



**SOUTH FLORIDA EAST COAST (FEC)  
ALTERNATIVES ANALYSIS**

**F.M. NO. 417031-1-22-01**

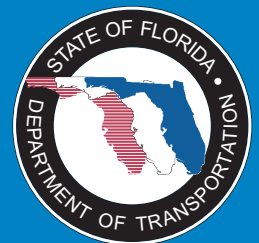
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***Transit Station Regional Market  
Analysis Tech Memo***

*Prepared by:*



***Gannett Fleming***



***June 2009***



**Final Technical Memorandum  
SFECC Transit Study Regional Market  
Trends & Station Ranking Analysis**

Prepared for:

**Gannett Fleming, Inc.  
Philadelphia, PA**

On behalf of:

**Florida Department of Transportation  
District IV  
Ft. Lauderdale, FL**

Submitted by

**Economics Research Associates, an AECOM  
company (ERA)**

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Every reasonable effort has been made to ensure that the data contained in this report are accurate as of the date of this study; however, factors exist that are outside the control of Economics Research Associates, an AECOM company (ERA) and that may affect the estimates and/or projections noted herein. This study is based on estimates, assumptions and other information developed by Economics Research Associates from its independent research effort, general knowledge of the industry, and information provided by and consultations with the client and the client's representatives. No responsibility is assumed for inaccuracies in reporting by the client, the client's agent and representatives, or any other data source used in preparing or presenting this study.

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This study is qualified in its entirety by, and should be considered in light of, these limitations, conditions and considerations.

# I. Executive Summary & Key Findings

## Introduction

ERA/AECOM of Washington, D.C. is part of a multi-disciplinary team headed by Gannett Fleming, Inc. on behalf of the Florida Department of Transportation (FDOT) District 4 to conduct a transit analysis study of the South Florida East Coast Corridor. The SFECC comprises an 85-mile rail corridor along the FEC rail line in Palm Beach, Broward and Miami-Dade Counties.

ERA's primary role in the transit analysis study is to assist in identifying appropriate commuter rail station locations by analyzing market potentials that address density and transit-oriented development potentials as well as opportunities to attract increased economic development in appropriate locations surrounding these station sites.

To-date, ERA has identified and evaluated a range of demographic, real estate market, and economic conditions throughout the 85-mile corridor. The analysis has also examined current development patterns and land uses within one-half mile of each of 96 potential station sites to identify key redevelopment opportunities. This key data and analysis served as the basis for preparation of a detailed station area ranking matrix to determine the most appropriate distribution of station locations and typologies along the corridor. This analysis will serve as inputs for subsequent transit modeling to be conducted by Gannett Fleming.

The next phase of our analysis will translate long-term population, household, and employment growth (through 2030) into demand for specific types of real estate as a means of: 1) ranking those land use factors in the New Starts Application that are rated highly by the Federal Transit Administration (FTA); 2) understanding overall transit-oriented development potentials within one-half mile of these sites; and 3) assisting Gannett Fleming in selecting final station locations and station typologies.

## Methodology & Approach

To undertake this analysis, ERA established a methodological approach to summarize key data for the 96 potential station sites previously identified by Gannett Fleming and FDOT. This analysis is focused solely on economic development and redevelopment opportunities presented at each location; it does not include any assessment of transportation or transit-related elements of the station sites.

A data set of over 75 data points for each of the 96 station sites was developed to evaluate five [5] key criteria associated with transit-oriented development opportunities, including:

- Market Opportunities for Redevelopment
- Ease/Difficulty of Parcel Assemblage
- Municipal Redevelopment Capacity
- Current Employment Density
- Metropolitan Planning Organization (MPO) Growth Forecasts

These key metrics are critical elements necessary to:

- Predict which market forces are expected to guide overall redevelopment potentials;
- Define how the physical characteristics and development patterns of the area surrounding each potential station site will influence redevelopment;
- Measure growth potentials and identify key economic drivers of these sites; and,
- Understand the local jurisdiction's interest in, commitment to, and capacity to aid in redevelopment efforts.

While there are overlapping elements to these key metrics, taken in total they represent a generally comprehensive view of the factors guiding redevelopment that will likely influence opportunities presented at each station location.

After evaluating the data for each metric and assessing several qualitative aspects such as real estate marketability, each metric was scored on a 1 to 5 scale for each station site, resulting in an overall score for TOD and economic development potentials. The details of the station scoring, rankings, and results are described in the following sections of the Executive Summary of this report.

Each of these key metrics is described in detail below.

