

# PLANNING FRAMEWORK

The Planning Framework presented in this section provides an organizing strategy for undertaking infrastructure improvements in the Coral Springs Mobility Hub study 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 multimodal improvements in the Coral Springs study area, which as described previously coincides with the existing Community Redevelopment Area (CRA) boundary, in coordination with other ongoing City planning efforts. Sample Road and University Drive separate the area into four (4) distinct quadrants and provide east/west and north/south regional connectivity into the area.

Framework development included reviewing planning area activities and circulation patterns for all travel modes in the study area for multimodal connectivity opportunities, including the functionality of bike/pedestrian connections and the impact of anticipated redevelopment projects. The Framework is consistent with the City’s current redevelopment efforts and long-term aspirations, and with other recently completed studies related to economic development and wayfinding.

The Planning Framework builds on past planning efforts, stakeholder input, and an understanding of existing planning area conditions, as described in the preceding **Planning Context** report. It is consistent with the findings of the preceding **Market Analysis** report. It guides the application of specific Mobility Hub Elements in defined areas, as described later in this section. The Framework serves as a “pivot point” between a general discussion of City and transportation agency aspirations and the identification of specific **Project Elements** that can

support these aspirations, some of which would be eligible for Federal Transit Administration (FTA) funding. This section presents the following:

- **Framework Themes and Considerations** to guide development of the physical Framework.
- **Hub Elements**, consistent with the broader Broward Metropolitan Planning Organization (BMPO) Mobility Hub initiative, under consideration for inclusion in the physical Framework.
- **Framework Layers** that describe the anticipated *development pattern* in the Mobility Hub area, planned and 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 that 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): EXISTING COMMERCIAL DEVELOPMENT NORTH OF SAMPLE RD

Source: HNTB



FIGURE F-2 (RIGHT): PENDING DEVELOPMENT SOUTH OF SAMPLE RD

Source: City of Coral Springs



## FRAMEWORK THEMES AND CONSIDERATIONS

Based upon the review of current physical conditions, recent planning efforts, and stakeholder feedback regarding the study area, the following considerations provide “guiding themes” for the organization and development of a Planning Framework.

**TRANSPORTATION: Increase Accessibility and Visibility of Mobility Options**

**DEVELOPMENT: Create an Expanded, Cohesive Mixed-Use Environment**

**IMPLEMENTATION: Support Phased Transit Upgrades**

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 collaborate with *partners to support longer-term initiatives*.

### TRANSPORTATION

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Transit, bicycle and pedestrian mobility infrastructure in the study 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, the Hub area 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

- Construction of a neighborhood transit center (NTC) is a requirement of the existing Downtown Coral Springs Development of Regional Impact (DRI), dependent on the fulfillment of development and traffic thresholds. The NTC

concept is an off-street facility within the DRI area that provides bus transfer facilities, bicycle storage, and a kiss and ride area; it is not intended to be a park and ride facility. The DRI requires the construction of an NTC prior to the issuance of a Certificate of Occupancy for any use triggers a threshold of more than 1,401 total vehicle trips per hour, which is 50% of the total allowed by the DRI. The likelihood of the requirement for the NTC being triggered appears very low, as at this time existing development is producing only 59 two-way peak hour vehicle trips; an additional 1,342 two-way peak hour vehicle trips would need to be produced within the next fifteen years. Additionally, BCT would be unlikely to use the facility since it prefers to maintain bus operations on primary roads and not deviate from routes unnecessarily. The Planning Framework instead focuses on *supporting a variety of mobility services with BCT local routes remaining on-street* through the Hub area.

- *Focus Mobility Hub improvements in the vicinity of Sample Road and University Drive, and within a walkable zone (1/4 mile) that extends further to the west and south to encompass civic and healthcare uses. Facilitate transfer activity between BCT routes at the immediate intersection, easier transfers between BCT and other transportation providers/modes, and “last mile” connections in all directions. Modes to support include walking, biking, taxi or rideshare services, and/or local shuttle routes.*
- *Enhance bicycle and pedestrian crossings at Sample Road and University Drive to support non-motorized movement for area employees, customers, visitors, and residents, and to counterbalance the current emphasis on vehicular movement through the Mobility Hub. Place particular emphasis on the safety of secondary crossings away from the primary Sample / University intersection, to reflect emerging “desire lines” of movement within the area. Desire lines are paths created by consistent foot traffic from an origin to a destination via a shorter path than the constructed path.*

Support and facilitate the *community shuttle service that provides local accessibility within Coral Springs*. Shuttle routes should *rely on secondary Coral Springs roadways* in the area to provide direct accessibility to more

destinations. Physical infrastructure investments in the Mobility Hub area should support a long-term strategy to expand service hours and routes.

