



Chapter 5: LAND USE ANALYSIS



INTRODUCTION

Building a successful, transit-supportive physical environment requires the close integration of land use policy and transportation infrastructure investments. The purpose of the Land Use Analysis contained within this chapter is to summarize and synthesize both the quantitative and qualitative analyses conducted to assess existing/future conditions along the corridor.

This chapter contains analysis on the following topic areas:

- Urban Intensity Analysis – focuses on identifying specific areas along the corridor where the population and employment density is high enough to support different levels of transit service.
- Land Economic Characteristics – focuses on identifying current market conditions along the corridor by examining characteristics such as land value, building-to-land ratio, and building age.
- Fieldwork/Qualitative Analysis – includes the identification of character segments along the corridor and a summary the SWOT analysis that was conducted at each of the mobility hubs.
- Plan/Policy Analysis – includes a review/assessment of the existing regulatory framework along the corridor, including comprehensive plans, land development codes, and redevelopment plans.

This chapter also includes some general conclusions and recommendations for consideration in the scenario development and implementation section of this report.



URBAN INTENSITY ANALYSIS

EXISTING/FUTURE URBAN INTENSITY/TRANSIT THRESHOLDS

As described in detail in Technical Appendix 5-F, the measure of urban intensity (the total number of people [residents] and employees within a specific area) is a good indicator of transit supportiveness. The transit supportiveness levels are representative of the quality of service that could be supported by the existing/future urban intensity and have been grouped into the following three categories:

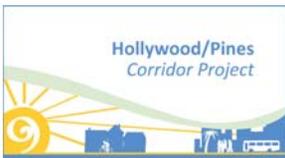
- **Low** (15–30 persons per acre) – supportive of basic bus service (15–30 minute headways)
- **Medium** (31–45 persons per acre) – supportive of enhanced-bus service, such as high-frequency (10-minute) service and bus rapid transit (BRT) service
- **High** (greater than 45 persons per acre) – supportive of enhanced transit modes including BRT and light rail

An urban intensity analysis was completed using population and employment data from the 2035 Broward LRTP. The analysis was completed for both the existing condition (2005) and the future condition (2035).

The urban intensity analysis for the existing condition (Map 5-1) shows that the most transit-supportive Traffic Analysis Zones (TAZ) within the corridor are east of I-95, specifically within Downtown Hollywood, along the coast, and including the area around Memorial Regional Hospital. The future condition (Map 5-2) shows that Medium and High

intensity areas will continue to expand around Downtown Hollywood and that the SR 7 corridor is also expected to achieve Medium and High levels of intensity, particularly at the Mobility Hub at Hollywood Boulevard. The one other area of note is in Pembroke Pines at the Mobility Hub located at Pines Boulevard and Flamingo Drive. The continued expansion of retail medical uses in that area is expected to increase intensity sufficient to meet the Medium threshold.

Urban intensity analysis is a good way to identify areas that have or will have the intensity of population and employment to support alternative modes of transit. The analysis performed using 2035 LRTP data shows that without significant increases in intensity, much of the Hollywood/Pines Corridor will not likely be supportive of more than high-frequency bus service. This is particularly true west of I-95 (with the exception of the area around Pembroke Lakes Mall and Memorial Hospital West), which shows little increase of significant intensity through 2035.

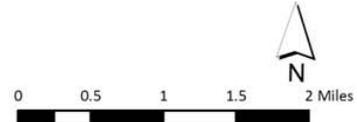


Map 5-1: 2005 Transit Supportive Areas



Transit Supportive

- Low (15 - 30 Persons per Acre)
- Medium (30 - 45 Persons per Acre)
- High (Greater Than 45 Persons per Acre)
- City Hall
- Hospital
- Tri-Rail Station



Traffic Analysis Zone (TAZ) population + employment per net acre – data from the Southeast Florida Regional Planning Model (version 6.5.2)

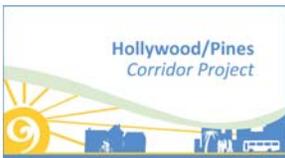
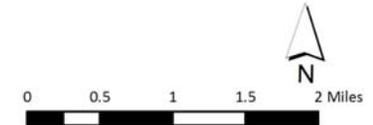


Map 5-2: 2035 Transit Supportive Areas



Transit Supportive

- Low (15 - 30 Persons per Acre)
- Medium (30 - 45 Persons per Acre)
- High (Greater Than 45 Persons per Acre)
- General Study Area
- City Hall
- Hospital
- Tri-Rail Station



Traffic Analysis Zone (TAZ) population + employment per net acre – data from the Southeast Florida Regional Planning Model (version 6.5.2)

LAND ECONOMIC CHARACTERISTICS

An analysis of land economic characteristics within the Hollywood/Pines Corridor was performed to gain a better understanding of the cost factors that may promote or inhibit redevelopment. Factors including overall value per acre, building-to-land-value ratios, and building age were evaluated at a parcel-level to identify areas where there may be market support to spur redevelopment. Detailed maps for the analysis of each of these indicators can be found within Technical Appendix 5-F.

LAND VALUES

Overall value per acre is used to gain a basic understanding of the economic market within a specific area. Using Broward County Property Appraiser data, an analysis of existing property values was completed for the entire corridor. Higher land values typically show either where recent development has occurred or where, due to property size and/or location, the land may be attractive for redevelopment due to its market performance/potential.

The analysis showed that the highest valued properties are found along the coast and inside Downtown Hollywood. The analysis also showed that the newer residential properties in western Pembroke Pines and the established residential fabric between Downtown Hollywood and Hollywood Beach also have significant property values on a per-acre basis.

Land values alone are not an indicator of the likelihood that a parcel will experience redevelopment, but they can help identify where there may be some market interest, including for new development where vacant property is available. In addition to land values, other factors (such as property size, access, allowable density/intensity, proximity to other attractors) must also be considered when determining if an area is likely to redevelop.

