use Environment

IMPLEMENTATION: Support Phased Transit Upgrades

TRANSPORTATION

Transit, bicycle and pedestrian mobility infrastructure in the Plantation Mobility Hub planning area should be expanded and enhanced in a manner that results in improved accessibility and a heightened awareness of mobility options.

Regardless of travel mode, Plantation Midtown should provide a clear sense of arrival, an ability to orient oneself with consistent visual features, and the ability to move safely within the Mobility Hub. An effective multimodal transportation network is vital to achieving this end.

ACCESSIBLE MOBILITY OPTIONS

- *Focus Mobility Hub improvements along and near the central spine of Broward Boulevard, and within a walkable zone to the north and south. Facilitate transfer activity between Broward County Transit (BCT) routes,*

easier transfers between BCT and other providers/modes, and “last mile” connections north and south in Plantation Midtown. Options could include walking, biking, e-bikes or e-scooters, taxi or rideshare services, and/or local shuttle/tram routes.

- *Evaluate relocation of the BCT West Regional Terminal (WRT) to a more central location within the Broward Boulevard corridor where transfers between regional routes and other providers/modes could be more efficiently served; a relocated facility could accommodate additional bus bays and user amenities and facilitate increased transit-oriented parking capacity.*
- *Enhance Broward Boulevard bicycle and pedestrian crossing opportunities between Pine Island Road and University Drive to support transit users, local businesses and their employees, and local residents to counterbalance the current emphasis on east-west movement through the Mobility Hub.*
- *Explore the feasibility of a wider bridge or a culvert for a portion or portions of the Old Plantation Water Control District canal adjacent to the mall, to better accommodate transit-related facilities along eastbound Broward Boulevard.*
- *Even if new bridge(s) or culvert portion(s) are not installed, explore the elimination of one or more of the limited-purpose canal bridges in this segment to improve transit and traffic operations and safety.*
- *Support reinstatement of community shuttle service to provide access to and/or within Plantation Midtown. Any shuttle route should use internal Plantation Midtown roadways to provide accessibility to more destinations than would be accessible if the shuttles use perimeter arterials. This supports the City’s goal to create a more complete internal network of public roadway connections within Plantation Midtown.*

VISIBLE MOBILITY OPTIONS

- Focused transit amenities and redevelopment along Broward Boulevard can streamline traffic and reduce the need for multiple canal crossings. The potential to relocate the West Regional Terminal (WRT) to a higher profile location could also increase *the visual presence of transit as a key element of Plantation Midtown*.
- Create a *unique roadway environment along Broward Boulevard* through the heart of Plantation Midtown to increase awareness of the district and establish a sense of arrival and departure as vehicles travel through.
- Transit will continue to function in an auto-dominated environment, but its visual presence and the ability of transit users to orient themselves to the area upon arrival should be elevated. Transit amenities should focus on user convenience and comfort.
- Transit, multimodal, and wayfinding features should *strike a balance between elements scaled to: 1) drivers* along Broward Boulevard, University Drive and Pine Island Road to identify Plantation Midtown key entry points, and 2) *pedestrians, bicyclists and transit users* adjacent to the canal and on lower speed streets within Plantation Midtown.

DEVELOPMENT

Development in the Plantation Midtown Mobility Hub should concur with the Plantation Midtown 2023 Plan, including the over-arching goal to foster a more vibrant mixed-use environment.

FOCUS ON BROWARD BOULEVARD

- *The desired mixed-use environment should be developed to span across Broward Boulevard*. East-west travelers should move through Plantation Midtown rather than along a seam between areas that differ in character.

- Focus initially on *development intensification at the Westfield Broward Mall property* in conjunction with a WRT relocation to serve as *the primary Plantation Midtown orientation feature and “launch point”* for local multimodal transportation options.
- Utilize recurring transit amenities, lighting, signage, and other wayfinding elements to develop and implement a visual streetscape “vocabulary” that *creates a more consistent identity along Broward Boulevard*, and throughout Plantation Midtown.
- Evaluate *enhancements to the canal corridor as an open space feature and pathway* amenity along Broward Boulevard. This will encourage and complement intensified land uses along the central spine of Plantation Midtown. Figure F-3 depicts current conditions at the key crossing point nearest the Westfield Broward Mall, where intersection and canal bridge enhancements, in conjunction with a multi-use east-west path connection, could improve Plantation Midtown visually and functionally. Figure F-4 depicts a local example of a similar enhancement, the ArtWalk along NW 31st Court in Coral Springs.
- As redevelopment occurs, *key elements to maintain and enhance within the public realm* should include night lighting, wayfinding, tree canopy, and established landscaping.
- Concentrate *higher density residential and mixed-use development within the Broward Boulevard corridor*, including redeveloping existing surface parking at the Westfield Broward Mall and providing residential uses in developments adjacent to the canal. Accommodating new Plantation Midtown residents will allow transit and other multimodal options to be provided more efficiently, support increased commercial demand, and minimize the traffic impacts of new development on existing users in Plantation Midtown.