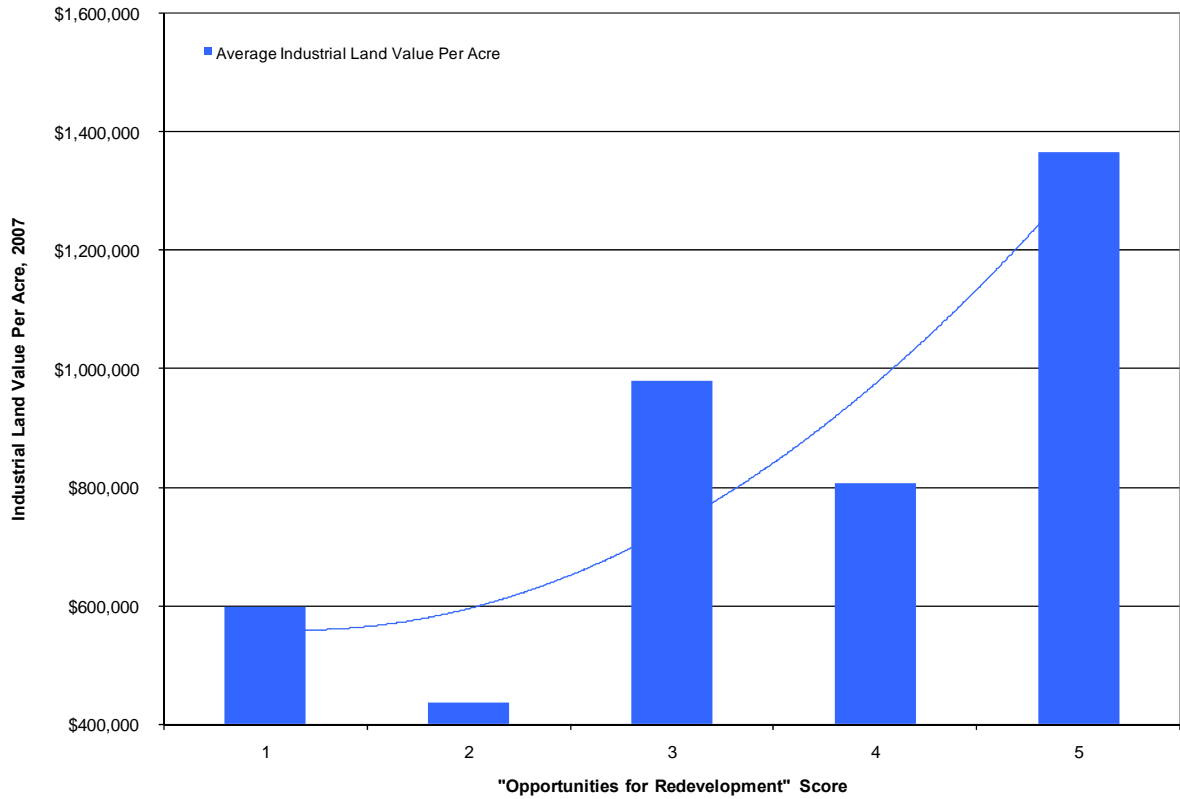
## 1. Opportunities for Redevelopment

Redevelopment opportunities are assessed through several different criteria, both quantitative and qualitative, to understand the opportunity presented at each station site to redevelop nearby or surrounding parcels within one-half mile of the proposed station location. Key data points in this analysis included:

- The value, occupancy, overall quality, and performance of existing commercial and residential development
- The amount of vacant land suitable for new or redevelopment
- Proximity to other development sites
- Existing redevelopment/market momentum

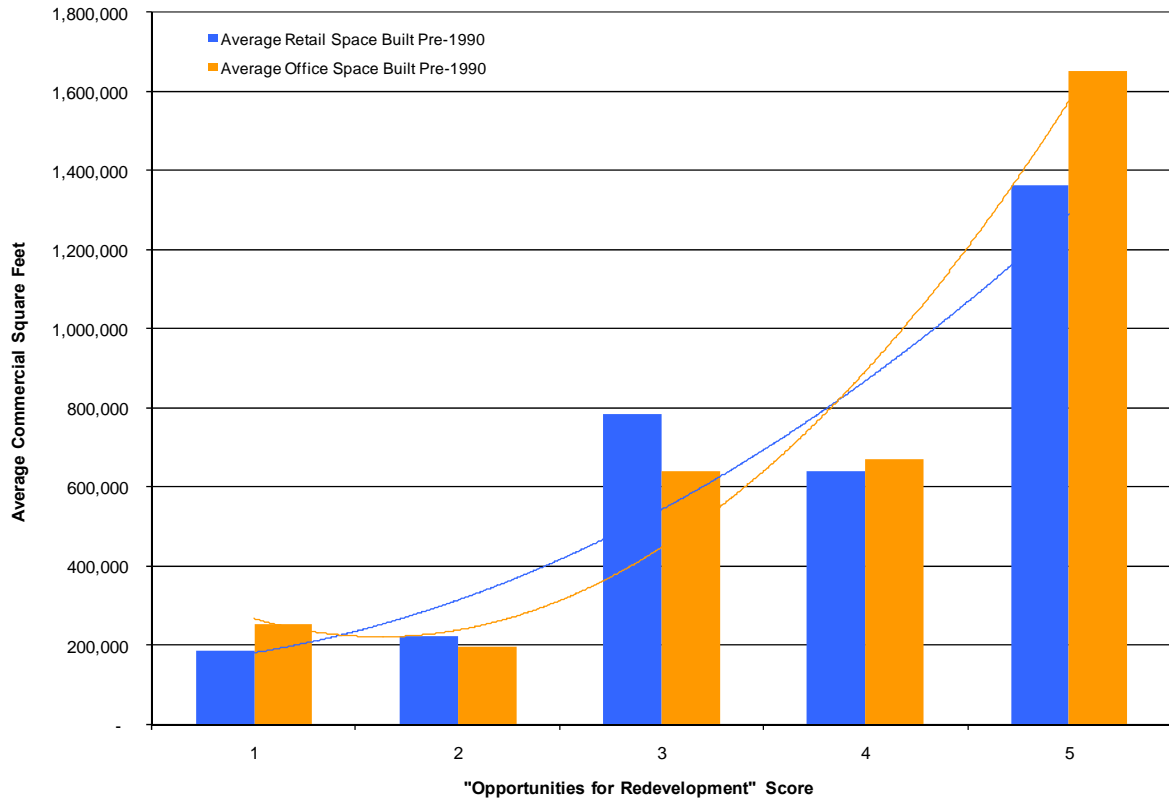
The analysis revealed several trends in the data that informed the 1-5 scoring for this category. In particular, industrial parcels with high underlying assessed land values suggest that a more productive use could be supported on the parcel. As illustrated in Figure 1, industrial land with high assessed values received higher average scores than their counterparts elsewhere on the corridor with low assessed land values.