BUILDING-TO-LAND RATIOS

The building-to-land-value ratio is often used as an indicator of redevelopment readiness by identifying properties with undervalued structures. The ratio is identified by dividing the assessed value of an existing building by that of the land underneath. A low building-to-land ratio (below 1.0) typically indicates that the value of the land is worth more than that of the existing building, which means that there could be an economic desire or need for reinvestment or redevelopment of the structure. However, the building-to-land-value ratio is less sensitive to higher land values that are based on geographic location (such as waterfront properties) and may misrepresent the true relationship between building and land values for some properties. As a general rule, a building-to-land-value ratio is best used to identify land use patterns or areas with undervalued structures.



Along the Corridor are a few areas where low building-to land-value ratios may be indicative of undervalued structures. These areas are typically larger commercial properties located at some of the designated Mobility Hubs. Two examples include some of the larger parcels at SR 7 and University Drive.

BUILDING AGE

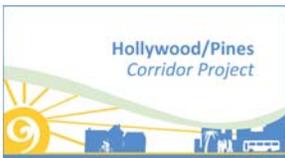
Building age, especially for non-residential buildings, can also be used as a redevelopment indicator. Commercial buildings typically have around a 30-year life span before they need major reinvestment or redevelopment to remain economically viable. Residential uses typically have longer life spans and do not require the same level of reinvestment to remain viable, so building age becomes less important when looking at residential properties.

The analysis of building age shows the stark contrast between the eastern and western halves of the corridor. The portion east of University Drive is filled primarily with buildings that are 40+ years old, whereas to the west, most of the properties are less than 20 years old. Many of the larger commercial properties located at Mobility Hubs are 20+ years old, which is a good indicator that they could be reaching a point where redevelopment or reinvestment may need to occur for the properties to remain viable. These sites could provide an opportunity for redevelopment in the near future.

CONCLUSIONS

The land economic characteristics examined within this section identify areas where, due to various indicators, opportunities may exist for new private-sector investment in development/redevelopment. Not surprisingly, when examined collectively, the indicators identified similar areas as having the greatest

likelihood for redevelopment. These areas, of which the Mobility Hubs at University Drive and SR 7 are prime examples, are places where aging non-residential land uses are located at major intersections with easy access and significant pass-by traffic. In addition, these two Mobility Hubs are also located along corridors with some of the busiest transit routes in Broward County. The combination of these factors creates a supportive environment for new development/redevelopment to occur.



FIELDWORK AND QUALITATIVE ANALYSIS

INTRODUCTION TO THE QUALITATIVE ANALYSIS

To gain a better understanding of the existing conditions on the ground, fieldwork was conducted to qualitatively assess the Hollywood/Pines Corridor from a land-use perspective. This analysis focused on two major areas. First, the overall corridor was examined to identify potential character segments based on the existing development patterns. Second, a strengths/weaknesses/opportunities/threats (SWOT) analysis was completed for each of the designated Mobility Hubs. The purpose of this section is to provide a summary of that qualitative analysis. The detailed assessment can be found in Technical Appendix 5-H.

CORRIDOR CHARACTER SEGMENT IDENTIFICATION

The following section includes a description of the three character segments along the Hollywood/Pines Corridor—

Urban, Transitional, and Suburban—each of which are illustrated in Figure 5-1.

To define the character segments, three types of data were used :

- Types of tenants
- Quality of construction and age of structures
- Land use design

Land use design has the greatest effect on the character of the corridor; therefore, a significant amount of effort was spent collecting these data.

Identified between each character segment are areas of transition in which the sections overlap. This is an accurate description of the transitions of land use along the corridor and also identifies areas that need the most character definition through redevelopment.



Figure 5-1: Corridor Character Segments



Urban Segment

The Urban segment of the Hollywood/Pines Corridor has traditional land-use characteristics, such as buildings located directly adjacent to the sidewalk, commercial uses organized in storefronts with openings to the street, and a higher building density, with more uses in a smaller area. Also, most residential units front the corridor, and well-integrated transit facilities create a pedestrian-oriented environment. Figure 5-2 shows an example of the existing conditions within the Urban segment.

In addition, on-street parking (both angled and parallel) is common, and where there are surface parking lots, they typically are located behind or beside buildings. The corridor design within the segment has an urban cross-section, with curbs, gutters, and drainage.

In general, commercial spaces are smaller and typically house independent and local retailers, which results in few national chains and “big box” developments. Buildings are a mixture of ages, from early/mid-century structures to new construction as a result of redevelopment. In the case of new construction, the size and function of buildings are the result of the lot size and built environment context.

Transitional Segment

The Transitional segment of the Corridor has some traditional land-use characteristics and some that are more suburban and auto-oriented. To the west of the I-95 interchange, commercial and retail uses are typically organized in small, mid-century, auto-oriented shopping centers. The building-to-street width ratio (the enclosure created by the height of buildings to the width of the right-of-way) increases, giving the corridor a more suburban character. Because travel lanes increase in width and

pedestrian infrastructure diminishes in size with no buffer, the corridor has a less urban character. Figure 5-3 shows an example of existing conditions within the Transitional segment.

In addition, on-street parking is rare. Instead, small surface parking lots line the street in front of commercial strip centers.



Figure 5-2: Example of existing conditions in Urban Segment – Hollywood Blvd between 19th and 20th Sts



Figure 5-3: Example of existing conditions in Transitional Segment – Hollywood Blvd and SR 7

The corridor continues to have an urban cross-section design, with curbs, gutters, and drainage.

In general, retail spaces are mid-size and not large enough for modern-format national chains; instead, many of the spaces are occupied by local commercial tenants.

