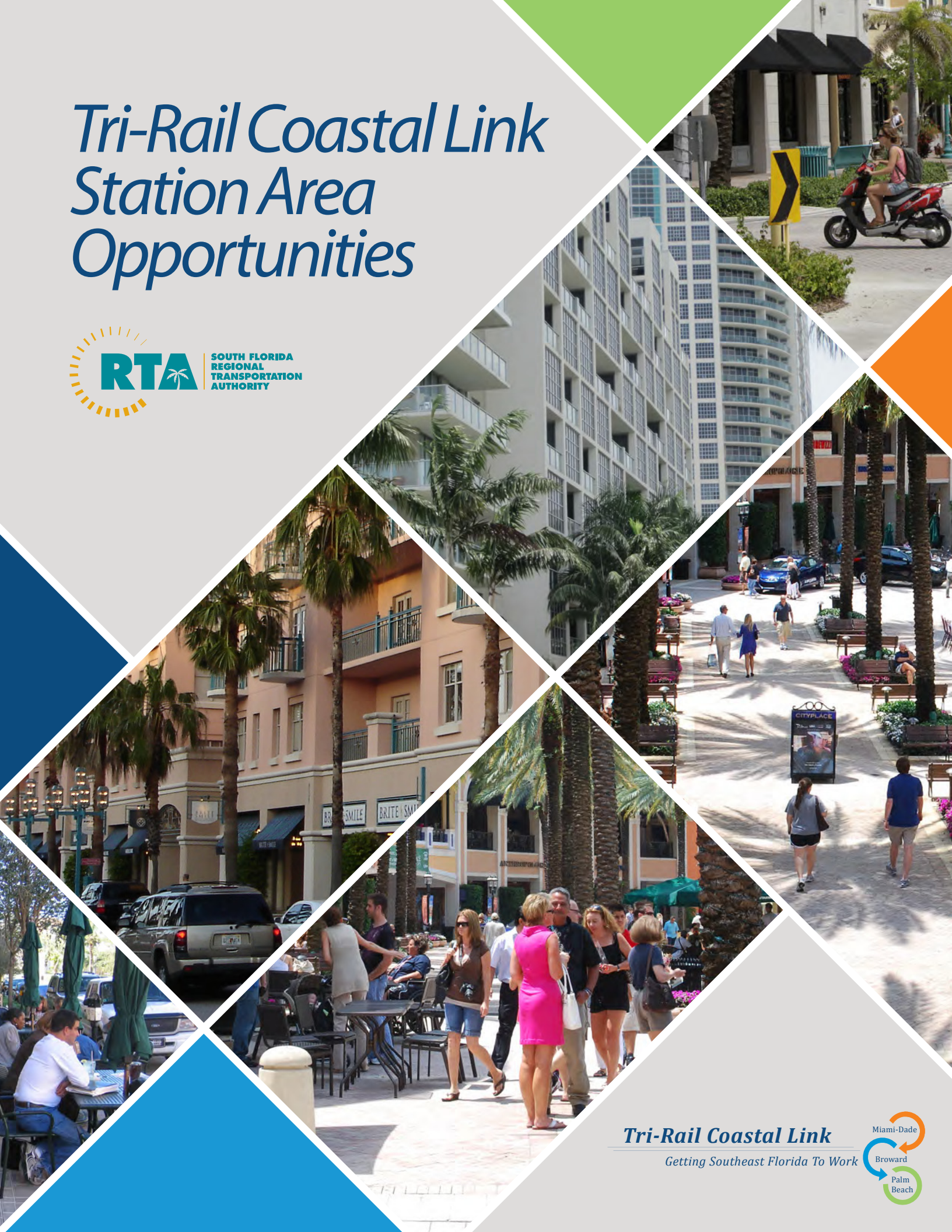


Tri-Rail Coastal Link Station Area Opportunities



Tri-Rail Coastal Link

Getting Southeast Florida To Work



Acknowledgements

The South Florida Regional Transportation Authority would like to acknowledge the Coastal Cities for their work preparing for Tri-Rail Coastal Link passenger rail service along the Florida East Coast railway corridor. We hope that this book tells the story about how your community will benefit from the Tri-Rail Coastal Link.



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April 2013



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Biscayne Boulevard, Miami

TOD Booklet Purpose

Much work has been done by the communities along the Florida East Coast railway in anticipation of Tri-Rail Coastal Link passenger service. Many communities have engaged their citizens in discussions about their vision for the station areas, and how these station areas can connect to key destinations in their towns. This booklet is intended to summarize the work that has been prepared to date and provide information about the development potential for each station area. The book is divided into five sections:

1. TOD and Tri-Rail provides an overview of the opportunity to implement TOD along the Tri-Rail Coastal Link corridor.
2. Overview of TOD introduces the concept of TOD, its benefits, and principles for success.
3. Creating TOD: Station Typologies recommends TOD typologies that can be applied to stations along the corridor.
4. Proposed Stations provides specific analysis for the stations along the proposed Tri-Rail Coastal Link corridor.
5. Existing Tri-Rail Stations provides specific analysis for the stations along the existing Tri-Rail corridor.



Mizner Park, Boca Raton

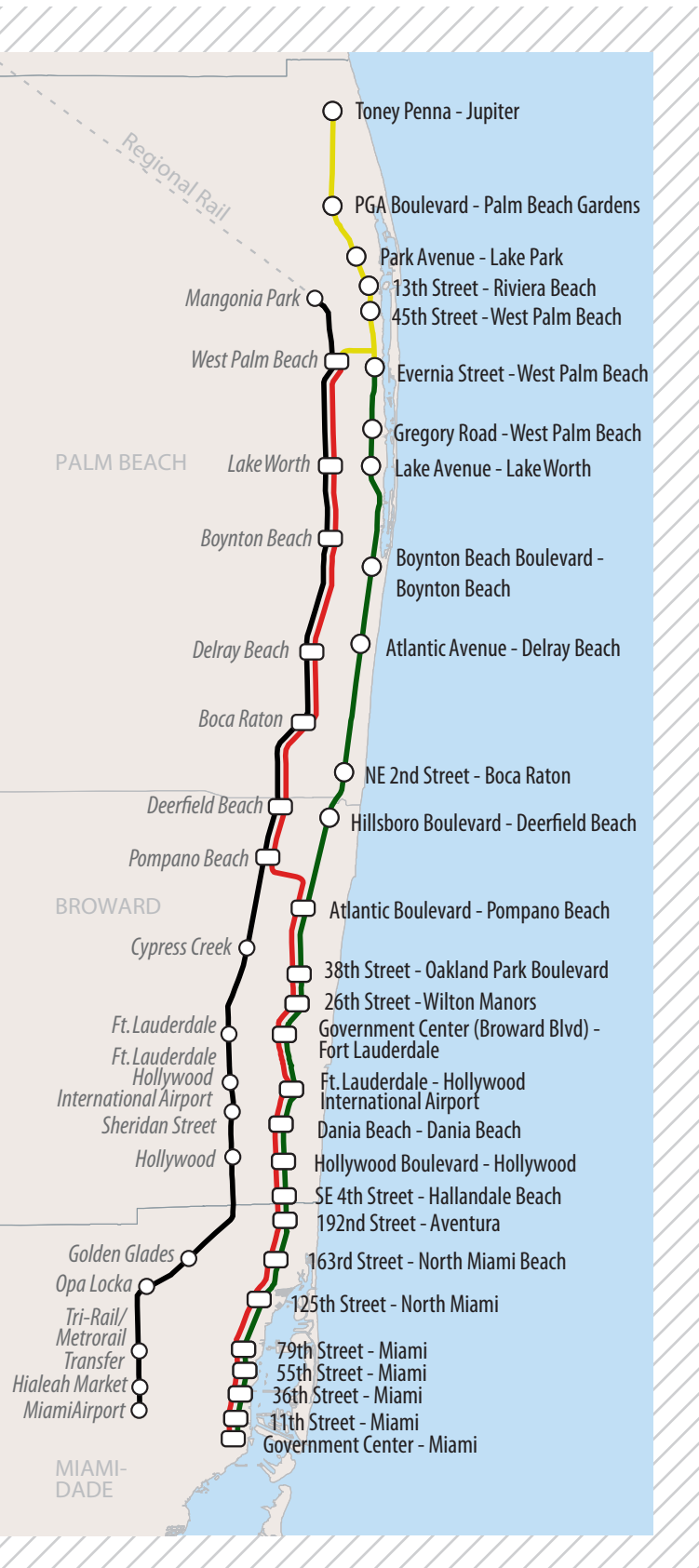
Section 1

TOD and Tri-Rail

Riding Tri-Rail is the preferred mode of transportation for many throughout South Florida. With the addition of the proposed Tri-Rail Coastal Link, this preference will grow stronger. The Tri-Rail Coastal Link is anticipated to increase access to transit for thousands of people who live and work along the Southeast Florida Coastline.

More than a means to get from point A to point B, the Tri-Rail Coastal Link capital investment connects livability, mobility, and transit by expanding the regional transit network in Southeast Florida. The Tri-Rail Coastal Link provides greater access to multiple destinations within numerous cities, neighborhoods, and activity centers between Jupiter in Palm Beach County and downtown Miami. It also connects the existing Tri-Rail service in the South Florida Rail Corridor along I-95 to the historic city centers along US 1. Currently, only 16 percent of the jobs within the region are reachable via transit in less than 90 minutes. With the Tri-Rail Coastal Link, downtown areas and neighborhoods will now be directly accessible by regional passenger rail. Improved access makes the area more attractive to businesses and improves the quality of life for residents.

This report explores the potential of the communities served by the Tri-Rail Coastal Link to leverage the transit investment. They can draw people into their communities by creating new, vibrant livable places around the transit stations. Known as Transit Oriented Development (TOD), this walkable, mixed-use development pattern can transform an auto-dependent place into one with value and character: a place people want to be.



Seizing the TOD Opportunity

The 28 proposed station locations for the Tri-Rail Coastal Link on the Florida East Coast Railway vary significantly in character, creating unique attributes and market potential for TOD. They also present a variety of development types, including greenfield sites, low-density suburban communities, downtown business districts, and high-density urban development. This variety provides opportunity, as does the permanent nature of fixed-guideway transit. Fixed-guideway transit has significantly greater potential over bus transit to catalyze development because it is seen as a permanent investment in a corridor.

The Tri-Rail Coastal Link Station Area Market and Economic Analysis report indicates that between 2015 and 2025, the station locations have an incremental value—based on development and unit values—of approximately \$2.66 billion, which equates to approximately 4,100 additional dwelling units and 8.5 million additional square feet of commercial development.

To realize this regional benefit, however, the transit system must have the following key attributes:

- The quality of the train experience must be high enough that people are willing to leave the comfort of their automobiles.
- There must be significant time savings realized by taking the commuter rail train over driving.
- In less developed areas, there must be parking available at the station sites.



Midtown Miami

Within the proposed Tri-Rail Coastal Link corridor, the foundation on which to build TOD already exists. Boca Raton, Delray Beach, Lake Worth, and Hollywood are communities built on grids of streets forming the backbone of walkable urbanism. West Palm Beach, Fort Lauderdale, 54th Street, 36th Street in Midtown Miami, and downtown Miami all have walkable, mixed-use centers with a variety of housing choices.



Washington, DC

Increased Desire for Walkable Urban Centers

Walkable places have a higher value than places that are non-walkable. A 2012 Brookings Institution study of walkability in the Washington, DC, region found that on a scale of 1 (completely non-walkable) to 5 (very walkable), renters would pay about \$300 more for an apartment that scored a “2” over a “1” and \$1,200 more for an apartment that scored a “5.” Each step on the scale equated to an 80-percent increase in retail sales and a \$9-per-square-foot increase in office space.



Cities and neighborhoods with the highest land values are those where people can easily interact and connect both within neighborhoods and to destinations outside and they have held their land value even in the recession.

~ Are We There Yet? Creating Complete Communities for 21st Century America (Reconnecting America)



Hollywood

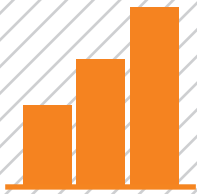


West Palm Beach

Nationally, the market for TOD is strong. More and more people prefer to live in urban centers that are compact, walkable, and have a mix of uses and services—the exact type of place that TOD creates. Currently, the demand far exceeds the supply: according to a 2011 article in *The Atlantic* magazine, a third of American households want to live where they can own fewer cars, but less than 10 percent can find housing in these locations.

Market demand is expected to grow as baby boomers age and younger generations embrace a more urban lifestyle that does not include rely on owning a car. According to AARP, by 2030, 20 percent of Americans will be over the age of 65, of which one in five will not drive. Between 2001 and 2009, the average annual vehicle miles traveled for young people decreased by 23 percent (based on a 2012 study by the US Public Interest Research Group and the Frontier Foundation). According to research by the Center for Transit-Oriented Development, by 2030, 25 percent of people in the rental or housing market will be seeking housing near transit.

How Will the Region Benefit from Tri-Rail Coastal Link?



Economic Benefits:

- *\$580 million in new residential development*
- *\$850 million in new commercial development*
- *\$18 million in tax revenue from new development*
- *5,000 new construction jobs*
- *\$250 million in labor income*
- *\$630 million in overall economic output*
- *28,000 new permanent jobs*

Transportation Benefits:

- *\$140 million in time savings*
- *\$12 million in fuel savings*
- *\$11 million in vehicle operating savings*

Regional Mobility:

- *Significantly increase regional mobility* where only 16 percent of jobs are reachable via transit in less than 90 minutes

Environmental Benefits:

- *The service will reduce vehicular emissions by approximately 2,300 tons of CO₂ per year*

Fiscal Conditions:

- *Cost of public infrastructure and services reduced through more compact, mixed-use development and the ability to create a more stable and higher-value regional real estate market as a result of greater transit proximity for new and existing properties in station areas*



CityPlace, West Palm Beach

Section 2

Overview of TOD

What is Transit-Oriented Development?

Transit-Oriented Development aligns transit investments with a community's vision for how it wants to grow. Characterized by a mix of uses, more-intense development, and walkable streets within a ½ mile of transit (a typical 10-minute walk), TOD promotes activity around the clock and brings potential riders closer to transit facilities.

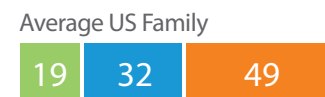
TOD enables people who live and work there to walk more, use transit more, and own fewer cars than the rest of the larger community. People who live in a TOD are five times more likely to commute by transit than other residents. Locations next to fixed-guideway systems, such as Tri-Rail corridors, also maintain land value as experienced during the recent recession.

Benefits of TOD

Communities can make significant progress toward improving their quality of life by linking transit and land use. TODs increase mobility choice and reduce transportation costs. By creating “activity nodes” linked by transit, TOD creates more options for travel, especially for those who cannot or choose not to use a car. Residents living in transit-rich neighborhoods spend 16 percent less on transportation than those living in auto-dependent neighborhoods—according to a study by the Center for Transit-Oriented Development—saving an average of \$9,500 per household. Since transportation is the second-largest household expense, the reduction in transportation costs effectively increases disposable household income.

TOD increases health benefits and public safety by making walking more convenient than driving and providing infrastructure that supports walking and biking. According to recent studies, people who live in neighborhoods within an easy walk of shops and businesses are 7 percent less likely to be obese. The increased activity provides “eyes on the street” throughout the day and evening, thus helping to increase safety for pedestrians, transit users, and others.

Transit Access Reduces Transportation Costs and Increases Discretionary Income



Percentage Expenditure:



Source: Center for Transit-Oriented Development

Principles for Successful TOD

Planning and implementing successful TOD involves many small decisions that directly influence the land use, circulation, urban form, and overall performance of a place. **Six basic principles define the essential characteristics of successful TODs.** While these principles should be applied to create a transit-supportive environment surrounding each of the station areas, TOD must be customized to be compatible with a community's character and aspirations.



1 Medium- to high-density development

Density is about scale, with the goal of creating a compact walkable district. TOD has a higher net average density than the community average, with highest densities located closest to the transit station. Higher densities increase ridership by providing access to more people, and create an active place where people want to be.



2 A mix of land uses

Concentrating a mix of land uses creates an interesting place with a variety of destinations allowing people to live, work, and play in the same place. A transit-supportive environment includes a mix of residential, commercial, service, employment, and public uses. Employment uses should be located closer to transit: people are willing to walk further to get to their homes.



3 Compact, high quality pedestrian-oriented environment

Every transit trip starts and ends with a pedestrian trip. "Calming" streets by reducing traffic speeds, activating the street with active ground-floor uses, and adding amenities—storefront windows, awnings, architectural features, lighting, and landscaping—help create a comfortable pedestrian environment.



4 An active defined center

Defined centers create an 18-hour place by offering multiple attractions and reasons for pedestrians to frequent the area both day and night. Centers must have both a dense mix of uses and a sense of place and community so that people choose to gather there. A cohesive, active center can be created by planning TOD as a district rather than individual projects.



5 Limited, managed parking

Abundant and inexpensive parking motivates people to drive rather than use transit. By creating a more managed parking supply and moving parking from surface parking lots to on-street parking and structures, residents, shoppers, and employees are encouraged to use transit and to walk once they reach their destination.



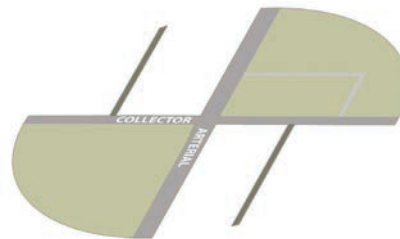
6 Public leadership

The public sector must lead the TOD effort before the private sector is willing to commit time and money. Public leadership is needed from when a station area is being developed throughout the life span of the station area. A collaborative and enabling approach—with the use of new innovative tools to complement and enhance planning efforts—makes for successful implementation.

TOD Timeline

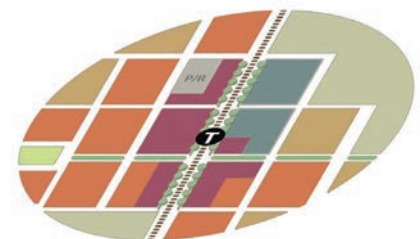
TOD is an evolutionary process: development in the right form, function, and location does not occur overnight. Planning begins well before transit construction is underway and service commences. It can take years, sometimes decades, for planning and development to achieve high-performing TOD. **Generally speaking, there are five key phases involved in creating successful TOD.** TOD planning and development should progress at the same pace as the planning and development of the transit project. As the certainty of the transit investment increases, so should the strength of the planning.

1 Before the Plan



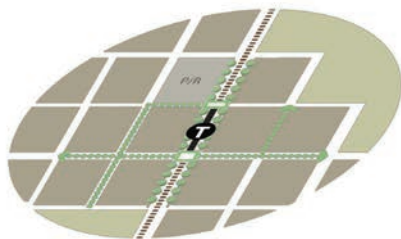
When a region and its communities decide to pursue high-capacity transit, the TOD discussion should also begin. A public discussion focused on the question, “How do we want to grow and how can transit help us get there?” can help identify important places to serve, opportunities for redevelopment, and potential station locations. An overall TOD corridor vision and strategy can help define the different roles each station will play in the corridor (i.e., employment district, health care focus, etc.). This coordinated approach will help ensure that the station area visions complement, rather than compete, with each other so the full economic development potential of the overall corridor can be reached.

2 The TOD Plan



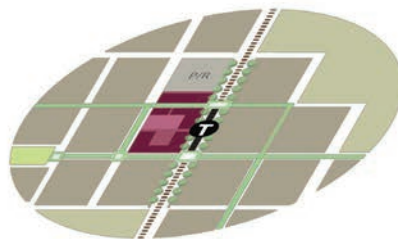
With TOD, one size does not fit all. TOD plans can specify details about desired land uses, density, urban form, and pedestrian amenities—all elements to facilitate and encourage the use of transit as well as creation of high quality, desirable places. Ideally, TOD plans and associated guidelines are adopted into land use policy and require future development to be consistent with TOD principles. An implementation strategy should be part of TOD plans and provide a road map on how to make the plan reality, including roles and responsibilities of various partners.

3 Public Improvements near the Station



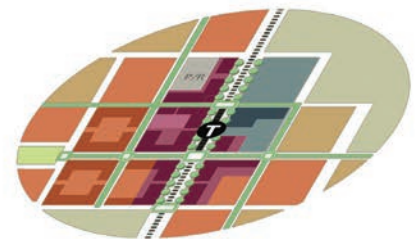
As transit infrastructure construction begins (platform, stations, and tracks), additional public realm station area improvements, such as pedestrian crossings and connections near station platforms, should also be made. By enhancing walkability and supporting future TOD, these public improvements lay the groundwork for assuring easy access to transit stations. Although some improvements may not be considered TOD supportive on the surface, such as surface parking, they facilitate future TOD as the market matures. It is also during this phase that TOD implementation begins in full force, through TOD regulations and incentives, and identified and prioritized TOD opportunity sites.

4 Partnerships and Improved Amenities



As the transit line matures, interest in development along and near the line will likely increase. Government and its partners will need to take the lead in managing and encouraging TOD to ensure that development consistent with TOD principles is built. Regulations, incentives, TOD pilot projects, and the provision of public amenities, such as parks and streetscape improvements, can promote TOD and high quality station places where people want to live, work, and play.

5 Built TOD Districts



As TOD districts reach build-out, there will be instances where additional mixed-use/residential infill, redevelopment, parking structures, pedestrian improvements, and open space are desired. Although government and non-profit partners will still have a role in implementing TOD, more specialized TOD developers will emerge, broadening the pattern of TOD throughout the corridor.



Overtown, Miami

Section 3

Creating TOD: Station Typologies

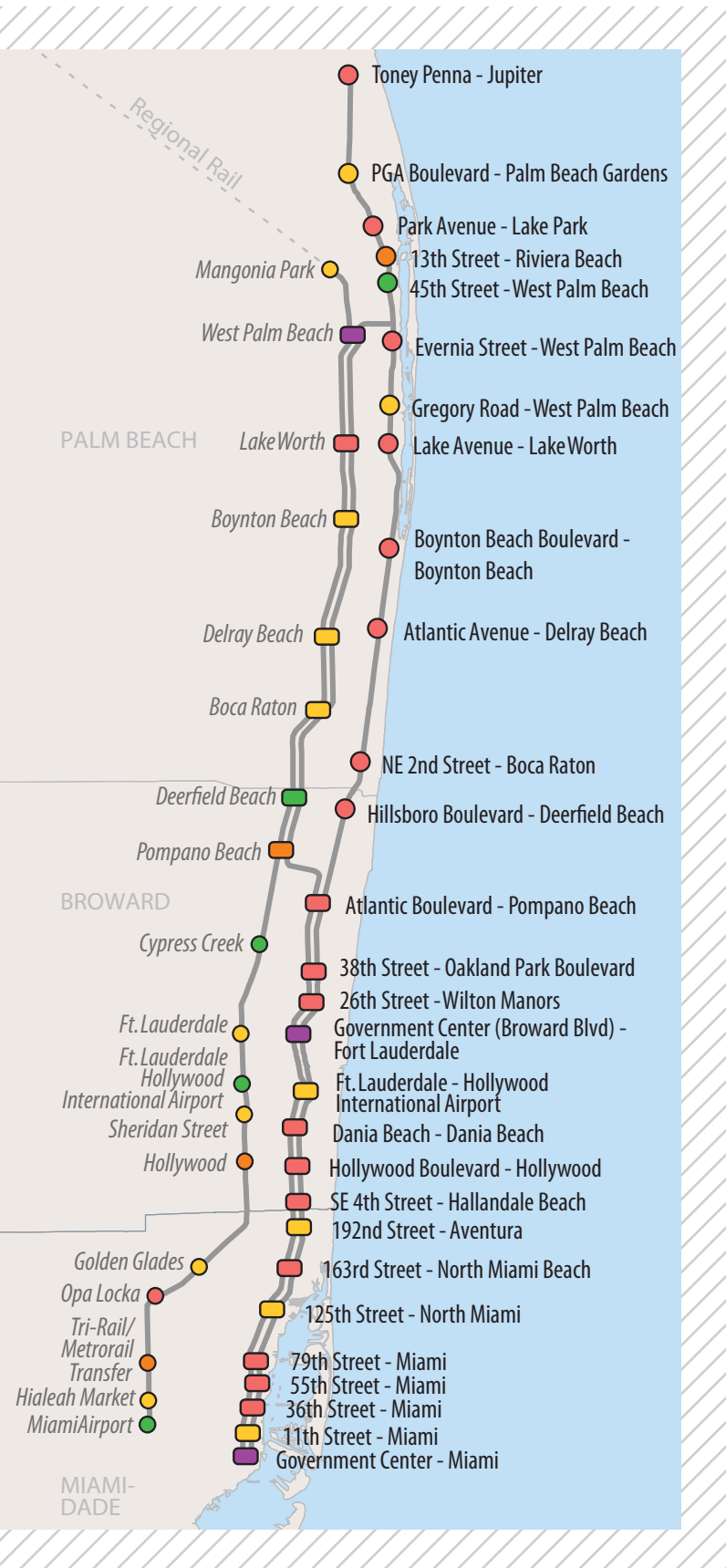
TODs should be thought of as groupings of projects within $\frac{1}{4}$ to $\frac{1}{2}$ mile (a five- to ten-minute walk) of a transit stop, oriented inward to the transit stop, with uses that complement each other, rather than a single building. Grouping projects into TOD districts or station areas creates active places. Within the corridor, the function and size of each station area should complement each other. Not all stations will be able to serve as a major retail destination, for example, without diluting retail at all the stations.

Station typologies are one way to think about the type of development appropriate at each station given the larger corridor context. The following typologies suggest a different scale and mix of uses, resulting in a different function and form for each station area along the corridor. Five station typologies are identified in the Florida Department of Transportation (FDOT) South Florida East Coast Corridor (SFECC) Phase 3 Station Refinement Report:

- City Center
- Town Center
- Neighborhood Center
- Employment Center
- Park-and-Ride

The following pages provide a description of the typologies based on TOD best practices.

Station Typologies



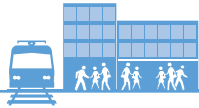
City Center



City centers have the highest density and greatest mix of uses, including multi-family housing with ground-floor retail or office uses. Regional destinations are located in downtowns, along with local- and community-serving retail.

Key Characteristics

- **High density:** Distinctively designed high-density buildings near stations serve as identifying features and contribute to the quality of the city skyline.
- **A mix of uses:** A horizontal and vertical mix of uses that include office or residential above retail spaces with continuous façades that align to the build-to-line.
- **Compact, high-quality, pedestrian-oriented environment:** Highly active and clear pedestrian paths are defined by street amenities and transparency of building frontages.
- **Active defined center:** Taller buildings extend above the street wall (i.e., buildings that frame the pedestrian zone), but do not impede the comfortable pedestrian scale it defines.
- **Limited, managed parking:** Structured parking should be integrated into development. Parking ratio maximums should be based on proximity to station.
- **Urban parks and open space:** Programmed environments with pedestrian amenities encourage community interaction and gathering places for large groups.



Town Center

Town centers have a mix of mostly residential land uses, with local-supporting commercial and employment uses. The level of density is scaled to fit in with the existing community.



Key Characteristics

- **Moderate-high density:** Scale of density should fit into existing community and include destination retail with housing.
- **A mix of uses:** Mostly residential with local-supporting commercial and employment uses. Architecture should reflect existing environment.
- **Compact, high-quality, pedestrian-oriented environment:** Amenities such as lighting, signage, and street trees frame the pedestrian zone and separate vehicular traffic.
- **Active defined center:** Calm streets by using a variety of paving and make the streets smaller to create a place for people not dominated by vehicles.
- **Limited, managed parking:** On-street parking should be provided. Some structured parking should be integrated into the development, while surface parking should occur behind the development.
- **Urban parks and open space:** Programmed spaces for active and passive uses, such as town plazas or neighborhood parks, should be a priority.

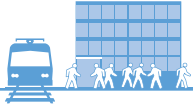
Neighborhood Center



Neighborhood centers have higher densities within the closest 600 feet of the transit station, scaling down to low-density suburban development nearer to the adjacent, non-TOD land uses. Residential and neighborhood retail land uses are similar to those located outside the station area.

Key Characteristics

- **Low density:** Neighborhoods offer single-family attached or detached housing stock, with some multi-family housing units.
- **A mix of uses:** Primarily residential with periodic small-scale local retail uses.
- **Compact, high quality, pedestrian-oriented environment:** Lighting, paving, and secondary access from main road offer safer places for pedestrians.
- **Active defined center:** Community centers, schools, and recreation facilities help to stimulate a pro-active neighborhood.
- **Managed parking:** Angled or parallel on-street parking can help mitigate overflow from parking in the neighborhood and create clear paths to and from retail and residential development.
- **Urban parks and open space:** Larger-scale public space can offer a variety of uses (such as recreation fields, community gardens, picnic amenities, etc.) within a centralized location.



Employment Center

Employment centers have a greater concentration of employment uses as compared to other land uses adjacent to a station area. The level of density is higher than the type of land uses outside of the TOD.



Key Characteristics

- **Moderate to high density:** Various scale of density that is scaled to fit into the surrounding area but also defines the area according to the type of business or services offered.
- **Mix of uses:** Primary use typically consists of commercial office, medical, government, or retail with little or no residential use.
- **Compact, high-quality, pedestrian-oriented environment:** Active and clear pedestrian paths are defined by street amenities and transparency of building frontages.
- **Defined center:** Restaurant or retail uses are mixed with an employment area that offers dining, retail, and hospitality services.
- **Managed parking:** Structured parking should be integrated into development. Parking ratio maximums should be based on proximity to station.
- **Open spaces:** Programmed, landscaped, and streetscaped environments with pedestrian amenities encourage community interaction and gathering.