**VISIBLE MOBILITY OPTIONS**

- Focus transit amenities in selected locations along Sample Road and University Drive to increase *the visual presence of transit as a key element of Coral Springs*, in conjunction with lighting, signage, and other wayfinding elements to provide a consistent visual streetscape “vocabulary.”
- Physical enhancements at BCT stops in the Hub area will *utilize the standard BCT shelter for consistency with other City stops*, while also considering user amenities and coordinating aesthetically with the adopted wayfinding and identity signage standard for the Hub area, in lieu of standard pole signage (see Figures F-3 and F-4). The addition of real time transit information capability at the stops should also be explored.

FIGURE F-3 (LEFT): BCT STANDARD BLACK SHELTER  
 FIGURE F-4 (RIGHT): DOWNTOWN SIGNAGE STANDARD



- Create a *unique streetscape environment along Sample Road* through downtown Coral Springs to increase awareness of the district and establish a sense of arrival and departure for people as they travel through. This effort should build upon the adopted signage initiative and be carefully considered during review of Village Green redevelopment proposals at the northwest corner of University Drive and Sample Road. It is the first commercial plaza constructed in the City, and the CRA plan recommends redevelopment with residential and neighborhood commercial uses.
- 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 to downtown Coral Springs should be improved*. Transit amenities should focus on user convenience, comfort, and visibility.
- Transit, multimodal, and wayfinding features should *strike a balance between elements scaled to: 1) drivers* along Sample Road and University Drive to identify entry into downtown Coral Springs at arterial entry points, and 2) *pedestrians, bicyclists and transit users* on lower speed secondary streets within the Coral Springs Hub area.

## DEVELOPMENT

Development in the study area should concur with the current CRA Master Plan and Economic Development Strategic Plan, including the over-arching goal to foster a more cohesive mixed-use environment as redevelopment continues in the area. In particular, there are significant opportunities on the undeveloped parcels in the area north of Sample Road. The City’s recently adopted form-based code establishes an effective policy framework for this goal.

### ENHANCE THE MIXED-USE CORE NORTH OF SAMPLE ROAD

- The walkable and higher density development pattern emerging south of Sample Road with Cornerstone and the civic complex should be expanded north across Sample Road. Discussions regarding the Village Green parcel, the vacant former City Hall site, and the former Publix site at the northeast corner of University Drive and Sample Road should *consider internal walkability, publicly accessible open space, multimodal site ingress/egress and the ability to connect across Sample and University to nearby developments.*
- As redevelopment occurs, *key elements to maintain and/or enhance within the public realm* should include open water features, existing tree canopy, night lighting, and established landscaping where feasible.
- Concentrate higher density mixed-use development within the study area, including *redeveloping existing surface parking to instead accommodate structured parking and support a pedestrian orientation* on newly redeveloping sites.

### FOSTER CONNECTED, CONSISTENT MIXED-USE DEVELOPMENT

- Incorporate *enhancements to the secondary crossing location of Sample Road and NW 94<sup>th</sup> Avenue, with transit stops aligned with open space features* both south (existing) and north (pending). This will encourage multimodal activity, reduce local vehicle trips, and provide benefits to developments on both sides of Sample Road. The ability of transit riders and pedestrians to cross between the two (2) areas can be safely accommodated, in conjunction with the potential need to support controlled left turn movements. Figure F-5 depicts current conditions with no facilities to allow for pedestrian passage at a location that will see increased pedestrian traffic as redevelopment efforts continue.

FIGURE F-5: EXISTING CONDITION AT SAMPLE ROAD AND NW 94<sup>TH</sup> AVENUE

Source: HNTB



- From the Sample and University corridors, *transit and other multimodal connections can be made to other walkable “nodes” of activity*, primarily, to the west and south, to provide connections to civic and healthcare destinations.

- Redevelopment adjacent to Sample and University rights-of-way should *carefully manage access points and curb use to facilitate pedestrian use and safety. Adequate right-of-way and/or easements as needed should also be proactively secured* to accommodate both near-term and long-term transit facilities, along with careful consideration of accommodating shuttles and bicycles on-site in locations convenient to transit for transfer purposes.
  
- As discussed in the adopted City planning documents and reflected in the recently approved Cornerstone development adjacent to City Hall, *higher density development should accommodate pedestrians and transit access* (see Figure F-6), including:
  - a sense of arrival and orientation from public roadways;
  - ease of movement for all users; and
  - outdoor spaces such as dining areas, plazas, etc. oriented to public side streets or within development sites on private “streets”, rather than toward traffic or arterial roadways.

**FIGURE F-6: PEDESTRIAN ENVIRONMENT OF INTERNAL STREET IN PENDING CORNERSTONE DEVELOPMENT (VIEW FROM CITY HALL PLAZA LOOKING EAST)**

Source: City of Coral Springs



## IMPLEMENTATION

Implementation of the study area recommendations, in coordination with partners, will require a balance of near-term initiatives and longer-term strategies 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. Delineate and secure needed curbside and right-of-way access, in particular along Sample Road east and west of University, to support consolidated BCT stop locations both eastbound and westbound.
  