Suburban Segment

The Suburban segment of the Corridor has very few traditional land-use characteristics. Residential uses, especially single-family neighborhoods, front local streets instead of the corridor. Therefore, some parts of the Corridor are framed with landscaped hedges. Neighborhoods are not well-integrated with the Corridor and often are separated by gates and security checkpoints. Out-parceled retail uses create poor enclosure on the Corridor, and pedestrian circulation is minimal, with poor connections between development and the roadway corridor. In addition, the adjacent public realm accommodates transit facilities poorly. Figure 5-4 shows an example of existing conditions within the Suburban segment.



Figure 5-4: Example of existing conditions within Suburban segment – Pines Blvd and Dykes Rd

The Corridor is lined with very large surface parking lots, often serving big box retail. The Corridor transitions to rural, open-ditch drainage with no curbs or gutters. Therefore, sidewalks are separated from travel lanes by drainage ditches.

Much of the retail space was built within the past two decades and serves mostly national chains.

MOBILITY HUB SWOT ANALYSIS

The SWOT analysis identified design and land use characteristics at each mobility hub that were either encouraging or inhibiting the development of a pedestrian friendly, transit-supportive environment. The full analysis is located in Technical Appendix 5-H.

To achieve the transit-supportive land use desired both at the mobility hubs and along the remaining Corridor, redevelopment and infill development will be needed that is designed to increase connectivity and improve the interface with transit facilities.

In the Urban segment, the need is to build the critical mass through continued densification and diversification of land uses in and around Mobility Hubs. This will be especially true around the FEC Corridor, which intersects Hollywood Boulevard at the Dixie Highway Mobility Hub. This hub has the potential to become a significant transit-oriented node, with more intense and mixed land uses.

In the Transitional segment, continued public realm improvements should be coupled with land-use densification and diversification to increase transit supportiveness. Specific attention should be paid to the existing Tri-Rail station just west of I-95, which remains isolated from the surrounding



land uses. Additional redevelopment opportunities should be explored in this area.

In the Suburban segment, there are some common remedial actions to existing conditions that, over time, could improve access to transit. These include the following:

- Connecting residential, disconnected street networks with the corridor to improve access for the local population. This should include improvements within new and existing private development as well as in the public realm.
- Improving pedestrian facilities along the corridor and implementing an urban cross-section (curbs, gutters, etc.) where feasible.
- Retrofitting surface parking lots to increase street frontage and enclosure along the corridor.

CONCLUSIONS

Each segment within the Hollywood/Pines Corridor has both unique and common land-use characteristics, and the greatest difference in built environment form is between the Suburban and Transitional segments. The most drastic physical changes in land use form must occur in the Suburban segment for the mobility corridor to have the density and access required to be implemented most effectively; these changes will happen only over time. Retrofitting land uses along the Transitional segment will be more easily achievable because development patterns are closer to a pedestrian scale and urban infrastructure (curbs, gutters) are in place and redevelopment potential is increasing. The urban area has an existing land-use pattern that is conducive to transit use, with significant potential for improvement as redevelopment opportunities arise on a regular basis and retrofitting the public realm is facilitated.



PLAN AND POLICY ANALYSIS

The plan and policy review provides a summary of key aspects from municipal and County plans that may promote or inhibit multimodal development along the corridor. This analysis is based on a review of the Broward County Land Use Plan, the Comprehensive Plans and Land Development Codes of the Cities of Hollywood and Pembroke Pines, and local redevelopment plans. A more detailed review of applicable plans and policies is documented in Technical Appendix 5-F: Quantitative Land Use Assessment.

COMPREHENSIVE PLANS ASSESSMENT

Countywide Plan

The Broward County Land Use Plan is the official land use plan within the county. The Broward County Charter requires that all local land use plans be consistent with the countywide plan, including designations of special areas such as Regional Activity Centers and Transit-Oriented Corridors. The Broward County Future Land Use Map is provided in Map 5-3. The Countywide Future Land Use Plan does not specifically reference the development of Mobility Hubs identified in the Broward 2035 LRTP.

City of Hollywood

Planning categories and policy components designated in the City of Hollywood’s Comprehensive Plan that promote land use and multimodal development within the study area are discussed below.

Regional Activity Center

Consistent with the Broward County Land Use Plan, the City of Hollywood has established a Regional Activity Center (shown in Figure 5-5) centered around Downtown Hollywood, where