FOSTER WELL-FUNCTIONING MIXED-USE DEVELOPMENT

- A higher density Broward corridor will reflect the City’s broader Plantation Midtown development goals and support transit use by accommodating a mix of complementary uses within walking distance.

FIGURE F-3: AERIAL VIEW OF BROWARD BOULEVARD AND DRAINAGE CANAL AT PERIMETER BOULEVARD INTERSECTION



FIGURE F-4: AERIAL VIEW OF CORAL SPRINGS ARTWALK, CREATED BY CAPPING A DRAINAGE CANAL TO CREATE PUBLIC OPEN SPACE



- From the Broward corridor, *transit and other multimodal connections can be made to other walkable “nodes” of commercial and mixed-use activity* to the north and south, to provide connections to established residential and office destinations.
- As discussed in the Plantation Midtown Plan and reflecting recently approved developments, *higher density development should accommodate pedestrians and transit access*, including:
 - a sense of arrival and sight lines from public roadways;
 - ease of movement for all users between development sites with obvious and direct routes; and
 - outdoor spaces such as dining areas, plazas, etc. oriented to side streets or private “streets” within development sites, rather than toward high traffic or high-speed roadways.

IMPLEMENTATION

Implementation of the Plantation Mobility Hub recommendations will require a balance of near-term initiatives and longer-term strategies in coordination with partners, to address competing needs and priorities. Decisions and investments made early should be mindful of the future potential for higher capacity transit on arterial roadways. Planning considerations include the following:

NEAR-TERM TRANSIT SUPPORT

- The near-term opportunity for implementation of “high visual impact” transit-focused amenities can elevate the role of transit in the area. Crossing and wayfinding elements can respond to varying needs. *Westbound improvements along Broward Boulevard can proceed in a timely manner.* Complementary east bound improvements will require partner coordination for a *longer-term strategy of enhancements to the canal right-of-way.*
- Explore “tactical urbanism” approaches to *implement temporary facility and/or service changes for purposes of evaluation* of transit routing and transfer locations when/where warranted, prior to significant investment.

- Prior to installation, have agreements in place that specify the *responsible party for facility maintenance* for Mobility Hub elements. This could involve Agreements among the City, County, Plantation Midtown and/or adjacent private property owners.

LONGER-TERM COLLABORATION

- The City, Plantation Midtown Board, BCT and impacted property owners should discuss mutually beneficial strategies to relocate WRT functions to a higher profile and easier-to-serve location where potential development synergies can be realized. A joint development could potentially accommodate additional capacity and operational flexibility, including ridesharing and other emerging technologies, shared parking, and recharging electric transit vehicles.
- The City, Plantation Midtown Board, County and Old Plantation Water Control District should explore mutually beneficial future strategies to invest in the canal right-of-way along Broward Boulevard to:
 - Improve traffic safety on Broward
 - Improve transit access along Broward
 - Reduce canal maintenance costs
 - Improve the visibility and accessibility of the Westfield Broward Mall and other properties fronting Broward Boulevard
 - Provide a unique opportunity for an attractive and functional public space
- A City strategy for the Broward corridor could include *strategic acquisition of key parcels or future rights-of-way as opportunities arise*, so that a coherent multimodal network, supported by appropriate site planning, can be created over time.

- Require *cross-access easements between properties*, along with the ability to access parcels from the internal Plantation Midtown roadway network wherever feasible, to facilitate circulation within Midtown and decrease reliance on perimeter arterials for short local trips.
- The City should clarify where *higher density development* is most desired, so that it is *not dispersed and difficult to serve with transit or other services*, exacerbating congestion and increasing City costs over time.
- At the existing County courthouse and library “campus” and/or integrated into Plantation Midtown redevelopment, consider *future needs for additional civic uses*. Cultural, recreational and event venues can serve as a catalyst for redevelopment and the potential for shared or convertible parking facilities. Depending on future facility needs of the County, there could be an *opportunity for revenue-generating joint development to occur on a portion of County property*.
- Leverage various *funding mechanisms* in addition to the available FTA funding, Mobility Hub support should be supplemented with other available sources.
 - The Plantation Midtown special taxing district can collect a maximum of two mills ad valorem tax on real property as leverage to obtain additional State and local financial resources. Currently, only one mill is collected, but the Plantation Midtown Board has the authority to increase the millage.
 - The county-wide “Penny for Transportation” surtax allows for improvements to transportation infrastructure and services in coordination with Broward County. Plans should be carefully coordinated with Mobility Hub efforts to ensure mutual benefits are maximized.