Park-and-Ride



Park-and-rides designate areas for parking to serve the passenger rail service within close proximity to the station stop. These areas seek to preserve land use for future TOD development.



Key Characteristics

- **Open space or vacant:** Undeveloped parcels of land include open space as well as parcels that remain vacant or underutilized.
- **Medium quality, pedestrian-oriented environment:** Active and clear access that is defined by landscaping and street amenities.
- **Managed parking:** Surface lot parking accessible from an adjacent roadway and connecting arterial network. Clear connection to station stop and surrounding development.
- **Open spaces:** Landscaped and streetscaped environment.



CityPlace, West Palm Beach

Section 4

Proposed Stations

The following pages summarize the proposed 28 station areas in the Tri-Rail Coastal Link corridor. A land use typology was applied based on a vision for each station area as identified by stakeholders during public planning efforts. The visions describe future areas of change, access and connectivity improvements, and the future urban form of the station area. The future economic impact of the proposed station is also shown. The station area today is described as well.

The proposed Tri-Rail Coastal Link stations have different forms, functions, and characteristics within their respective communities and the larger region. The typologies and station area summaries reflect these differences. In addition, the station areas are in varying stages of “readiness” to become successful TODs. Some are more suburban in character, while others are more urban. Others serve to support major regional destinations and are as fully developed as they will ever be.

As the Tri-Rail Coastal Link project moves from planning to design to construction and finally to operation, the creation of transit-supportive communities will also progress as described in the TOD Timeline (page 10). Taking the next step to move the TOD station area visions from planning to implementation can be enhanced by developing a cohesive, regional strategy to support local actions.

Toney Penna JUPITER

South of Toney Penna Drive and Dixie Highway Station Area Today



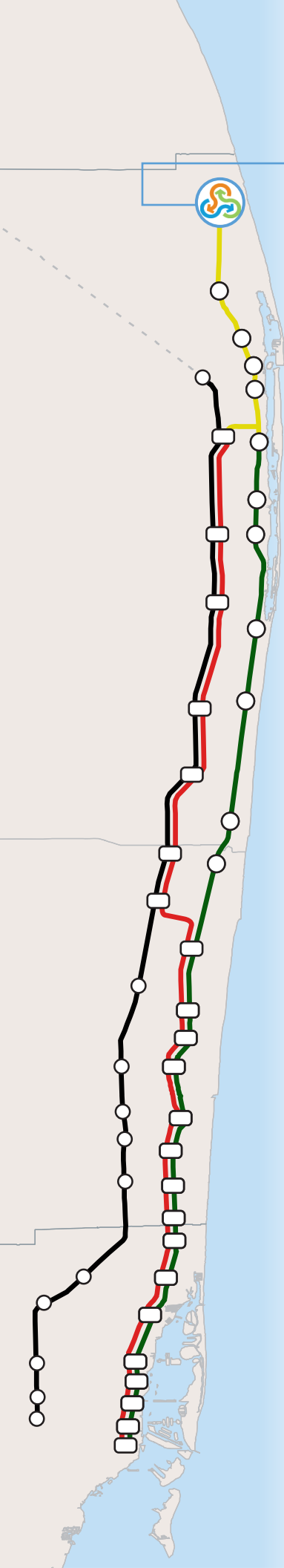
 proposed station
  community
  retail
  residential
  industrial
  vacant

Strengths and Opportunities

- Significant residential development within walking or biking distance of the station area could support businesses at the station.
- Jupiter Medical Center (the town's largest employer) has infill opportunities on its property.
- Strong redevelopment potential, based on low-value existing land uses, and large tracts of vacant land exist adjacent to and within ¼ mile of the station, especially along Toney Penna Drive.
- The 2011 update of the Jupiter Comprehensive Plan supports TOD along Toney Penna Drive.

Weaknesses and Barriers

- Existing development (light industrial, warehouse, strip commercial, and low-density residential) is not transit supportive.
- Access from east of the station is constrained by Highway A1A due to its size, vehicle speeds, and lack of pedestrian amenities.
- Limited redevelopment potential east of the station, as the area is built out with a stable single-family residential community.





Town Center

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

3,360

new jobs***

650

Housing

total residents (2018)**

2,370

new housing units*

460

value of new housing*

\$65,000,000

New Commercial

new development (sq. ft.)*

204,000

value of new development*

\$13,900,000

New Revenue

ad valorem

\$575,000

non ad valorem

\$237,000

Future Vision

Centered on Jupiter Medical Center, the Toney Penna Station area will enhance Jupiter's current reputation as a great place to live, work, and play by providing additional opportunities for housing and employment diversity and increasing regional connectivity.

- Pedestrian-friendly commercial and residential development and the Jupiter Medical Center will bring transit riders and generate activity around the station.
- The intensity of buildings will be greatest closest to the station with 3–4 stories and taper to 2- to 3-story buildings to blend into the surrounding built context.
- New employment opportunities will support the medical center as well as other professional offices.
- A structured park-and-ride facility for commuters arriving by car to this end-of-line station will be easily accessible from the regional connector of I-95.
- On evenings and weekends, the parking facility will support small-scale commercial uses in the station, making it a truly vibrant place to live and work.

Future Vision taken from Jupiter Transit-Oriented Development Charrette Report, prepared by Treasure Coast Regional Planning Council, 2008.

* Estimated for 2015-2025 with station

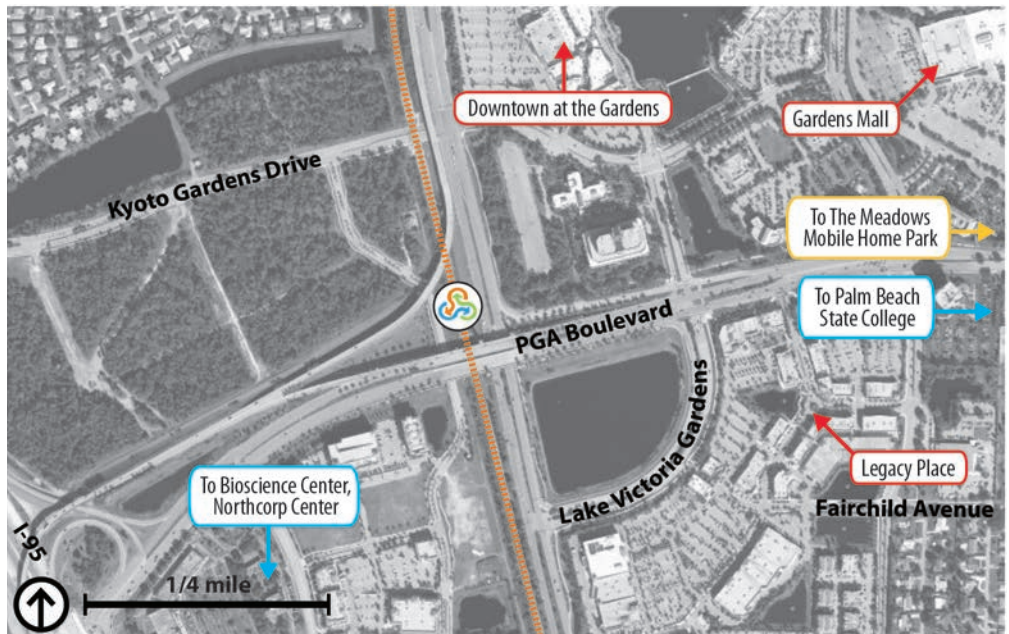
** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

PGA Boulevard PALM BEACH GARDENS

Intersection of PGA Boulevard and Highway A1A

Station Area Today



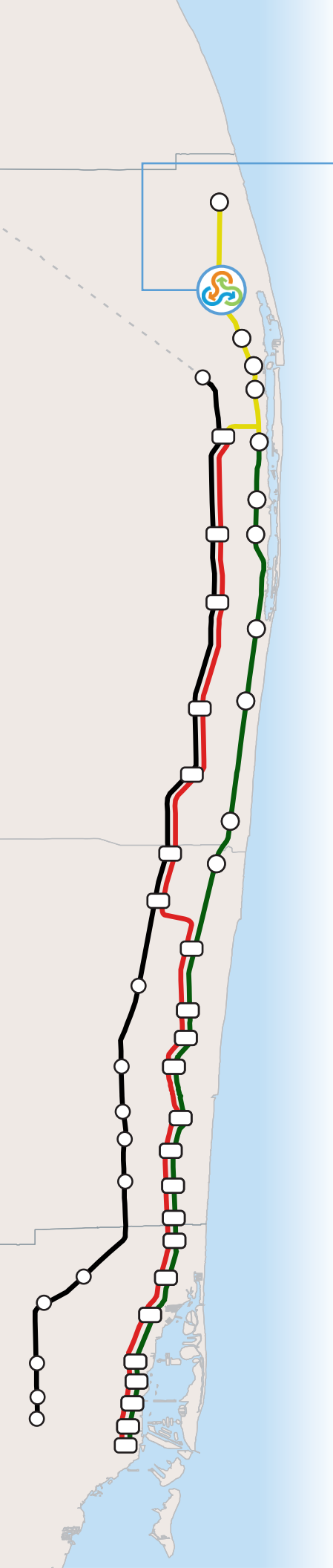
proposed station
 community
 retail
 residential
 industrial
 vacant

Strengths and Opportunities

- Large undeveloped parcels west of station suitable for regional corporate headquarters or large-scale employment center.
- Gardens Mall is a 10-minute walk from the station.
- Major employment at the Biomedical Center is a regional destination.
- Existing commercial/office development is in close proximity to the station.

Weaknesses and Barriers

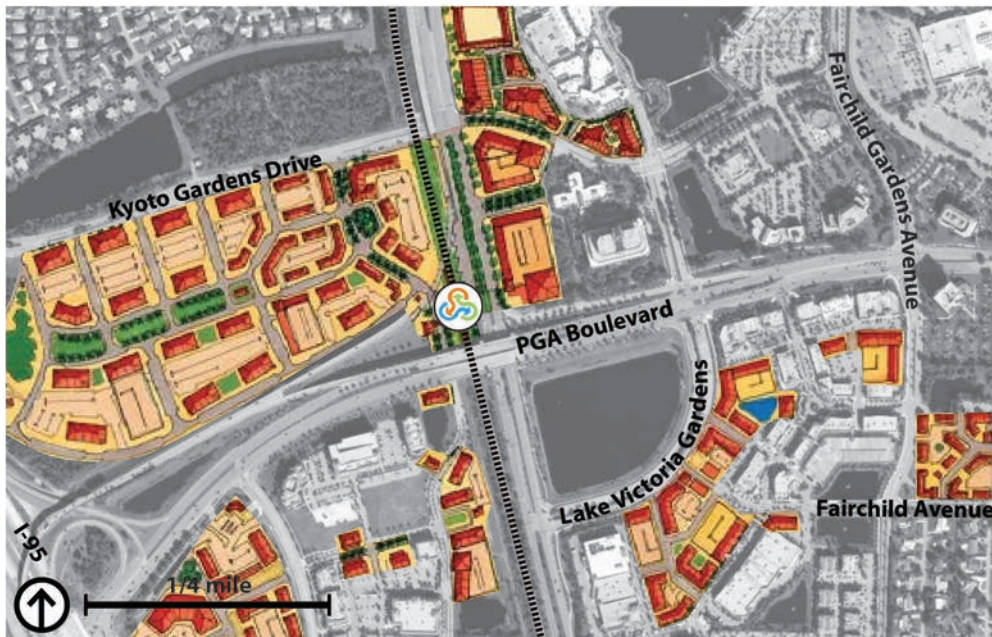
- Pedestrian access to several development sites is limited by highways and drainage canals.
- Existing development is auto oriented and not pedestrian friendly.





Park-and-Ride

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

5,750

new jobs***

2,380

Housing

total residents (2018)**

1,000

new housing units*

—

value of new housing*

\$0

New Commercial

new development (sq. ft.)*

732,000

value of new development*

\$57,800,000

New Revenue

ad valorem

\$332,000

non ad valorem

\$52,000

Future Vision

As a regional park-and-ride, the PGA Boulevard Station will improve access and visibility for both existing and proposed regional destinations, and will support new pedestrian connections within the station area.

- A park-and-ride at the PGA Boulevard Station will bring people to Palm Beach Gardens and help revitalize entertainment and commercial destinations around the transit station, such as the Downtown at the Gardens development.
- Vacant area northwest of the station will present a strong opportunity for large-scale mixed-use development.
- The PGA Boulevard Station will provide increased access to employment, retail, and mixed-use activity centers that are within walking distance.
- With easy access to and from I-95, the park-and-ride at this station will increase passenger activity for this location.

Future Vision taken from Palm Beach Gardens Transit-Oriented Development Charrette: The Citizens' Master Plan, prepared by Treasure Coast Regional Planning Council, 2009.

* Estimated for 2015-2025 with station

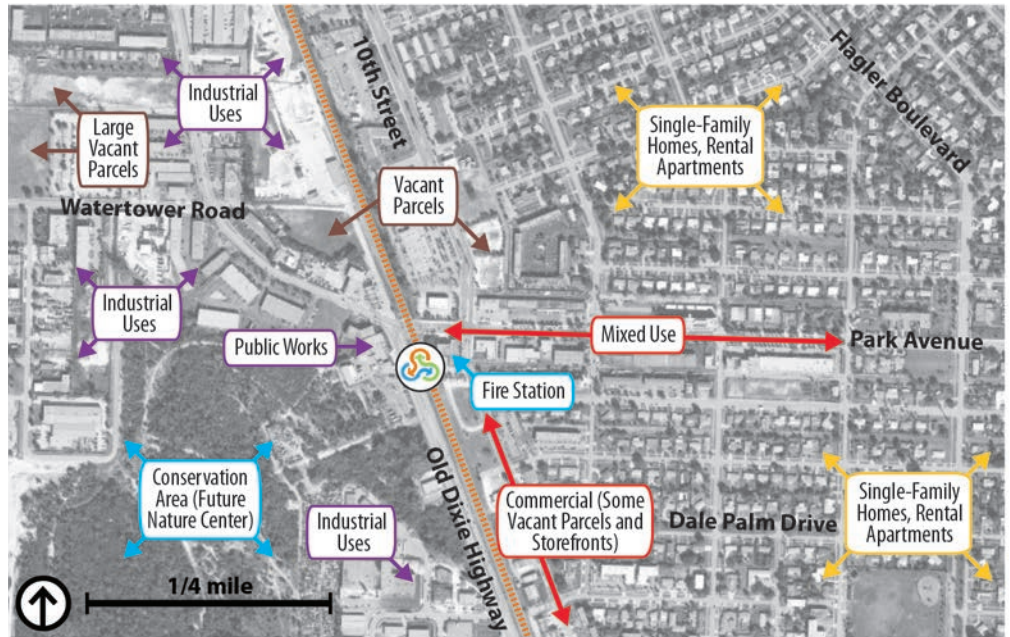
** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Park Avenue LAKE PARK

Old Dixie Highway and Park Avenue

Station Area Today



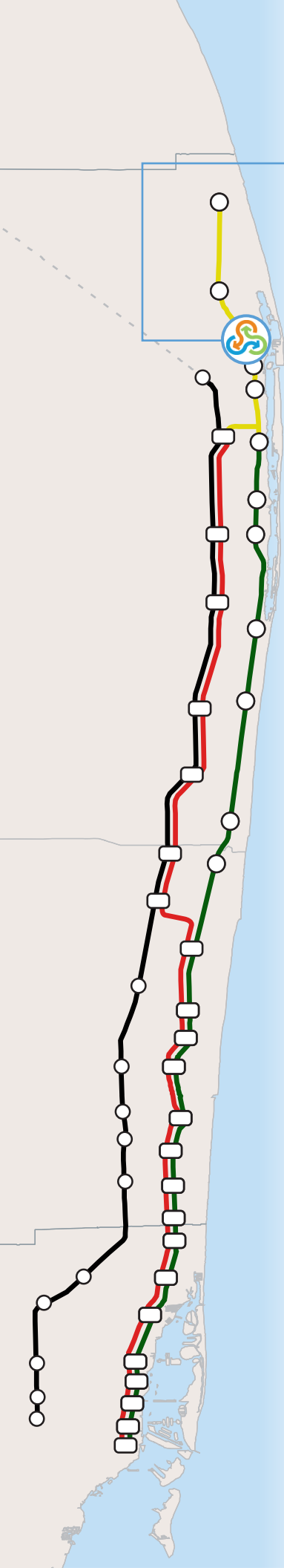
proposed station
 community
 retail
 residential
 industrial
 vacant

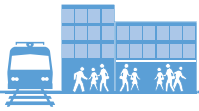
Strengths and Opportunities

- Approximately 100 acres of vacant industrial land west of the station preserved as a conservation area.
- Diverse mix of residential development within walking distance of the station.
- Good pedestrian access to existing development east and south from the proposed station.
- Municipal offices located near the station serve as a regional destination.
- Development initiatives in place to support TOD.
- Redevelopment opportunity on 5.8-acre parcel of vacant land owned by the Town of Lake Park.

Weaknesses and Barriers

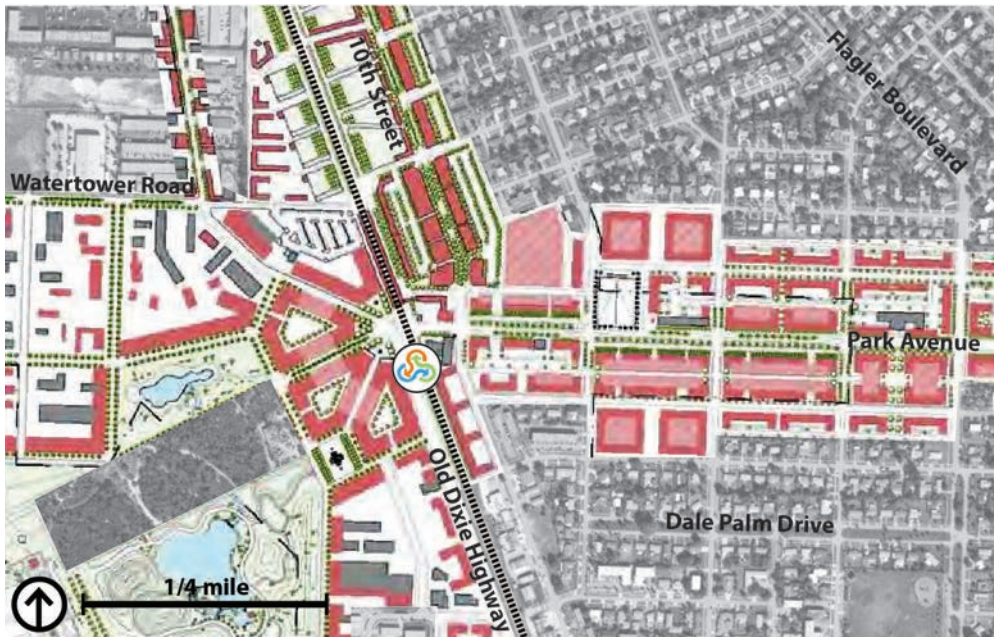
- Industrial zoning limits opportunity for transit-oriented infill or redevelopment to the west of the station.





Town Center

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

2,730

new jobs***

310

Housing

total residents (2018)**

2,930

new housing units*

—

value of new housing*

\$0

New Commercial

new development (sq. ft.)*

94,000

value of new development*

\$7,500,000

New Revenue

ad valorem

\$100,000

non ad valorem

\$18,000

Future Vision

The Park Avenue Station will be the focal point of new mixed-use development in the downtown and will benefit from Lake Park's existing transit-supportive historic street layout.

- Catalyst development at Park Avenue and Tenth Street will provide a critical mass of mixed-use development surrounding a public "Town Green" plaza.
- The new Town Green will become a public gathering place and serve as the heart of the downtown.
- A parking structure near the station—with ground-floor retail and residential uses—can serve commuters and the downtown area.
- Additional redevelopment along Park Avenue will include mixed-use, multi-story buildings placed at or near the fronting sidewalks.
- A nature center just west of the station will include trails and an observation platform.

Future Vision taken from Community Redevelopments Agency Plan for Lake Park, 2010.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

13th Street RIVIERA BEACH

Intersection of 13th Street and Old Dixie Highway

Station Area Today



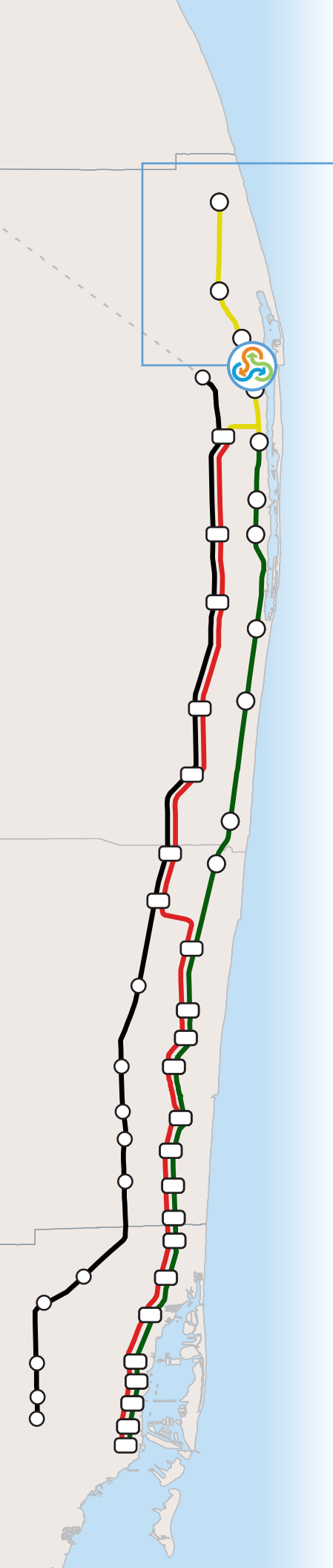
proposed station
 community
 retail
 residential
 industrial
 vacant

Strengths and Opportunities

- Near the Port of Palm Beach and the City's industrial core.
- Vacant 7.47-acre parcel located west of the proposed station.
- Future land use designated as downtown mixed use.
- Riviera Beach CRA Citizens Master Plan (2008) calls for mixed use, green and open space, a pedestrian plaza, and traffic calming to support the transit station.

Weaknesses and Barriers

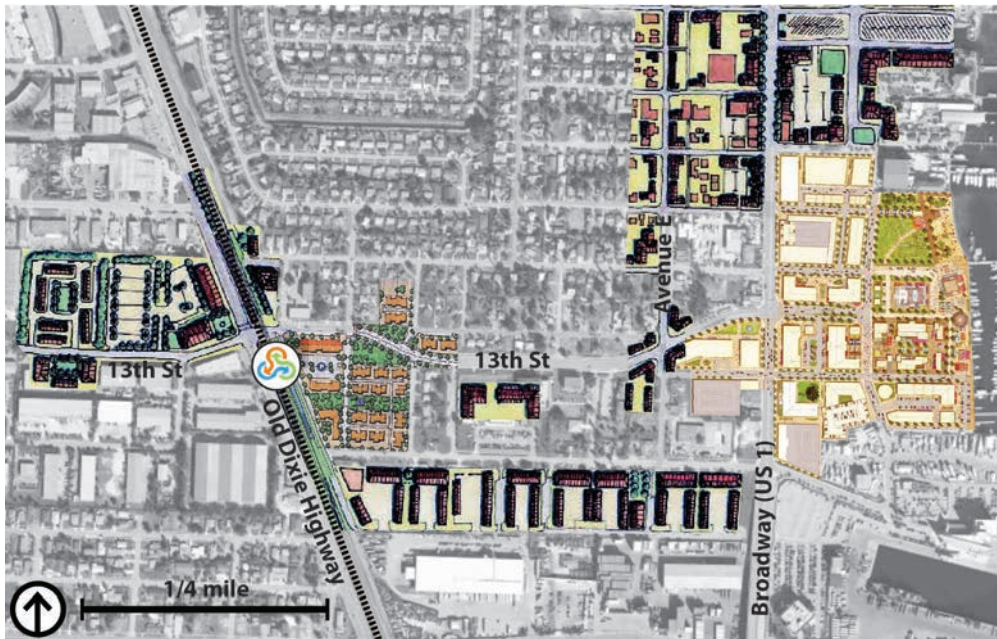
- Smaller parcels/property owners.
- Limited TOD opportunities due to industrial orientation.





Neighborhood Center

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

2,865

new jobs***

240

Housing

total residents (2018)**

3,650

new housing units*

—

value of new housing*

\$0

New Commercial

new development (sq. ft.)*

69,000

value of new development*

\$5,200,000

New Revenue

ad valorem

\$72,000

non ad valorem

\$12,000

Future Vision

The 13th Street Station will be the gateway to the Port of Palm Beach, the new FPL Power Plant, and a new mixed-use waterfront.

- The proposed Tri-Rail Coastal Link station will serve as a gateway to neighborhood destinations along 13th Street and regional destinations such as Bicentennial Park and the Riviera Beach Municipal Marina.
- Redevelopment along 13th Street will create new energy with iconic landmark buildings—such as the remodeled Boys and Girls Club and the Maritime Academy—and neighborhood retail destinations.
- Mixed-use development around the station will include residential, employment, and retail uses.
- Small green spaces and a plaza will provide open space for the station area.
- The Port of Palm Beach site redevelopment will create a better transition from the main street uses.

Future Vision from Riviera Beach Community Redevelopment Area Citizen's Master Plan, Charrette Report prepared by Treasure Coast Regional Planning Council, 2008, and the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

45th Street WEST PALM BEACH

45th Street between Greenwood and Pinewood Avenues

Station Area Today



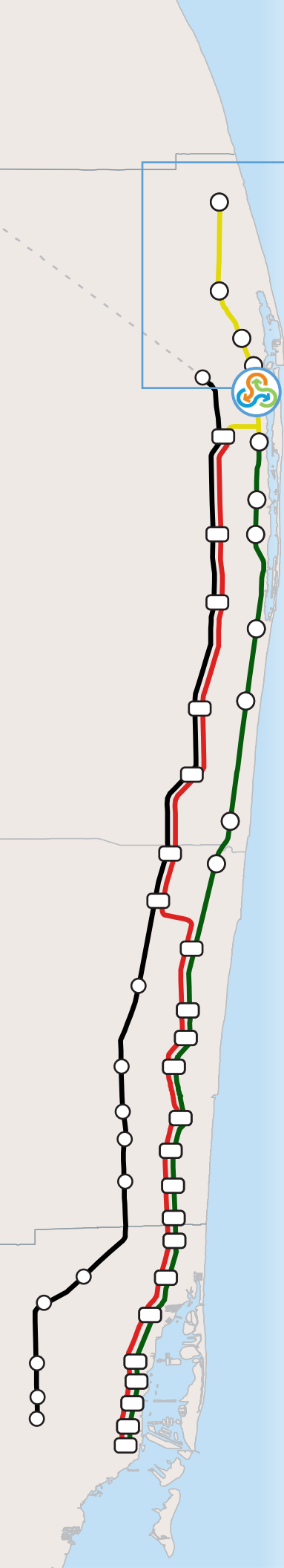
proposed station
 community
 retail
 residential
 industrial
 vacant

Strengths and Opportunities

- St. Mary's Medical Center, a regional hospital facility, is located northwest of the station area.
- The station site is approximately one mile southwest of the Port of Palm Beach.
- St. Mary's Medical Center owns a majority of the vacant land around the station that will likely be used to expand this regional destination.

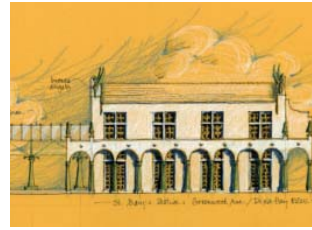
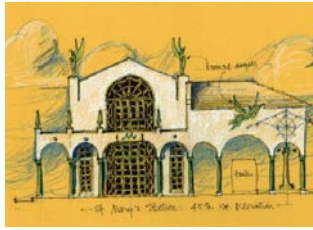
Weaknesses and Barriers

- Few large, vacant parcels exist in the station area for development while the majority of land use is single-family residential.
- Except for St. Mary's Medical Center, the station area does not provide strong redevelopment or development opportunities.





Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

3,050

new jobs***

—

Housing

total residents (2018)**

4,960

new housing units*

—

value of new housing*

\$0

New Commercial

new development (sq. ft.)*

—

value of new development*

\$5,200,000

New Revenue

ad valorem

\$0

non ad valorem

\$0

Future Vision

With a station at its front door, St. Mary's Medical Center will be the primary draw of the 45th Street Station in West Palm Beach.

- Future development at St. Mary's Medical Center will be consistent with the existing development at the medical center.
- Patients and employees of the hospital will be able to ride the Tri-Rail Coastal Link to the front door of St. Mary's Medical Center.

Future Vision taken from Station Area Market and Economic Analysis, April 2013.