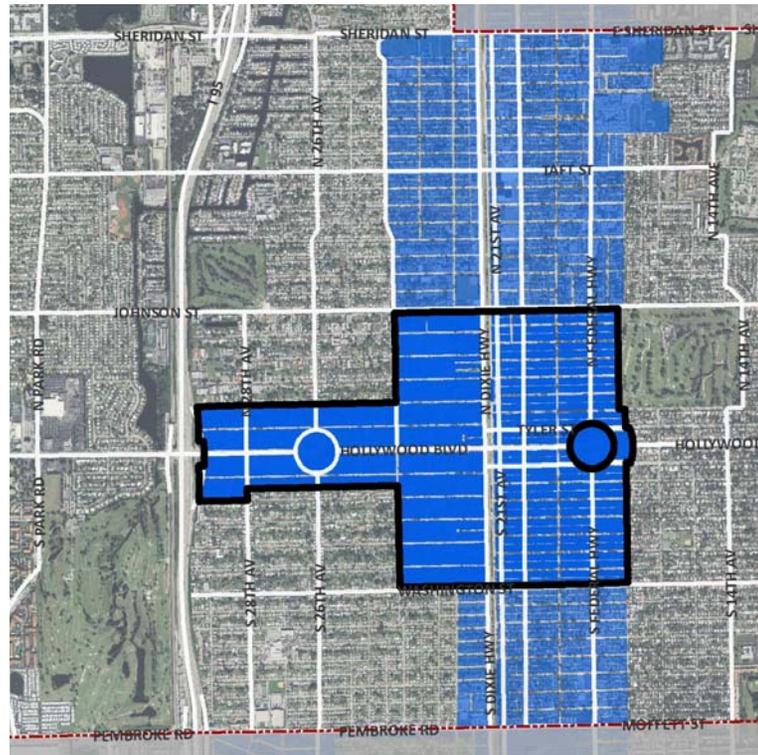
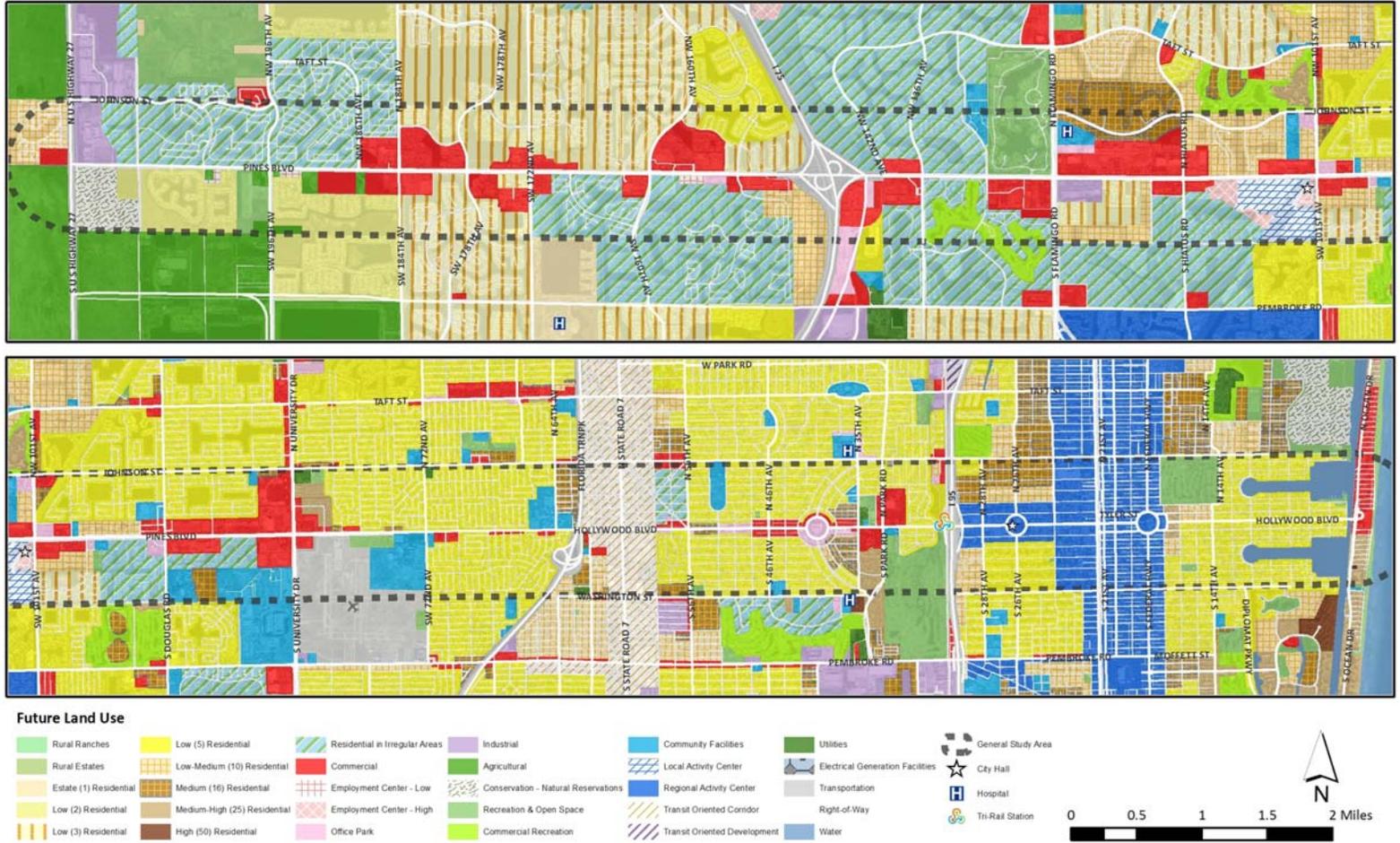


Figure 5-5: Designated Regional Activity Center (Hollywood)



Map 5-3: Broward County Future Land Use Map

HOLLYWOOD/PINES CORRIDOR PROJECT



the majority of population growth is projected to occur. The purpose of the Regional Activity Center is to encourage redevelopment in a way that facilitates multi-use and mixed-use development, encourages mass transit, reduces the need for automobile travel, provides incentives for quality development, and gives definition to the urban form.

According to the City's Future Land Use Element, there are 1,461 acres designed as Regional Activity Center. If the maximum development levels allowed in this area are achieved, the Downtown Regional Activity Center has the mix of uses and densities and intensities necessary to support higher levels of alternative modes of transportation. There are two Mobility Hubs within the Regional Activity Center: Young Circle (identified as a Mobility Hub during the initial phases of this project) and Dixie Highway (a Gateway Mobility Hub).

Transit-Oriented Concurrency

The City of Hollywood uses Broward County Transit-Oriented Concurrency for State- and County-maintained facilities. The city is divided into two transit-oriented concurrency districts; within each, the level-of-service (LOS) standards are based on transit performance. Approval of development orders and permits within the Corridor study area must meet the transit-oriented LOS standards.

Transit-Oriented Corridor

Consistent with the Broward County Land Use Plan, the City of Hollywood has designated the SR 7 Corridor as a Transit-Oriented Corridor (TOC). Hollywood Boulevard/SR 7 is designated as a Gateway Mobility Hub in the Broward 2035 L RTP. The goal of this designation is to facilitate mixed-use development with access to transit stations or stops along

existing and planned high performance transit service corridors.

The area within ¼-mile on either side of the corridor, with additional distance permitted around major intersections, activity nodes, or locations served by existing or funded community shuttle service, is considered part of a transit-oriented corridor. There are approximately 987 acres of land designated as the SR 7 TOC within the city of Hollywood.