MOBILITY HUB ELEMENTS

Potential Mobility Hub elements were presented and discussed with City stakeholders to establish local priorities for the Planning Framework. The elements, consistent with the county-wide Mobility Hub initiative, address three (3) key aspects of Mobility Hub development – Mobility, Safety and Placemaking.

MOBILITY

Figure F-5 provides examples of potential Mobility Hub improvements to enhance multimodal mobility, in particular amenities for transit users and support for transfer and first/last-mile connections. Mobility elements are typically eligible for FTA funding, and are intended to:

- Encourage and promote multimodal travel
- Facilitate use of the transit system

SAFETY

Figure F-6 provides examples of potential Mobility Hub safety improvements to enhance safety for pedestrians and bicyclists through delineation of shared spaces and areas set aside for non-motorized movement. Safety elements may be eligible for funding, and are intended to:

- Increase safety for all users
- Clarify the interface among modes of travel

PLACEMAKING

Figure F-7 provides examples of potential Mobility Hub placemaking improvements related to urban design to enhance both the pedestrian and driver experience, and to strengthen community identity. Alternative sources of funding may be required to support placemaking elements, which are intended to:

- Activate the public realm
- Serve as a consistent expression of the character of Plantation Midtown
- Support (re)development efforts

FIGURE F-5: MOBILITY ELEMENT EXAMPLES

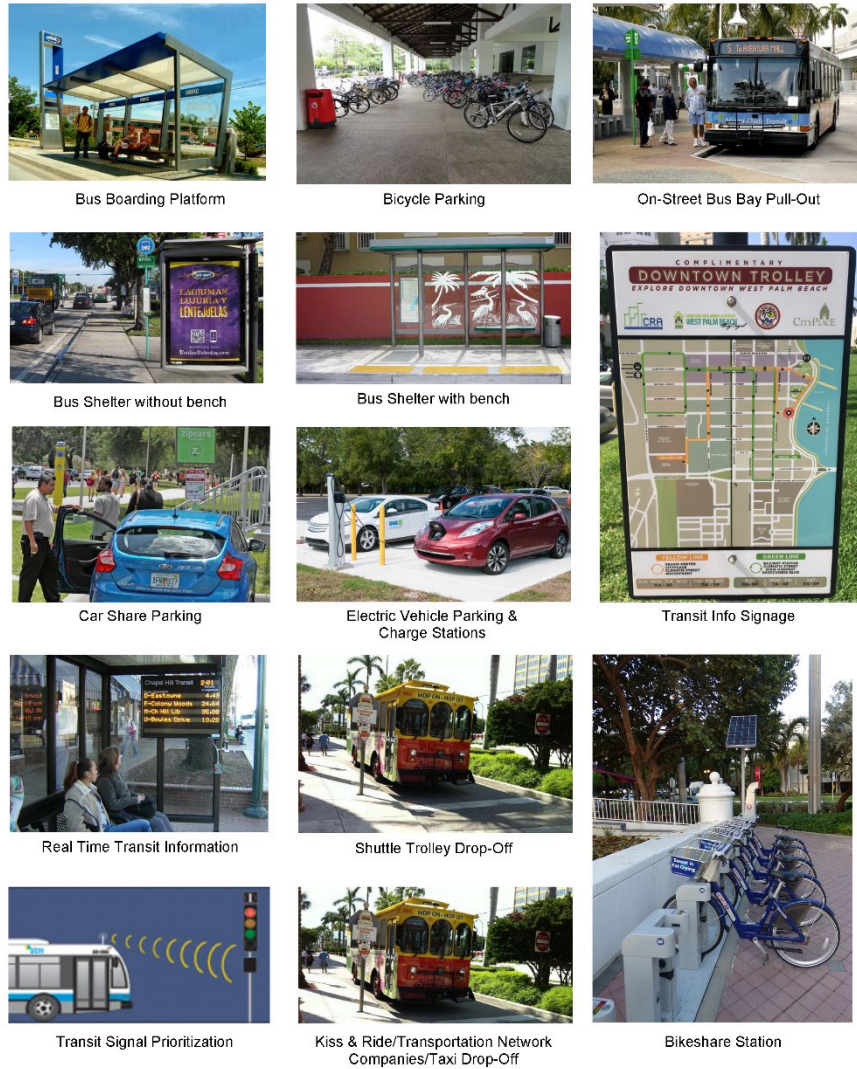


FIGURE F-6: SAFETY ELEMENT EXAMPLES

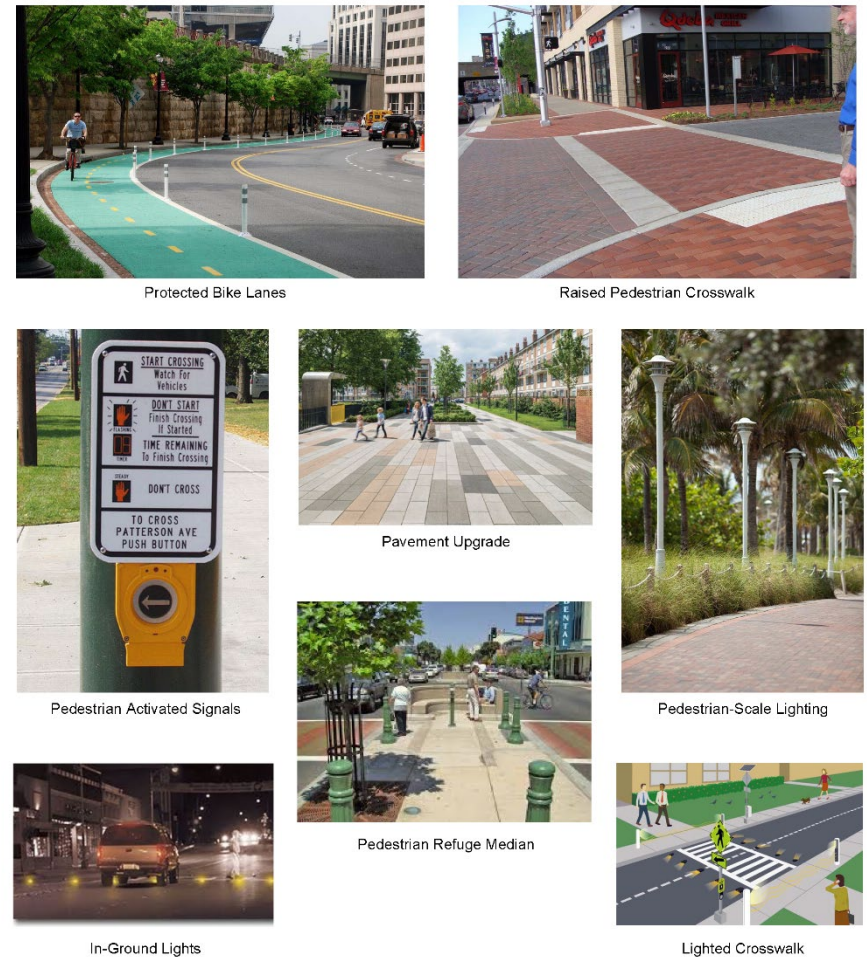
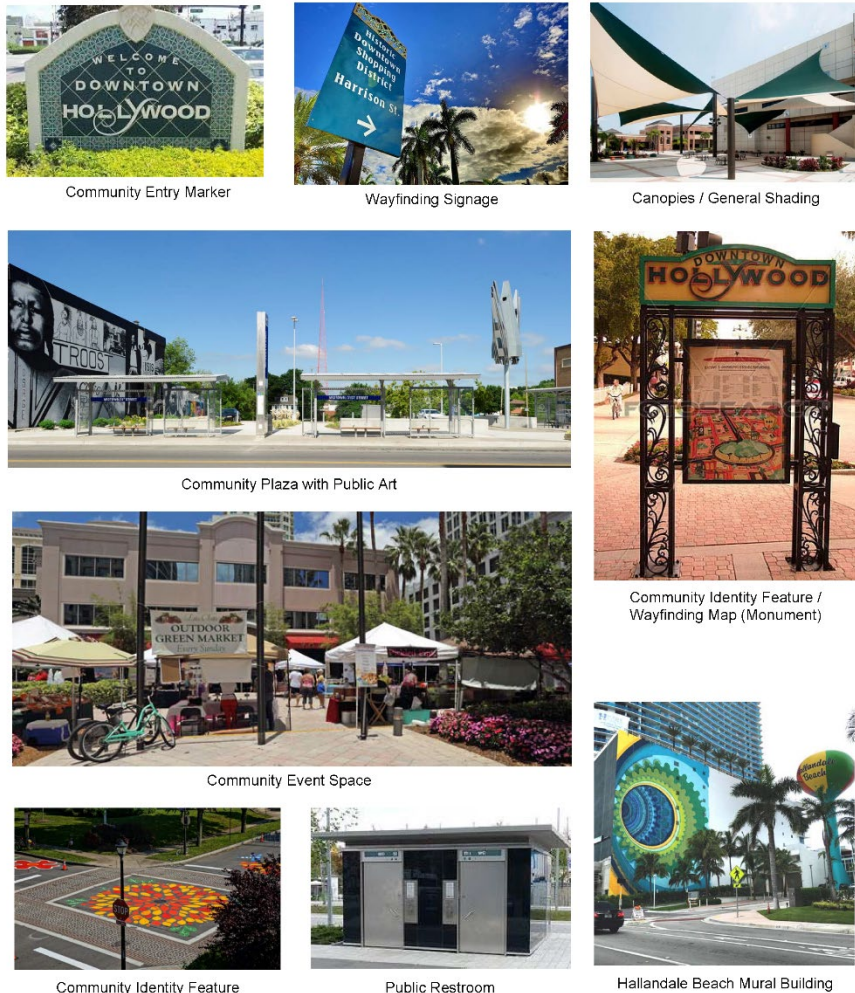