**Figure 1: Average Industrial Land Value per Acre by “Opportunities for Redevelopment” Score, 2007**

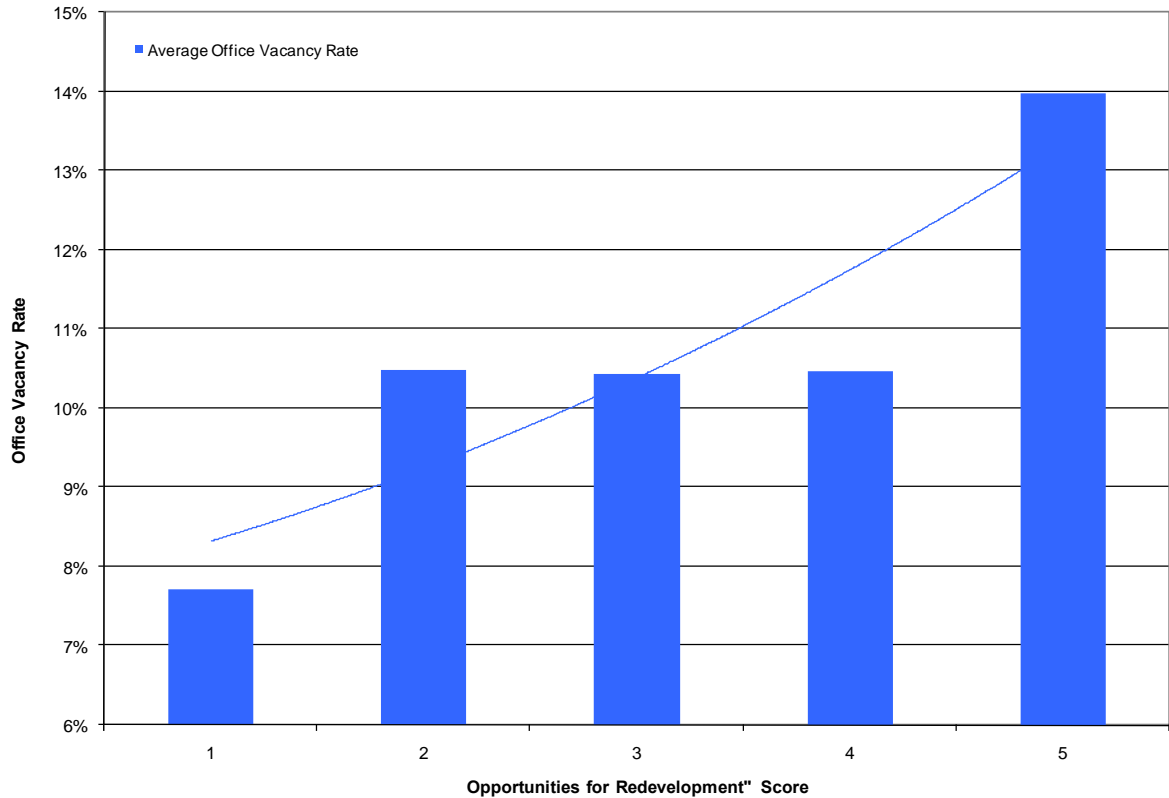


In addition, areas or locations along the SFECC corridor with aging commercial districts scored high on redevelopment potential. For example, the owners of those parcels with aging or obsolete office or retail uses (defined either by age or as “Class C” properties) generally have a low basis in these properties. Physical and/or functional obsolescence results in more burdensome costs associated with upkeep. As such, as illustrated in Figure 2, those station sites containing commercial properties with these characteristics scored significantly higher in overall redevelopment potential.

**Figure 2: Average Amount of Retail & Office Space Built Before 1990 by “Opportunities for Redevelopment” Score**



Another example of key data for the Redevelopment Opportunity metric includes commercial office and retail vacancy rates, which are likely to reflect aging or obsolete facilities that are performing below market-standard. Notably, industrial properties throughout the 85-mile corridor typically have very low vacancies as a result of the overall health of the South Florida industrial market. On the other hand, numerous office buildings along the corridor exhibit higher vacancy levels that may reflect stronger potentials for redevelopment, as illustrated in Figure 3.