There are specific design guidelines within the TOC specified to encourage connectivity between uses and to transit facilities. Stand-alone, low-density, and low-intensity development is discouraged unless designed in a manner to encourage pedestrian and transit usage.

Pembroke Pines

Pembroke Pines is characterized predominately by suburban single family housing patterns; non-residential development is limited largely to the fronting major of roadways.

The suburban single family housing patterns found in the city present the challenge of connecting city residents to the rest of the city via alternative modes of transportation, in particular to commercial uses in the Pines Boulevard Corridor.

Planning categories and policy components designated in the City of Pembroke Pines Comprehensive Plan that promote land use and multimodal development within the study area include the following.

Local Activity Center

The City of Pembroke Pines allows for the designation of a Local Activity Center to support a balanced mix of land uses characterized by pedestrian-friendly design and access to



public transit. There is a Local Activity Center designed within the corridor study area, a 146-acre site located east of Hiatus Road, bound on the north by Pines Boulevard and on the east by Palm Avenue. This site currently houses the city's government center and is intended to be the community's town center. Of the 1,000 dwelling units allowed at this site, a minimum of 25 percent must be affordable housing units. Other allowable uses at this site include office/commercial, community facilities, hotel, and park/open space. To be designed as a Local Activity Center, a minimum of 75 percent of the area must be within ¼-mile of mass transit or multimodal facilities.

Transportation/Transit-Oriented Concurrency

Within the corridor study area, from the eastern city limits to I-75, Transit-Oriented Concurrency applies, and the level of service standard is based on transit performance. There are four Community Mobility Hubs within the Transit-Oriented Concurrency District: Pines Boulevard/University Drive, Pines Boulevard/Douglas Road, Pines Boulevard/Palm Avenue, and Pines Boulevard/Flamingo Road. The Pines Boulevard/I-75 Mobility Hub, a Gateway Mobility Hub, lies on the boundary between the Transit-Oriented Concurrency District and Standard Concurrency District.

West of I-75, standard concurrency applies, and the LOS standard is based on road performance. As previously mentioned, the Pines Boulevard/I-75 Mobility Hub lies on the boundary between the Transit-Oriented Concurrency District and Standard Concurrency District. The Pines Boulevard/Dykes Road Mobility Hub, a Community Mobility Hub, is also located in the Standard Concurrency District.

HOLLYWOOD REDEVELOPMENT PLANS ASSESSMENT

There are two Community Redevelopment Areas (CRA) located within the boundaries of the Hollywood Pines Corridor Project, both of which are located within the city of Hollywood. These two areas are the Hollywood Downtown CRA and the Hollywood Beach CRA.

In their respective master plans—the Hollywood Beach CRA Master Plan (2007) and the Downtown Hollywood Master Plan (2011)—each CRA has well-established redevelopment and mobility goals, which should be supported and enhanced by recommendations from the Hollywood Pines Corridor Project. The creation of a CRA allows for the use a specific funding mechanism—Tax Increment Financing (TIF)—within the boundaries of the redevelopment area. TIF provides a revenue source for capital improvement needs within the CRA. This is an especially important consideration for the Downtown CRA, which aligns closely with the boundaries of the Regional Activity Center, which is projected to have significant growth and development.

Hollywood Downtown CRA Plan

The Hollywood Downtown CRA Plan examines the existing historical context and cultural resources within the CRA district, as well as principles such as city form, connectivity and mobility, and land use. The document includes economic recommendations based on use type, including housing, retail, office, and hospitality. In addition, it presents a vision for the CRA that is based on the following goals:

- Enhance Downtown CRA's identity as a historic, cultural, and entertainment destination.
- Strengthen Downtown's role as a true city center.



- Revitalize underutilized land and encourage infill and higher densities by using efficient land use strategies.
- Provide a pedestrian-friendly environment with lively streetscapes.

Each has a framework of urban design objectives and strategies by which to achieve them:

- Increase density/intensity downtown to create a sustainable urban district.
- Establish character districts.
- Identify development opportunities.
- Create zoning recommendations to reinforce district character.

Hollywood Beach CRA Plan

The Hollywood Beach CRA plan is based on two principles: preserve the character and scale of Hollywood Beach and make Hollywood Beach a model “green” community. Within each principle, strategies and action items are presented to achieve each. These focus on:

- Preserving the character of the boardwalk
- Protecting historic structures
- Defining the characteristics of future development
- Creating mobility and parking plans
- Establishing sustainable standards and practices
- Creating pedestrian friendly streets

This document most directly relates to the Hollywood/Pines Corridor Project in that recommendations for Corridor segments and Mobility Hubs must preserve the urban downtown and beach character, respectively, while enhancing each through future development. Recommendations for the Urban segment of the Corridor not located within CRA boundaries should complement development as required by

design guidelines specified in each plan. This will be most applicable to the Dixie Highway Mobility Hub.

LAND DEVELOPMENT CODE ASSESSMENT

City of Hollywood

Zoning Designations

The City of Hollywood has a substantial number of zoning categories within its Land Development Code that have been developed to address the large variety of built-environment characteristics found within the city. As described in the discussion of corridor segments within this chapter, the Corridor study area cuts a transect through the city, with the older, more traditionally-designed areas located to the east and the more transitional, suburban areas located to the west.

This change in character, from the east to the west, is reflected in the type and number of existing zoning designations. Map 5-4 is a map that shows the existing zoning districts surrounding the corridor. Most are standard Euclidean districts, but, as discussed in more detail below, the City has adopted form-based regulations in its more historic and urban areas.

Residential Districts

The majority of lands within the study area boundary are zoned for residential uses. There are 5 primary Multi-family districts (RM-9, 12, 18, 25, WET & BRT-25), and 10 Single-family districts (RS-1—RS-10). These districts allow for primarily residential uses, with some exceptions including for religious, non-profit, and, in the BRT-25 district, commercial uses. Generally, these designations require significant front setbacks for the primary structure (20'-25'), and permit access and parking in the front of the structure.