- To achieve the goal of having a safe and effective multimodal environment, pedestrian and bicycle access need to be enhanced at secondary intersections in the Mobility Hub area. Pursue a traffic study to evaluate a phased strategy for the eventual signalization, either full or pedestrian-activated, of the following intersections: Sample Road and NW 94<sup>th</sup> Avenue, University Drive and NW 32<sup>nd</sup> Street, Sample Road and Broken Woods Drive, and University Drive and Broken Woods Drive.
  
- Prior to significant investment, 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. Tactical urbanism refers to low-cost, temporary changes to the built environment, such as converting a parking space into a park-like space or erecting temporary barriers to alter traffic patterns.
  
- Prior to installation, have agreements in place that specify the *responsible party for maintenance* for Mobility Hub elements. This could involve Agreements among the City, County, and/or other adjacent private property owners.

**LONG-TERM COLLABORATION**

- A City strategy for the study area should include *an improved network of street connectivity* over time, supported by appropriate site planning. The Downtown Coral Springs CRA Design Guidelines contain an illustrated plan of new and existing streets to create a better pedestrian-oriented environment. The Design Guidelines should be applied to all redevelopment proposals so that the reservation of needed public right-of-way segments for effective public circulation between and through redevelopment sites is achieved. Additionally, there should be close coordination with Florida Department of Transportation (FDOT) regarding the future transfer of jurisdiction of University Drive north of Sample Road.
  
- Require *cross-access easements between properties*, along with the ability to access parcels from the secondary Coral Springs roadway network wherever feasible, to facilitate circulation within and decrease reliance on perimeter arterials for short local trips.
  
- Leverage various public and private *funding mechanisms to supplement the FTA funding (available through the Broward MPO) for the implementation of recommended improvements. Support development in the Mobility Hub area with other available sources.*
  - Develop a strategy to accommodate information regarding BCT, community shuttle and other mobility options through an expanded signage initiative, in coordination with the planned wayfinding and community gateway signage initiative.
  - To maximize overall impact, coordinate improvements with projects that have been submitted for other sources of funding, such as the Complete Streets and other Localized Initiatives Program (CSLIP) improvements to Coral Hills Drive north of Sample Road.
  - Consider use of CRA and/or City tax revenues to support mobility investments that are not eligible for FTA funds.
  
- Carefully coordinate Mobility Hub efforts with the Broward County “Penny for Transportation” surtax projects to maximize mutual benefits. Potential funding via the surtax for a Neighborhood Transit Center could be utilized alternatively for curbside “Superstop” facilities. A Superstop is a large bus staging area used where many routes come together at a point in the system. The intent of a Superstop is to not only serve as a transit system destination/transfer station, but also to act as a community focal point.

## MOBILITY HUB ELEMENTS

City stakeholders participated in discussions to prioritize potential Mobility Hub elements 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-7 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-8 provides examples of potential Mobility Hub 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-9 provides examples of potential Mobility Hub improvements to enhance placemaking related to urban design for both the pedestrian and driver experience, and to strengthen community identity. Alternative sources of funding are required for placemaking elements as these are not eligible for FTA funds. Placemaking elements are intended to:

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

FIGURE F-7: MOBILITY ELEMENT EXAMPLES

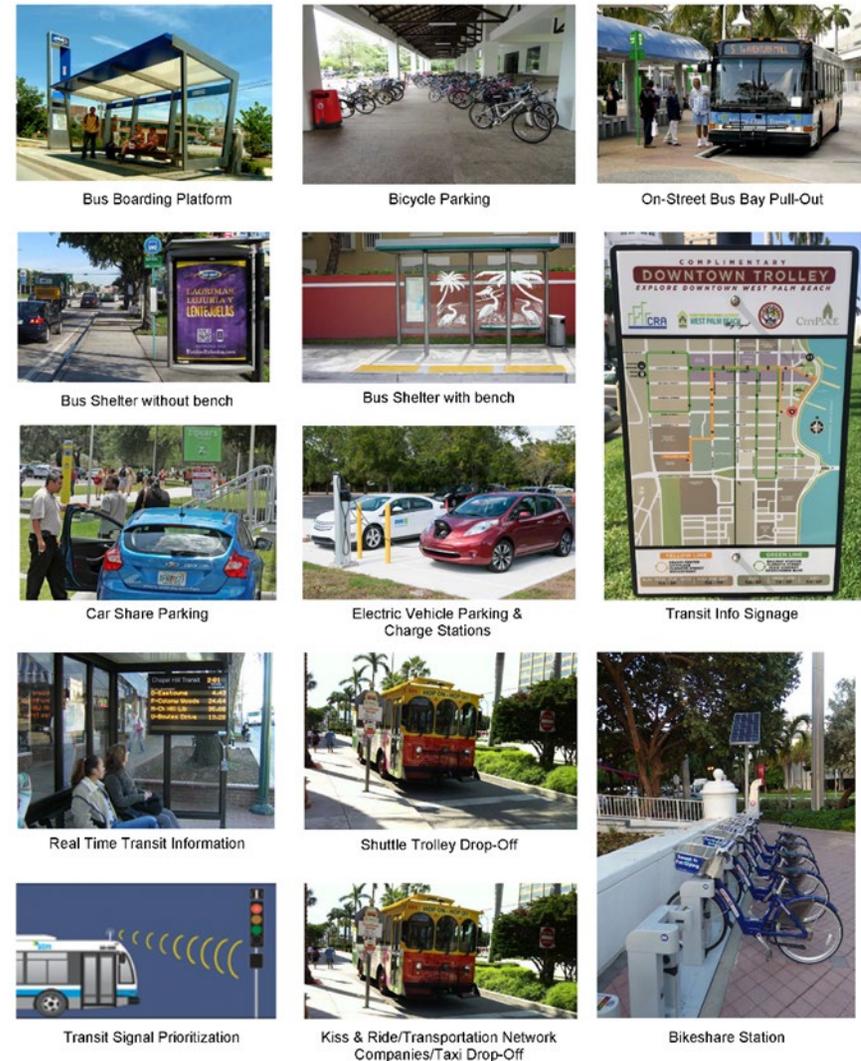


FIGURE F-8: SAFETY ELEMENT EXAMPLES



Protected Bike Lanes



Raised Pedestrian Crosswalk



Pedestrian Activated Signals



Pavement Upgrade



Pedestrian-Scale Lighting



In-Ground Lights



Pedestrian Refuge Median



Lighted Crosswalk

FIGURE F-9: PLACEMAKING ELEMENT EXAMPLES



Community Entry Marker



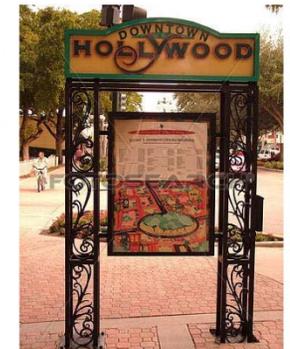
Wayfinding Signage



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-10 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 overall 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

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The Development Framework is long-term in focus. Despite challenges of an established development pattern that is compartmentalized and disconnected, the Framework suggests a *proactive and intentional strategy* to support a more integrated and intensive mix of uses focused near the intersection of Sample Road and University Drive. Figure F-10 depicts the following:

- **Land Uses** remain unchanged in the surrounding established area, while focusing mixed-use development opportunities in the four (4) quadrants of the Sample Road and University Drive intersection and west to Coral Hills Drive. Integration of more intensive office and residential uses in this corridor can further support new retail activity.
- Several potential **Development Sites** are delineated as priorities of the City of Coral Springs for future change and can be undertaken in phases in response to ongoing market demand. Redevelopment should allow for increased intensity, consistently apply Coral Springs form-based codes and design standards and prioritize pedestrian access and coordinated curbside transit facilities. Figure F-11 summarizes key site characteristics for both pending and potential development sites, including the Cornerstone development at the southwest corner of University Drive and Sample Road that will break ground in 2020, and the Village Green site and former City Hall

site in the northwest quadrant of the University Drive and Sample Road intersection, currently in the development proposal phase with the City.

- **Public Space Opportunities** in the Mobility Hub area are intended to supplement the existing City Hall plaza and the Art Walk and are informed by the Downtown CRA Design Guidelines, which also address acreage minimums and important view corridors. Opportunities indicated are focused on the potential to provide pedestrian- and transit-friendly connectivity, and functional open spaces in conjunction with redevelopment proposals. Locations are aligned with high priority transit and pedestrian crossing recommendations (see Figure F-12) and should also be coordinated with the City’s ongoing public art initiative.
- **Potential Public Realm Investments**, including locations for community identity elements, information signage and local wayfinding features. Locations are conceptual, and generally reflect the pending wayfinding and gateway signage approved by the City, visually establishing an extent of the Coral Springs downtown core. An initiative to provide improved transit visibility and information should expand upon the approved downtown signage palette and align mobility-focused information with the general signage.