**Figure 3: Average Office Vacancy Rate by “Opportunities for Redevelopment” Score, 2009**

Taken together, several data points, like those illustrated above, were used to determine overall redevelopment opportunities in specific locations through a variety of metrics. (A full list of the data points used in this analysis is included in the Appendix).

**Table 1: Scoring Guidance for Opportunities for Redevelopment**

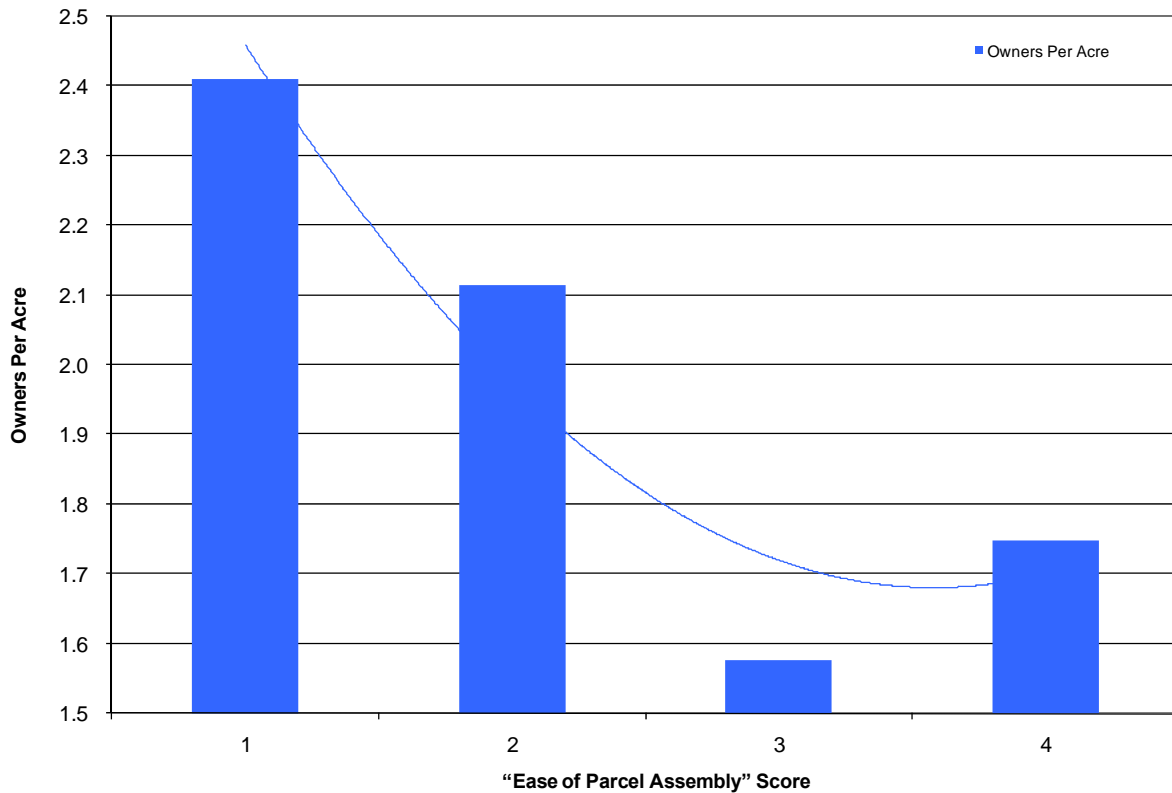
Score	Rationale
1	The site is not attractive to accommodate redevelopment, with few available parcels, high performing development (occupancies or rents), a predominance of stable, single-family residential, etc
2	The site presents sub-optimal redevelopment potential and reflects only a slightly better condition than those receiving a score of 1
3	The site presents some redevelopment opportunities, with one or two potential sites nearby, and/or some degree of underperforming commercial space
4	This site is attractive for redevelopment, has several available parcels and/or underperforming commercial uses, among other criteria
5	Priority sites with strong potential and active development momentum. These sites will likely be located in core urban areas with concentrated future TOD development

**2. Ease/Difficulty of Parcel Assembly**

Ease of redevelopment is also guided by parcel land use mix (i.e., whether surrounding parcels are developed primarily with commercial or residential uses), and the number and size of surrounding and nearby parcels. That is, large lots are more likely to be under single ownership, requiring easier assemblage of multiple parcels to accommodate redevelopment. In this category, reflecting some overlap with the analysis described above, the key metric is parcel size and the number of large, vacant or underutilized parcels. Though large, underperforming shopping centers and large parcels are scored in the metric for redevelopment opportunities, this analysis focused much more specifically on how easy or difficult it could be to assemble parcels for redevelopment. Generally, areas containing multiple, large parcels in the vicinity of the station site scored higher than those containing multiple small parcels with fractional or fragmented ownership.