Map 5-4: Hollywood Zoning Map



Zoning

Residential

- Single Family District
- Multiple Family District
- Multiple Family Residential Wetlands District
- Trailer Park District

Commercial

- Low Intensity Commercial District
- Low/Medium Intensity Commercial District
- Medium Intensity Commercial District
- Medium/High Intensity Commercial District
- High Intensity Commercial District
- Commercial Corridor District - Low Hybrid
- Commercial Corridor District - Low Hybrid Commercial South
- Commercial Corridor District - Moderate Hybrid Commercial
- Commercial Corridor District - Commercial Core
- Commercial Corridor District - Resort Commercial

- Central City Commercial Low Intensity
- Central City Commercial Mixed Use Medium Density
- Neighborhood Commercial Medium Intensity
- Neighborhood Commercial High Intensity
- Neighborhood Commercial High Intensity District

Office

- Light Intensity Office District
- Medium Intensity Office District
- High Intensity Office District
- Mixed Used Office District

Industrial

- Low Intensity Industrial and Manufacturing District
- Low/Medium Intensity Industrial and Manufacturing District
- Medium Intensity Industrial and Manufacturing District
- Limited Agricultural District
- Port Everglades Development District

Government/Institutional

- Government Use District
- Hospital District

Planned Development

- Planned Development District
- Planned Unit Development District
- Planned Unit Development Residential District

CRA

- CRA
- Transitional (CRA)
- Low Density Multiple Family (CRA)
- Low/Medium Density Multiple Family (CRA)
- Medium Density Multiple Family (CRA)
- Medium/High Density Multiple Family (CRA)
- High Density Multiple Family (CRA)

North Downtown

- North Downtown District 1
- North Downtown District 2

Young Circle

- Young Circle Districts

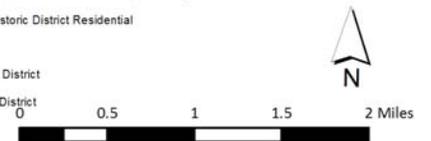
Beach

- Beach Resort Residential District
- Beach Resort Commercial District
- Beach Resort Tourist District
- Beach Resort A1A Residential District
- Beach Resort A1A Commercial District
- North Beach Development
- South Central Beach Residential Multiple Family District
- Broadwalk Historic District Residential

Other

- Country Club District
- Open Space District

- General Study Area
- City Hall
- Hospital
- Tri-Rail Station



Commercial and Office Districts

Within the study area, there is also a significant number of properties zoned with a commercial or office designation. There are five Commercial zoning districts (C-1–C-5) and four Office zoning districts (O-1–O-3 & O-M) within the city of Hollywood. Within the corridor study area, these districts are largely found west of Dixie Highway and primarily are located adjacent to Hollywood Boulevard. The commercial districts allow for a variety of uses, including upper-floor residential in the C-1–C-3 districts. The required setbacks vary greatly and are related to adjacent use and building heights (which can reach 175' in the C-4 and C-5 districts). The O-1–O-3 districts allow primarily for office uses and single family residential. The front setback requirements vary, although the minimum is generally 20'. The maximum allowable height in the O-1–O-3 districts is 75'. The O-M district also allows for office and multi-family residential (instead of single-family), with setbacks of 20' and a maximum height of 50'.

Community Redevelopment Districts

Hollywood has a number of zoning districts that are used only within the two Community Redevelopment Areas in the city. The zoning sub-districts for the Downtown CRA and the Beach CRA are all mixed-use in nature, and those within the Downtown CRA allow for the most significant development density/intensity within Hollywood.

The Central City Commercial Mixed-Use Medium Intensity (CCC-2) zoning designations also include design bonuses that allow for increases in density/intensity in exchange for specific design amenities. These bonuses are broken into five categories: Planning and Design, Building Features, Improvements to Rights-of-Way and On-site Public Spaces, Site Improvements, and Historic Criteria.

State Road 7 Commercial Corridor District (SR 7 CCD)

The SR 7 corridor has special zoning regulations that are supportive of its designation as a Transit-Oriented Corridor in the Comprehensive Plan. The SR 7 CCD has five sub-areas, two of which fall within the study area. To the north of Hollywood Boulevard is the Low Hybrid Sub-Area, which designates areas where small businesses interface with residential areas. To the south of Hollywood Boulevard is the Commercial Core Sub-Area, which is considered the main commercial core of the SR 7 corridor.

The SR 7 CCD development regulations encourage pedestrian connectivity and flexibility and allow for greater building heights (up to 175'). All properties over two acres in size require a master development plan that must be approved by the City Commission.

Design Guidelines

City of Hollywood Design Guidelines

In addition to the zoning district requirements, the City of Hollywood has adopted Design Guidelines (amended 2001). These guidelines address a number of architectural details, building construction characteristics, and other aesthetic features. In addition to the general requirements, there are specific guidelines for CRAs.

Design Guidelines for Historic Properties and Districts

The City of Hollywood also has specific design guidelines regulating the preservation of registered historic properties and designated historic districts. The regulations address the preservation and rehabilitation of properties as well as property additions and new construction within historic districts.



Parking Standards

The City of Hollywood's parking standards for all zoning districts outside of the CRAs are found in Article 7 of the Land Development Code. The general standards are fairly typical of suburban standards, requiring a minimum number of spaces but not imposing a maximum cap. The parking ratios are also indicative of those that would be found in suburban areas. Examples include retail uses at 4 spaces per 1,000 sf, office uses at 4 spaces per 1,000 sf, and residential requirements at typically between 1.5–2 spaces per unit.