* Estimated for 2015-2025 with station

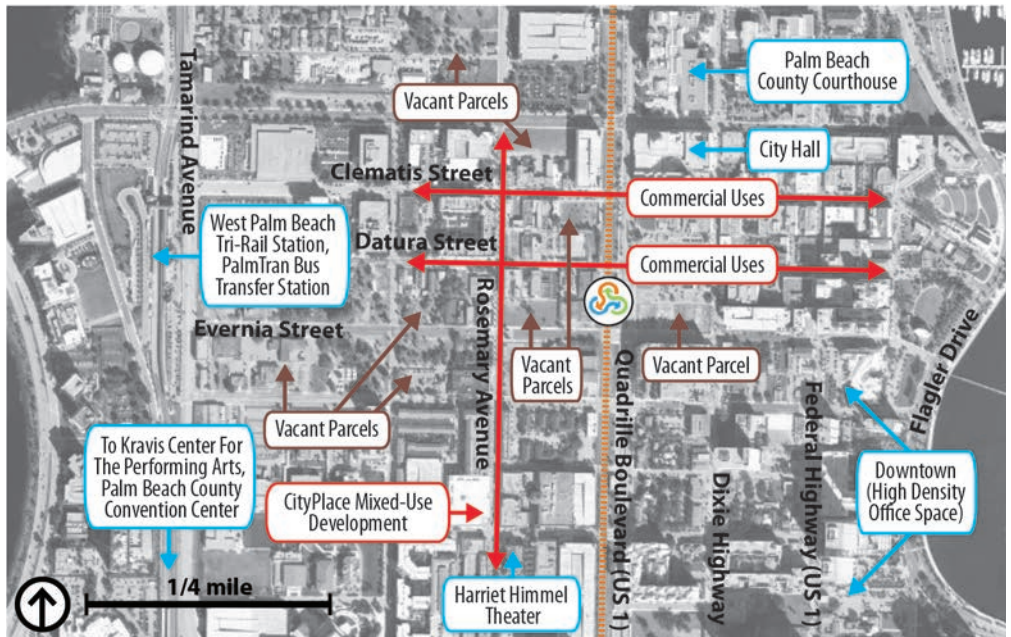
** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Evernia Street WEST PALM BEACH

Evernia Street and Quadrille Boulevard

Station Area Today



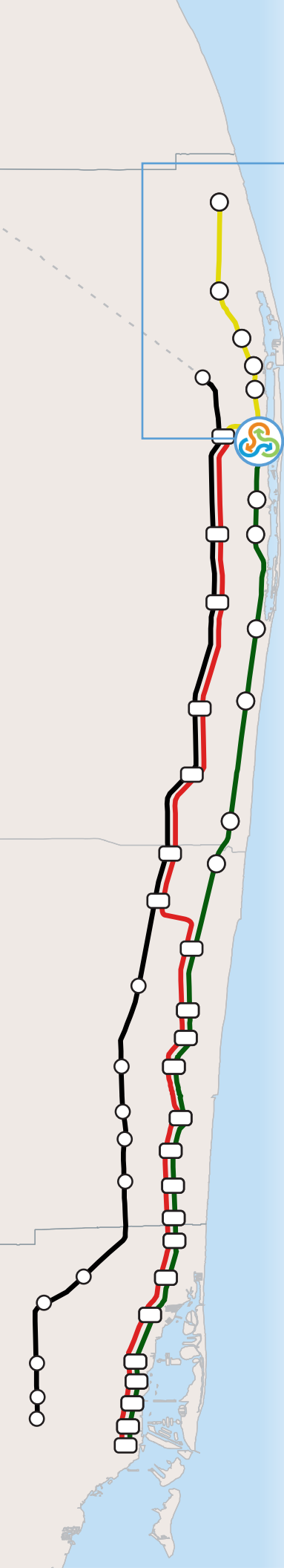
● proposed station
 ● community
 ● retail
 ● residential
 ● industrial
 ● vacant

Strengths and Opportunities

- Vibrant downtown setting that supports TOD, residential, hotel, office, and mixed uses.
- Proximate to CityPlace (mixed-use activity center), Kravis Center for the Performing Arts, the Palm Beach County Convention Center, and Clematis Street.
- Development plans, which are supportive of transit, are in place for existing vacant parcels in the station area.
- Good pedestrian access in central downtown location.
- Circulator system provides station area and downtown access.

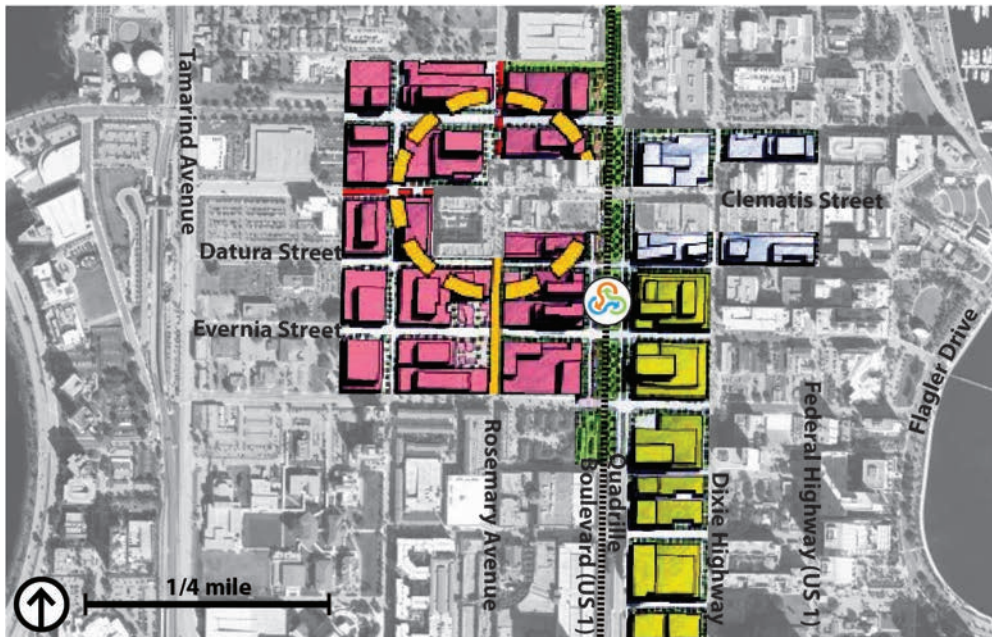
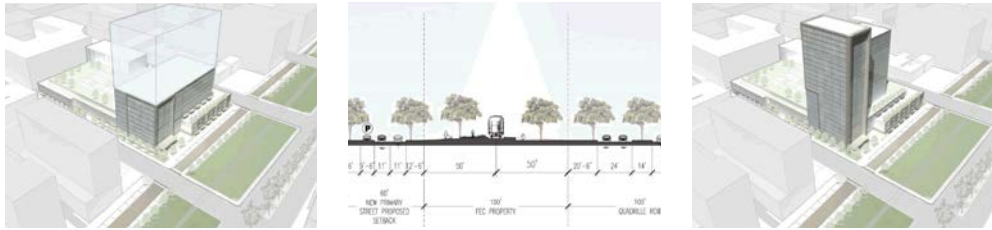
Weaknesses and Barriers

- Office vacancy rates are high.





Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**
23,700

new jobs***
1,690

Housing

total residents (2018)**
10,310

new housing units*
80

value of new housing*
\$15,500,000

New Commercial

new development (sq. ft.)*
447,000

value of new development*
\$33,500,000

New Revenue

ad valorem
\$630,000

non ad valorem
\$107,000

Future Vision

Redevelopment around the station area will create a town center and enhance the entrance to downtown, which is a place that is already a vibrant, mixed-use community with cultural institutions, conference facilities, and a redeveloped waterfront.

- A business district west of the station will provide an urban core and anchor between the two main retail centers of CityPlace and Clematis Street.
- This station site will also include the co-location of a station for All Aboard Florida passenger rail service.
- A linear park along the FEC railway will provide a “green” spine through most of downtown.

Future Vision taken from West Palm Beach Transit-Oriented Development Charrette Report prepared by Treasure Coast Regional Planning Council, 2005.

* Estimated for 2015-2025 with station

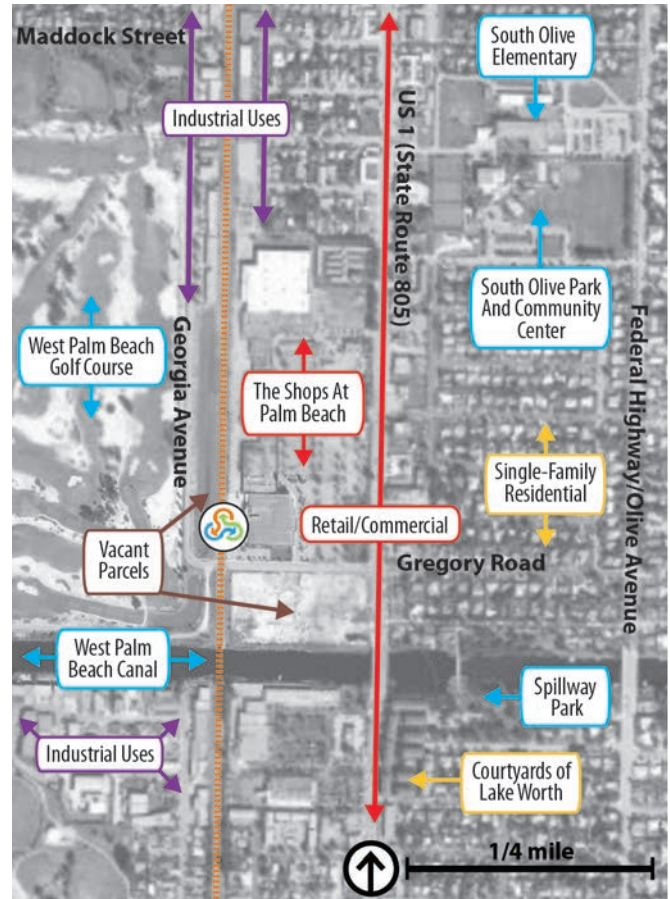
** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Gregory Road WEST PALM BEACH

Georgia Avenue and Gregory Road

Station Area Today



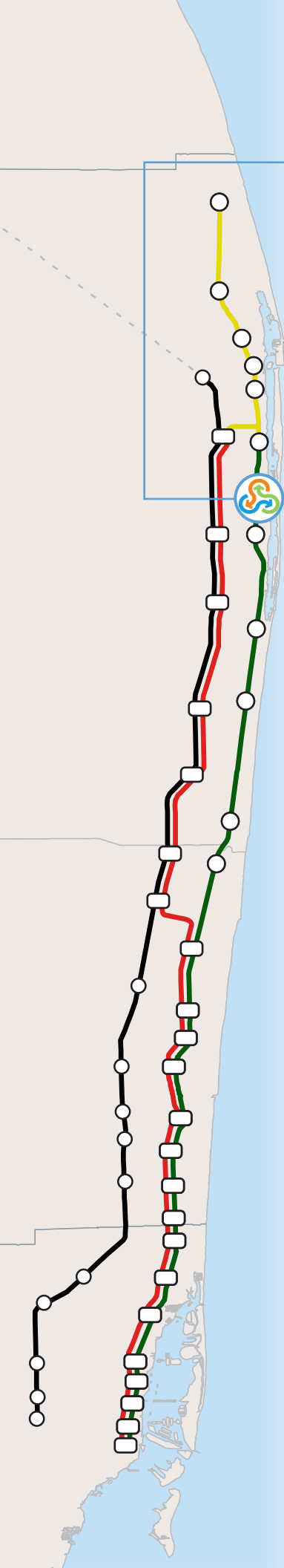
proposed station
 community
 retail
 residential
 industrial
 vacant

Strengths and Opportunities

- Large vacant parcel southeast of the proposed station location provides opportunity for development activity.
- Station would provide access to existing retail and commercial development.

Weaknesses and Barriers

- Canal to the south and drainage use of adjacent vacant parcel provide barrier to development and redevelopment.
- Poor pedestrian access to the station from neighboring development.
- Limited TOD opportunities due to Industrial land uses along Georgia Avenue.





Park-and-Ride

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

3,060

new jobs***

1,780

Housing

total residents (2018)**

8,795

new housing units*

170

value of new housing*

\$24,000,000

New Commercial

new development (sq. ft.)*

32,000

value of new development*

\$2,200,000

New Revenue

ad valorem

\$212,000

non ad valorem

\$90,000

Future Vision

The businesses and redevelopment around the park-and-ride at Gregory Avenue will provide opportunities for commuters to run errands on their way to or from work.

- Strong pedestrian linkages and signs from the park-and-ride to the transit and nearby shops will help draw people from the park-and-ride structure.
- The station will serve as a community focal point and encourage densification of the surrounding land uses.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Lake Avenue LAKE WORTH

FEC Railway and Lake Avenue

Station Area Today

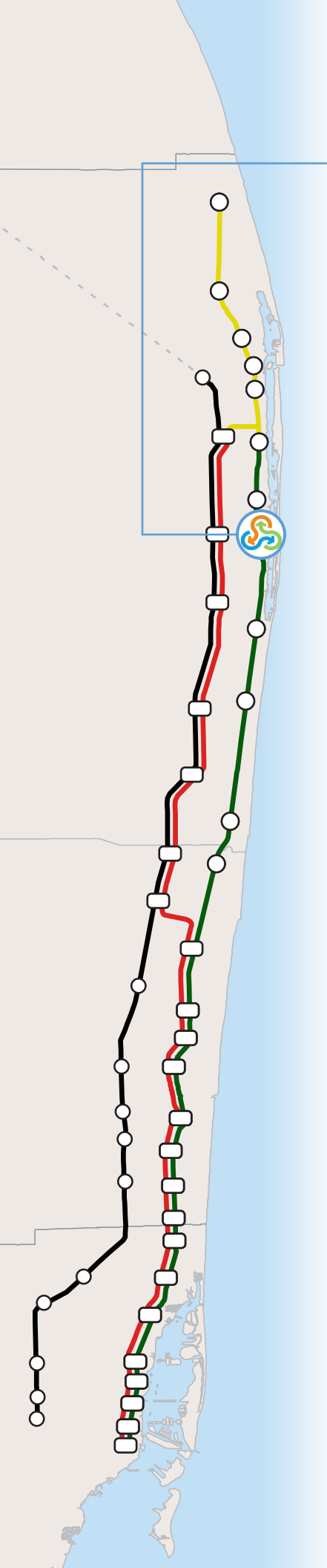


Strengths and Opportunities

- Two-acre redevelopment opportunity site for mixed use southeast of the station.
- Residential redevelopment opportunities on three to four sites over 1 acre.
- Station provides access to civic and cultural uses, downtown retail, restaurants, businesses, and residences.

Weaknesses and Barriers

- Station area dominated by small parcels with multiple owners, requiring aggregation of land.





Town Center

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

3,060

new jobs***

230

Housing

total residents (2018)**

8,790

new housing units*

150

value of new housing*

\$13,500,000

New Commercial

new development (sq. ft.)*

70,000

value of new development*

\$4,400,000

New Revenue

ad valorem

\$184,000

non ad valorem

\$59,000

Future Vision

Mixed-use and arts-oriented redevelopment will be encouraged and accommodated within the existing fabric in this town center.

- As a landmark in the downtown, the FEC station will become a signature civic building, anchoring Lucerne Avenue in the downtown and reflecting the historic structures throughout downtown.
- A Loft District on both sides of the FEC railway will redevelop the existing industrial buildings into mixed-use buildings with a focus on the arts.
- Future land uses will include art space, studios, retail, residential, and light-industrial shops in loft buildings that will have raw and adaptable space yet be attractive on the exterior.
- The character of the historic neighborhoods east of the station will be preserved and enhanced with elements to make Lucerne Avenue more pedestrian friendly.

Future Vision taken from *The Lake Worth Transit-Oriented Development Charrette: The Citizens' Master Plan, 2008. Citizens' Master Plan, 2008.*

* Estimated for 2015-2025 with station

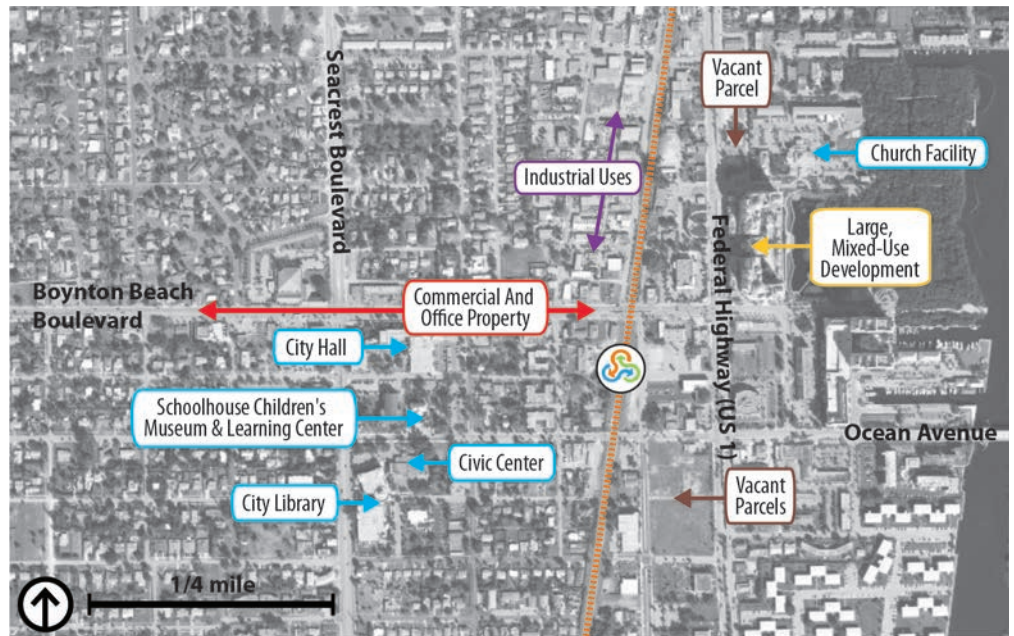
** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Boynton Beach Blvd BOYNTON BEACH

FEC Railway between Boynton Beach Boulevard and Ocean Avenue

Station Area Today



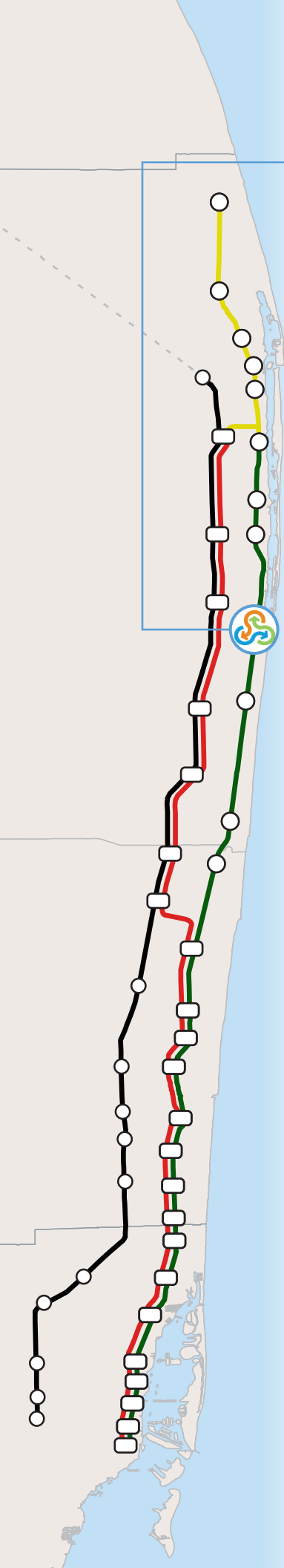
 proposed station
  community
  retail
  residential
  industrial
  vacant

Strengths and Opportunities

- Existing diverse mix of land uses, moderate to high vacancy rates, and multiple redevelopment opportunities makes the station area a good opportunity for future TOD.
- Vacant land surrounds the site within 1/4 mile, including 6.5 acres of vacant commercial land south of the station area.
- The station can draw on the synergy from existing development and the city's proposed Cultural Corridor on Ocean Avenue, which is within walking distance.

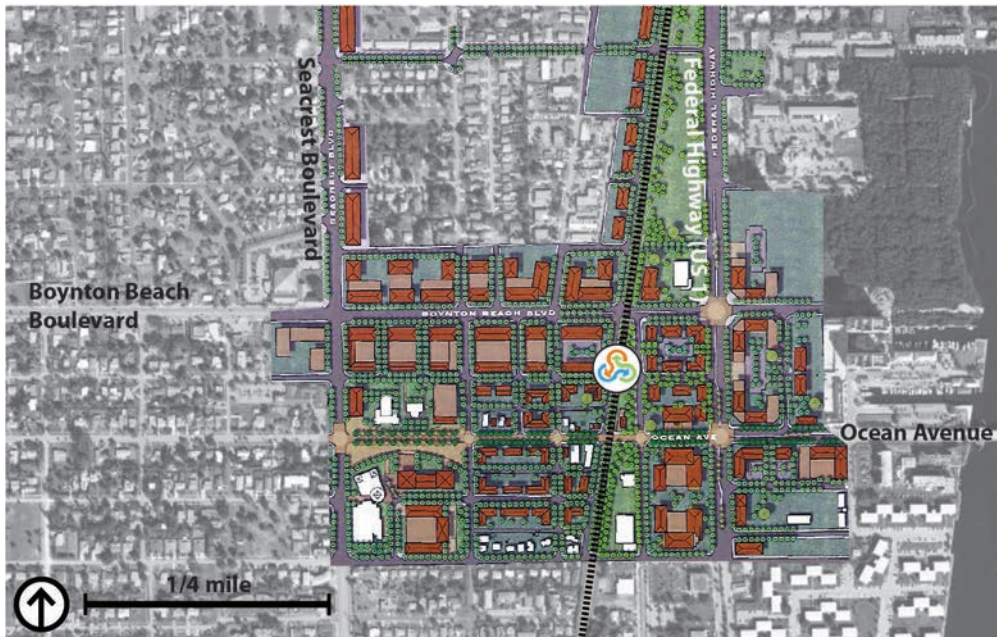
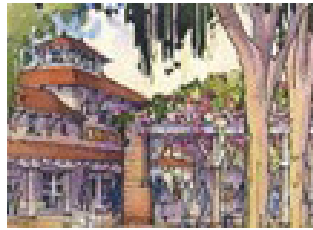
Weaknesses and Barriers

- Vacant parcels are small with multiple owners, requiring consolidation for development.
- Inland waterway east of the station constrains access to the station.





Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

7,210

new jobs***

990

Housing

total residents (2018)**

5,270

new housing units*

600

value of new housing*

\$83,900,000

New Commercial

new development (sq. ft.)*

305,000

value of new development*

\$19,800,000

New Revenue

ad valorem

\$1,242,000

non ad valorem

\$5055,000

Future Vision

A town center at the Boynton Beach Boulevard Station will create a downtown core and build momentum for other redevelopment along Federal Highway and Ocean Avenue.

- A high-density employment-node characteristic of a central business district will be envisioned between Boynton Beach Boulevard and Ocean Avenue.
- The area will include a vibrant mix of retail, office, and residential uses where residents of all ages can gather and interact.
- The station and parking garage will serve as a gateway at the center of the TOD district—a key factor in the overall marketability of the station area.
- A network of connected streets and pedestrian paths will support integrated pedestrian activity throughout the station area.

Future Vision taken from Boynton Beach CRA's Downtown Vision and Master Plan, February 2008.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Atlantic Avenue DELRAY BEACH

East Atlantic Avenue between NE 2nd and NE 3rd Avenues

Station Area Today



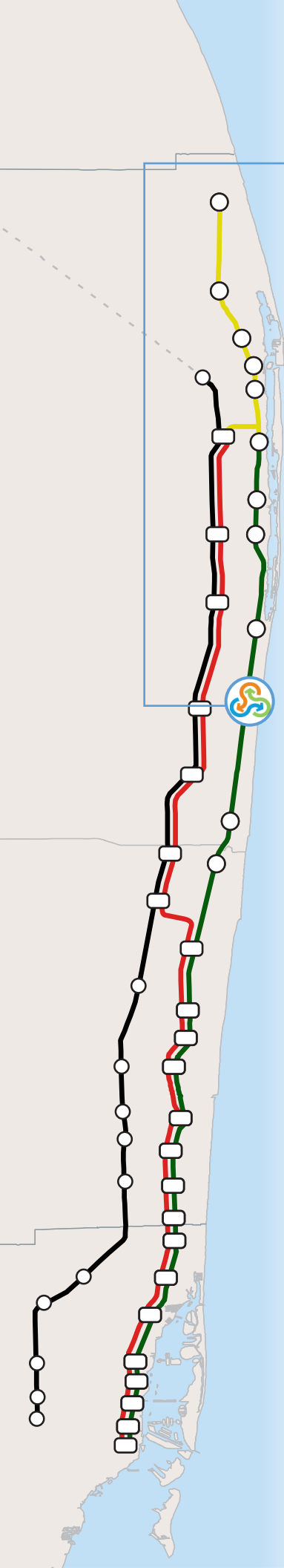
 proposed station
  community
  retail
  residential
  industrial
  vacant

Strengths and Opportunities

- Eight acres of vacant land within 1/4 mile of the station provides opportunity for TOD.
- Major destinations in the station area include parks and cultural centers, municipal offices, an entertainment district, and a tennis event center.
- Businesses are thriving Along Atlantic Avenue, indicating the strength of the area.
- CRA Master Plan proposal incorporates development initiatives compatible with TOD, such as traffic calming and mixed-use development.

Weaknesses and Barriers

- The proposed station area could spur more development if located south of Atlantic Avenue.





Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

5,660

new jobs***

920

Housing

total residents (2018)**

6,270

new housing units*

40

value of new housing*

\$10,100,000

New Commercial

new development (sq. ft.)*

285,000

value of new development*

\$19,100,000

New Revenue

ad valorem

\$350,000

non ad valorem

\$73,000

Future Vision

Building upon decades of careful redevelopment, the Atlantic Avenue Station will further enhance the livability, inclusiveness, and sense of unity in the Delray Beach town center by enhancing regional connectivity.

- Atlantic Avenue will be enhanced with landmark gateways anchoring downtown with the station on the west end and an enhanced Veterans Park at the east end.
- Investments in private land and public infrastructure will further support pockets of mixed-use “main street” redevelopment and will enhance pedestrian connectivity with a green network.
- Future redevelopment will preserve the city’s heritage and village-like character through consistent architectural and urban design qualities.
- The pedestrian scale of Atlantic Avenue west of the station will continue east of the station to create a “main street” environment, with residential units above ground-floor retail.

Future Vision taken from Downtown Delray Beach Master Plan, 2002, and the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

NE 2nd Street BOCA RATON

NE 2nd Street and Dixie Highway

Station Area Today



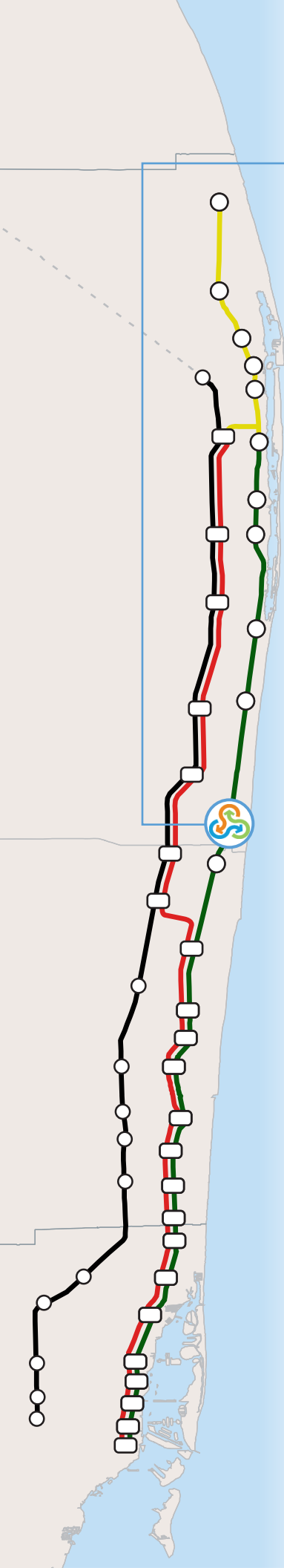
proposed station
 community
 retail
 residential
 industrial
 vacant

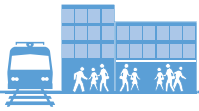
Strengths and Opportunities

- Proposed station area includes development of a pedestrian promenade along part of Palmetto Park Road to create a sense of place.
- The city municipal complex is a key destination in the station area.
- Good mix of uses and opportunities for growth on vacant parcels near the station.
- Station provides access to Mizner Park mixed-use development—residential, retail, and entertainment.
- Redevelopment opportunities on 4 acres at the intersection of Palmetto Park Road and Mizner Boulevard.

Weaknesses and Barriers

- Redevelopment sites are small and will require aggregation for large-scale development to occur.





Town Center

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

8,010

new jobs***

550

Housing

total residents (2018)**

5,760

new housing units*

200

value of new housing*

\$43,800,000

New Commercial

new development (sq. ft.)*

169,000

value of new development*

\$14,700,000

New Revenue

ad valorem

\$464,000

non ad valorem

\$162,000

Future Vision

The town center at the NE 2nd Street Station will build upon the success of Mizner Park to become a community place: a destination where people can connect with other community members throughout the day and evening.

- A network of pedestrian-scaled streets and open space connects downtown and the station area.
- Sanborn Square Quarter will become its own place with diverse land uses and a mix of old, new, small, and large buildings focused around an urban plaza.
- At the station and west of Dixie Highway, the City Hall Quarter will provide a strong visual center for the downtown with its multiple public buildings, mixed-use buildings, and library.
- Redevelopment along East Palmetto Park Road will create a lively character (day and evening) with new residential condominiums, offices, and restaurants, and will draw passengers from the FEC railway into the downtown to the Intracoastal Waterway, beach, and Silver Palm Park.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Future Vision taken from Downtown Boca Raton Master Plan Update, 2007.