## MULTIMODAL OPPORTUNITIES

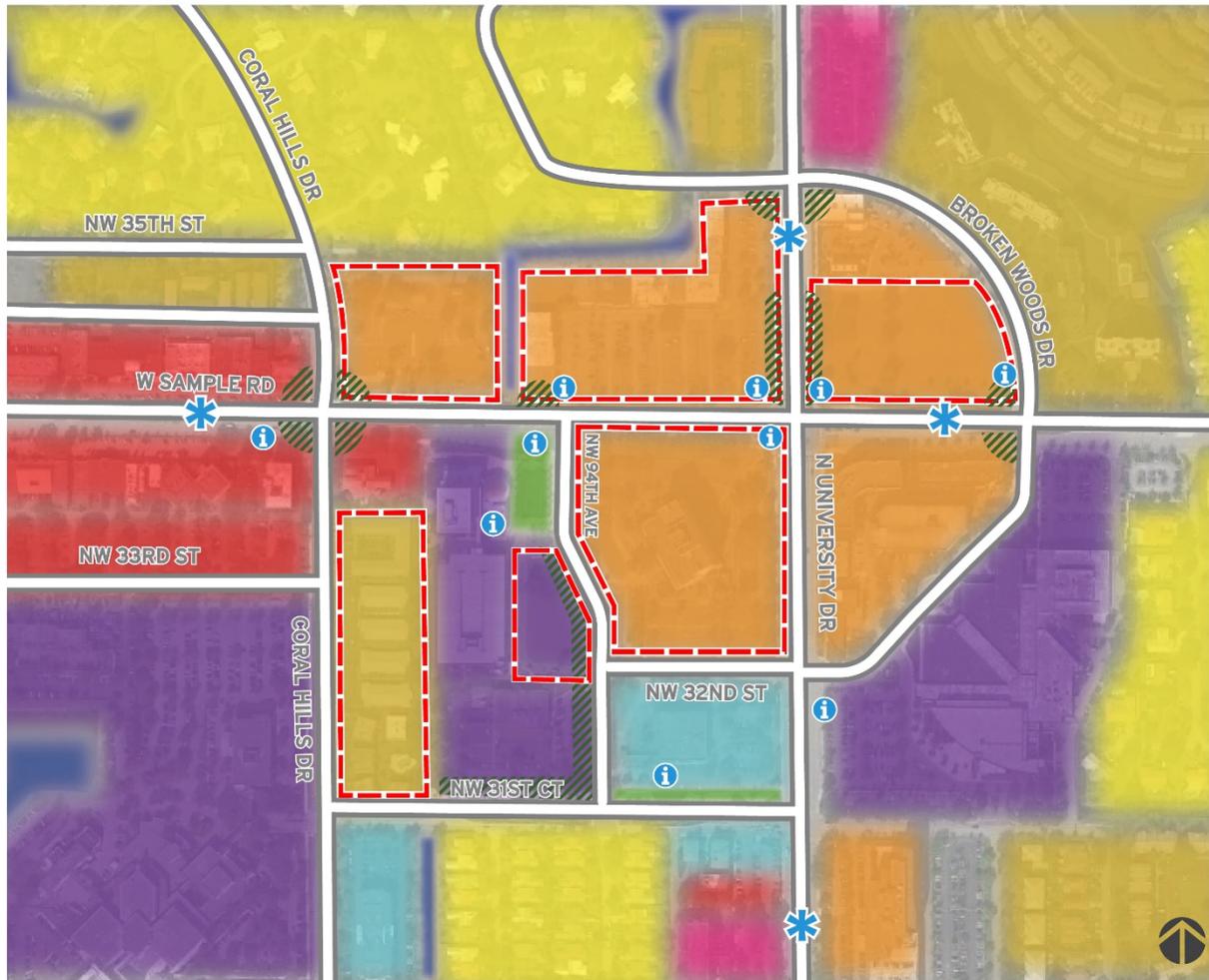
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Figure F-12 depicts the following:

- **Key Movements** at three (3) scales:
  - Regional transit and auto movements along the primary arterial network, including BCT service along Sample Road and both regular BCT and Breeze service along University Drive).
  - potential community shuttle movements and local auto on the secondary street network, providing access across Sample Road and University Drive, and to destinations including the Northwest Regional Library, Broward Health Coral Springs, and adjacent residential neighborhoods.



FIGURE F-10: DEVELOPMENT PATTERN AND PUBLIC REALM



**Land Uses**

- Commercial
- Mixed-Use (Commercial, Multi-Family, and/or Office)
- Hotel
- Multi-Family Residential
- Single-Family Residential
- Plaza/Open Space
- Office
- Activity Generator
- Water Bodies