The requirements vary greatly in the city's CRAs. The CRAs have shared parking requirements to help balance demand between uses, and although parking maximums do not exist in all districts, if the minimums are exceeded, additional parking area is counted against the allowable floor area ratio (FAR). There are also specific regulations for some zoning sub-districts within the CRAs. The CCC-1 and CCC-2 districts have no parking requirements for retail, commercial, and office uses on the first two floors of buildings. The North Downtown and Young Circle zoning sub-districts have reduced standards that also include parking maximums.

City of Pembroke Pines*Zoning Designations*

The city of Pembroke Pines historically has developed from east to west, and the zoning designations reflect the changing development pattern that has emerged over time. This east-to-west difference is most obviously reflected in the common use of the Planned Unit Development (PUD) zoning designation, which is a site-plan-controlled district that has been the preferred zoning for many of the large modern suburban residential developments that have been built over the last 20 years. Map 5-5 is a current zoning map of Pembroke Pines.

Residential Districts

Excluding residential PUDs and the R-1T mobile home district, there are three single-family zoning districts (R1-B, R1-C, and RS-7) located within the Corridor study area. R1-B and R1-C differ only in allowable lot sizes, whereas the RS-7 district allows for some development clustering through reduced setbacks and shared common spaces. Multi-family districts in the study area include the Two-Family (R2-U), Townhome (TH-12), Low-Density Multiple (R-3), and Apartment (R-4 & R-4A) districts. These districts all have standards that are typical of suburban development patterns, with large required setbacks from public rights-of-way and no requirements for connectivity between developments.

Commercial and Office Districts

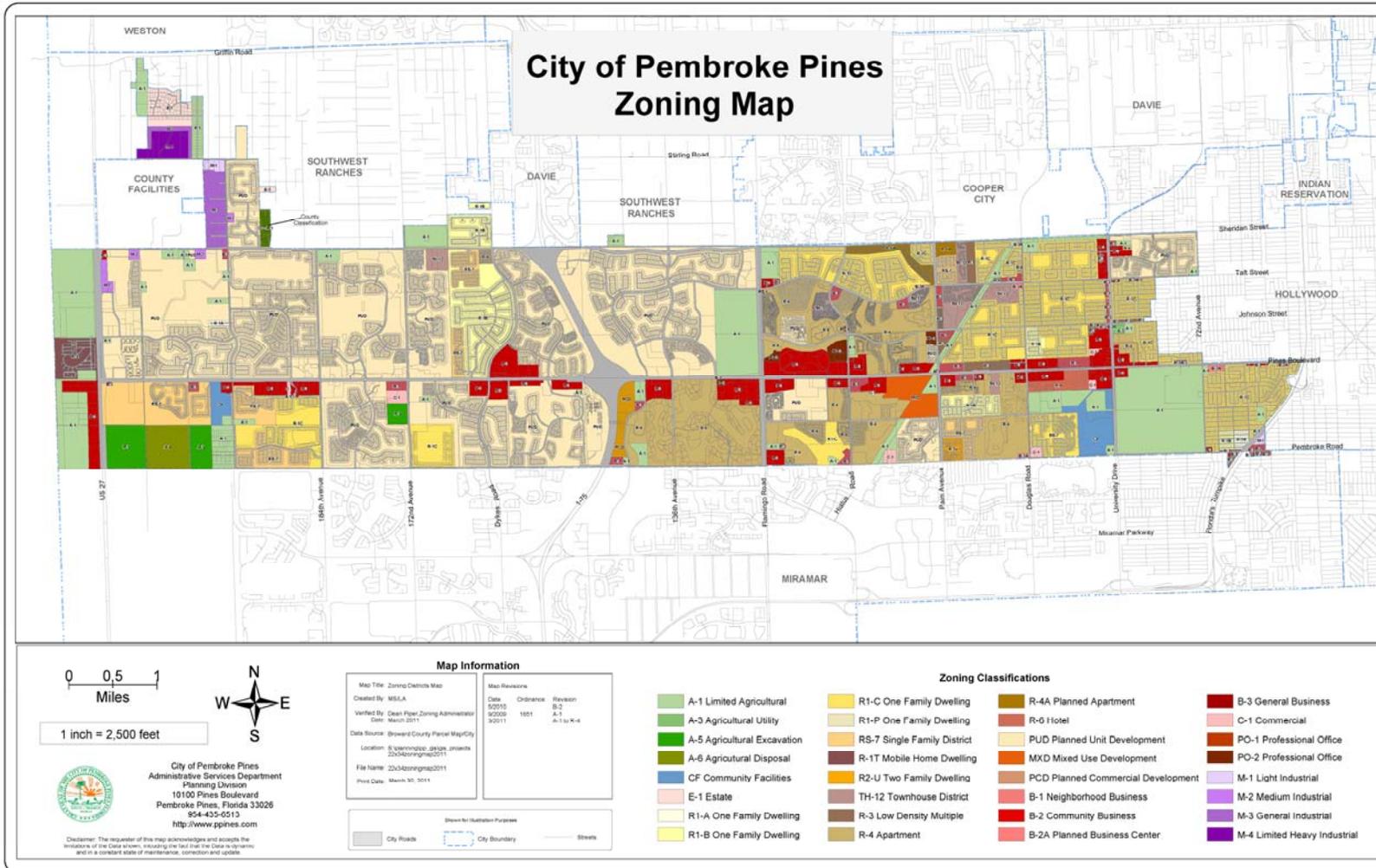
There are a number of commercial and office districts within the Corridor study area, most of which are located immediately adjacent to the roadway. The most common of these districts within the study area include General Business (B-3), Community Business (B-2), Professional Office (PO-2), and, to a lesser extent, Commercial (C-1). The B-2 and B-3 districts are primarily for retail and commercial uses, with the B-3 district primarily focused on larger retail developments, including big box centers and regional malls. The PO-2 district along the Corridor is designed to accommodate suburban-style offices, particularly medical offices, and hospitals. The C-1 district is designated for warehouse and other intensive commercial uses and includes the Waste Pro USA facility at 172nd Avenue and two self-storage facilities located off of University Drive.