FIGURE F-7: PLACEMAKING ELEMENT EXAMPLES



Community Entry Marker

Wayfinding Signage

Canopies / General Shading

Community Plaza with Public Art

Community Identity Feature / Wayfinding Map (Monument)

Community Event Space

Community Identity Feature

Public Restroom

Hallandale Beach Mural Building

FRAMEWORK LAYERS

The Framework layers depicted in Figures F-9 and F-12 reinforce the interconnected nature of the underlying land use and development pattern, the environment within the public right-of-way, various types and modes of movement, and elements that support the modes. The Framework provides a *conceptual depiction of potential improvements* to guide more detailed design efforts in conjunction with the Mobility Hub elements.

DEVELOPMENT PATTERN AND PUBLIC REALM

The Development Framework is long-term in focus. Despite challenges of an established development pattern that is compartmentalized and disjointed, the Framework suggests a *proactive and intentional strategy* to support a more integrated and intensive mix of uses focused along the “spine” of Broward Boulevard in the Mobility Hub area. Figure F-9 depicts the following:

- **Land Uses** remain unchanged in the surrounding established area, while focusing mixed use development opportunities along the frontage of Broward Boulevard between the existing civic and Westfield Broward Mall anchors. Integration of more intensive office and residential uses in this corridor would further support retail activity. A longer-term opportunity that should remain under consideration is relocation of WRT functions closer to the Westfield Broward Mall, ideally in a well-integrated manner similar to the example in Figure F-8. The City should be intentional about concentrating development in the Mobility Hub and avoid scattering density throughout Plantation Midtown. Pending additional evaluation of operational impacts, it may be advantageous to relocate some WRT routes to the mall area, while some routes continue to serve the WRT.
- Several potential **Development Sites** are delineated as priorities for future change, undertaken in phases in response to ongoing market demand. Redevelopment should allow for increased intensity, application of consistent

Plantation Midtown design standards, and prioritization of pedestrian and transit access. Figure F-10 summarizes key site characteristics for the consolidated development sites, including the importance of orientation toward the canal as a design feature.