**Key Properties**

- Future 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

Not to scale

FIGURE F-11: HIGH PRIORITY MOBILITY HUB REDEVELOPMENT SITES

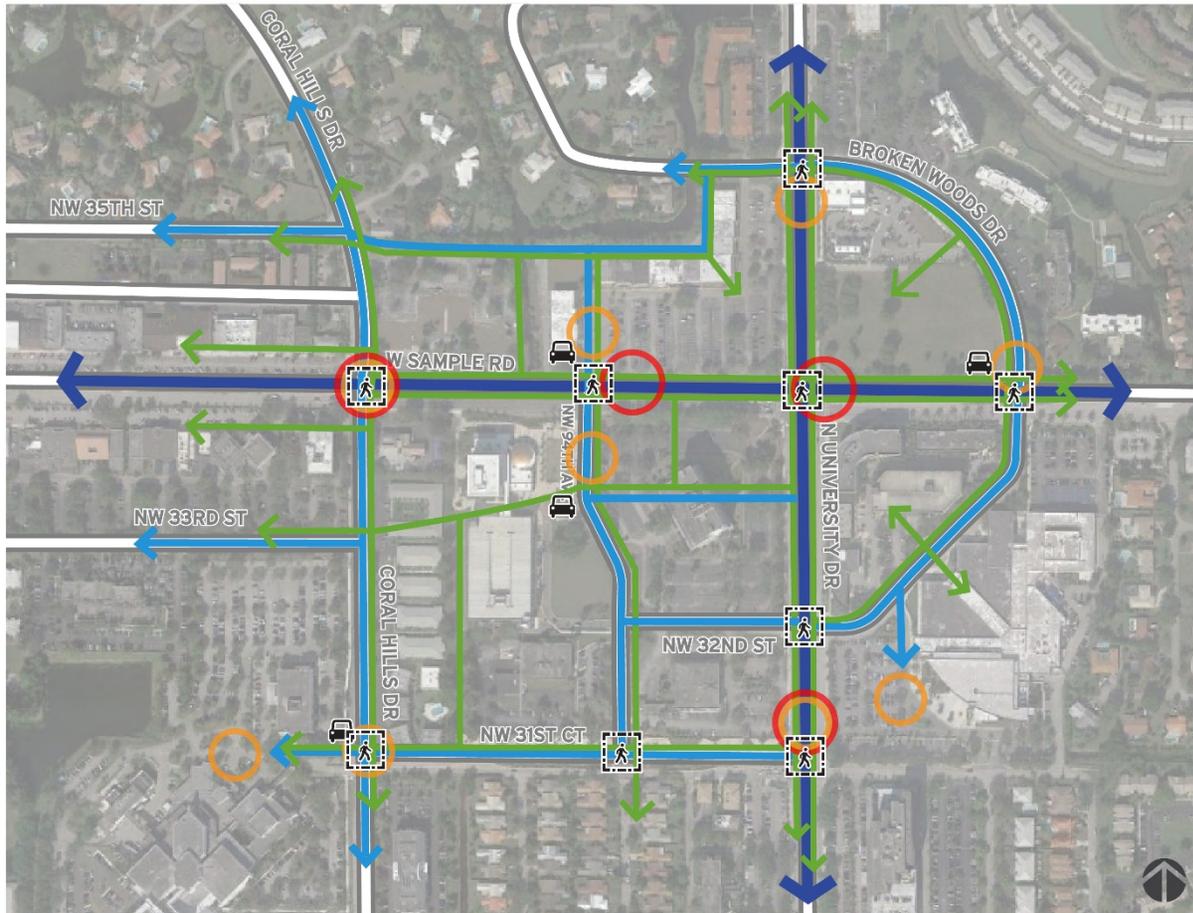


Pending or Potential Development Site

- A** approx. 1.1 acres
  - City-owned redevelopment parcel
  - Potential activity generator
  - Opportunity to lease parking spaces in City garage
- B** approx. 6.4 acres
  - "Cornerstone at Downtown Coral Springs"
  - Mixed-use development including residential, hotel, and commercial space.
- C** approx. 6 acres
  - "Signature" residential with supporting retail and restaurant
  - Accommodate community shuttle facility
  - Effective curbside transit access
  - Access management and internal circulation are key
- D** approx. 7.5 acres
  - "Village Green" site
  - Retail, restaurant, office and/or residential
  - Effective curbside transit access
  - Access management and internal circulation are key
- E** approx. 4.4 acres
  - Former City Hall site
  - Consolidate with "Village Green" site
  - Residential and/or office
- F** approx. 4.2 acres
  - Long term redevelopment potential
  - Office and/or residential
  - Potential civic use expansion

Not to scale

FIGURE F-12: MULTIMODAL OPPORTUNITIES



Not to scale

**Key Movements**

- Regional Connectivity
- Community Connectivity
- Pedestrian / Bike Connections

**Multimodal Opportunities**

- Enhanced Pedestrian Crossing
- Primary Transit Access
  - BCT, Breeze, Community Shuttle
- Secondary Transit Access
  - Community Shuttle/Mode Transfer
- TNC/Micro Transit/Kiss-n-Ride Dropoff
  - Off-street zone convenient to transit