Mixed-Use Development (MXD) District

A MXD district is designed to encourage the development of mixed-use areas within the city through flexible design



Map 5-5: Pembroke Pines Zoning Map



regulations to encourage more innovative developments. This designation can be used only for properties that are at least 25 acres in size and where there are at least two primary land uses. The district places a priority on architectural design and creating quality pedestrian environments by emphasizing quality streetscape and ground floor active uses. The City Centre development, located at the intersection of Pines Boulevard and Palm Avenue, is the only property zoned MXD within the study area at this time.

Parking Standards

The required parking standards in Pembroke Pines are found in Section 155.251 of the Land Development Code. These are generally typical suburban standards, requiring a minimum number of spaces but not imposing a maximum cap. The parking ratios are also indicative of those that would be found in most suburban areas. Examples include retail uses at 3.5 spaces per 1,000 sf, office uses at 3.5 spaces per 1,000 sf, and residential requirements between 2.0–2.1 spaces per unit. The City's code prohibits shared parking arrangements and requires that all individual uses have the required number of spaces for each individual use, which has the potential to inhibit mixed-use development.

CONCLUSIONS

There are significant differences between the existing land uses in the cities of Hollywood and Pembroke Pines, in large part due to the timeframes in which they were developed, with an east-to-west pattern generally consistent in Broward County. In many ways, Hollywood, an older city with more urban areas in need of new stimulation and redevelopment, has been more proactive in developing facilitating regulations, with an emphasis on creating a more urban and pedestrian-oriented development patterns along the Hollywood

Boulevard Corridor. Evidence of this can be found in the CRAs, where regulations are focused more on building form and the public realm and where modified parking regulations allow for more flexibility to developers and reduce standards. In addition, the SR7 zoning districts provide a framework for creating a more transit-supportive development pattern through the thoughtful redevelopment of commercial uses along that corridor.

The land development code within Pembroke Pines is very suburban in nature and offers little design flexibility, consistent with many younger Florida communities. However, the MXD zoning designation emphasizes the characteristics of pedestrian activity and connectivity, which are essential to creating more transit supportive development pattern.

Although there are significant differences between the development patterns and land development codes in Hollywood and Pembroke Pines, there are still many opportunity areas along the Hollywood Pines Corridor where recommendations could be made that would provide for increased densities/intensities upon redevelopment and improving the transit and pedestrian/bicycle environment, particularly near mobility hubs. These recommendations, described in more detail in subsequent chapters, should focus on the following areas:

- Parking Flexibility—Allowances for shared parking, parking ratio reductions, and changes in parking dimensional requirements.
- Setbacks/build-to-lines—Reductions in setback requirements or flexibility within those requirements to encourage a street urban edge to develop over time.



Maximum setbacks or build-to lines could also be considered.

- Connectivity— Internal connectivity within developments, and connectivity between developments to reduce the number of automobile/pedestrian trips required to use Hollywood/Pines Boulevard.
- Design Overlay—Consideration of design overlay or guidelines in special locations to holistically explain to and incentivize the marketplace to undertake redevelopment conducive to these community goals.



CONCLUSIONS AND RECOMMENDATIONS

The land-use analysis documented in this chapter includes the synthesis of both the quantitative and qualitative analyses included in Technical Appendices 5-F and 5-H, respectively.

The Hollywood/Pines Corridor contains a variety of historical and current land use and development characteristics that are representative of both urban and suburban environments. The corridor has evolved over time, and the existing conditions are the result of changes in demographics, economic conditions, and market preferences that have occurred over the last 100+ years.

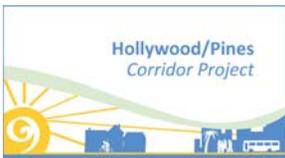
The built-out nature of the corridor means that the next wave of population growth, which is expected to be significant, will need to be accommodated through infill development and redevelopment of existing urban fabric. This reality poses both a challenge and a tremendous opportunity to develop transit-supportive land-use patterns over time.

The key will be to concentrate development in locations that, whether as a result of existing land-use conditions or existing/planned transit infrastructure, will have the greatest impact in supporting transit-supportive development and improving community livability. This will be achieved by focusing on the following:

- **Market Demand** – Understanding market demand along the corridor is key to identifying the best opportunities to encourage growth and economic development. The study

area is large and contains more allowable density/intensity than will be needed to accommodate projected growth in the foreseeable future, although not necessarily in the right places. Identifying key market niches and providing opportunities for them at key locations (specifically Mobility Hubs) will be an important strategy to increasing transit support along the corridor.

- **Connectivity** – Improvements in connectivity will be extremely important for both pedestrian and automobile traffic. Improving connectivity between land uses will provide options for pedestrians and connect the grid to reduce traffic, specifically at major intersections.
- **Public Realm Design** – The development of a consistent, market-sensitive, and comfortable public realm design will be essential to the future success of the corridor. Large sidewalks, bike lanes, street lighting, and attractive streetscape should all be considered.
- **Form-Based Regulation** – Strong consideration should be given to implementing form-based regulations for development along the corridor, particularly at key locations. These regulations will help ensure that the desired development pattern emerges while allowing for land use flexibility.



Using the analysis included within this chapter and in Technical Appendices 5-F and 5-H, three Mobility Hubs were selected for the creation of development scenarios that assessed alternative build-out characteristics and public/private realm concepts at these key locations. The purpose of this exercise was to help the community more fully understand the positive effects of focused growth on the transit system and the overall land use patterns along the entire corridor. Specific land-use and transportation recommendations were made for consideration at the Mobility Hubs and, more generally, along the entire corridor to ensure that growth is managed and leveraged in a manner that creates a more livable, connected, and transit-supportive urban environment for both cities.