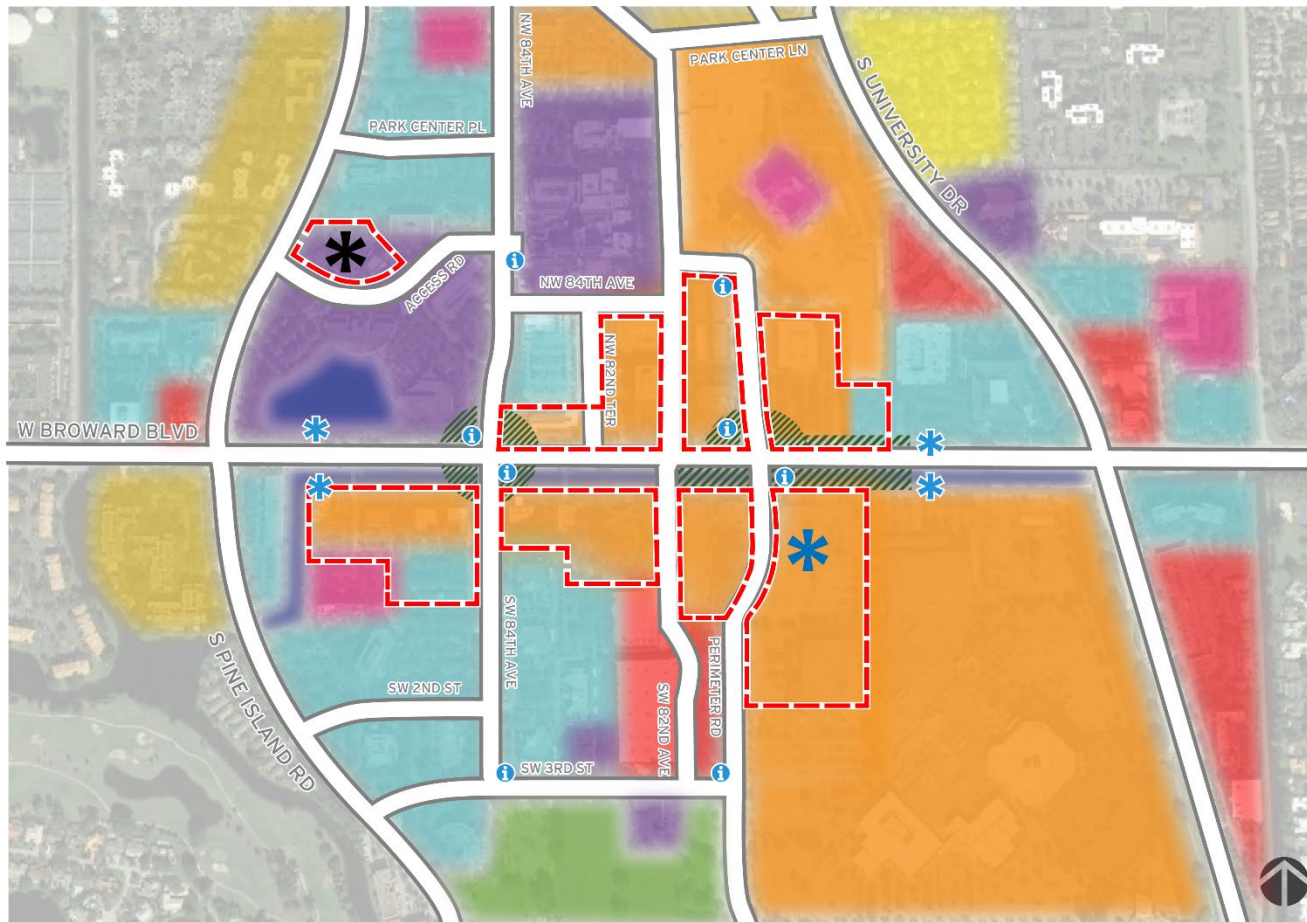
- **Public Space Opportunities** in the Mobility Hub area, to supplement those already existing, include making use of the canal right-of-way as an amenity and focal point along the south side of Broward Boulevard, in conjunction with “waterfront”-oriented redevelopment that streamlines vehicle access and supports pedestrian circulation (see Figure F-12).
- **Potential Public Realm Investments**, including *conceptual* locations for community identity elements, transit information signage and local wayfinding features. Locations would establish the extent of the “walkable” Plantation Midtown core environment, visually link the north and south sections of Plantation Midtown across Broward Boulevard, and align wayfinding and information locations with multimodal improvements.

FIGURE F-8: CIVIC CENTER STATION, DENVER

Source: <https://www.rtd-denver.com/projects>



FIGURE F-9: DEVELOPMENT PATTERN AND PUBLIC REALM



Not to scale

Land Uses

- Commercial
- Mixed-Use (Commercial, Multi-Family, and/or Office)
- Hotels
- Multi-Family Residential
- Single-Family Residential
- Parks
- Office
- Activity Generator
- Water Bodies

Key Properties

- ✱ Existing WRT
- ✱ Potential WRT (general location)
- Potential Development Sites
 - Apply Design Standards
 - Manage Access
 - Pedestrian Priority
 - Transit Access Coordination
- Public Space Opportunities
 - Maintain Sight Lines
 - Community Identity
 - Transit Access Coordination

Potential Public Realm Investments

- ✱ Community Identity Element
- i Transit Information / Wayfinding Element

FIGURE F-10: HIGH PRIORITY MOBILITY HUB REDEVELOPMENT SITES



Not to scale

- Potential Development Site
- * Potential WRT (general location)
- * Existing WRT

- A approx. 6 acres**
 - "Signature" Residential Tower
 - Internal site access only
- B approx. 12 acres**
 - TRANSIT CENTER Incorporated on-site (3 acres +/-)
 - "Signature" Residential Tower
 - Walkable retail extension of mall
- C approx. 6 acres**
 - Alternate TRANSIT CENTER site (3 acres +/-)
 - Office and/or retail
- D approx. 5 acres**
 - Residential or office with supporting retail
 - "Waterfront" orientation for retail
- E approx. 5 acres**
 - Office and/or hotel
- F approx. 6 acres**
 - Long term redevelopment potential
 - Expanded "waterfront" oriented retail supporting residential or office
 - Access from 84th and 82nd, remove bridges
- G approx. 6 acres**
 - Long term redevelopment potential
 - Office with supporting retail
 - Eliminate curb cuts on Broward access from 84th and 82nd
- H approx. 8 acres**
 - Long term redevelopment potential
 - Expanded "waterfront" oriented retail supporting residential or office
 - Access from 84th Avenue, remove bridge
- J approx. 3 acres**
 - Existing TRANSIT CENTER
 - Redevelopment potential if transit services relocate

MULTIMODAL OPPORTUNITIES

Figure F-12 depicts the following:

- **Key Movements** at three (3) scales:
 - Regional auto and transit movements along the primary arterial network (including BCT service along Broward Boulevard, University Drive, and Pine Island Road) and potential routing to serve a future WRT location adjacent to the Westfield Broward Mall (see example of potential boarding area facilities in Figure F-11);
 - Local auto and potential community shuttle movements on the secondary street network, providing access across Broward Boulevard and through Plantation Midtown extending north and south. Of note, some streets adjacent to the Westfield Broward Mall are private rather than public rights-of-way (see Planning Context section).
 - Future local pedestrian and bike movements should reflect connections that support daily activity and transit use, including improved access to and along the canal south of and adjacent to Broward Boulevard.