- Local pedestrian and bike connections to support daily activity and transit use, including improved access to and through pending redevelopment sites.
- **Multimodal Opportunities**, typically at or near intersections:
  - Enhanced pedestrian crossings along Sample Road and University Drive, and at Coral Hills Drive and NW 31<sup>st</sup> Court, to increase the visibility of the pedestrian network and encourage crossing at limited and clearly delineated locations.
  - Evaluation of crossing opportunities should coincide with a traffic study evaluating the potential of signalization at secondary crossings that could see increased pedestrian use after redevelopment, within a hierarchical system. Such signals could potentially be pedestrian-activated and be undertaken along with reduced speed limits or other pedestrian-friendly initiatives.
  - Primary transit stops to serve existing BCT service running east-west on Sample Road, including supporting transfers to north-south BCT and Breeze service on University Drive.
  - Secondary transit access points to delineate and upgrade community shuttle service, and to facilitate mode transfer to BCT and microtransit, including bicycles.
  - Proposed Transportation Network Companies (TNC) such as Uber & Lyft and Kiss-n-Ride drop-offs in designated locations convenient to transit boarding, including a location that could utilize City Hall facilities adjacent to the parking garage. If bikeshare is implemented, a bike locker facility should also be incorporated in a location convenient to City Hall and both shuttle and BCT transit stops.
  - 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.

## PROJECT PRIORITIES

A preliminary Framework was discussed with City representatives in January 2020, and subsequently further developed and refined to reflect newly adopted policies related to economic development and wayfinding signage. Based on the feedback received, priorities were established to guide detailed design in the next phase of the Mobility Hub planning process.

## IMPLEMENTATION FOCUS AREAS

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The Mobility Hub study area has been organized into discrete segments for purposes of further project development and phasing, as shown in Figure F-15. Implementation with the support of Mobility Hub funding will focus primarily on supporting the existing community shuttle system and facilitating safe pedestrian movement through the Mobility Hub area, as longer-term initiatives related to redevelopment opportunities come into focus.

- **Community Transfer Hubs:** Transfer hubs should be implemented at the Coral Springs City Hall, at Broken Woods Drive near Sample Road, and at Broward Health Coral Springs, with specific siting pending further evaluation of localized conditions, pending redevelopments, and shuttle routing options. These locations can facilitate use of and transfers between shuttle routes, bicycles, TNCs and BCT service (where adjacent to Sample Road) in conjunction with adjacent pedestrian improvements. Scalable stop designs will interpret the established City shelter and signage standards, be Americans with Disabilities Act (ADA) compliant, and improve the visibility of the shuttle system. Figures F-13 and F-14 depict existing curbside conditions adjacent to the City Hall plaza, which are conducive to establishing a shuttle stop and transfer hub.

- Community Shuttle Stops:** High priority stop locations for Mobility Hub funding will be located in the public right-of-way or in public parking lots and support transfers between shuttles, bicycles, and in some locations BCT buses, TNCs and/or parking areas. Scalable stop designs will interpret the established City shelter and signage standards, be Americans with Disabilities Act (ADA) compliant, and improve the visibility of the shuttle system. utilizing additional non-FTA resources. The established stop design elements can also be used to identify and support the shuttle system on private property, to establish a cohesive system.
- BCT Stop Upgrades:** BCT stops on Sample Road west of University Drive should be upgraded to bus shelters and made more visible and accessible. Westbound stop improvements can be developed in conjunction with pending Village Green redevelopment and nearby intersection crossing upgrades at NW 94<sup>th</sup> Avenue. An eastbound stop is already planned, with a basic BCT shelter to be funded as part of the pending Cornerstone development project; potential additional signage and amenities should be considered.
- Sample Road Crossing Studies:** Intersection upgrades are recommended at Sample Road crossings at NW 94<sup>th</sup> Avenue, Coral Hills Drive, and Broken Woods Drive, in conjunction with shuttle and BCT stop improvements. Design options, including the potential for pedestrian-activated signals, should be explored.

Design concepts, specific locations for Mobility Hub-funded infrastructure, and cost estimates will be developed in the next phase of the planning process for near-term investments after more detailed evaluation of opportunities within the focus areas. Locations for investment will be finalized during the next phase based upon a more in-depth review of site conditions and ADA accessibility strategies.