Hillsboro Boulevard DEERFIELD BEACH

Hillsboro Boulevard and Dixie Highway

Station Area Today



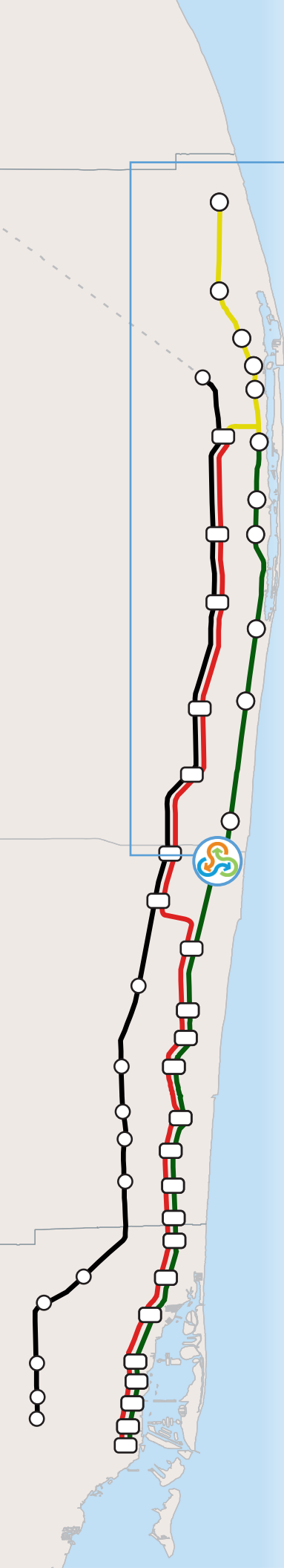
proposed station
 community
 retail
 residential
 industrial
 vacant

Strengths and Opportunities

- The area has good roadway access to the north, east, and west of the site.
- Vacant properties, with previous approvals, exist for townhouse development to the south and southeast of the station while multi-family sites are available to the west of the station.
- Potential commercial redevelopment opportunities exist east of the proposed station location along Hillsboro Boulevard.

Weaknesses and Barriers

- Poor pedestrian access to the site.
- No master planning efforts in the immediate area.
- Development potential at the immediate location of the station is limited.
- No expectations for major development changes.





Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**	2,560
new jobs***	—

Housing

total residents (2018)**	4,500
new housing units*	80
value of new housing*	\$3,000,000

New Commercial

new development (sq. ft.)*	—
value of new development*	\$0

New Revenue

ad valorem	\$16,000
non ad valorem	\$44,000

Future Vision

The Hillsboro Boulevard Station will act as a gateway to City Hall and Deerfield Beach.

- A revitalized Dixie Highway corridor weaves the old and the new to create community continuity, and rebuilds and repairs the fabric of the neighborhood.
- The Dixie Highway corridor will be transformed to accommodate both automobiles and pedestrians, and will “respect a neighborhood” with a coordinated architectural style, pedestrian-friendly environment, on-street parking, a coordinated landscape theme, coordinated street furnishings, and lighting.
- The buildings fronting the corridor will continue the architectural style of the community with Florida Vernacular/Caribbean and Florida Vernacular/Mediterranean architecture.

Future Vision taken from City of Deerfield Beach Vision Plan, 2000, and the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Atlantic Boulevard POMPANO BEACH

NE 1st Street and FEC Railway

Station Area Today



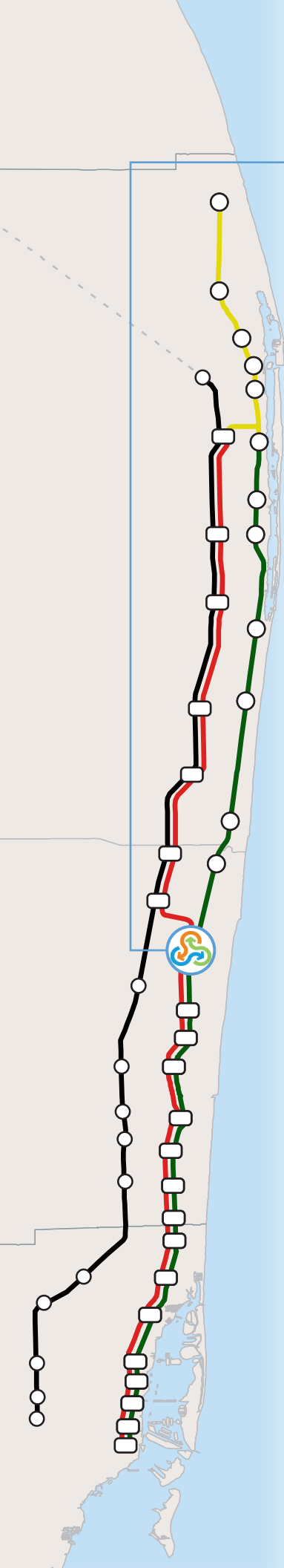
 proposed station
  community
  retail
  residential
  industrial
  vacant

Strengths and Opportunities

- Located next to the historic downtown Pompano Beach and in a Community Redevelopment Area.
- Located in close proximity to both the City Municipal complex and Broward County Transit (BCT) transit hub.
- Vacant and underutilized parcels provide retail redevelopment potential north of the site.
- City-owned parcels south of the station provide opportunities for residential redevelopment.
- Station could serve as a multi-modal transit hub, incorporating commuter rail service.
- City policy identifies commuter rail as a driver for future office demand and residential development near the station.

Weaknesses and Barriers

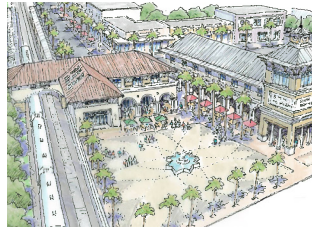
- Existing retail vacancy rates imply that the market does not exist for large-scale redevelopment.
- Pedestrian connectivity to the station is poor.
- Small parcel sizes and the need to aggregate properties create challenges for redevelopment.
- Ten-acre site behind the BCT transit hub will likely redevelop as retail.





Town Center

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

2,320

new jobs***

210

Housing

total residents (2018)**

6,550

new housing units*

40

value of new housing*

\$1,900,000

New Commercial

new development (sq. ft.)*

63,000

value of new development*

\$3,900,000

New Revenue

ad valorem

\$60,000

non ad valorem

\$50,000

Future Vision

A mixed-use, walkable town center at the Atlantic Boulevard Station will be a catalyst for additional infill and redevelopment in and around historic downtown Pompano Beach.

- Three key destinations near the station area—Old Pompano, The Civic Campus, and the MLK/Hammondville areas—will be connected by a safe, walkable, and pedestrian-friendly environment in order to enhance the vibrancy of the area with increased opportunities for social interaction and business development.
- A transit core near the station will focus compact, dense mixed-use development along major streets to create a vibrant and unique environment while maintaining the historic and cultural core of Old Pompano.
- At the intersection of the FEC railway and Atlantic Boulevard, an enhanced Civic Campus area with a proposed Broward County Public Library and nearby retail, office, and additional cultural uses will create activity in the area throughout the day.

Future Vision taken from ULI Technical Assistance Panel for the city of Pompano Beach NWRA, 2011.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

38th Street OAKLAND PARK

Adjacent to Oakland Park City Hall along NE 12th Avenue

Station Area Today



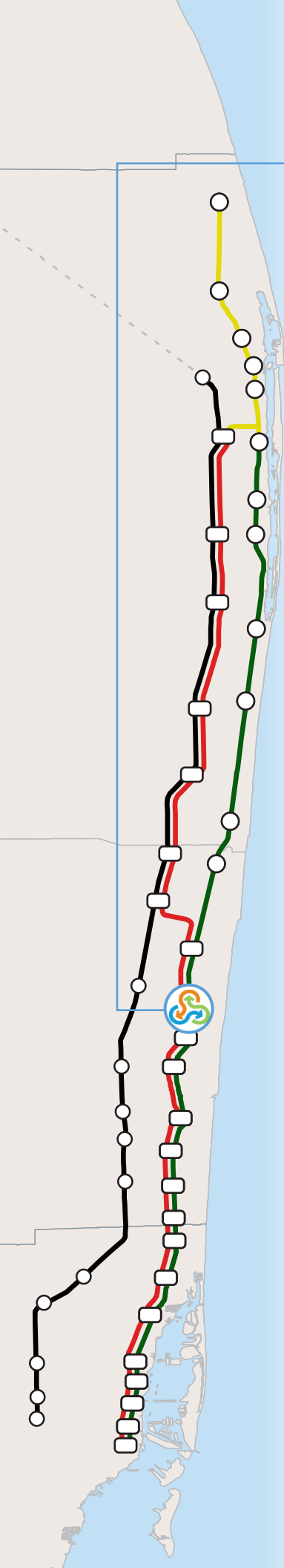
● proposed station
 ● community
 ● retail
 ● residential
 ● industrial
 ● vacant

Strengths and Opportunities

- Significant vacant/underutilized parcels near station site and west of Dixie Highway provide opportunities to spur development around the station area, including:
 - Three acres directly west of the station.
 - Sixteen-plus acre parcel with planned large-scale mixed-use development near station.
- Infill opportunities along Dixie Highway south of 38th Street.
- Thirteen acres of low-density/potentially underutilized development north of the station.
- There is an existing Community Redevelopment Area (CRA) Plan, and implementation efforts are well underway.

Weaknesses and Barriers

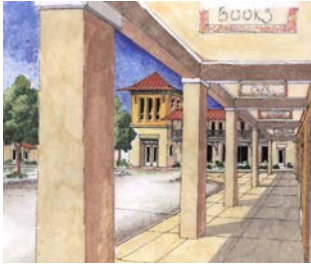
- Warehouse uses along the east side of Dixie Highway create barrier for the residential uses east of Dixie Highway to access the station.
- There is poor pedestrian connectivity between the existing residential neighborhoods and proposed station.





Town Center

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

3,900

new jobs***

830

Housing

total residents (2018)**

7,350

new housing units*

1,370

value of new housing*

\$43,200,000

New Commercial

new development (sq. ft.)*

240,000

value of new development*

\$17,600,000

New Revenue

ad valorem

\$366,000

non ad valorem

\$1,155,000

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Future Vision

The City of Oakland Park will proactively implement its CRA plan to create a new, walkable downtown for city residents, employees, and visitors centered on the proposed station.

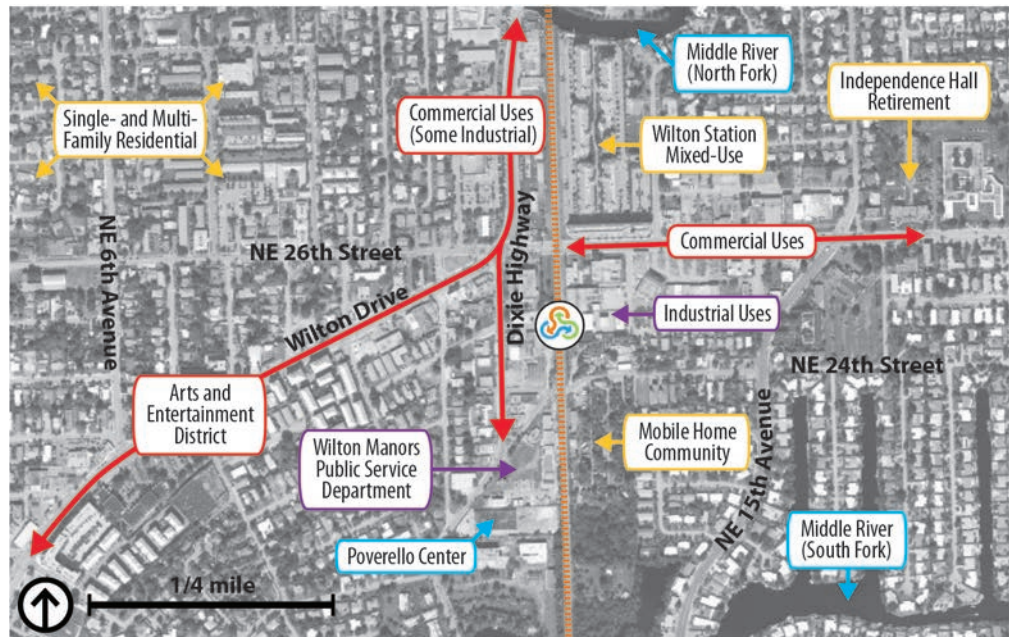
- 12th Avenue redevelopment will create a place people want to be with multi-story buildings, ample room for pedestrians to move around, and colonnades containing shops, offices, and apartments that will front the street.
- 11th Avenue will be enhanced as a main street with public improvements and new design standards.
- 38th Street and Dixie Highway will be redeveloped into a landmark mixed-use project that draws people off the train and into the community.
- A new city park—including an amphitheater, multiuse portico, and parking—will provide a civic landmark in the station area.
- New pocket parks in the downtown will provide a series of places for people to gather and children to play.

Future Vision taken from City of Oakland Park "Citizens' Master Plan" prepared by Treasure Coast Regional Planning Council, 1999, and the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

24th Street WILTON MANORS

FEC Railway Between NE 26th Street and NE 24th Street

Station Area Today

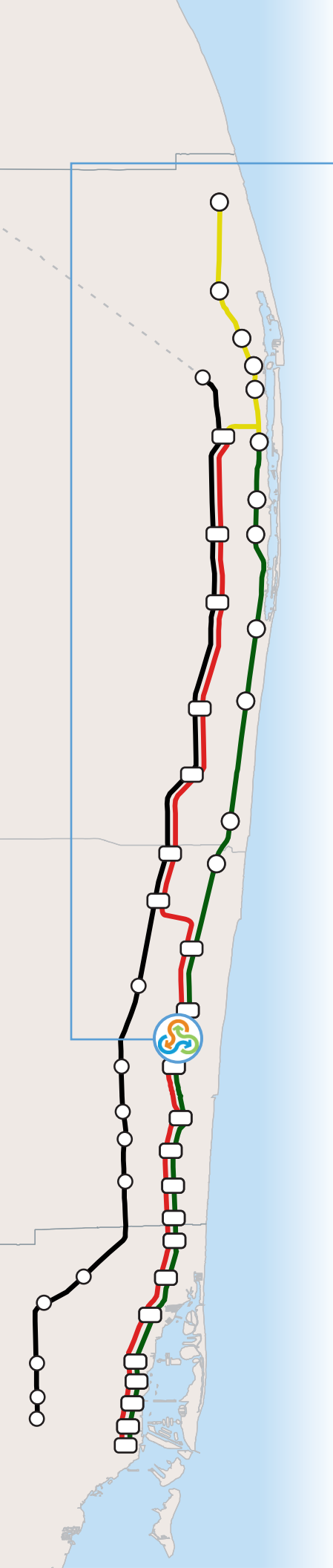


Strengths and Opportunities

- The Transit Oriented Corridor land use designation allows the necessary mix of land use, density, and design to promote transit usage and create a sense of place that is currently lacking along the corridor.
- Wilton Manors is considered a very walkable city according to walkscore.com.
- The area has a high occupancy rate with vibrant development activity.

Weaknesses and Barriers

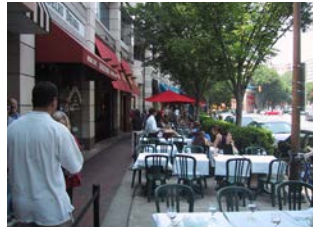
- Industrial development on the west side of the station area.
- Waterways to the north and south restrict access from these areas to the station.





Town Center

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

2,760

new jobs***

—

Housing

total residents (2018)**

6,040

new housing units*

230

value of new housing*

\$8,300,000

New Commercial

new development (sq. ft.)*

—

value of new development*

\$0

New Revenue

ad valorem

\$52,000

non ad valorem

\$160,000

Future Vision

The station area will facilitate the development of mixed uses within a safe and convenient walkable environment that seeks to meet the needs of residential and working population of Wilton Manors.

- Higher-density mixed-use development will occur around the station area to include Wilton Drive.

Future Vision taken from the City's Comprehensive Plan and the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

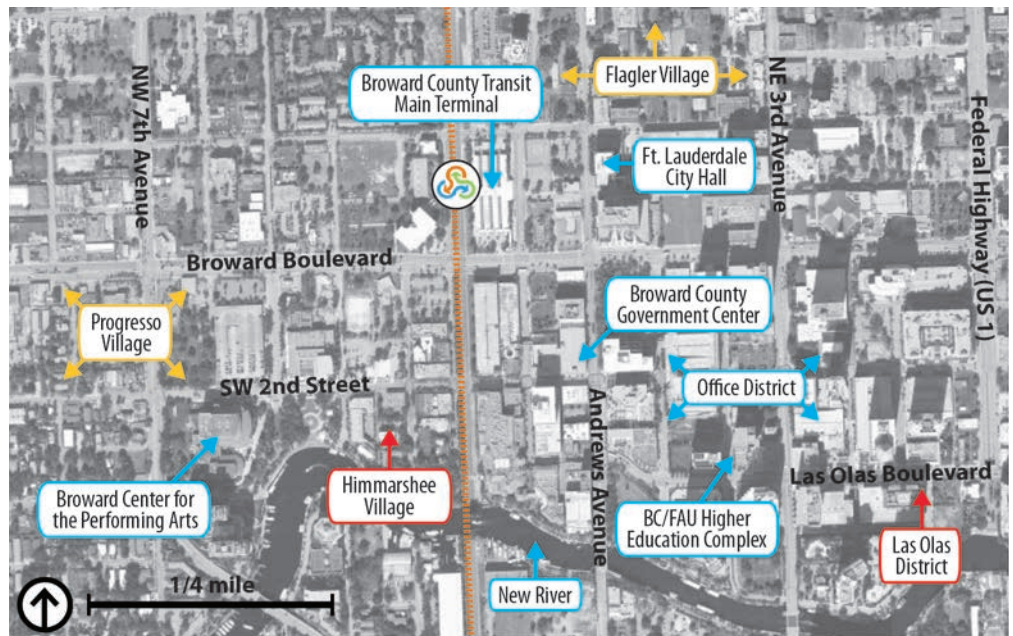
*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Government Center/ Broward Boulevard

FORT LAUDERDALE

NW 2nd Street and Broward Boulevard

Station Area Today



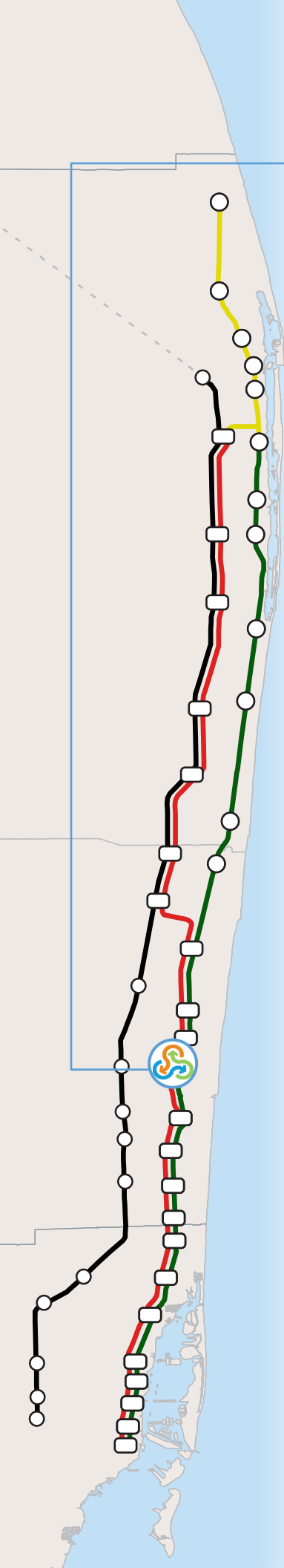
proposed station
 community
 retail
 residential
 industrial
 vacant

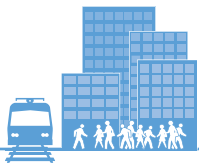
Strengths and Opportunities

- Existing development (municipal buildings, high-rise offices, and multi-family condominiums) support transit.
- Located adjacent to the Broward County Transit main terminal.
- Located in close proximity to the planned Fort Lauderdale “Wave” Streetcar route, which will open access to the entire downtown.
- Good potential pedestrian connectivity and access.
- Over 20 acres of vacant land in the station area—many with transit supportive development plans in place—will catalyze development around the station.
- Current planning activity for the four-block area to create a mixed-use downtown mobility hub, including the Broward County Transit terminal, future streetcar maintenance facility, and a co-located All Aboard Florida and Florida East Coast Railway commuter rail station.

Weaknesses and Barriers

- New River may constrain access to the south.
- Broward Boulevard (seven lanes) presents a pedestrian safety issue.





Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

16,780

new jobs***

5,340

Housing

total residents (2018)**

7,450

new housing units*

330

value of new housing*

\$87,800,000

New Commercial

new development (sq. ft.)*

1,515,000

value of new development*

\$124,200,000

New Revenue

ad valorem

\$874,000

non ad valorem

\$554,000

Future Vision

The station will serve Broward County's highest density area with direct pedestrian linkages to bus transit, All Aboard Florida, and Wave Streetcar service.

- The new transit station will create a landmark urban gateway and generate increased pedestrian traffic and economic vitality to the heart of downtown.
- The Broward Boulevard corridor will be a connected series of districts and neighborhoods.
- East of the station (along Broward Boulevard), a mixed-use center will have the greatest concentration and diversity of commercial and civic uses, with higher-density housing in the downtown city center.
- West of the station (along Broward Boulevard), densities will be lower, with a variety of housing and neighborhood-scale office and service uses.

Future Vision taken from City of Fort Lauderdale. Images from Fort Lauderdale Master Plan Update: Design Guidelines, 2007, Broward Boulevard Gateway Improvement Project, 2012, and the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Fort Lauderdale-Hollywood International Airport

Perimeter Road and Fort Lauderdale-Hollywood International Airport Station Area Today



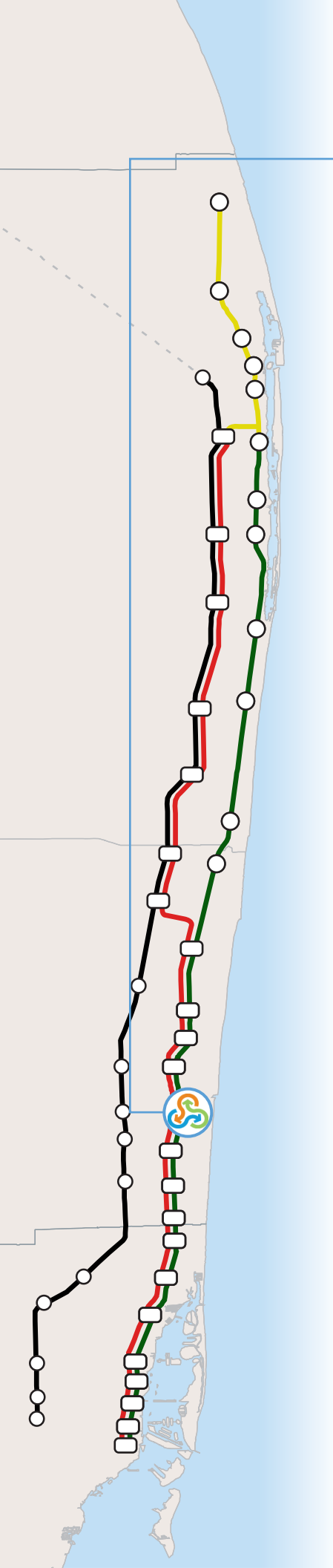
 proposed station
  community
  retail
  residential
  industrial
  vacant

Strengths and Opportunities

- Station provides new transportation option for the Fort Lauderdale - Hollywood International Airport and potential connections to Port Everglades.
- Vacant parcels south of the airport provide strong commercial development potential.

Weaknesses and Barriers

- TOD development, or other development not related to the airport, is very limited.
- Poor pedestrian access.
- Development around the station constrained by height/land use restrictions near the airport, and existing and planned expansion of airport facilities and infrastructure.





Park-and-Ride

Station Area Tomorrow



Jobs

people employed
(badged employees)

12,500

total payroll

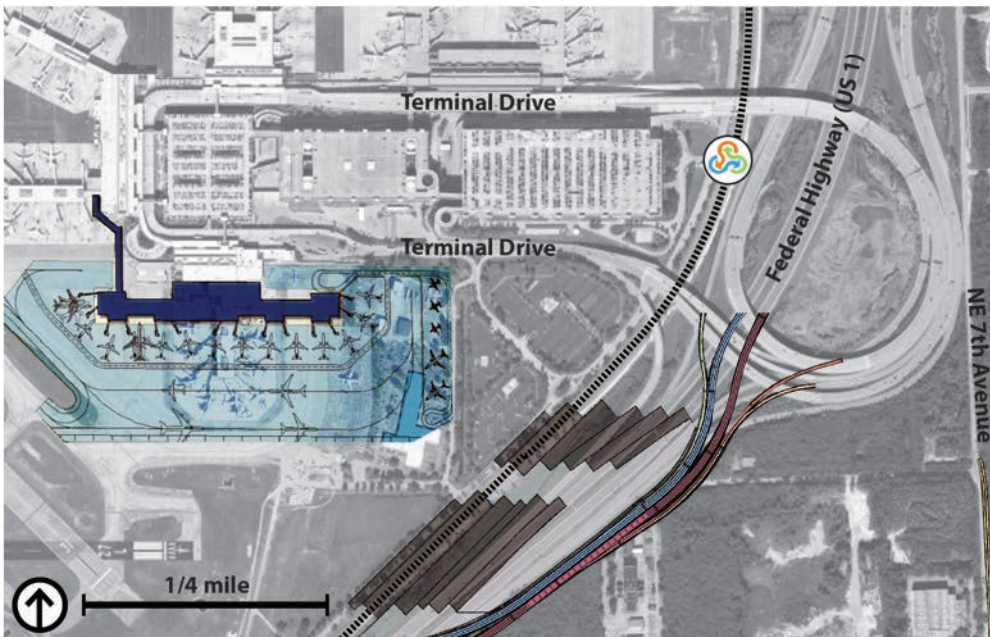
\$3.5 Billion

Passengers Per Day

65,000

Annual Economic Impact

\$10.6 Billion



Future Vision

The expanded Fort Lauderdale–Hollywood International Airport will become the preferred gateway to South Florida for international and domestic travelers.

- The Fort Lauderdale–Hollywood International Airport expansion will foster international traffic growth, enhance overall passenger experience, and improve service.
- With a projected economic impact of \$10.6 billion annually, the expanded airport will be an economic development driver for the region.
- When the expansion is complete, over 134,600 total jobs in the region will have direct or indirect ties to the region.

Future Vision taken from the Building for the Future Ft. Lauderdale–Hollywood International Airport presentation. Images from the Fort Lauderdale–Hollywood International Airport, Master Plan Update—Phase 1, 2006.

Dania Beach Boulevard DANIA BEACH

Dania Beach Boulevard and NW 4th Avenue

Station Area Today



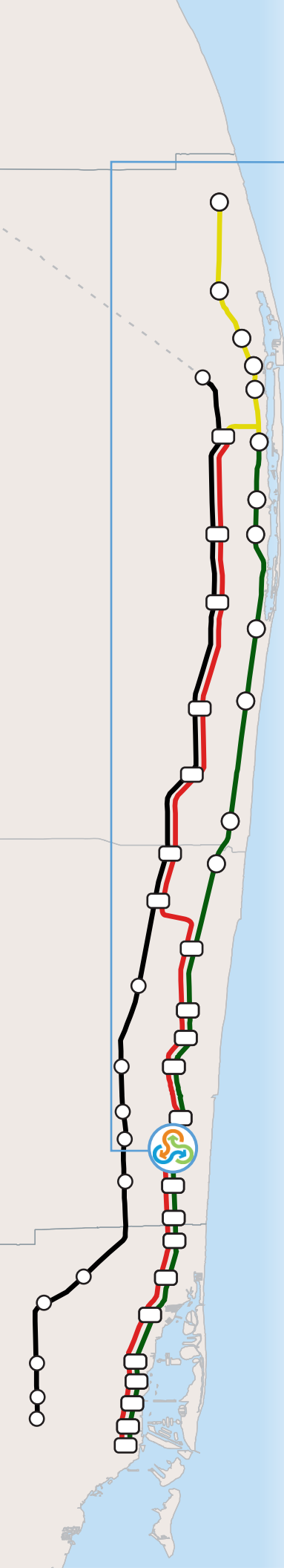
 proposed station
  community
  retail
  residential
  industrial
  vacant

Strengths and Opportunities

- Vacant parcels within the station area provide infill opportunities.
- The City of Dania Beach has made a significant investment in water and sewer infrastructure to accommodate future development.
- The City is actively promoting economic development and redevelopment of the urban core into a hub for living, employment, and entertainment.
- Good pedestrian access to surrounding land uses—retail, residential, and commercial.

Weaknesses and Barriers

- Underutilized and vacant parcels are small and widely dispersed around the station area.
- Industrial area near the proposed station site is not conducive to mixed-use or residential development.





Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

2,660

new jobs***

240

Housing

total residents (2018)**

6,170

new housing units*

—

value of new housing*

\$0

New Commercial

new development (sq. ft.)*

75,000

value of new development*

\$4,700,000

New Revenue

ad valorem

\$52,000

non ad valorem

\$17,000

Future Vision

The Dania Beach Boulevard Station will be a gateway that leads people to its vibrant city center.

- The heart of Dania Beach's city center will be a pedestrian-friendly area with a mix of residential, commercial, and office uses.
- East of the station, mixed-use development will transition in intensity and form as it moves away from the station toward the adjacent residential neighborhoods.
- A new entryway from Federal Highway will provide connectivity and access to the downtown from the transit station, creating a sense of arrival and solidifying the city's sense of place.