As detailed in the following graph, another key metric for parcel assembly is concentrated or dispersed ownership patterns. Areas with few owners indicate large parcels that could be easier to assemble and develop on a scale necessitated by transit-oriented development. As illustrated below, those station sites that received higher scores for ease of assembly have fewer owners per acre, suggesting opportunities to assemble properties for development would be easier.

**Figure 4: Owners per Acre by “Ease of Parcel Assembly” Score, 1/2-Mile Radius, 2007**



**Table 2: Scoring Guidance for Ease of Parcel Assembly**

Score	Rationale
1	Multiple, small parcels under fragmented ownership, nominal or low vacancy rates among commercial and/or industrial uses
2	Multiple small parcels under fragmented ownership, one or two potential sites available for “in-fill” redevelopment
3	Fewer small parcels and one or two larger parcels in proximity to the station site
4	Several large and/or contiguous parcels or large/underutilized surface parking areas with fewer owners offering ease of assemblage
5	Numerous large parcels with fewer owners, vacant/undeveloped sites, large/underutilized surface parking areas

### 3. Municipal Redevelopment Capacity

This metric examines the capacity of an individual municipality to undertake redevelopment for those station sites identified by Gannett Fleming and FDOT among the 28 or so municipalities located along the corridor. Notably, this metric is a more qualitative one based on several criteria. The goal of this measure is to provide Gannett Fleming and FDOT with an assessment of the local jurisdiction’s interest in, and likely commitment to, supporting redevelopment at specific station sites within a specific community. ERA conducted this assessment based on available direct feedback from interviews conducted with local officials.

Key components of this analysis include:

- The willingness of the community to rezone areas surrounding potential station sites;
- The community’s focus/interest in a particular site/location;
- Whether the site is located within a CRA or other priority redevelopment zone; and
- Whether the community explicitly advocated for a particular site or station location, such as those identified in traditional or historic “downtown” locations along the corridor. ERA recognizes that this particular metric is subjective. However, it provides a general assessment of the community’s interest in focusing transit-oriented redevelopment at certain station sites based on local priorities, interests, and assessments of economic development potentials in a particular community.

**Table 3: Scoring Guidance for Municipal Redevelopment Capacity**

Score	Rationale
1	The municipality does not seek a station site at that location and has no interest in the site
2	The municipality is less interested in transit-oriented development in this location and it is a low priority for public decisions/policies
3	The site is largely agnostic to the community. The municipality would like to have TOD/redevelopment in this location but it would just as much support redevelopment at other identified sites
4	The station site is a priority but there are higher priority sites elsewhere in the community; the municipality is not necessarily making active decisions to enhance overall redevelopment efforts (e.g., rezoning)
5	The station site is a high priority for the municipality and is the focus of public decisions/policies. The community is actively rezoning the area to encourage TOD/redevelopment

#### 4. Current Employment Density

Current employment density in the one-half mile area surrounding the potential station site is used as a means of understanding the current intensity of development and use, with those areas containing higher levels of employment considered logical anchors for future TOD/redevelopment potential. That is, higher density locations are more likely to support transit oriented redevelopment if sites are available to accommodate that.

In this metric, stations were scored based on the employment parameters outlined in Table 4. Employment density is evaluated as the number of employees working within each study area as the ½ mile radius is constant across all stations. Current employment density is an important metric because it is a leading indicator of the overall marketability of a location for commercial development. Moreover, it is an indication of the capacity of a specific station area to accommodate future job growth (for existing and new residents) as well as potential transit ridership.

**Table 4: Current Employment Intensity Parameters**

Score	Parameters (# of employees in study area)
1	< 1,750
2	< 2,500
3	< 3,500
4	< 5,000
5	5,000 +

#### 5. MPO Growth Forecasts (2030)

Much like current densities, growth forecasts (as prepared by the respective Metropolitan Planning Organizations in each county) are also a key criterion for each potential station site. Recognizing that development patterns can change, the regional planning forecasts for population and employment growth are being used to project growth in specific land uses through 2030. These measures are critical. For example, each new resident will require that additional living space be built and each new employee will require space to work in, thus constituting new development. Total new employees

and residents near each potential station site were distributed based on the parameters illustrated in Table 5.

**Table 5: Future Growth Forecast Parameters: New Residents & Employees, 2030**

Score	Parameters
1	< 1,250
2	< 2,000
3	< 3,000
4	< 4,500
5	4,500 +

Key findings of our detailed station site analysis and ranking matrix are presented below.

## Key Findings

The results of this analysis illustrate a mix of opportunities among potential station sites along the corridor. Well distributed by geography, the distribution of the final scores is described as follows:

- **Total Score ≤ 5:** Three stations received lowest scores of five or less, and reflect the least amount of opportunity for new economic activity. Scoring low on the entire criterion, these station sites would present many challenges to redevelopment.

**EXAMPLE:** Hood Road in Palm Beach Gardens, a station site located in the middle of new, densely developed residential neighborhoods with few parcels available for future development suggests limited opportunities for additional economic activity. Moreover, it is not a location of focus according to municipal/planning officials.

- **Total Score 6 to 10:** 26 stations received scores in this range. These stations reflect sub-optimal opportunities for new economic activity. These stations typically received low scores in most categories and could present several hurdles to redevelopment. While development may still happen, these stations will likely require greater investment, longer time, or both.