FIGURE F-13: CURBSIDE VIEW AT NW 94<sup>TH</sup> AVENUE, LOOKING SOUTH

Source: HNTB

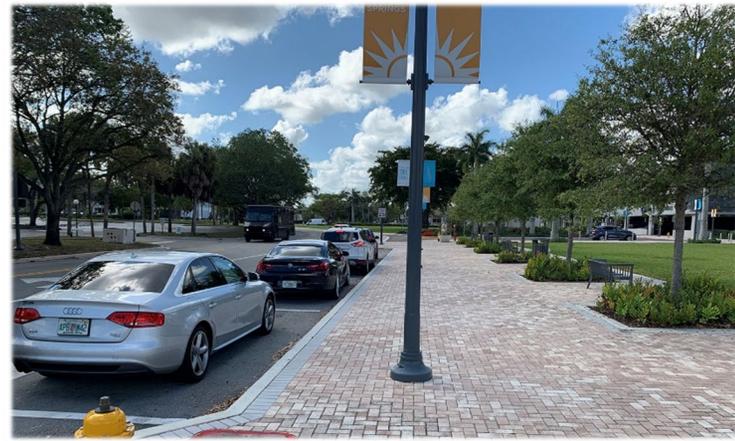
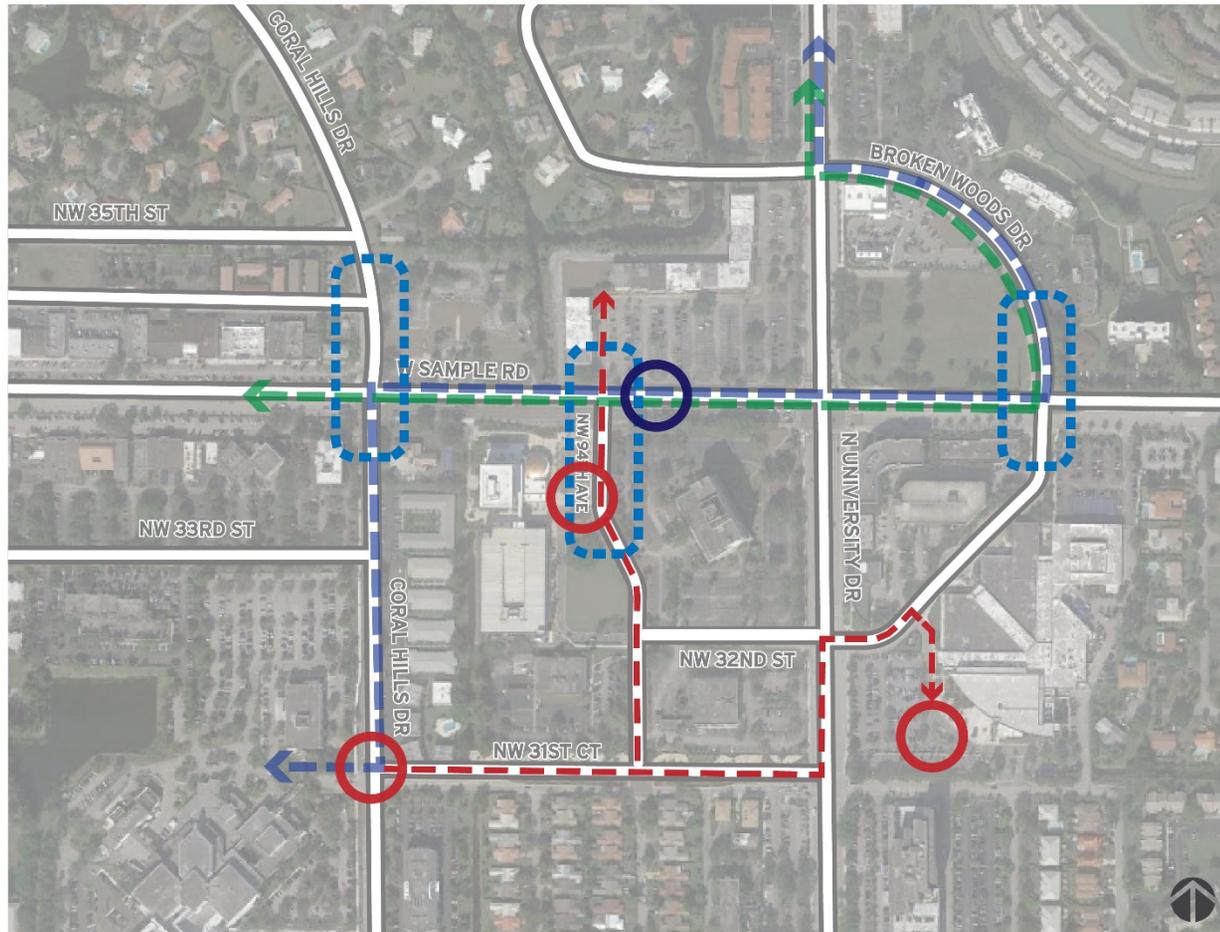


FIGURE F-14: VIEW AT ENTRY TO CITY HALL PARKING GARAGE, LOOKING WEST

Source: HNTB



FIGURE F-15: PROJECT IMPLEMENTATION FOCUS AREAS



-  Community Transfer Hub Evaluation Area  
- Incorporates shuttle stop(s)
-  Community Shuttle Priority Stop
-  BCT Stop Upgrade  
- Westbound to pair with pending Cornerstone eastbound stop
-  Blue Shuttle Route
-  Green Shuttle Route
-  Potential Shuttle Alignment

Not to scale