Future Vision taken from City of Dania Beach, Community Redevelopment Agency Redevelopment Plan, 2009. Map taken from the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

* Estimated for 2015-2025 with station

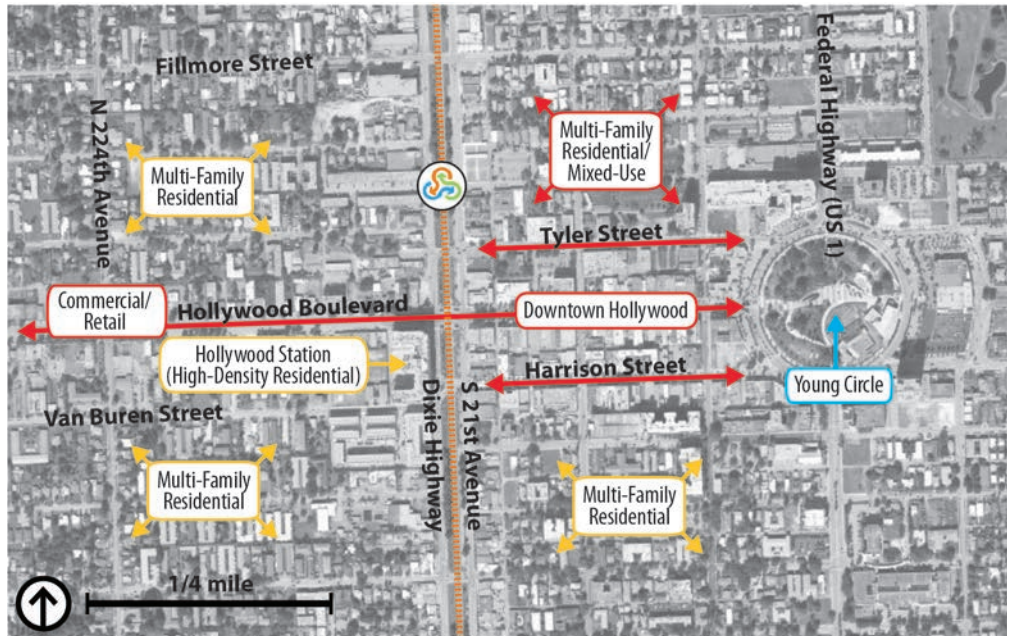
** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Hollywood Boulevard HOLLYWOOD

Hollywood Boulevard and Dixie Highway

Station Area Today



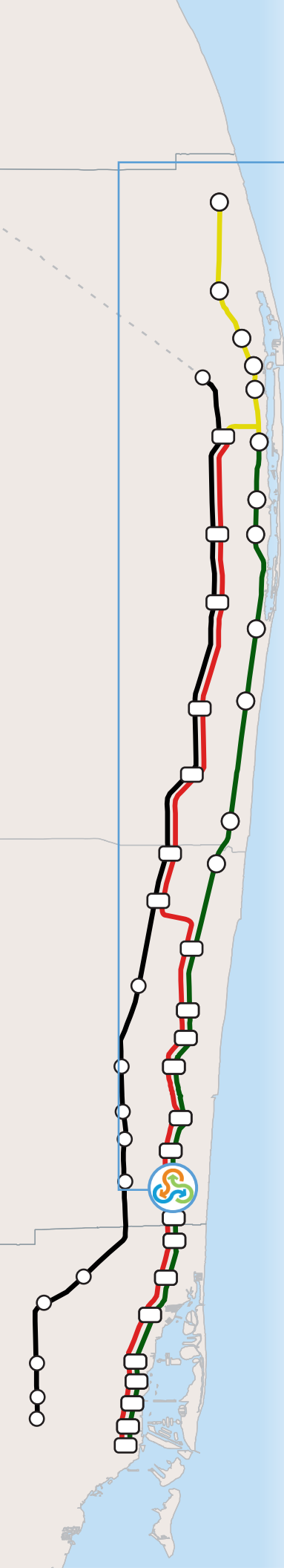
 proposed station
  community
  retail
  residential
  industrial
  vacant

Strengths and Opportunities

- Existing pattern of development is already transit oriented and very walkable with sidewalks and pedestrian crossings.
- Existing land uses—including residential, retail, entertainment, and commercial uses—support transit.
- Good pedestrian access to surrounding land uses.
- Available capacity of existing development can absorb future growth.
- Located in a Community Redevelopment Area.

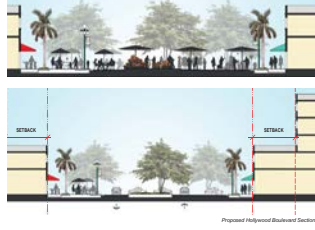
Weaknesses and Barriers

- Few remaining small, vacant parcels limit infill and make redevelopment difficult.
- Vacancy occurs in existing development throughout downtown.
- Much existing development is older and low density on small parcels.





Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

5,230

new jobs***

610

Housing

total residents (2018)**

10,860

new housing units*

530

value of new housing*

\$53,300,000

New Commercial

new development (sq. ft.)*

175,000

value of new development*

\$19,100,000

New Revenue

ad valorem

\$910,000

non ad valorem

\$412,000

Future Vision

Downtown Hollywood's unique character and historic identity will draw people to get off the train at the Hollywood Boulevard Station.

- The Dixie Highway and Hollywood Boulevard intersection will serve as a formal gateway to Downtown and the Historic Business District in Hollywood, creating a strong pedestrian connection from the transit station to the rest of Downtown.
- West of Dixie Highway, a high-intensity mixed-use corridor will be developed to serve the transit station and the nearby residences.
- East of Dixie Highway (along Hollywood Boulevard toward Young Circle), the historic buildings will be renovated to reinforce its unique historic identity. New infill development will enhance the pedestrian experience, encouraging people to linger and explore the businesses in Downtown Hollywood, which, in turn, will strengthen Hollywood's position as a regional entertainment destination.

Future Vision taken from the Downtown Hollywood Master Plan. Images from the Downtown Hollywood Master Plan and City of Hollywood CRA Workshop, 2010, and the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

SE 4th Street HALLANDALE BEACH

4th Street and Dixie Highway

Station Area Today

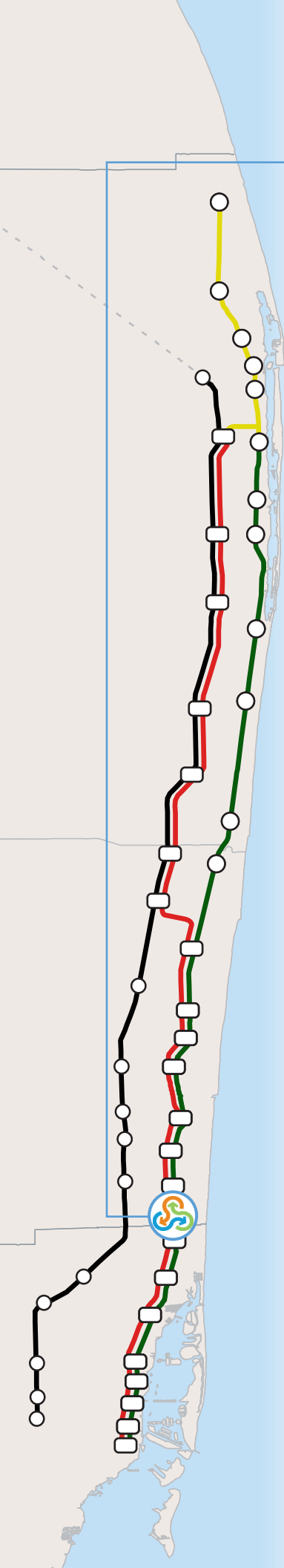


Strengths and Opportunities

- Plans to co-locate the library and Broward College campus, which would draw students from around the region.
- East-west connections provide access to employment centers, while multi-modal options offer connections to major employers outside the city, including connections to Memorial Hospital, Aventura Hospital, Aventura Mall, and Tri-Rail.
- The City's Bluesten Park Conceptual Master Plan and Town Center concept provide a means for establishing transit-oriented design to encourage a mix of uses, which will spur redevelopment of the area.

Weaknesses and Barriers

- Single-family residential uses around the station may stall redevelopment opportunities within the proposed town center.





Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

2,960

new jobs***

—

Housing

total residents (2018)**

6,790

new housing units*

110

value of new housing*

\$5,100,000

New Commercial

new development (sq. ft.)*

—

value of new development*

\$0

New Revenue

ad valorem

\$56,000

non ad valorem

\$74,000

Future Vision

The new commuter rail station will anchor a transit-oriented mixed-use town center, which will include Bluesten Park, Hallandale Municipal Complex, Broward Library/Broward College Regional Education Center, and The Village at Gulfstream Park.

- Bluesten Park will be a central amenity as an urban park with active and passive uses, a 400-seat amphitheater, and walking trails for additional pedestrian connections that will serve as a community gathering place for special events, including a farmers' market, community events, and concerts.
- The Village at Gulfstream Park is planning new development just east of Federal Highway that will connect to the new city park, including two hotels, a restaurant, and a 2,500-seat theater. These plans will encompass recreational activities that focus on family-friendly entertainment, which will draw attendance both regionally and statewide.

Future Vision taken from City of Hallandale Beach Citywide Master Plan and Implementation Strategy, 2009, the Bluesten Corridor Concept Plan, 2012, and the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

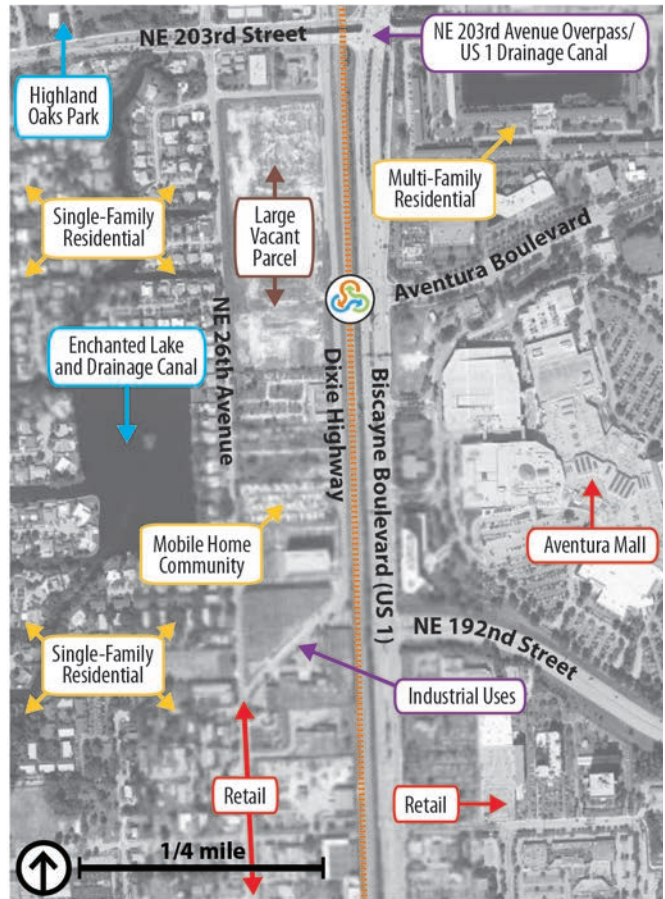
* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

192nd Street AVENTURA

Dixie Highway/Biscayne Boulevard (US 1) and Aventura Boulevard
Station Area Today



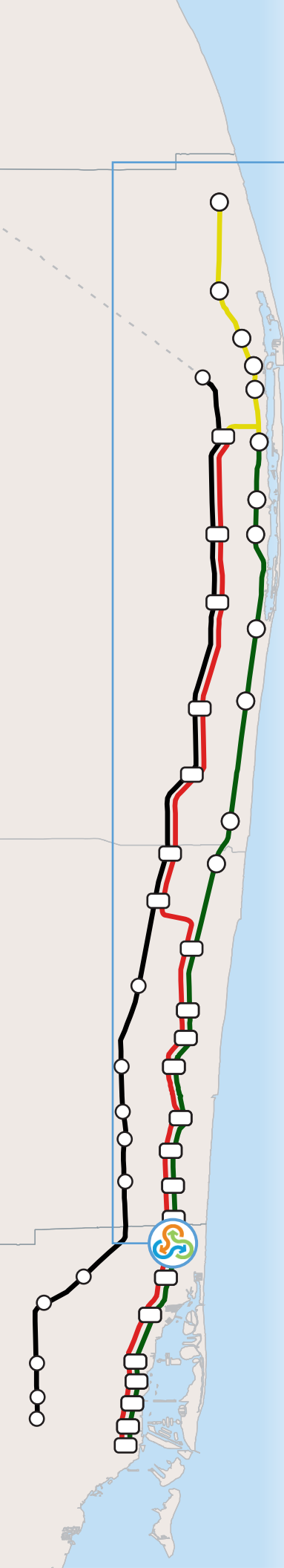
proposed station community retail residential industrial vacant

Strengths and Opportunities

- Existing major retail and office directly east of the station could serve as anchor for new residential uses in the station area.
- Station area includes large vacant parcels (approximately 25 acres) for TOD.
- Redevelopment potential includes high-density residential with population supporting retail or services.
- The county-sponsored Ojus redevelopment plan and its implemented zoning is in place west of the railroad tracks.

Weaknesses and Barriers

- Poor pedestrian access and connectivity to the proposed station from the surrounding land uses.
- Vacant land west of the station is in unincorporated Miami-Dade County and will require inter-jurisdictional coordination and pedestrian connectivity improvements.
- US 1 creates a barrier for pedestrian connectivity between the station, Aventura Mall, and other development without significant pedestrian improvements.





Park-and-Ride

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

14,470

new jobs***

1,180

Housing

total residents (2018)**

3,730

new housing units*

360

value of new housing*

\$26,300,000

New Commercial

new development (sq. ft.)*

340,000

value of new development*

\$37,800,000

New Revenue

ad valorem

\$110,000

non ad valorem

\$293,000

Future Vision

The 192nd Street Station will connect the Aventura Mall—one of the region's largest retail destinations—with the town center southwest of the station and located physically and strategically within the Dixie Highway commercial corridor.

- The existing village-like qualities will evolve into an authentic town, with a mixed-use main street along Dixie Highway and a safe pedestrian environment.
- The character of the new town center (southwest of the station) will preserve the community's heritage, enhance its livability, and create a sense of unity.
- Attractive public plazas, neighborhood pocket parks, and pedestrian-friendly streets throughout the town center will create gathering places.
- A regional park-and-ride (located at Ives Dairy Road) will support commuters accessing the transit station as well as visitors to the town center.

Future Vision taken from the Ojus Urban Area District Master Plan and Regulations, Municipal Code of Miami-Dade County.

* Estimated for 2015-2025 with station

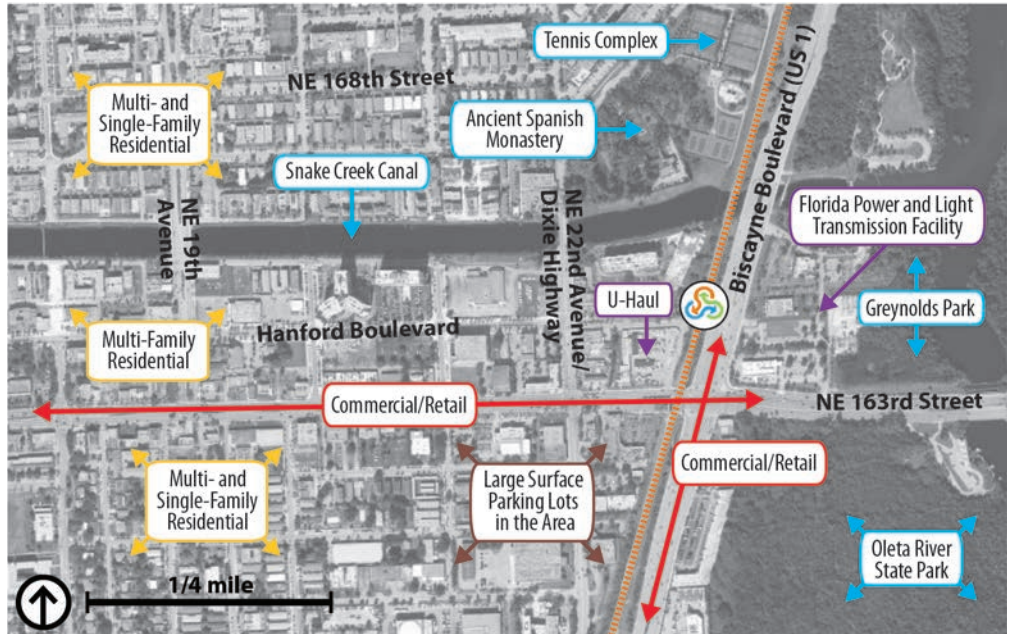
** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

163rd Street NORTH MIAMI BEACH

165th Street and Biscayne Boulevard (US 1)

Station Area Today



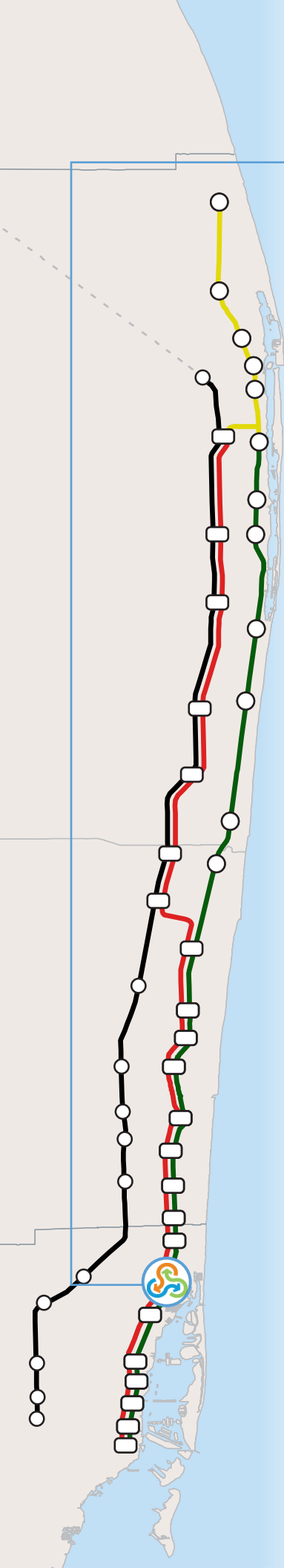
proposed station
 community
 retail
 residential
 industrial
 vacant

Strengths and Opportunities

- Existing residential development is compatible for commuter rail users.
- Commercial properties west and east of the station provide redevelopment opportunities.
- Infill opportunities exist west and south of the station site for small-scale redevelopment.
- Located in the North Miami Beach Community Redevelopment Area.
- Local neighborhood residents provide market for service retail along NE 163rd Street.
- Strong east-west and north-south access.
- Significant development capacity nearby on many underdeveloped and underutilized parcels.

Weaknesses and Barriers

- The physical size of NE 163rd Street and US 1 creates a physical barrier to pedestrian access and connectivity.
- Physical development constraints east of the FEC railway include the canal, US 1, and existing park land.





Town Center

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

5,180

new jobs***

3,090

Housing

total residents (2018)**

5,000

new housing units*

80

value of new housing*

\$5,400,000

New Commercial

new development (sq. ft.)*

896,000

value of new development*

\$95,000,000

New Revenue

ad valorem

\$959,000

non ad valorem

\$178,000

Future Vision

The 163rd Street Station will connect Miami-Dade County's largest northern roadway corridor to the broader region, supporting the redevelopment of North Miami Beach and continuing the transformation between US 1 and the Mall At 163rd Street into a walkable, mixed-use destination.

- The FEC station will anchor the east end of Hanford Boulevard and the targeted downtown corridor along with local businesses such as Laurenzo's Market.
- Destinations, including the Civic and Mall Districts, will lead people from the FEC station into downtown North Miami Beach.
- Public-gathering and civic spaces will be located throughout the area, with gateways serving as identifiers for the town center.
- This station will define North Miami Beach as the "Crossroads of South Florida" and will grow as a regional destination for shopping, dining, and working.

Future Vision taken from North Miami Beach Charrette: A Citizens' Master Plan, 1999, and the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

* Estimated for 2015-2025 with station

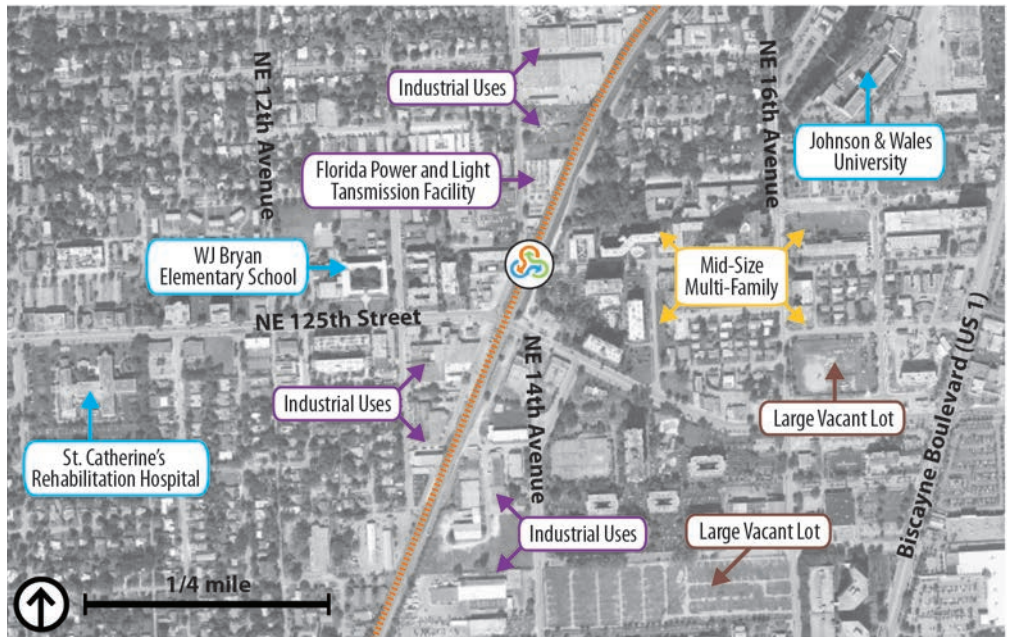
** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

125th Street NORTH MIAMI

NE 125th Street and FEC Railway

Station Area Today



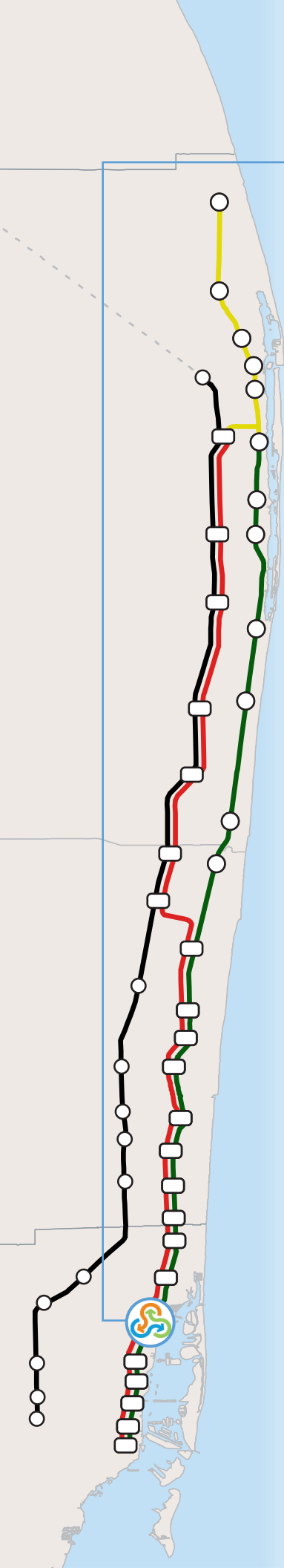
proposed station
 community
 retail
 residential
 industrial
 vacant

Strengths and Opportunities

- Redevelopment opportunities east and north of the station area.
- Johnson & Wales University has a planned expansion.
- Underutilized industrial building south of the station could be used for redevelopment.
- Transit passengers likely to originate here, making it a prime location for a park-and-ride facility.
- Located in a Community Redevelopment Area.

Weaknesses and Barriers

- Area is primarily low-density residential.
- Florida Power and Light Transmission Facility is close to the station area.
- Pedestrian connectivity is poor.





Park-and-Ride

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

7,380

new jobs***

1,120

Housing

total residents (2018)**

8,580

new housing units*

170

value of new housing*

\$11,500,000

New Commercial

new development (sq. ft.)*

334,000

value of new development*

\$33,700,000

New Revenue

ad valorem

\$629,000

non ad valorem

\$147,000

Future Vision

The quality of life for residents will be enhanced with transit access to the mixed-use activity centers in the 125th Street Station area. Anchored by Johnson & Wales University, the 125th Street Station will connect the region to North Miami's commercial spine at 125th Street.

- Within ¼ mile of the station area, mixed-use and higher-density residential is planned along Biscayne Boulevard, NE 6th Avenue, and NE 125th Street.
- Mixed-use development will create an activity center along West Dixie Highway, NE 6th Avenue, and NE 125th corridors with complete live, work, and play environments.
- A mixed-use TOD at the transit station will create a gateway to announce the arrival in North Miami.

Future Vision taken from ULI Southeast Florida/Caribbean Technical Assistance Panel for NMCRA, 2009, and the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

* Estimated for 2015-2025 with station

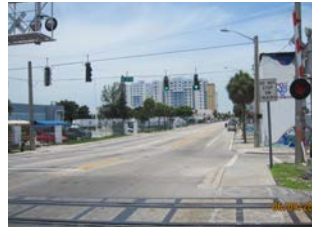
** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

79th Street MIAMI

NE 4th Avenue and 79th Street

Station Area Today



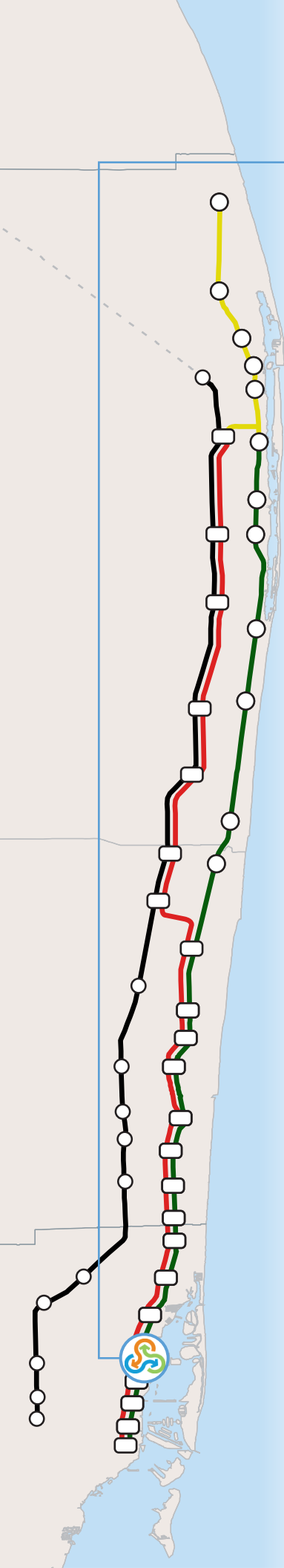
proposed station
 community
 retail
 residential
 industrial
 vacant

Strengths and Opportunities

- Large retail space directly northeast of the station provides a redevelopment opportunity.
- Retail space east of the station site has long-term redevelopment potential.
- Existing plans support mixed-use development and streetscape improvements in the station area.
- Located in Community Redevelopment Area.

Weaknesses and Barriers

- Poor pedestrian access to the station, especially from NE 82nd Street and NE 79th Street.
- Few infill opportunities for new development.
- New River/South Florida Water Management District Canal parallels the railway, creating connectivity issues east of the station.





Town Center

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

5,230

new jobs***

90

Housing

total residents (2018)**

7,180

new housing units*

100

value of new housing*

\$5,200,000

New Commercial

new development (sq. ft.)*

25,000

value of new development*

\$1,600,000

New Revenue

ad valorem

\$89,000

non ad valorem

\$70,000

Future Vision

The 79th Street Station will bring riders to the town center and support planned mixed-use redevelopment.

- Redevelopment plan will include additional retail, housing units, and office buildings within walking distance of the station.
- 79th Street will become more pedestrian friendly and urban with redevelopment that is multi-story and mixed use, fronts the sidewalk, and has parking behind the building.

Future Vision taken from the South Florida East Coast Corridor Transit Study: Station Area Planning Workbook, 2012.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

54th Street MIAMI

NE 54th Street and FEC Railway

Station Area Today

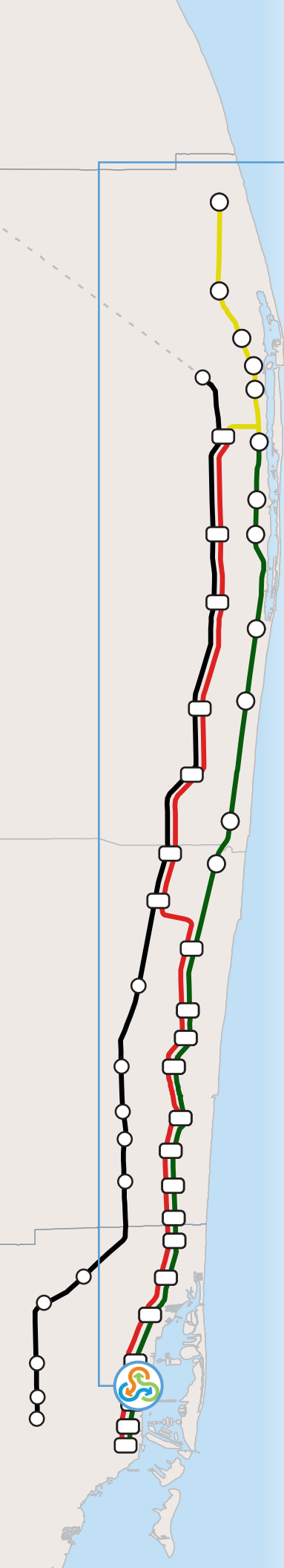


Strengths and Opportunities

- Many commercially zoned vacant and underutilized parcels (infill opportunities) exist to the east of the station.
- The vibrant atmosphere and mix of uses around the proposed station area make this location attractive for future high-density residential, entertainment, and commercial uses.
- The station area contains ample vacant land for development and recent development activity.

Weaknesses and Barriers

- Roadways into the residential area to the east are closed at Biscayne Boulevard, which reduces pedestrian access.





Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

5,910

new jobs***

120

Housing

total residents (2018)**

5,290

new housing units*

140

value of new housing*

\$6,700,000

New Commercial

new development (sq. ft.)*

37,000

value of new development*

\$3,400,000

New Revenue

ad valorem

\$77,000

non ad valorem

\$81,000

Future Vision

Create an attractive environment that promotes the social and economic health of the 54th Street area community.

- 54th Street station will promote mixed-use development that is pedestrian friendly and further enhance the residential use and entertainment activities of this urban area.
- Development around the station area will be multi-level mixed use.

* Estimated for 2015-2025 with station

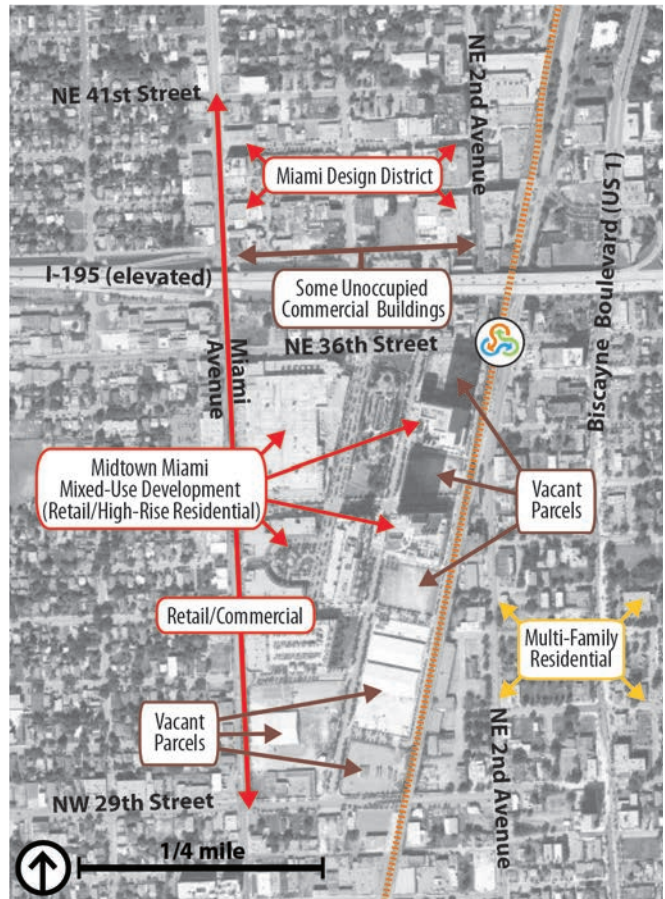
** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

36th Street MIAMI

36th Street and NE 2nd Avenue

Station Area Today



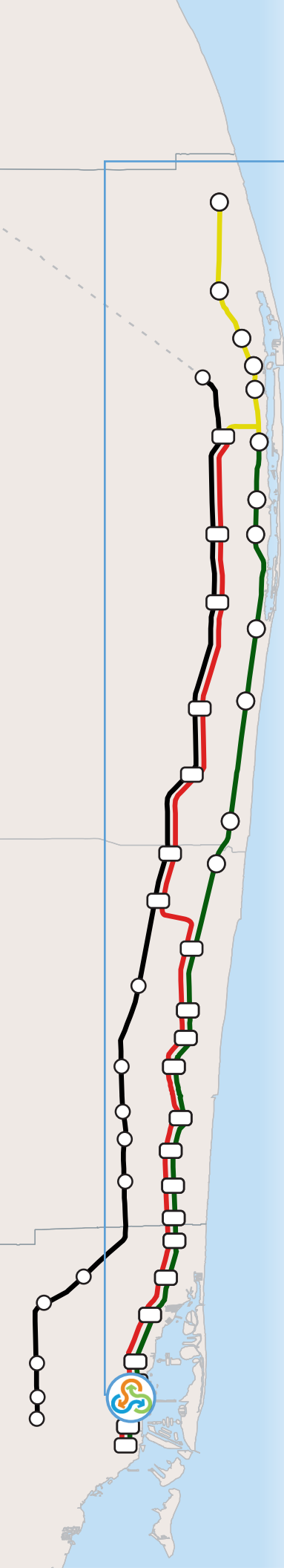
proposed station community retail residential industrial vacant

Strengths and Opportunities

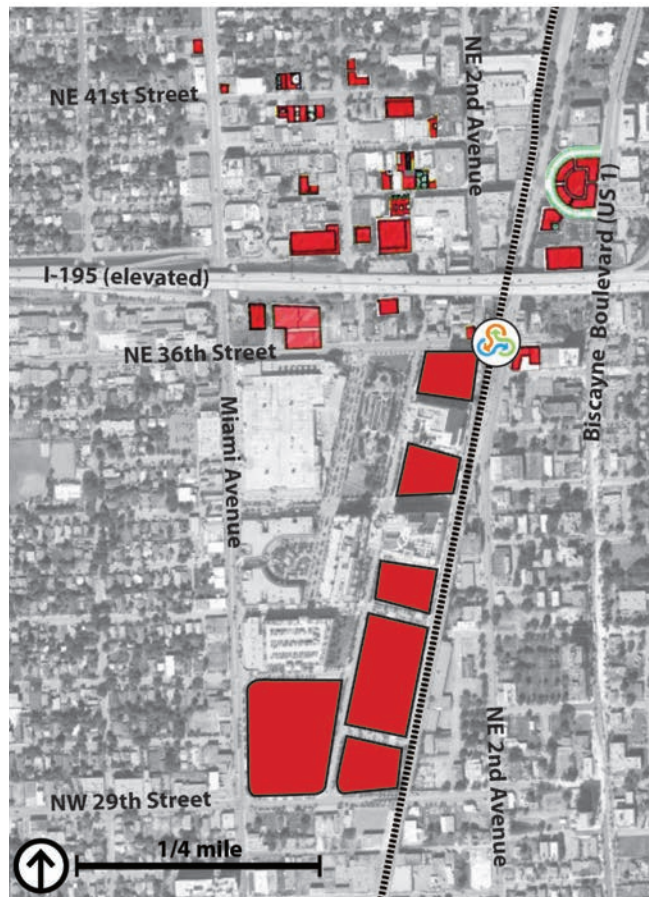
- Good pedestrian access to the station, with pedestrian-friendly environment.
- Station area adjacent to Midtown Miami mixed-use complex, and other thriving medium-high density residential, retail, and office uses with low vacancy rates.
- Strong development opportunities in Midtown Miami.
- Infill opportunities throughout the station area north of NE 36th Street into the Miami Design District and southeast of the station.
- Continued redevelopment likely to occur in the near future.
- Located within the Community Redevelopment Area.

Weaknesses and Barriers

- Elevated I-195 expressway is within 1,000 feet of the station to the north.



Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

7,670

new jobs***

1,700

Housing

total residents (2018)**

13,530

new housing units*

220

value of new housing*

\$30,700,000

New Commercial

new development (sq. ft.)*

520,000

value of new development*

\$61,900,000

New Revenue

ad valorem

\$701,000

non ad valorem

\$207,000

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Future Vision

A new station at 36th Street will catalyze the next wave of investment and development in Midtown Miami and the Design District, adding to the vibrancy and excitement of these growing neighborhoods.

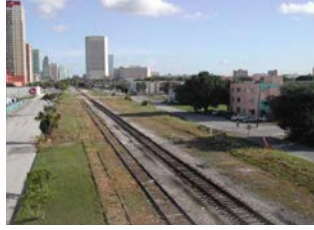
- Midtown Miami East is a proposed mixed-use development with high-density residential, office, and hotel uses.
- Buena Vista West is a proposed retail development.
- Streetscape improvements—including pedestrian circulation, landscaping, and public plazas—will enhance the area's walkability.
- Strong pedestrian connectivity between the Design District and Midtown Miami.

Future Vision taken from Station Area Market Analysis, 2012, and the Miami Design District Retail Street Special Area Plan, 2012.

11th Street MIAMI

NW 11th Street and FEC Railway

Station Area Today



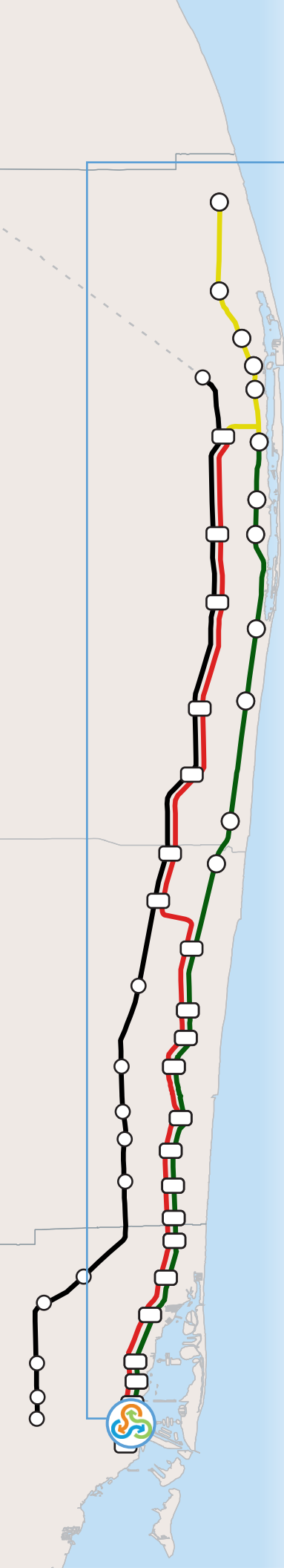
proposed station
 community
 retail
 residential
 industrial
 vacant

Strengths and Opportunities

- Overtown Transit Village (with Miami-Dade Transit and county government offices) and historic Overtown are near the station area.
- Underutilized warehouse properties and surface parking lots provide significant redevelopment opportunities within the station area.
- Concentrations of small, vacant parcels could be aggregated for development.
- Adjacent property is owned by Florida East Coast Railway, which presents opportunity for co-location of this station area with the All Aboard Florida inter-regional passenger rail station.
- The station area is part of Miami's Southeast Overtown/Park West Community Redevelopment Area, and the redevelopment plan calls for integrated land use and transportation systems consistent with TOD.

Weaknesses and Barriers

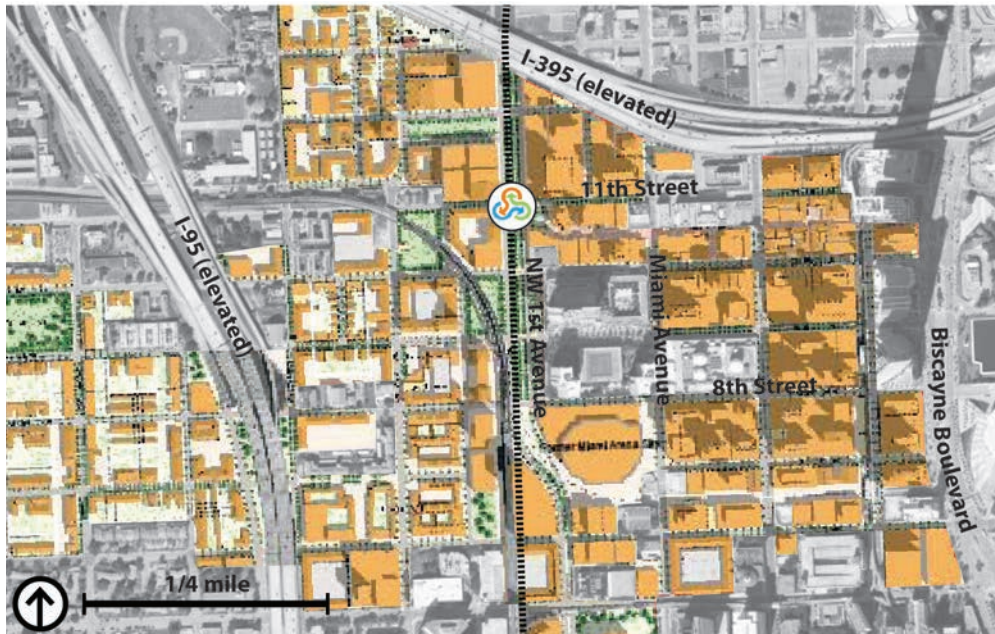
- I-395 and I-95 create development constraints in the station area.





Park-and-Ride

Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

10,680

new jobs***

980

Housing

total residents (2018)**

11,412

new housing units*

90

value of new housing*

\$19,000,000

New Commercial

new development (sq. ft.)*

260,000

value of new development*

\$40,300,000

New Revenue

ad valorem

\$734,000

non ad valorem

\$92,000

Future Vision

The 11th Street Station area is positioned to be the heart of the downtown Miami expansion as downtown areas to the south have been built out. This area's redevelopment plans anticipate and will support this growth.

- Overtown will continue to be a regional destination, with public open space for cultural and entertainment activities.
- Enhancements to the urban environment and the introduction of a wider mix of uses to the Overtown area will create a more walkable, vibrant place with restaurants, bars, clubs, and shops to complement the existing cultural and entertainment activities.
- A core of development around transit will include taller mixed-use buildings that gradually step down in height farther from the transit station.

Future Vision taken from Southeast Overtown/Park West Community Redevelopment Plan, 2004.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013

Government Center MIAMI

NE 3rd Street between 1st Avenue and 2nd Avenue

Station Area Today



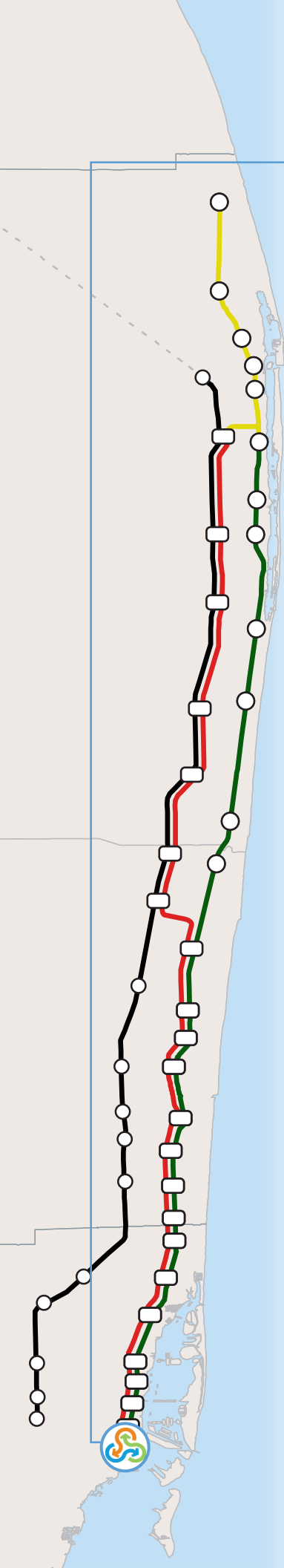
 proposed station
  community
  retail
  residential
  industrial
  vacant

Strengths and Opportunities

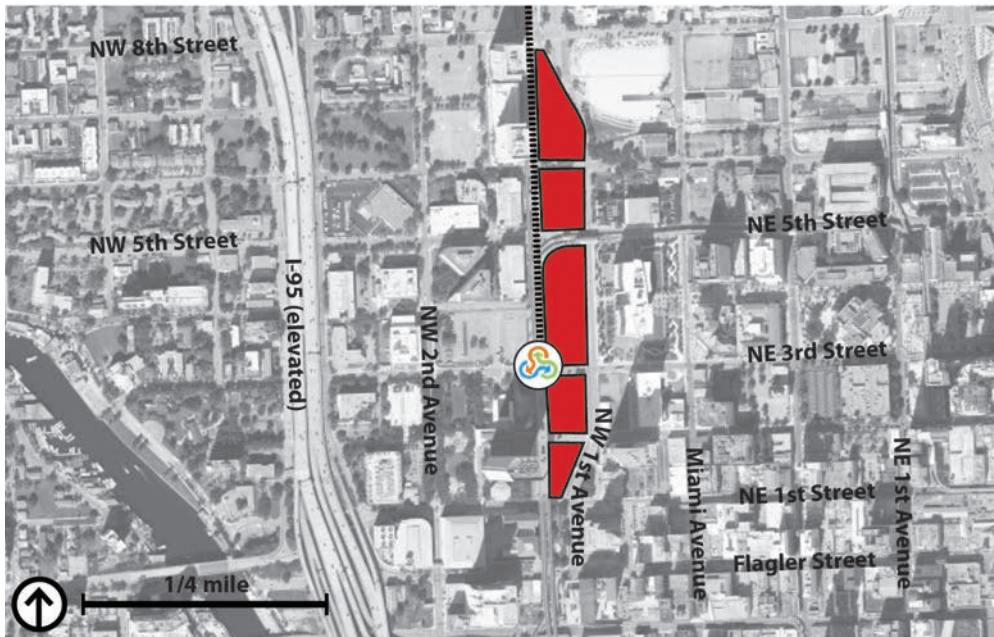
- Potential joint-use facility for Tri-Rail Coastal Link service and All Aboard Florida inter-regional passenger rail service.
- Station area is pedestrian friendly and served by multiple modes of transit.
- Miami-Dade government offices and judicial complexes, and high-density office and residential uses are located throughout the station area.
- Florida East Coast Industries owns adjacent surface parking lots, which provide redevelopment potential.
- Low building-to-land value ratios throughout the 45-acre area east of the station may encourage significant redevelopment.
- Underutilized/vacant parcels southeast of I-95/970 interchange provide redevelopment opportunity.

Weaknesses and Barriers

- South of the station, the on- and off-ramps for I-95 to downtown Miami create a barrier to development.
- The Miami River (west of the site) creates a barrier to development.



Station Area Tomorrow



1/2-Mile Station Area

Jobs

people employed (2018)**

64,300

new jobs***

4,630

Housing

total residents (2018)**

11,410

new housing units*

220

value of new housing*

\$49,200,000

New Commercial

new development (sq. ft.)*

1,418,000

value of new development*

\$229,700,000

New Revenue

ad valorem

\$3,791,000

non ad valorem

\$358,000

Future Vision

Downtown Miami is envisioned as a world-class destination with a transit-oriented and pedestrian-friendly transportation system that enhances the environment and culture of Downtown Miami by minimizing automobile dependency.

- The multiple transit options at Government Center will maximize the feasibility of doing business, working, and living downtown and ensure that employees, residents, and visitors can select the transportation options that best fit their needs.
- Tri-Rail Coastal Link and All Aboard Florida will provide direct regional connections to downtown Miami.

Future Vision taken from *Transportation Enhancement Strategies for Downtown Miami*, 2009.

* Estimated for 2015-2025 with station

** FDOT SERPM Model (6.5.2)

*** Tri-Rail Coastal Service Station Area Market and Economic Analysis, April 2013



Section 5

Existing Tri-Rail Stations

The South Florida Regional Transportation Authority (SFRTA) provides Tri-Rail commuter rail service between the Miami International Airport Station in Miami-Dade County and the Mangonia Park Station in Palm Beach County. There are 18 Tri-Rail passenger stations in operation within the 72-mile rail corridor at an average spacing of approximately four miles.

Since opening in 1989, Tri-Rail's ridership has been steadily increasing and now averages about 16,000 passengers per day (or more than 5 million passengers each year.)

The weekday schedule begins at 4:00 a.m. and ends at 11:05 p.m., operating 20-minute headways in each direction during both the morning and evening peaks, including 30-minute headway transitions between the 20-minute peak headway service and the hourly off-peak service. Service includes 50 one-way trips each weekday and 30 one-way trips on Saturday and Sunday.

The following pages provide an overview of the existing stations.

MANGONIA PARK

1415 45th Street, Mangonia Park, FL 33407

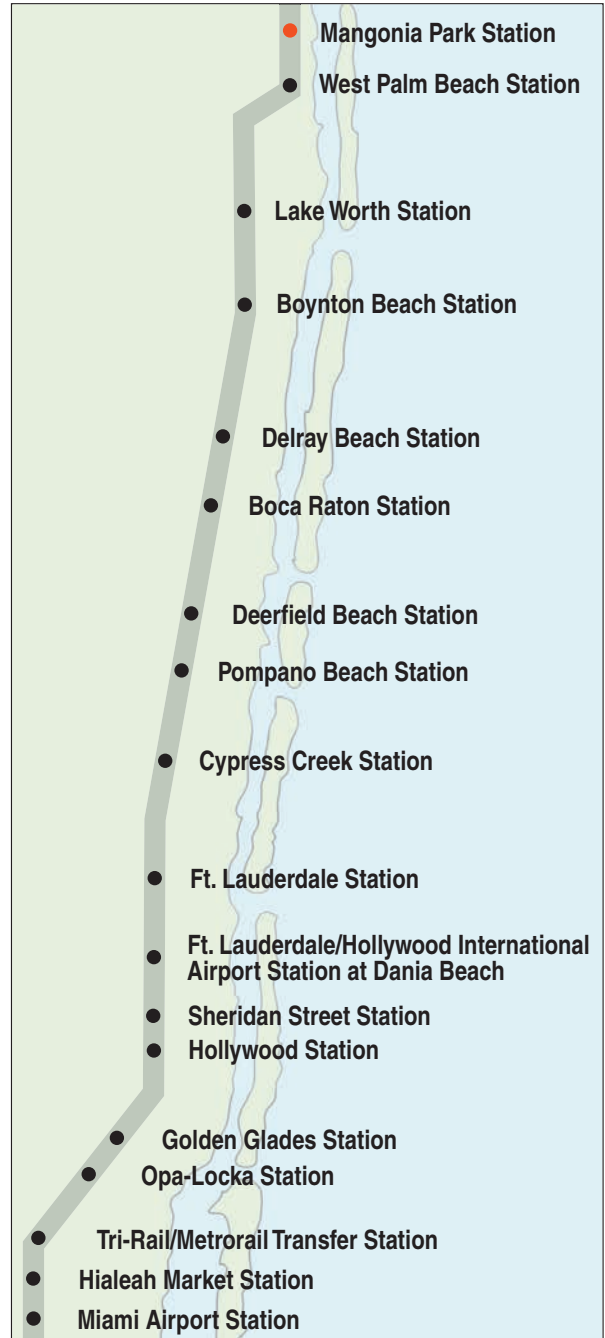


The Mangonia Park station is located on the north side of 45th Street, approximately one mile east of Interstate 95 (I-95) and 1/4 mile west of Australian Avenue.

The Mangonia Park station is immediately adjacent to existing industrial and residential land uses. Industrial uses tend to be north of the station, while multi-family residential is to the southeast and single-family residential to the west.

TOD Activity: Low. A vacant former jai-alai fronton lies immediately south and southwest of the station, and is the station’s greatest opportunity for transit oriented development.

Mangonia ranks 15th in population and 10th in employment. The station area’s population is 5,153 and the station area employs 2,976 people.



MANGONIA PARK STATION AREA SUMMARY	
Existing Land Use	Commercial, Recreational, Industrial, Residential
Daily Ridership	806 boardings per weekday (7 th)
Parking Capacity	272 park-and-ride parking spaces, 4 taxicab spaces, 5 “Kiss and Ride” spaces, 8 auto curbside drop off lanes and 6 bus bays
Bus/Shuttle Connectivity	Palm Tran 20, 21 and 33
Transit Oriented Development Activity	Low

Mangonia Park Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features		Demographic Information ⁸		Land use Characteristics ⁹	
Parking Capacity ¹	272 (5 th)	Population	5,143 (15 th)	Single Family Density	3.91 units/acre
Transit Connectivity ¹	PT routes 20, 21, and 33	% Ages 25-64	49.95% (11 th)	Multi-Family Density	6.69 units/acre
Average Daily Traffic Volume (2007) ²	45th Street – 46,849	Median Income	\$36,362 (4 th)	Average FAR	0.17
Planned Public Investment ³	\$78,413,000.00	Bachelors and Above	15.8% (7 th)	% Vacant Land	21.2%
		Households	1,556 (16 th)	Single Family Acres	92.1
		Ave. Household Size	3.31 (1 st)	Multi-Family Acres	48.0
				Retail Acres	90.6
				Office Acres	27.1
				Industrial Acres	192.2
				Institutional Acres	8.1
				Public Land Acres	69.8
				Total Acres	528
				Assessed Value (2005)	\$185,577,200 (15 th)

Passenger Characteristics		Housing Information	
Ave. Weekday Bdgs. ¹	806 (7 th)	Housing Units ⁹	1,651 (17 th)
Average Trip Length ⁴	33.6 m (3 rd)	% Owner Occupied ⁹	57.9% (6 th)
Passengers Arrive From: ⁵	Boynton Beach Boca Raton Deerfield Beach	% Rental ⁹	36.3% (13 th)
Passengers Go To: ⁵	Boynton Beach Boca Raton Lake Worth	% Vacant ⁹	5.80%
		Single Family Units ¹⁰	360
		Multi-Family Units ¹⁰	320

Employment Characteristics	
Occupational Licenses ⁶	176 (11 th)
Employers ⁷	298 (5 th)
Employees ⁷	2,976 (10 th)

Sources:

- ¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.
- ² Palm Beach County Traffic Division Historic Traffic Growth Table Current Year – 2010, June 1, 2010.
- ³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.
- ⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.
- ⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008
- ⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.
- ⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008
- ⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.
- ⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.
- ¹⁰ South Florida Regional Transportation Authority 2005 Palm Beach County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 25, 2009.

WEST PALM BEACH

203 South Tamarind Avenue, West Palm Beach, FL 33401

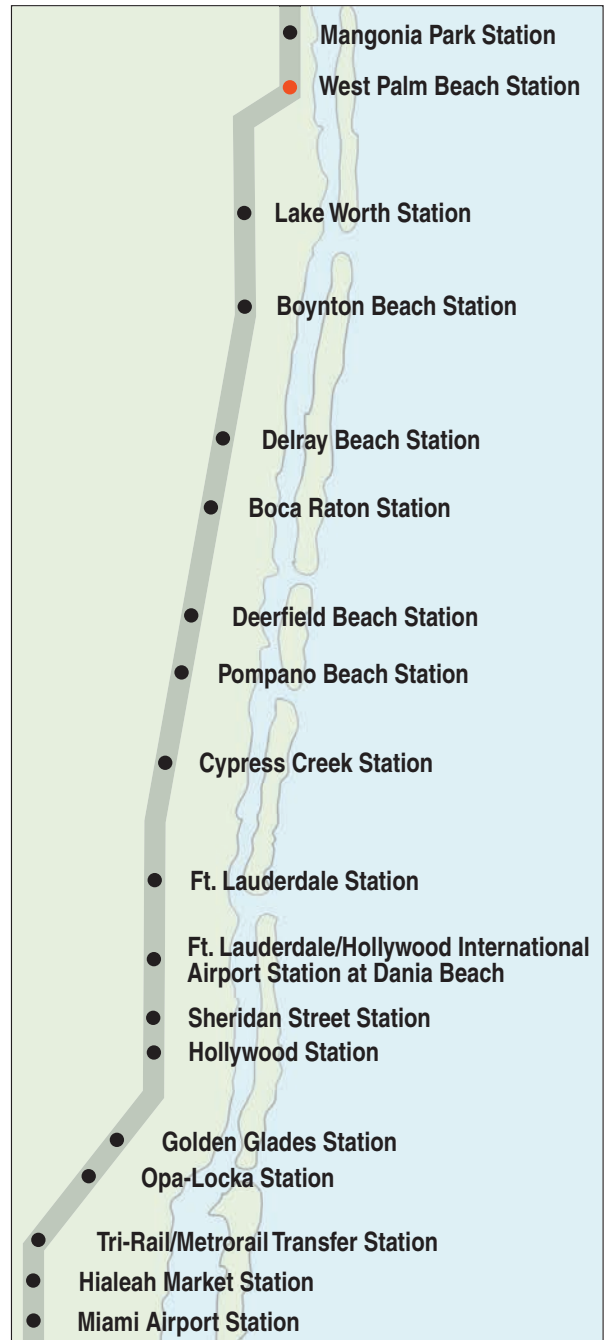


The West Palm Beach station is on the edge of the city’s downtown, located between Tamarind Avenue and Clearwater Drive, just south of Banyan Blvd. The station, situated in an historic building built in the 1920’s is shared by Tri-Rail, Amtrak, and Greyhound.

The station is in the middle of a special Urban Central Business District land use district. Within two blocks (to the east) is the City Place mixed-use development, which includes residential, retail, and office space. High rise office and residential towers are to the west of the station, along Clearwater Drive and Australian Avenue. Also located nearby are the Dreyfus School of the Arts, the Kravis Center for the Performing Arts, and various government facilities.

TOD Activity: High. A TOD plan is in place, zoning has been adopted, and development of plan components is taking place. Specifically, the Palm Beach County Health Department (immediately east of the station), Palm Tran’s bus transfer and intermodal facility (immediately west of the station) and SFRTA’s new parking lot is finished.

The West Palm Beach station ranks 11th in population and 3rd in employment. The station area’s population is 8,688 and the station area employs 6,072 people.