- **Multimodal Opportunities**, typically at or near intersections:
 - Enhanced pedestrian crossings on Broward Boulevard at 84th Avenue and Perimeter Road to increase the visibility of the pedestrian network and encourage crossing at limited and clearly delineated locations. Both intersections are already signalized. A long-term opportunity for a grade-separated crossing could be explored, in conjunction with a private development or a regional trail connection through the area.
 - Primary transit stops to serve existing BCT and Breeze service running east-west on Broward Boulevard, and that support transfers to north-south routes, including Breeze service on University Drive.
 - Secondary transit access points to delineate and upgrade community shuttle service, and to facilitate mode transfer between shuttles, BCT and bicycles.

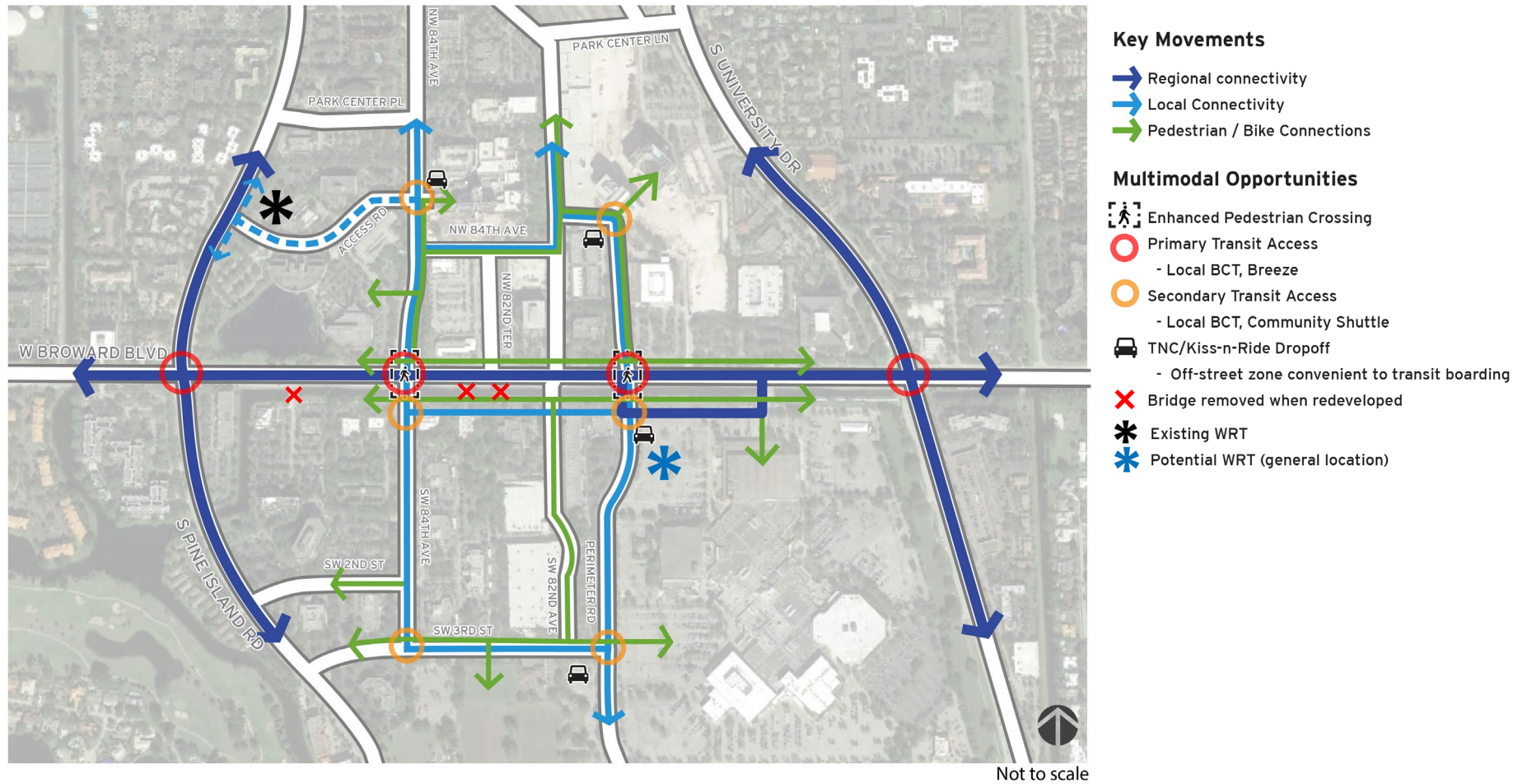
- Proposed Transit Network Companies (TNC) such as Uber & Lyft and Kiss-n-Ride drop-offs in designated locations convenient to transit boarding, including a location that would utilize the public parking lot at the southwest corner of Perimeter Road and SW 3rd Street.
- Three (3) locations at existing bridge crossings over the canal adjacent to Broward Boulevard could be eliminated as redevelopment occurs, as they currently serve limited private uses. This would enable Broward County to improve safety on a key county arterial route by reducing turning movements at unsignalized intersections and private access drives, and potentially reduce long-term maintenance costs for the Canal District.
- Coordination between modes over the long-term, anticipating opportunities to facilitate multimodal transfers between BCT, community shuttles, TNCs, taxis, and bicycles as redevelopment projects are proposed and considered. In particular, coordination should *consider the future potential to relocate most Midtown transit activity to a new location convenient to the Westfield Broward Mall.*