**EXAMPLE:** SW 6<sup>th</sup> St in Pompano Beach, a site surrounded by densely developed residential neighborhoods with some planned development in the area. The site has some existing employment density, but overall is not a strong candidate for new economic activity.

- **Total Score 11 to 15:** 37 stations received this score. These sites would appear to be indifferent for redevelopment opportunity, investment, and growth. They each present challenges in one or more key scoring metrics but have some assets that suggest economic activity could occur over the longer-term.

**EXAMPLE:** SW 9<sup>th</sup> St in Fort Lauderdale, a site in a largely residential neighborhood but with interest from the community for long-term redevelopment potential, with some small parcels for in-fill development. Its proximity to downtown Fort Lauderdale is also an advantage.

- **Total Score 16 to 20:** 25 stations received this score. These stations present solid opportunities for new economic activity and redevelopment. With lower scores limited to one or two categories, these stations have sufficient positive characteristics and market momentum to attract new development. Moreover, once the economy recovers, these locations will not likely require significant levels of public investment or incentive programs to initiate economic activity. These locations will also likely have strong backing from the local jurisdiction to support redevelopment and will drive increases in value in a shorter timeframe.

**EXAMPLE:** Hollywood Boulevard in Hollywood, a station site that has strong community attention because of its location in the center of redevelopment activity in downtown Hollywood. While the site has underperformed in redevelopment activity to date, it has demonstrated planning focus and efforts, existing employment density, and a walkable street grid with existing mixed-use development.

- **Total Score 21 to 25:** Only five stations on the corridor received this score. These stations represent the strongest opportunities for economic activity and development. They received consistently high scores across all metrics, contain the highest densities as well as redevelopment sites that could accommodate substantial levels of transit-oriented uses, and are forecast to have substantial growth in population, households and/or employment.

**EXAMPLE:** Evernia Street in West Palm Beach, a site located in the middle of the downtown development district surrounded by high-density development. This location also has existing development/market momentum; has the attention of the municipality to encourage economic activity; and, contains parcels potentially available for redevelopment.

This analysis does not incorporate or explicitly consider transportation priorities and focuses solely on opportunities to accommodate new economic activity and redevelopment potentials. Transportation modeling and access issues that do not relate specifically to redevelopment potentials should be incorporated through other parts of this analysis.

Several of the higher-scoring station sites are located in close proximity to each other. Notably, ERA's analysis does *not* suggest that such locations should receive priority as station sites. This analysis does not allocate specific land use quantities (i.e., number of units or commercial space in square feet), as opportunities to capture market demand between such station sites will be evaluated in subsequent tasks. As such, each station site was evaluated independently across these metrics.

Conversely, station sites that ranked low should not be ruled out for consideration, as transportation access or other transit-related reasons could provide the need for a station to be constructed. In summary, ERA's analysis outlines those locations with the strongest opportunities for short- and/or long-term economic activity and potentials associated with transit-oriented development.

**Table 6: Station Sites Scoring 15 or Higher**

Station Name	Municipality	Ease of Parcel Assembly	Opportunities for Red't	Current Employment Density	City Red't Capacity	Growth Potential	TOTAL SCORE
FTL Government Center	Ft. Lauderdale	3	5	5	5	5	23
WPB Evernia	West Palm Beach	2	5	5	5	5	22
WPB Government Center	West Palm Beach	3	4	5	4	5	21
WPB Okeechobee Blvd	West Palm Beach	3	4	5	4	5	21
MIA NW 11 St	Miami	4	3	5	4	5	21
BYN Boynton Beach Blvd	Boynton Beach	4	4	3	4	5	20
AVE NE 193-203 St	Aventura	3	3	5	4	5	20
MIA Biscayne Blvd	Miami	3	4	5	3	5	20
BOC Palmetto Park Rd	Boca Raton	2	3	5	4	5	19
BOC Camino Real	Boca Raton	3	4	4	4	4	19
HLY Hollywood Blvd	Hollywood	2	3	4	5	5	19
PBG PGA Blvd	Palm Beach Gardens	4	3	2	4	5	18
DLR Atlantic Av	Delray Beach	2	3	5	4	4	18
PMP E Atlantic Blvd	Pompano Beach	3	4	2	5	4	18
MIA NE 39 St	Miami	2	3	5	3	5	18
MIA Government Center	Miami	2	3	5	3	5	18
LPK Park Av	Lake Park	3	4	3	5	2	17
FTL Sistrunk Blvd	Ft. Lauderdale	2	3	5	3	4	17
DAN Dania Beach Blvd	Dania Beach	2	3	2	5	5	17
NMB NE 163 St	North Miami Beach	3	4	4	5	1	17
MIA NE 79 St	Miami	3	3	4	4	3	17
MIA NE 31 St	Miami	1	3	5	3	5	17
MIA NE 20 St	Miami	2	3	5	2	5	17
MIA NW 19 St	Miami	2	3	5	2	5	17
LKW Lake - Lucerne Avs	Lake Worth	2	3	3	4	4	16
OAK NE 38 St	Oakland Park	3	3	3	4	3	16
OAK Oakland Park Blvd	Oakland Park	2	4	4	4	2	16
WLT NE 26 St	Wilton Manors	2	3	3	5	3	16
HLY Pembroke Ave	Hollywood	4	4	2	3	3	16
NMB NE 151 St	North Miami Beach	2	3	5	1	5	16
JUP Indiantown Rd	Jupiter	4	5	3	2	1	15
OAK Commercial Blvd	Oakland Park	2	4	4	2	3	15
NMI NE 135 St	North Miami	2	2	5	3	3	15