WEST PALM BEACH STATION AREA SUMMARY	
Existing Land Use	Urban Central Business District
Daily Ridership	1,100 boardings per weekday (2 nd)
Parking Capacity	231 park-and-ride parking spaces. Curbside auto drop off-lane
Bus/Shuttle Connectivity	Palm Tran Route 1, 2, 31, 40, 41, 43, 45, 49 and West Palm Beach Green Trolley
Transit Oriented Development Activity	High

West Palm Beach Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	231 (5 th)
Transit Connectivity ¹	PT routes 1, 2, 31, 40, 41, 43, 45, 49 & West Palm Beach Green Trolley
Average Daily Traffic Volume (2007) ²	Tamarind – 17,900 Okeechobee - 61,893
Planned Public Investment ³	\$131,602,000

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	1,100 (2 nd)
Average Trip Length ⁴	35.1 m (2 nd)
Passengers Arrive From: ⁵	Boynton Beach Boca Raton Deerfield Beach
Passengers Go To: ⁵	Boca Raton Boynton Beach Metrorail

Employment Characteristics	
Occupational Licenses ⁶	281 (5 th)
Employers ⁷	265 (6 th)
Employees ⁷	6,072 (3 rd)

Demographic Information ⁸	
Population	8,688 (15 th)
% Ages 25-64	50.0% (10 th)
Median Income	\$29,929 (14 th)
Bachelors and Above	17.1% (5 th)
Households	3,415 (9 th)
Ave. Household Size	2.54 (13 th)

Housing Information	
Housing Units ⁹	3,887 (7 th)
% Owner Occupied ⁹	28.8% (17 th)
% Rental ⁹	59.0% (2 nd)
% Vacant ⁹	12.1%
Single Family Units ¹⁰	45
Multi-Family Units ¹⁰	863

Land use Characteristics ⁹	
Single Family Density	4.61 units/acre
Multi-Family Density	30.22 units/acre
Average FAR	0.41
% Vacant Land	9.3%
Single Family Acres	12.2
Multi-Family Acres	28.4
Retail Acres	48.9
Office Acres	23.2
Industrial Acres	6.6
Institutional Acres	6
Public Land Acres	246.4
Total Acres	371.6
Assessed Value (2005)	\$617,688,400 (1 st)

Sources:

- ¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.
- ² Palm Beach County Traffic Division Historic Traffic Growth Table Current Year – 2010, June 1, 2010.
- ³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.
- ⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.
- ⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008
- ⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.
- ⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008
- ⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.
- ⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.
- ¹⁰ South Florida Regional Transportation Authority 2005 Palm Beach County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 25, 2009.

LAKE WORTH

1703 Lake Worth Road, Lake Worth, FL 33460

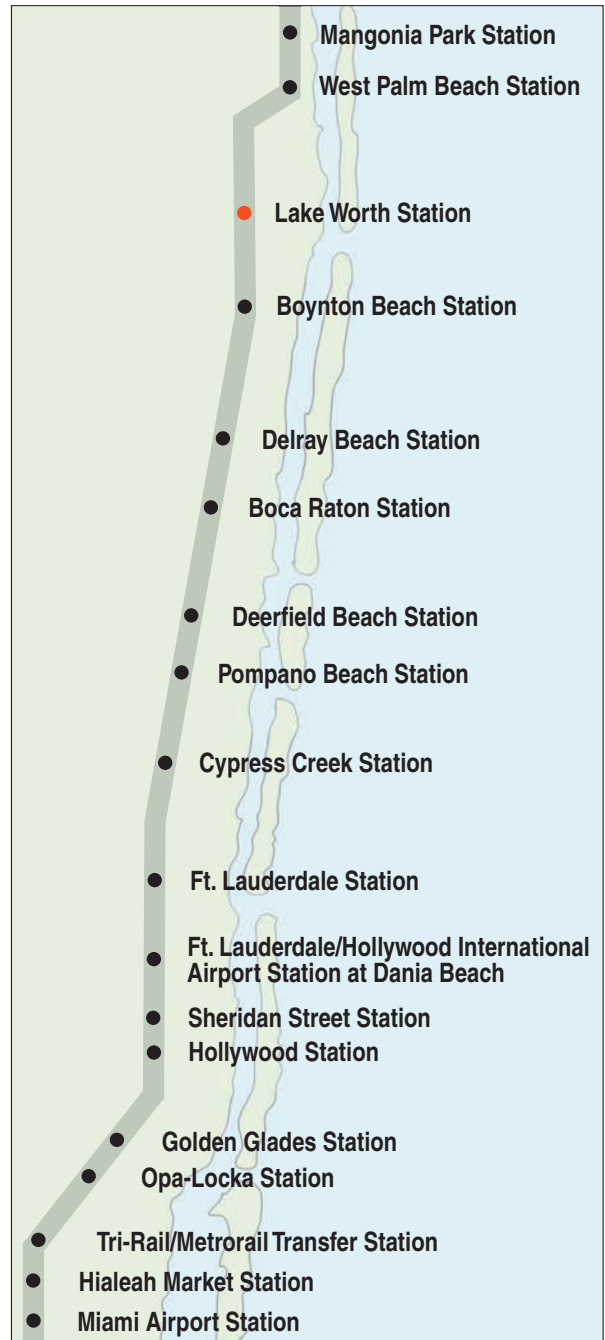


On the south side of Lake Worth Road between Holiday Drive and I-95 lies the Lake Worth Station. A noise barrier separates the station from a mobile home park to the west, but the neighborhood can still access the station via a portal. In the immediate vicinity of the station, existing land uses are residential (single and multi-family housing) and public (Lake Worth High School). In addition, industrial uses are located northwest of the station.

Parking is located underneath an elevated section of I-95 and at an adjacent overflow parking lot.

TOD Activity: Low. Treasure Coast Regional Planning Council completed a charrette in June 2008 which addressed current and future rail activity within Lake Worth. The adjacent mobile home park is viewed as a long-term redevelopment possibility. There is also a desire for better connections to Palm Beach Community College, located approximately one mile to the west.

The Lake Worth station ranks 3rd in population and 17th in employment. The station area's population is 13, 173 and the station area employs 1,378 people.



LAKE WORTH STATION AREA SUMMARY	
Existing Land Use	Residential, Public and Industrial
Daily Ridership	750 boardings per weekday (11 th)
Parking Capacity	157 adjacent park-and-ride parking spaces with additional 68 in overflow lot
Bus/Shuttle Connectivity	Palm Tran Routes 61 and 62
Transit Oriented Development Activity	Low

Lake Worth Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	157 (11 th)
Transit Connectivity ¹	PT routes 61 and 62
Average Daily Traffic Volume (2007) ²	Lake Worth Road - 23,900
Planned Public Investment ³	\$13,443,000

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	750 (11 th)
Average Trip Length ⁴	29.2 m (7 th)
Passengers Arrive From: ⁵	Mangonia Park Boca Raton Metrorail
Passengers Go To: ⁵	Mangonia Park Boca Raton West Palm Beach

Employment Characteristics	
Occupational Licenses ⁶	85 (18 th)
Employers ⁷	116 (16 th)
Employees ⁷	1,378 (17 th)

Demographic Information ⁸	
Population	13,173 (3 rd)
% Ages 25-64	46.31% (13 th)
Median Income	\$30,845 (12 th)
Bachelors and Above	12.2% (9 th)
Households	4,940 (5 th)
Ave. Household Size	2.67 (11 th)

Housing Information	
Housing Units ⁹	5,848 (4 th)
% Owner Occupied ⁹	51.2% (9 th)
% Rental ⁹	33.3% (14 th)
% Vacant ⁹	15.5%
Single Family Units ¹⁰	497
Multi-Family Units ¹⁰	1,632

Land use Characteristics ⁹	
Single Family Density	5.55 units/acre
Multi-Family Density	20.05 units/acre
Average FAR	0.18
% Vacant Land	3.1%
Single Family Acres	106.4
Multi-Family Acres	80.9
Retail Acres	15.2
Office Acres	6.6
Industrial Acres	44.7
Institutional Acres	42.2
Public Land Acres	64.1
Total Acres	360.3
Assessed Value (2005)	\$184,745,900 (16 th)

Sources:

- ¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.
- ² Palm Beach County Traffic Division Historic Traffic Growth Table Current Year – 2010, June 1, 2010.
- ³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.
- ⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.
- ⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008
- ⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.
- ⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008
- ⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.
- ⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.
- ¹⁰ South Florida Regional Transportation Authority 2005 Palm Beach County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 25, 2009.

BOYNTON BEACH

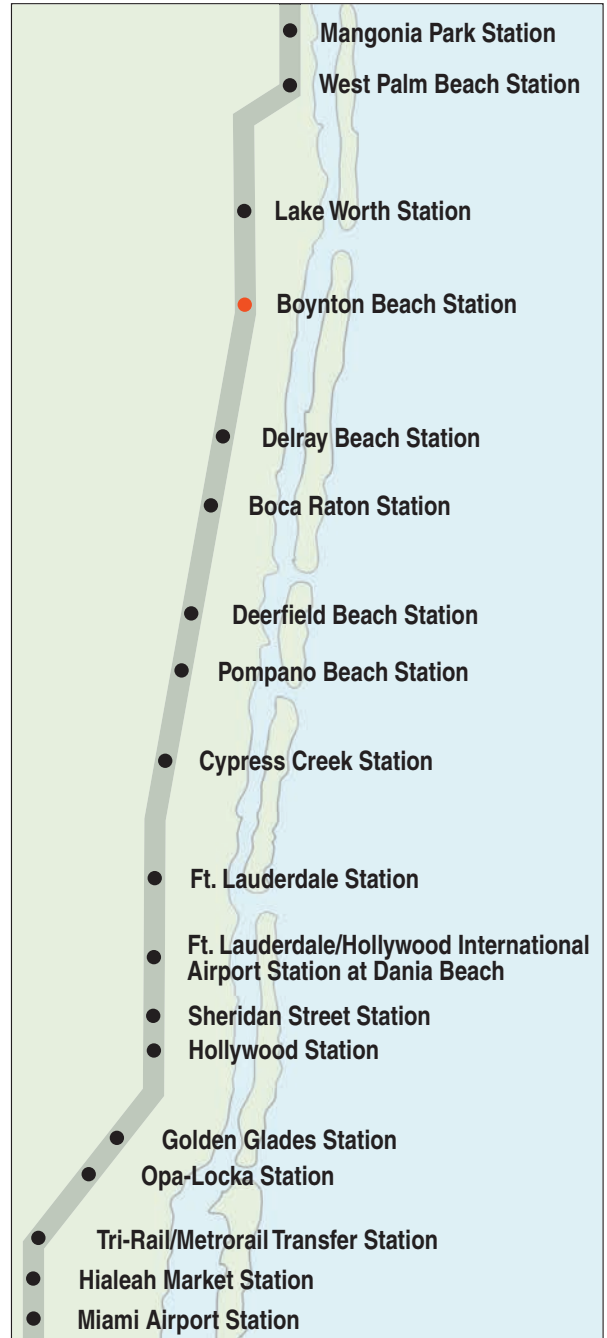
2800 High Ridge Road, Boynton Beach, FL 33426



The Boynton Beach station is located at the northwest quadrant of the interchange of I-95 and Gateway Blvd. Industrial land use is prevalent north of the station, and there is a mix of new land uses west and south of the station, as this area is part of the Quantum development of regional impact (DRI). These uses to the west and south include commercial, residential, and some retail. Low and medium-density housing units are located to the east of the station across I-95, but there is no direct access available across the Interstate.

TOD Activity: None. No TOD plan is in place. However, the office building containing the Children’s Services Center of Palm Beach County was recently completed immediately south of the station, and is compatible with future transit oriented development. The area immediately west of the station, including the parking lot and vacant land leading to High Ridge Road is seen as a strong possibility for future TOD.

The Boynton Beach station ranks 4th in population and 18th in employment. The station area’s population is 12,994 and the station area employs 1,178 people.



BOYNTON BEACH STATION AREA SUMMARY	
Existing Land Use	Industrial, Residential and Commercial
Daily Ridership	810 boardings per weekday (6 th)
Parking Capacity	324 park-and-ride parking spaces, 5 “Kiss and Rde” spaces
Bus/Shuttle Connectivity	Palm Tran Routes 70 and 71
Transit Oriented Development Activity	None

Boynton Beach Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	324 (3 th)
Transit Connectivity ¹	PT route 70 & 71
Average Daily Traffic Volume (2007) ²	Gateway Blvd. - 44,724
Planned Public Investment ³	\$23,547,000

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	810 (6 th)
Average Trip Length ⁴	23.7 m (15 th)
Passengers Arrive From: ⁵	Mangonia Park West Palm Beach Metrorail
Passengers Go To: ⁵	West Palm Beach Mangonia Park Metrorail

Employment Characteristics	
Occupational Licenses ⁶	90 (17 th)
Employers ⁷	115 (17 th)
Employees ⁷	1,178 (18 th)

Demographic Information ⁸	
Population	12,994 (4 th)
% Ages 25-64	48.36% (12 th)
Median Income	\$33,090 (8 th)
Bachelors and Above	11.8% (11 th)
Households	4,779 (6 th)
Ave. Household Size	2.72 (10 th)

Housing Information	
Housing Units ⁹	5,817 (5 th)
% Owner Occupied ⁹	59.6% (5 th)
% Rental ⁹	22.5% (16 th)
% Vacant ⁹	17.8%
Single Family Units ¹⁰	625
Multi-Family Units ¹⁰	825

Land use Characteristics ⁹	
Single Family Density	5.38 units/acre
Multi-Family Density	7.76 units/acre
Average FAR	0.15
% Vacant Land	22.4%
Single Family Acres	109.2
Multi-Family Acres	150.8
Retail Acres	16.5
Office Acres	0
Industrial Acres	178.4
Institutional Acres	7.2
Public Land Acres	63.6
Total Acres	513.9
Assessed Value (2005)	\$214,805,500 (13 th)

Sources:

- ¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.
- ² Palm Beach County Traffic Division Historic Traffic Growth Table Current Year – 2010, June 1, 2010.
- ³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.
- ⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.
- ⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008
- ⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.
- ⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008
- ⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.
- ⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.
- ¹⁰ South Florida Regional Transportation Authority 2005 Palm Beach County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 25, 2009.

DELRAY BEACH

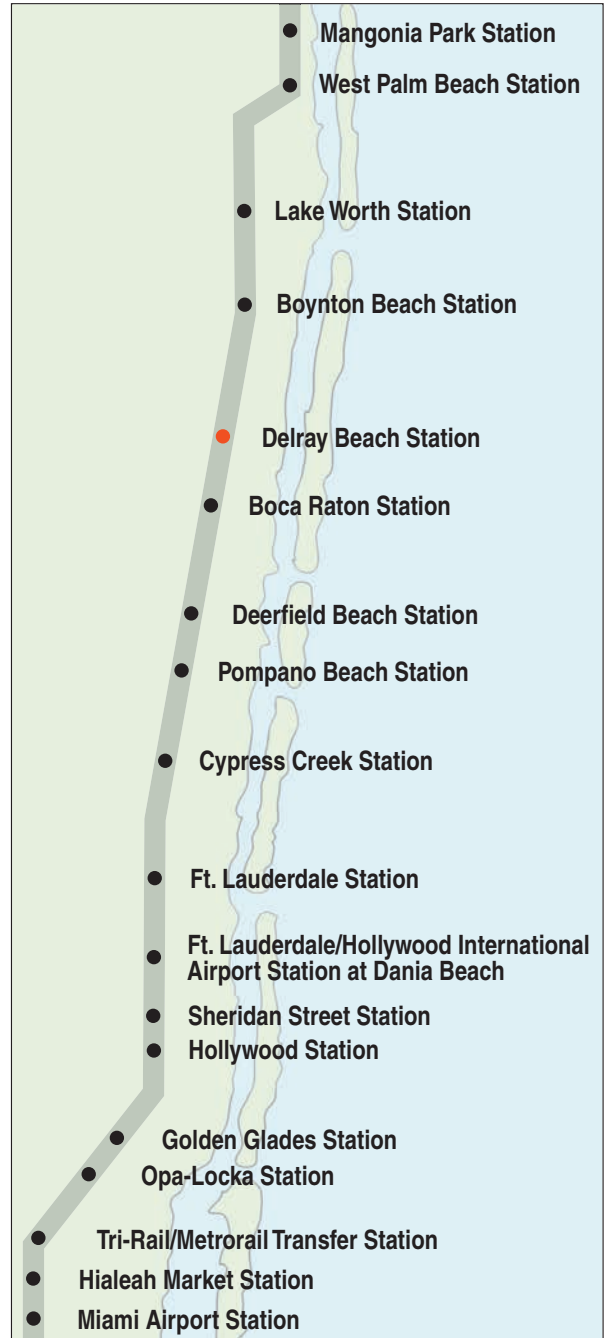
345 South Congress Ave, Delray Beach, FL 33445



The Delray Beach station is located along the east side of Congress Avenue, approximately halfway between its intersections with Atlantic Avenue and Southwest 10th Street/Lowson Boulevard. Existing land uses surrounding the station include industrial, community, transitional, open space, and some residential land uses. Low density residential uses exist to the east of the station across I-95; however, there is no direct access available across the highway. The Palm Beach county South County Government Center is adjacent to the I30 space station parking lot.

TOD Activity: Low. Plans are currently being drafted to redevelop the area west of the station, including land occupied by the South County Government Center, the existing station park-and-ride lot, and the vacant parcel to the south. Concepts under consideration would redevelop the government facilities, provide Tri-Rail parking in structured garages, and add multi-family housing.

The Delray Beach station ranks 14th in population and 12th in employment. The station area’s population is 7,172 and the station area employs 2,681 people.



DELRAY BEACH STATION AREA SUMMARY	
Existing Land Use	Industrial, Residential and Commercial
Daily Ridership	639 boardings per weekday (15 th)
Parking Capacity	129 park-and-ride parking spaces, 5 “Kiss and Rde” spaces
Bus/Shuttle Connectivity	Delray Beach Trolley, PT route 2, 70 & 81 & Amtrak
Transit Oriented Development Activity	Low

Delray Beach Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	129 (14 th)
Transit Connectivity ¹	DelrayBeach Trolley, PT route 2, 70 & 81 & Amtrak
Average Daily Traffic Volume (2007) ²	Atlantic Ave. - 42,578 Congress Ave. - 29,708
Planned Public Investment ³	\$13,345,000

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	639 (15 th)
Average Trip Length ⁴	25.6 m (10 th)
Passengers Arrive From: ⁵	West Palm Beach Mangonia Park Metrorail
Passengers Go To: ⁵	West Palm Beach Mangonia Park Ft. Lauderdale

Employment Characteristics	
Occupational Licenses ⁶	121 (15 th)
Employers ⁷	248 (7 th)
Employees ⁷	2,681 (12 th)

Demographic Information ⁸	
Population	7,172 (14 th)
% Ages 25-64	46.1% (14 th)
Median Income	\$26,474 (16 th)
Bachelors and Above	8.0% (15 th)
Households	2,507 (14 th)
Ave. Household Size	2.86 (8 th)

Housing Information	
Housing Units ⁹	2,873 (13 th)
% Owner Occupied ⁹	48.8% (11 th)
% Rental ⁹	38.5% (10 th)
% Vacant ⁹	12.7%
Single Family Units ¹⁰	262
Multi-Family Units ¹⁰	484

Land use Characteristics ⁹	
Single Family Density	5.55 units/acre
Multi-Family Density	9.86 units/acre
Average FAR	0.13
% Vacant Land	4.4%
Single Family Acres	48.6
Multi-Family Acres	49.3
Retail Acres	20.4
Office Acres	36.6
Industrial Acres	77.1
Institutional Acres	23.9
Public Land Acres	208.3
Total Acres	464.3
Assessed Value (2005)	\$160,242,700 (17 th)

Sources:

- ¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.
- ² Palm Beach County Traffic Division Historic Traffic Growth Table Current Year – 2010, June 1, 2010.
- ³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.
- ⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.
- ⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008
- ⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.
- ⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008
- ⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.
- ⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.
- ¹⁰ South Florida Regional Transportation Authority 2005 Palm Beach County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 25, 2009.

BOCA RATON

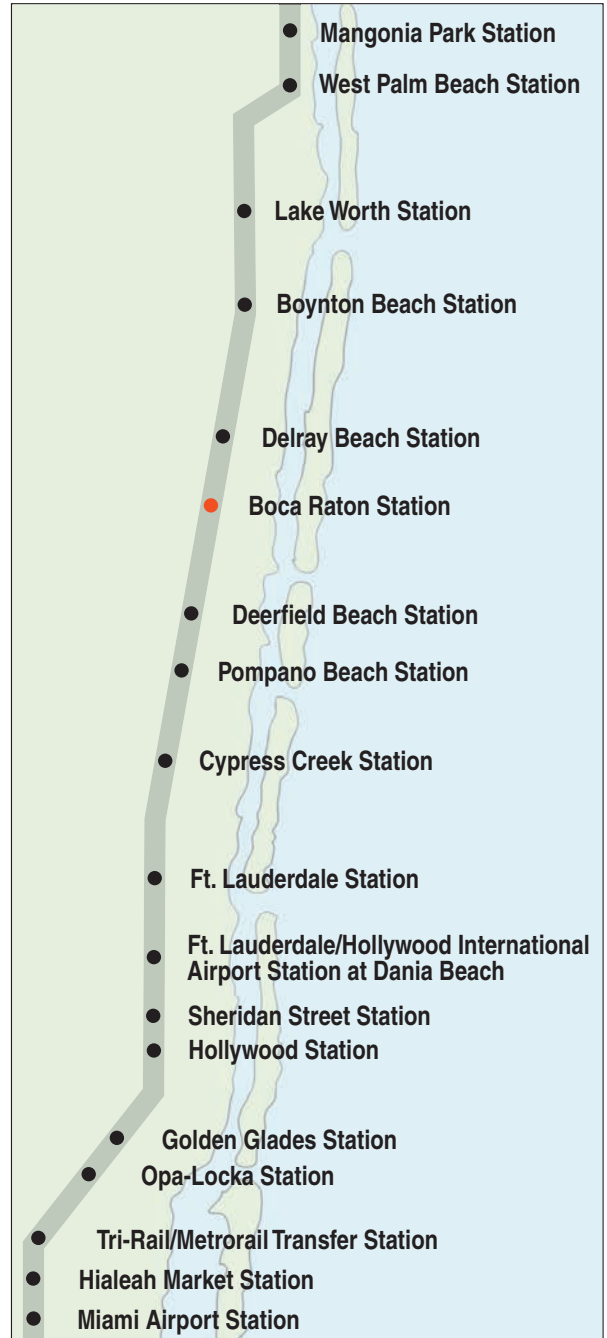
680 Yamato Road, Boca Raton, FL 33431



The Boca Raton station is located south of Yamato Road, adjacent to the southwest quadrant of its interchange with I-95. The station area has commercial, retail, and light industrial land uses to the north, south, and west. Many of these uses are new, coinciding with the opening of the station at this location in late 2005. There are also institutional and residential land uses on the east side of the station across I-95 that are not directly connected, except by a bicycle and pedestrian path.

TOD Activity: Low. Multiple TOD concepts have been proposed for the vacant SFRTA-owned parcel immediately northwest of the station. Not a great deal of office space is in close proximity to the Boca Raton station, and additional commercial buildings have been completed close to the station.

The Boca Raton station ranks 16th in population and 5th in employment. The station area's population is 4,820 and the station area employs 4,583 people.



BOCA RATON STATION AREA SUMMARY	
Existing Land Use	Commercial, Retail, Light Industrial, Institutional and Residential
Daily Ridership	1001 boardings per weekday (4 th)
Parking Capacity	159 park-and-ride parking spaces and 2 taxicab spaces
Bus/Shuttle Connectivity	Tri-Rail Boca Center; Palm Tran Routes 2 and 94, APOC Shuttles (East & West) and T-Rex Shuttle
Transit Oriented Development Activity	Low

Boca Raton Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	159 (10 th)
Transit Connectivity ¹	Boca Center Shuttle, PT route 2 & 94, APOC Shuttles (East & West), T-Rex Shuttles
Average Daily Traffic Volume (2007) ²	Yamato Road - 47,200
Planned Public Investment ³	\$15,360,000

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	1,001 (4 th)
Average Trip Length ⁴	24.5 m (14 th)
Passengers Arrive From: ⁵	West Palm Beach Mangonia Park Lake Worth
Passengers Go To: ⁵	West Palm Beach Ft. Lauderdale Mangonia Park

Employment Characteristics	
Occupational Licenses ⁶	207 (8 th)
Employers ⁷	145 (14 th)
Employees ⁷	4,583 (5 th)

Demographic Information ⁸	
Population	4,820 (16 th)
% Ages 25-64	38.3% (18 th)
Median Income	\$80,613 (1 th)
Bachelors and Above	45.1% (1 st)
Households	1,540 (17 th)
Ave. Household Size	3.13 (3 rd)

Housing Information	
Housing Units ⁹	1,865 (16 th)
% Owner Occupied ⁹	78.2% (1 st)
% Rental ⁹	4.3% (18 th)
% Vacant ⁹	17.4%
Single Family Units ¹⁰	9
Multi-Family Units ¹⁰	0

Land use Characteristics ⁹	
Single Family Density	0.15 units/acre
Multi-Family Density	0 units/acre
Average FAR	0.13
% Vacant Land	17.4%
Single Family Acres	99.7
Multi-Family Acres	0
Retail Acres	31.6
Office Acres	270.4
Industrial Acres	58.9
Institutional Acres	123.2
Public Land Acres	106.3
Total Acres	690.2
Assessed Value (2005)	\$369,606,800 (3 rd)

Sources:

- ¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.
- ² Palm Beach County Traffic Division Historic Traffic Growth Table Current Year – 2010, June 1, 2010.
- ³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.
- ⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.
- ⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008
- ⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.
- ⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008
- ⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.
- ⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.
- ¹⁰ South Florida Regional Transportation Authority 2005 Palm Beach County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 25, 2009.

DEERFIELD BEACH

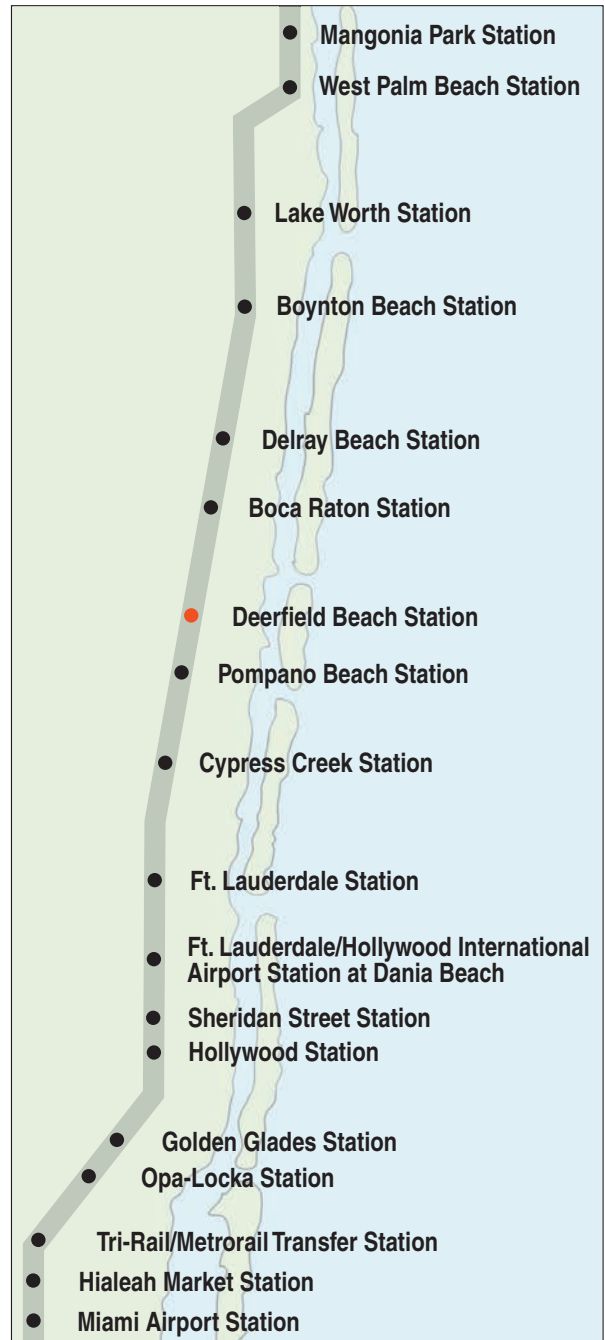
1300 West Hillsboro Boulevard, Deerfield Beach, FL 33442



The Deerfield Beach station is located on the south side of West Hillsboro Boulevard, approximately 1/4 mile west of its interchange with I-95. Commercial, government, industrial, retail and residential land uses surround the station area. This includes the North Regional Courthouse for the 17th Judicial Circuit of Florida, located immediately west of the station. The station itself is an historic building dating to the 1920's, now utilized by Tri-Rail, Amtrak, and the South Florida Railway Museum.

TOD Activity: Moderate. In 2008, the City of Deerfield Beach approved the site plan for a new mixed use TOD immediately east of the station, on the site of an existing motel.

The Deerfield Beach station ranks 2nd in population and 1st in employment. The station area's population is 13,850 and the station area employs 8,291 people.



DEERFIELD BEACH STATION AREA SUMMARY	
Existing Land Use	Commercial, Government, Industrial, Retail and Residential
Daily Ridership	753 boardings per weekday (9 th)
Parking Capacity	236 park-and-ride parking spaces, 4 taxicab spaces, 5 "Kiss and Ride" spaces, 8 auto curbside drop off lanes and 6 bus bays
Bus/Shuttle Connectivity	Tri-Rail Shuttle Route DB1 and DB2; Amtrak; Broward County Transit Routes 48, City of Deerfield Beach Express Route 1
Transit Oriented Development Activity	Moderate

Deerfield Beach Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	236 (7 th)
Transit Connectivity ¹	Tri-Rail Shuttle DB1&2, BCT 48, Amtrak & City of Deerfield Beach Express Route 1
Average Daily Traffic Volume (2007) ²	Hillsboro Blvd - 47,200 Military Trail - 20,500
Planned Public Investment ³	\$91,769,000

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	753 (9 th)
Average Trip Length ⁴	26.3 m (9 th)
Passengers Arrive From: ⁵	Metrorail West Palm Beach Miami Airport
Passengers Go To: ⁵	West Palm Beach Mangonia Park Metrorail

Employment Characteristics	
Occupational Licenses ⁶	274 (6 th)
Employers ⁷	388 (3 rd)
Employees ⁷	8,291 (1 st)

Demographic Information ⁸	
Population	13,850 (2 nd)
% Ages 25-64	44.86% (15 th)
Median Income	\$32,716 (9 th)
Bachelors and Above	26.1% (2 nd)
Households	7,465 (1 st)
Ave. Household Size	1.86 (18 th)

Housing Information	
Housing Units ⁹	8,933 (1 st)
% Owner Occupied ⁹	43.1% (13 th)
% Rental ⁹	40.4% (8 th)
% Vacant ⁹	16.4%
Single Family Units ¹⁰	20
Multi-Family Units ¹⁰	615

Land use Characteristics ⁹	
Single Family Density	30.11 units/acre
Multi-Family Density	6.28 units/acre
Average FAR	0.2
% Vacant Land	29.8%
Single Family Acres	0.7
Multi-Family Acres	98
Retail Acres	47
Office Acres	28.9
Industrial Acres	165.9
Institutional Acres	30.9
Public Land Acres	109.7
Total Acres	481.1
Assessed Value (2005)	\$352,332,800 (5 th)

Sources:

- ¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.
- ² Broward County Calendar Year 2009 Quarterly 24 Hour Traffic Volumes, May 3, 2010.
- ³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.
- ⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.
- ⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008
- ⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.
- ⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008
- ⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.
- ⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.
- ¹⁰ South Florida Regional Transportation Authority 2005 Broward County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 24, 2009.