FIGURE F-11: LAUDERHILL MALL TRANSIT CENTER DESIGN CONCEPT

Source: <https://www.broward.org/construction/Projects/Pages/Lauderhill-Mall-Transit.aspx>



FIGURE F-12: MULTIMODAL OPPORTUNITIES



PROJECT PRIORITIES

In addition to earlier discussions with the Plantation Midtown Board, City staff and BCT regarding the Mobility Hub area, working meetings were convened on April 29, 2019 with City staff, and on September 16, 2019 with City staff and officials. At the initial meeting, a preliminary Planning Framework was presented. At the subsequent meeting, a refined Framework that reflected the City’s planned shuttle service was discussed. Based on the feedback received, planning priorities were established.

IMPLEMENTATION FOCUS AREAS

The planning area has been organized into discrete segments for purposes of potential future Mobility Hub project development and phasing, as shown in Figure F-14. Near-term improvements are intended to support a future City shuttle system.

- **Broward Boulevard and Canal Crossing Improvements:** Intersection upgrades are recommended at Broward Boulevard and Perimeter Road. Crosswalks and the BCT stop on the north side of Broward Boulevard should be improved. Opportunities to widen the canal bridge to accommodate improved pedestrian accessibility and BCT facilities should be explored, along with enhancements to the walking path and landscaped area along the canal as a Plantation Midtown identity feature (see Figure F-13).
- **BCT Stop Upgrades:** BCT stops associated with the Perimeter Road crossing of Broward Boulevard should be upgraded and made more accessible; westbound stop improvements can be completed in conjunction with the intersection crossing upgrades. Eastbound stop improvements should be explored in conjunction with bridge and open space improvements on the south side of the intersection.
- **Community Shuttle Stops:** High priority stop locations for potential Mobility Hub funding will be *located in the public right-of-way and support transfer between shuttles, bicycles, and in some locations BCT buses, TNCs and/or*

parking areas. Scalable stop designs should interpret the City of Plantation shelter standard, be Americans with Disabilities Act (ADA) compliant, and improve the visibility of the shuttle system. The established stop design elements can also be used to identify and support the shuttle system on private property, to establish a cohesive system utilizing additional non-FTA resources. *Stop locations should also consider the long-term potential to support a bi-directional route with paired stops, should a shuttle service upgrade or expansion be supported in the future.*

- **Potential Future WRT Relocation:** A planning study should be undertaken, in coordination with BCT and private partners, to evaluate in depth the potential for a partial or complete relocation of the WRT to a site more convenient to Broward Boulevard, University Drive, and the mall. FTA funding could support a mutually beneficial joint development concept at this location.

Design concepts, specific locations for Mobility Hub-funded infrastructure, and cost estimates would need to be developed in a subsequent phase of the planning process to finalize near-term investments. Locations for improvements would be based upon a more in-depth review of site conditions and ADA accessibility strategies.

FIGURE F-13: THE RIVERWALK IN DOWNTOWN FORT LAUDERDALE, AN EXAMPLE OF A WATERSIDE PATHWAY AND PUBLIC SPACE



Source: <https://www.fortlauderdale.com/upfront/noteworthy/fort-lauderdale-wants-you-sit-and-eat-along-riverwalk-and-it-may-very-well-111111>

FIGURE F-14: PROJECT IMPLEMENTATION FOCUS AREAS