## II. Detailed Station Site Analysis

The following contains detailed summaries of key market indices, aerial photographs, and maps of each potential station site location. Station site locations along the 85-mile corridor are presented from north to south for each of the 28 communities located along the FEC line. Each community is introduced with the following:

- An overview map illustrating the potential station locations in that community
- Detailed aerial photograph(s), and
- A summary sheet of relevant real estate and market conditions/land use data for one-half mile surrounding each potential station site location in the community

As illustrated in Table 7, key metrics used in the analysis of real estate and market data include a range of variables that examine market performance and characteristics for general office, flex-tech and industrial, and retail space. In addition, ERA also analyzed demographic trends and forecasts such as population, households and employment for 1990, 2000, 2005 and 2030. These include:

- Total inventory (in sq. ft.)
- Vacant space and vacancy rates
- Year built
- Proposed construction and annual deliveries (2000-2008)
- Annual net absorption (leasing activity) (2000-2008), and
- Assessed land and improvement values, by use and per acre

**Table 7: Real Estate Performance & Market Conditions Measures**

Key Data Points Selected	Segments Analyzed
Rentable Building Area (RBA) Vacant RBA Vacancy Rate Average Rents Year Constructed RBA Under Construction RBA Proposed	Flex Industrial Retail Office
Deliveries in 2000 Deliveries in 2005 Deliveries in 2008 Absorption in 2000 Absorption in 2005 Absorption in 2008	Office
Acres by Use % of Total Acres % Vacant Acres Total Assessed Value Assessed Value - Land Assessed Value - Improvements Value of Land per Acre Value of Improvements per Acre	Residential Commercial Industrial Institutional Government Miscellaneous
1990 Total 2000 Total 2005 Total 2030 Projected Total	Population Households Employment

**Table 8: Station Sites by Total Score (All Stations)**

Station Name	Municipality	Ease of Parcel Assembly	Opportunities for Red't	Current Employment Density	City Red't Capacity	Growth Potential	TOTAL SCORE
JUP Indiantown Rd	Jupiter	4	5	3	2	1	15
JUP Toney Penna Dr	Jupiter	2	2	3	4	1	12
JUP Frederick Small Rd	Jupiter	1	1	1	1	2	6
JUP Donald Ross Rd	Jupiter	1	2	1	3	1	8
PBG Hood Rd	Palm Beach Gardens	1	1	1	1	1	5
PBG PGA Blvd	Palm Beach Gardens	4	3	2	4	5	18
NPB Northlake Blvd	North Palm Beach	3	4	3	2	2	14
NPB Northlake Blvd C-17	North Palm Beach	4	2	1	2	4	13
LPK Park Av	Lake Park	3	4	3	5	2	17
RVB Blue Heron Blvd	Riviera Beach	2	2	1	2	2	9
RVB Blue Heron Blvd C-17	Riviera Beach	2	3	3	3	2	13
RVB 13 St	Riviera Beach	2	2	3	3	3	13
WPB St Mary's	West Palm Beach	2	4	4	2	2	14
WPB 45 St	West Palm Beach	1	1	3	1	3	9
WPB Northwood	West Palm Beach	2	3	1	2	3	11
WPB 23-25 St	West Palm Beach	1	2	1	3	3	10
WPB Palm Beach Lakes Blvd	West Palm Beach	1	2	4	2	5	14
WPB Government Center	West Palm Beach	3	4	5	4	5	21
WPB Evernia	West Palm Beach	2	5	5	5	5	22
WPB Okeechobee Blvd	West Palm Beach	3	4	5	4	5	21
WPB Belvedere Rd	West Palm Beach	2	3	3	3	1	12
WPB Southern Blvd	West Palm Beach	1	2	2	2	2	9
WPB Forest Hill Blvd	West Palm Beach	2	2	1	2	1	8
DLR Linton Blvd	Delray Beach	3	4	3	2	2	14
LKW 10 Ave	Lake Worth	1	1	1	2	3	8
BOC Hidden Valley Blvd	Boca Raton	2	2	2	2	3	11
LKW Lake - Lucerne Avs	Lake Worth	2	3	3	4	4	16
LKW 6 Ave	Lake Worth	1	2	2	2	4	11
LAN Lantana Rd	Lantana	2	3	1	3	2	11
DLR Atlantic Av	Delray Beach	2	3	5	4	4	18
LAN Hypoluxo Rd	Lantana	3	4	1	3	1	12
BYN Royal Palm Dr	Boynton Beach	1	1	1	1	1	5
BYN Boynton Beach Blvd	Boynton Beach	4	4	3	4	5	20
BYN SE 15 Av	Boynton Beach	3	3	2	2	4	14
GST Gulfstream Blvd	Gulfstream	3	2	1	3	1	10

Station Name	Municipality	Ease of Parcel Assembly	Opportunities for Red't	Current Employment Density	City Red't Capacity	Growth Potential	TOTAL SCORE
BOC Jeffery St	Boca Raton	1	1	2	2	2	8
BOC NW 51 St	Boca Raton	2	3	4	3	1	13
BOC NW 20 St	Boca Raton	1	2	5	2	1	11
BOC Glades Rd	Boca Raton	1	2	5	2	2	12
BOC Palmetto Park Rd	Boca Raton	2	3	5	4	5	19
BOC Camino Real	Boca Raton	3	4	4	4	4	19
DRF E Hillsboro Blvd	Deerfield Beach	1	1	2	2	3	9
DRF SW 10 St	Deerfield Beach	1	2	2	3	3	11
PMP E Sample Rd	Pompano Beach	1	2	3	1	3	10
PMP Copans Rd	Pompano Beach	1	1	1	1	2	6
PMP Pompano Transfer	Pompano Beach	2	1	1	1	4	9
PMP NW 6 Ave	Pompano Beach	1	1	1	1	4	8
PMP E Atlantic Blvd	Pompano Beach	3	4	2	5	4	18
PMP SW 6 St	Pompano Beach	1	1	3	1	3	9
PMP McNab Rd	Pompano Beach	3	3	3	1	3	13
OAK Cypress Creek Rd	Oakland Park	2	2	4	2	2	12
OAK NE 56 St	Oakland Park	1	2	4	3	2	12
OAK Commercial Blvd	Oakland Park	2	4	4	2	3	15
OAK NE 38 St	Oakland Park	3	3	3	4	3	16
OAK Oakland Park Blvd	Oakland Park	2	4	4	4	2	16
WLT NE 26 St	Wilton Manors	2	3	3	5	3	16
FTL NE 15th St	Ft. Lauderdale	1	1	1	1	3	7
FTL Sunrise Blvd	Ft. Lauderdale	2	3	3	2	4	14
FTL Sistrunk Blvd	Ft. Lauderdale	2	3	5	3	4	17
FTL Government Center	Ft. Lauderdale	3	5	5	5	5	23
FTL SW 9 St	Ft. Lauderdale	1	1	5	1	4	12
FTL SE 17 St	Ft. Lauderdale	2	3	5	2	2	14
FTL SW 24 St	Ft. Lauderdale	1	2	5	2	2	12
FLL Terminal Dr	Ft. Lauderdale	0	0	0	0	0	0
DAN Dania Beach Blvd	Dania Beach	2	3	2	5	5	17
HLY Sheridan St	Hollywood	1	2	1	3	3	10
HLY Taft St	Hollywood	1	1	2	1	4	9
HLY Johnson St	Hollywood	2	1	3	1	5	12
HLY Hollywood Blvd	Hollywood	2	3	4	5	5	19
HLY Washington St	Hollywood	1	1	3	1	4	10
HLY Pembroke Ave	Hollywood	4	4	2	3	3	16

Station Name	Municipality	Ease of Parcel Assembly	Opportunities for Red't	Current Employment Density	City Red't Capacity	Growth Potential	TOTAL SCORE
HAL E Hallandale Beach Blvd	Hallandale Beach	1	2	3	3	4	13
AVE NE 209 St	Aventura	1	1	4	2	4	12
AVE NE 193-203 St	Aventura	3	3	5	4	5	20
AVE NE 185 St	Aventura	2	3	5	2	1	13
NMB NE 163 St	North Miami Beach	3	4	4	5	1	17
NMB NE 151 St	North Miami Beach	2	3	5	1	5	16
NMI NE 135 St	North Miami	2	2	5	3	3	15
NMI NE 125 St	North Miami	2	3	5	3	1	14
BSP NE 116 St	Biscayne Park	1	1	3	1	1	7
MIS NE 96 St	Miami Shores	1	1	1	3	1	7
ELP NE 87 St	El Portal	3	3	2	3	2	13
MIA NE 79 St	Miami	3	3	4	4	3	17
IRS NW 14 Av	Unincorporated	1	2	1	1	1	6
IRS NW 22 Av	Unincorporated	1	2	2	1	1	7
IRS NW 27 Av	Unincorporated	1	2	3	1	1	8
MIA NE 71 St	Miami	2	2	4	1	2	11
MIA NE 61-62 St	Miami	1	1	3	1	1	7
MIA NE 54 St	Miami	2	3	4	2	2	13
MIA NE 39 St	Miami	2	3	5	3	5	18
MIA NE 31 St	Miami	1	3	5	3	5	17
MIA NE 20 St	Miami	2	3	5	2	5	17
MIA NW 19 St	Miami	2	3	5	2	5	17
MIA NW 11 St	Miami	4	3	5	4	5	21
MIA Biscayne Blvd	Miami	3	4	5	3	5	20
MIA Government Center	Miami	2	3	5	3	5	18