POMPANO BEACH

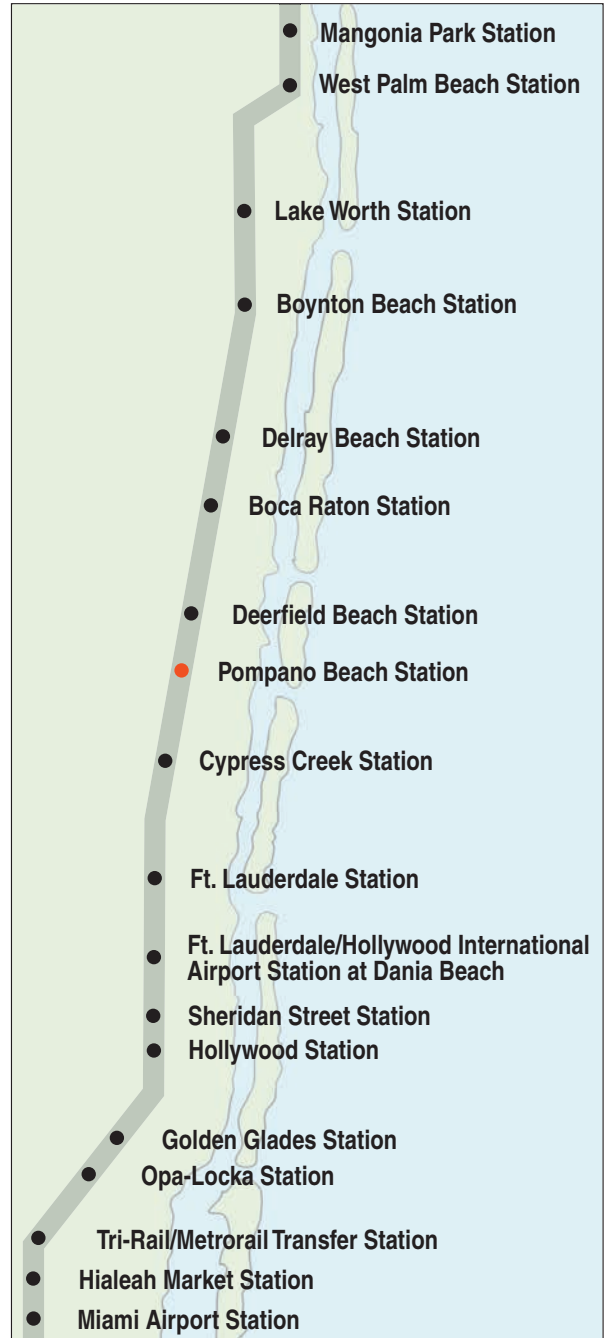
3301 Northwest 8th Avenue, Pompano Beach, FL 33064



The Pompano Beach station is located just east of North Andrews Avenue, between its intersections with Northwest 33rd Street and West Sample Road. Existing land uses in the area surrounding the station are office, light industrial, retail, and medium to highdensity residential. Much of the area surrounding the station has light industrial buildings that have been converted to office, resulting in a sub par sidewalk network that does not ideally connect to the train station.

TOD Activity: None. No TOD activity is currently taking place at the Pompano Beach station. The existing (east) and additional (west) parking lots are both viewed as long term TOD possibilities. There is also the possibility of development immediately west of Andrews Avenue.

The Pompano Beach station ranks 1st in population and 9th in employment. The station area’s population is 16,075 and the station area employs 3,171 people.



POMPANO BEACH STATION AREA SUMMARY	
Existing Land Use	Commercial, Government, Industrial, Retail and Residential
Daily Ridership	753 boardings per weekday (9 th)
Parking Capacity	298 park-and-ride parking spaces, 4 taxicab spaces, 5 “Kiss and Ride” spaces, 8 auto curbside drop off lanes and 6 bus bays
Bus/Shuttle Connectivity	Tri-Rail Shuttle Route PB1; Broward County Transit Route 34
Transit Oriented Development Activity	None

Pompano Beach Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	259 (6 th)
Transit Connectivity ¹	Tri-Rail Shuttle PB1, & BCT 34
Average Daily Traffic Volume (2007) ²	Sample Road - 57,000 Military Trail - 23,300
Planned Public Investment ³	\$423,868,000

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	732 (12 th)
Average Trip Length ⁴	25.2 (11 th)
Passengers Arrive From: ⁵	Metrorail Miami Airport West Palm Beach
Passengers Go To: ⁵	Miami Airport West Palm Beach Golden Glades/MIA

Employment Characteristics	
Occupational Licenses ⁶	153 (13 th)
Employers ⁷	166 (11 th)
Employees ⁷	3,171 (9 th)

Demographic Information ⁸	
Population	16,075 (1 st)
% Ages 25-64	56.38% (4 th)
Median Income	\$33,398 (7 th)
Bachelors and Above	13.0% (8 th)
Households	6,492 (2 nd)
Ave. Household Size	2.48 (14 th)

Housing Information	
Housing Units ⁹	7,436 (2 nd)
% Owner Occupied ⁹	49.9% (10 th)
% Rental ⁹	37.4% (11 th)
% Vacant ⁹	12.7%
Single Family Units ¹⁰	194
Multi-Family Units ¹⁰	949

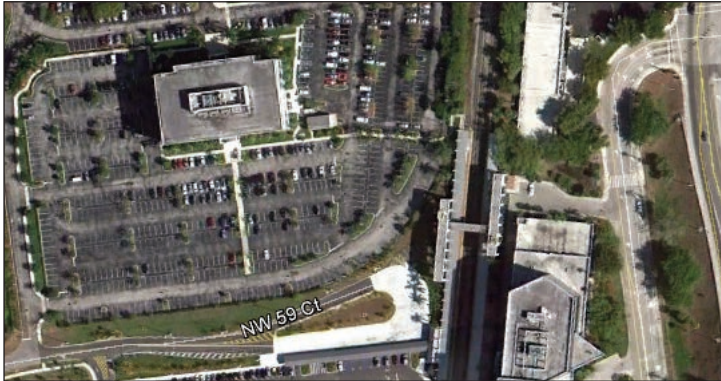
Land use Characteristics ⁹	
Single Family Density	20.56 units/acre
Multi-Family Density	14.74 units/acre
Average FAR	0.18
% Vacant Land	43.2%
Single Family Acres	9.4
Multi-Family Acres	64.4
Retail Acres	21.3
Office Acres	14.4
Industrial Acres	190.2
Institutional Acres	41
Public Land Acres	7.2
Total Acres	347.9
Assessed Value (2005)	\$222,807,500 (12 th)

Sources:

- ¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.
- ² Broward County Calendar Year 2009 Quarterly 24 Hour Traffic Volumes, May 3, 2010.
- ³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.
- ⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.
- ⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008
- ⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.
- ⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008
- ⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.
- ⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.
- ¹⁰ South Florida Regional Transportation Authority 2005 Broward County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 24, 2009.

CYPRESS CREEK

5910 NW 9th Avenue, Fort Lauderdale, FL 33309

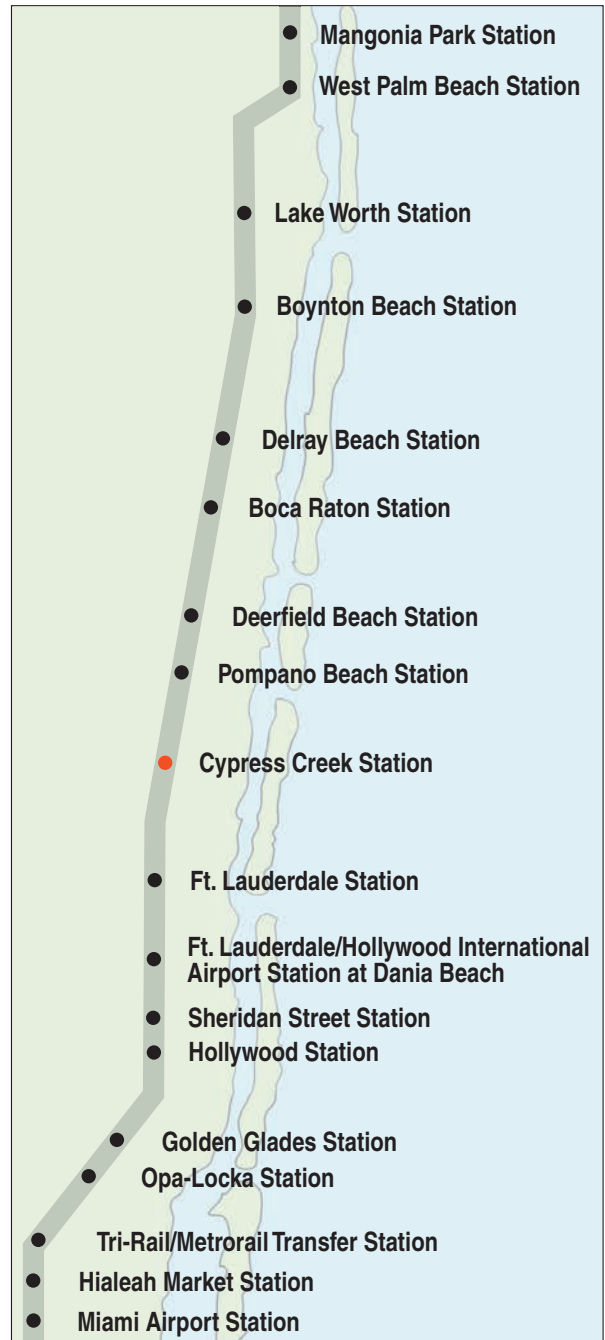


The Cypress Creek station is located alongside North Andrews Avenue, just north of Cypress Creek Road. The station is tucked amongst several mid-rise office buildings and parking lots, and has limited visibility to passersby. Land uses around the station (and west of Interstate 95) are office, industrial, retail, and residential. Office tends to be the predominant use, but other noteworthy facilities include multiple hotels and a university's small satellite campus.

Tri-Rail parking is currently provided at a large park-and-ride lot on the east side of North Andrews Avenue containing 556 spaces. Parking in this lot requires a walk of over 1/4 mile to/from the station platform and an at-grade crossing at North Andrews Avenue.

TOD Activity: Low. As part of a public/private partnership with the Florida Department of Transportation (FDOT), a private developer is proposing a new mixed-use development for the site of the current park-and-ride area, which is owned by FDOT. This TOD is slated to have approximately 700,000 square feet of office, a hotel with up to 400 rooms, and a small amount of retail. SFRTA also added 268 parking spaces in a new lot immediately west of the station.

The Cypress Creek station ranks 8th in population and 2nd in employment. The station area's population is 10,483 and the station area employs 6,902 people.



CYPRESS CREEK STATION AREA SUMMARY	
Existing Land Use	Office, Industrial, Retail and Residential
Daily Ridership	1000 boardings per weekday (5th)
Parking Capacity	345 park-and-ride parking spaces and 3 taxicab spaces
Bus/Shuttle Connectivity	Tri-Rail Shuttle Route CC1, CC2, CC3; Broward County Transit Routes 60, 62
Transit Oriented Development Activity	Low

Cypress Creek Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	345 (2 nd)
Transit Connectivity ¹	Tri-Rail CC1,CC2, & CC3,BCT route 60, 62
Average Daily Traffic Volume (2007) ²	Andrews Ave. - 30,300 Cypress Creek Rd. - 52,5000
Planned Public Investment ³	\$126,229,000

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	1000 (5 th)
Average Trip Length ⁴	24.9 m (12 th)
Passengers Arrive From: ⁵	Metrorail Miami Airport West Palm Beach
Passengers Go To: ⁵	Metrorail MIA West Palm Beach

Employment Characteristics	
Occupational Licenses ⁶	482 (3 rd)
Employers ⁷	519 (1 st)
Employees ⁷	6,902 (2 nd)

Demographic Information ⁸	
Population	10,483 (8 th)
% Ages 25-64	58.5% (2 nd)
Median Income	\$40,755 (2 nd)
Bachelors and Above	11.4% (12 th)
Households	3,577 (14 th)
Ave. Household Size	2.93 (6 th)

Housing Information	
Housing Units ⁹	3,790 (8 th)
% Owner Occupied ⁹	69.7% (2 nd)
% Rental ⁹	24.7% (15 th)
% Vacant ⁹	5.6%
Single Family Units ¹⁰	460
Multi-Family Units ¹⁰	56

Land use Characteristics ⁹	
Single Family Density	7.05 units/acre
Multi-Family Density	13.28 units/acre
Average FAR	0.26
% Vacant Land	43.3%
Single Family Acres	65.2
Multi-Family Acres	4.2
Retail Acres	67.7
Office Acres	67.8
Industrial Acres	110.5
Institutional Acres	5.2
Public Land Acres	173.4
Total Acres	494.1
Assessed Value (2005)	\$506,876,700 (2 nd)

Sources:

- ¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.
- ² Broward County Calendar Year 2009 Quarterly 24 Hour Traffic Volumes, May 3, 2010.
- ³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.
- ⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.
- ⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008
- ⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.
- ⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008
- ⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.
- ⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.
- ¹⁰ South Florida Regional Transportation Authority 2005 Broward County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 24, 2009.

FORT LAUDERDALE

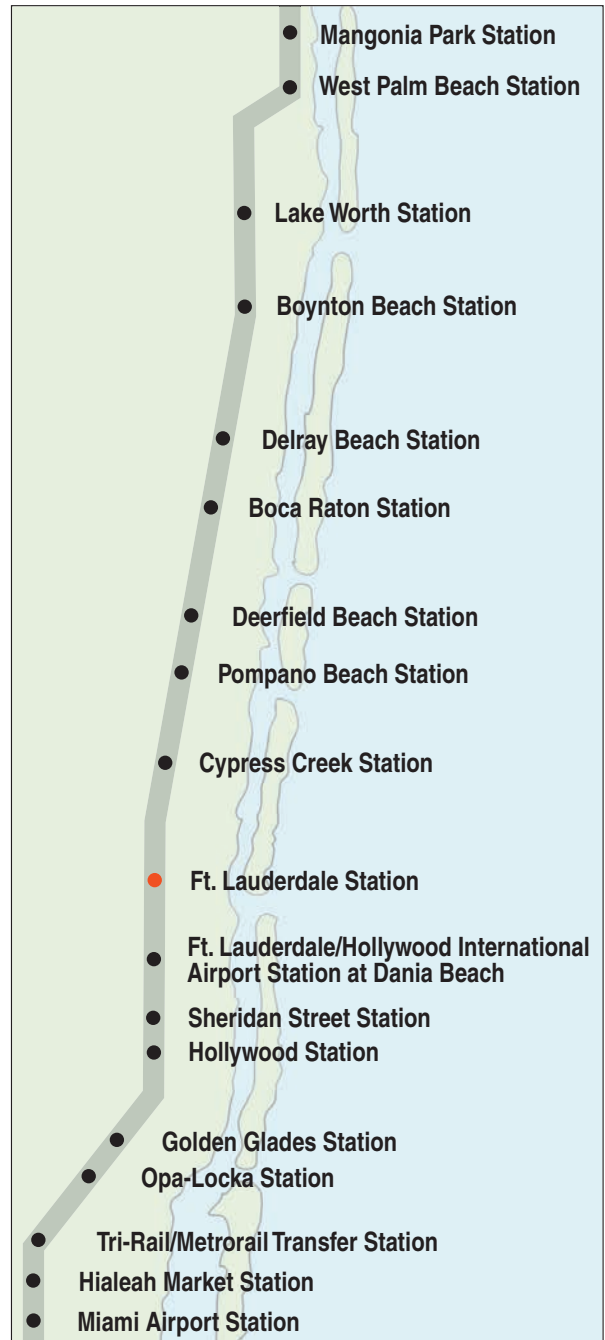
200 Southwest 21st Terrace, Fort Lauderdale, FL 33312



The Fort Lauderdale station is located just south of Broward Blvd. and immediately west of I-95. The Station is a shared facility used by Tri-Rail and Amtrak that contains vast park-and-ride facilities and can be accessed directly from I-95 via convenient high-occupancy vehicle ramps. Three separate parking areas make up the facility: a lot immediately west of the station, a second lot northwest of the station, and a third distant lot located on the north side of Broward Boulevard. Tri-rail passengers utilize the two closer lots, although the closest has 33 spaces designated for Amtrak use. The Fort Lauderdale station area has existing residential, office, industrial and retail land uses. The employment density becomes very high just to the east of the station, as the station is just outside the fringe of the Fort Lauderdale CBD.

TOD Activity: Low. A large mixed-use project is proposed adjacent to the Fort Lauderdale station. Riverbend is a proposed development of region alimpact (DRI) that would utilize the park-and-ride lot north of Broward Boulevard and other assembled parcels farther west along Broward Boulevard. Plans call for office retail, hotel, and residential uses.

The Fort Lauderdale station ranks 5th in population and 16th in employment. The station area's population is 12,948 and the station area employs 1,543 people.



FORT LAUDERDALE STATION AREA SUMMARY	
Existing Land Use	Residential, Office, Industrial and Retail
Daily Ridership	1023 boardings per weekday (3 rd)
Parking Capacity	325 spaces
Bus/Shuttle Connectivity	Tri-Rail Shuttle Route FL-1; Broward County Transit Routes 9, 22, 81; 595 Express and 95 Express; Amtrak
Transit Oriented Development Activity	Low

Fort Lauderdale Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	325 (4 th)
Transit Connectivity ¹	Tri-Rail Shuttle FL1, BCT route 9, 22, & 81, 595 Express and 95 Express & Amtrak
Average Daily Traffic Volume (2007) ²	Broward Blvd. - 47,000 SW 27 Ave. - 13,500
Planned Public Investment ³	\$117,437,000

Demographic Information ⁸	
Population	12,948 (5 th)
% Ages 25-64	56.35% (2 nd)
Median Income	\$25,702 (17 th)
Bachelors and Above	11.2% (13 th)
Households	5,090 (4 th)
Ave. Household Size	2.54 (13 th)

Land use Characteristics ⁹	
Single Family Density	5.33 units/acre
Multi-Family Density	9.68 units/acre
Average FAR	0.15
% Vacant Land	25.4%
Single Family Acres	123.1
Multi-Family Acres	51.5
Retail Acres	26
Office Acres	1.6
Industrial Acres	27.2
Institutional Acres	69.1
Public Land Acres	97.9
Total Acres	396.3
Assessed Value (2005)	\$294,302,900 (2 nd)

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	1,023 (3 th)
Average Trip Length ⁴	24.9 m (12 th)
Passengers Arrive From: ⁵	Metrorail West Palm Beach Miami Airport
Passengers Go To: ⁵	Metrorail Boca Raton West Palm Beach

Housing Information	
Housing Units ⁹	5,616 (6 th)
% Owner Occupied ⁹	32.0% (16 th)
% Rental ⁹	58.6% (3 rd)
% Vacant ⁹	9.4%
Single Family Units ¹⁰	656
Multi-Family Units ¹⁰	498

Employment Characteristics	
Occupational Licenses ⁶	146 (14 th)
Employers ⁷	112 (18 th)
Employees ⁷	1,543 (16 th)

Sources:

- ¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.
- ² Broward County Calendar Year 2009 Quarterly 24 Hour Traffic Volumes, May 3, 2010.
- ³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.
- ⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.
- ⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008
- ⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.
- ⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008
- ⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.
- ⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.
- ¹⁰ South Florida Regional Transportation Authority 2005 Broward County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 24, 2009.

FORT LAUDERDALE/HOLLYWOOD INT’L AIRPORT AT DANIA BEACH

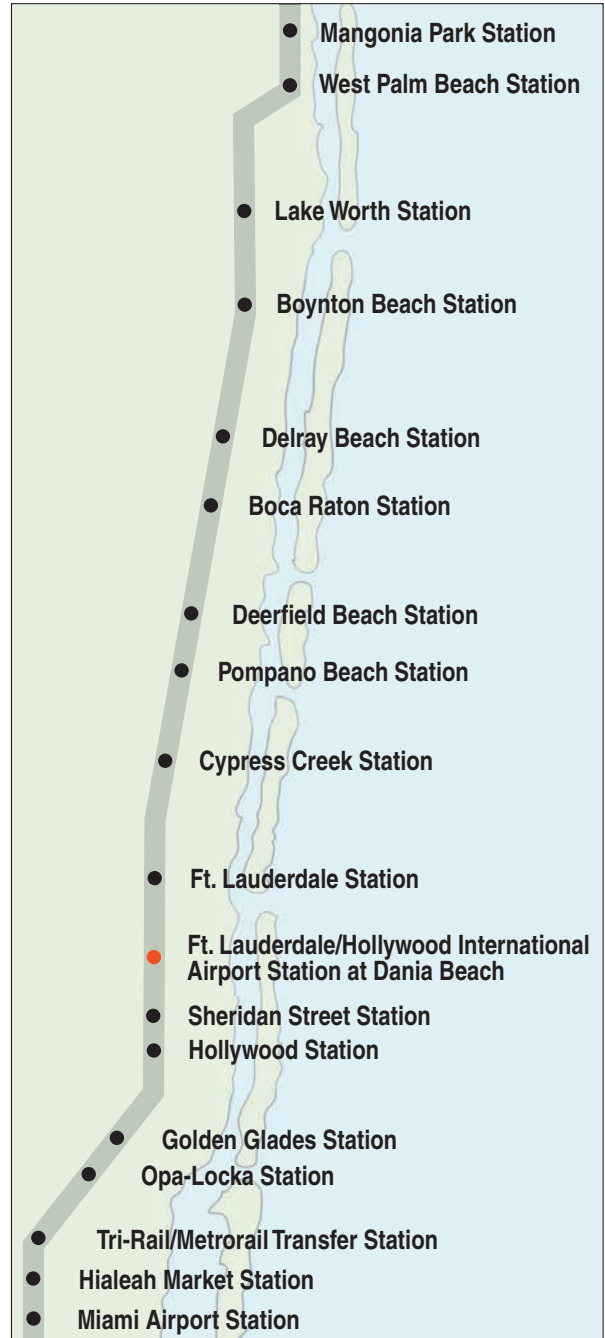
500 Gulf Stream Way, Dania Beach, FL 33004



The Fort Lauderdale/Hollywood International Airport at Dania Beach Station is located on the south side of Griffin Road, at the southwest quadrant of its interchange with I-95. Vehicular access to the station is actually from Ravenswood Road, which runs parallel to the railroad corridor. The station sits amongst the Tiger Tail Lake Park, a Courtyard by Marriott hotel, the Bass Pro shop and the IGFA Fishing Hall of Fame. Other land uses in the station area include commercial (mostly along SW 48th Street, SW 21st Avenue and on the eastern side of Interstate 95) and residential.

TOD Activity: None. There are currently no TOD projects under consideration at this station. However, parking demand is extremely high, which prompted construction of Tri-Rail’s first parking garage.

The Fort Lauderdale Airport station ranks 17th in population and 14th in employment. The station area’s population is 3,832 and the station area employs 2,050 people.



FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT STATION AT DANIA BEACH AREA SUMMARY	
Existing Land Use	Office, Retail, Industrial and Residential
Daily Ridership	800 boardings per weekday (8th)
Parking Capacity	450 spaces
Bus/Shuttle Connectivity	Tri-Rail Shuttle Route FLA 1; Broward County Transit Routes 4, 6, 15 and 16; 595 Express and City of Dania Beach West
Transit Oriented Development Activity	None

Fort Lauderdale/Hollywood International Airport at Dania Beach Station Area Characteristics Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	450 (9 th)
Transit Connectivity ¹	Tri-Rail Shuttle Route FLA 1; Broward County Transit Routes 4, 6, 15 and 16; 595 Express and City of Dania Beach West
Average Daily Traffic Volume (2007) ²	Griffin Road - 40,500 Ravenswood - 12,900
Planned Public Investment ³	\$214,098,000

Demographic Information ⁸	
Population	3,832 (17 th)
% Ages 25-64	60.46% (1 st)
Median Income	\$35,935 (5 th)
Bachelors and Above	10.3% (14 th)
Households	1,800 (15 th)
Ave. Household Size	2.13 (3 rd)

Land use Characteristics ⁹	
Single Family Density	6.13 units/acre
Multi-Family Density	0.65 units/acre
Average FAR	0.17
% Vacant Land	45.4%
Single Family Acres	13.1
Multi-Family Acres	61.2
Retail Acres	108.5
Office Acres	20.9
Industrial Acres	48.5
Institutional Acres	5.9
Public Land Acres	59.1
Total Acres	317.3
Assessed Value (2005)	\$303,673,600 (7 th)

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	800 (8 th)
Average Trip Length ⁴	23.6 m (16 th)
Passengers Arrive From: ⁵	Metrorail Miami Airport West Palm Beach
Passengers Go To: ⁵	Metrorail MIA Boca Raton

Housing Information	
Housing Units ⁹	2,199 (15 th)
% Owner Occupied ⁹	67.2% (3 rd)
% Rental ⁹	14.6% (17 th)
% Vacant ⁹	18.1%
Single Family Units ¹⁰	80
Multi-Family Units ¹⁰	40

Employment Characteristics	
Occupational Licenses ⁶	180 (10 th)
Employers ⁷	219 (9 th)
Employees ⁷	2,050 (14 th)

Sources:

- ¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.
- ² Broward County Calendar Year 2009 Quarterly 24 Hour Traffic Volumes, May 3, 2010.
- ³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.
- ⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.
- ⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008
- ⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.
- ⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008
- ⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.
- ⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.
- ¹⁰ South Florida Regional Transportation Authority 2005 Broward County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 24, 2009.

SHERIDAN STREET

2900 Sheridan Street, Hollywood, FL 33021

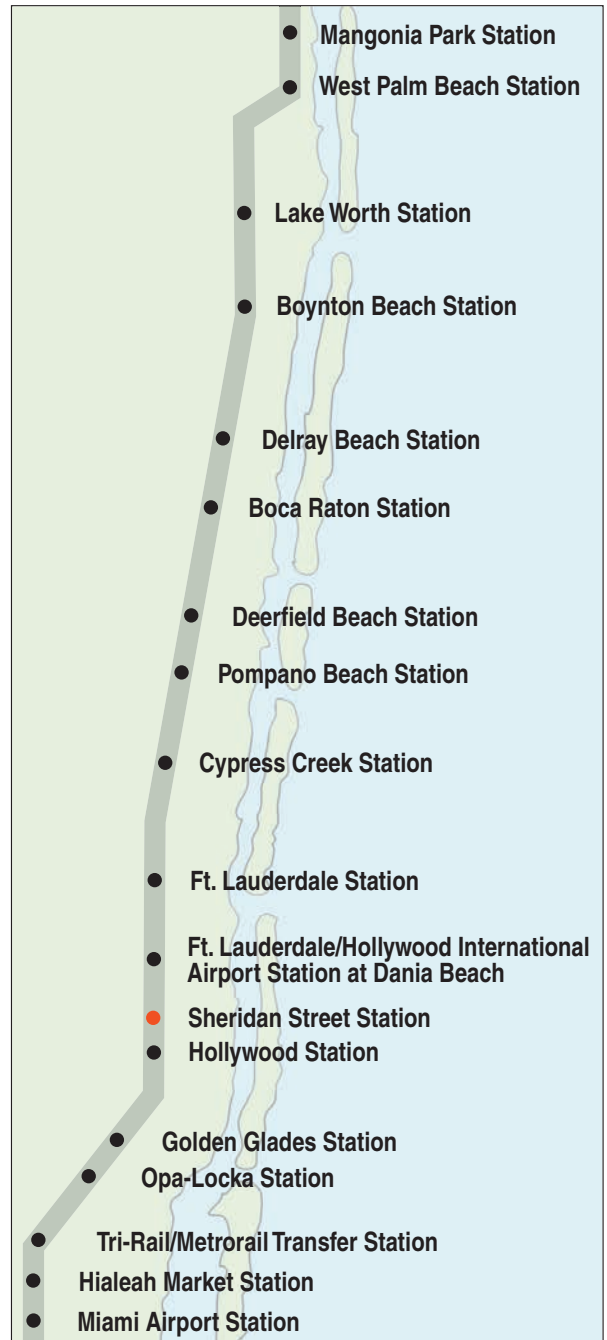


The Sheridan Street station is located at the southwest quadrant of the interchange of Sheridan Street and Interstate 95. This station has a pedestrian cross-over bridge, three park-and-ride lots with a total of 475 spaces, six bus bays and two dedicated taxi spaces.

Industrial land uses are located to the west and north of the station, while residential uses are immediately to the south, on the east (across I-95), and approximately 1/5 mile to the west. A hotel and gas station are located across from the station on the north side of Sheridan Street. Institutional, office, and retail uses are also found in the station area and Topeekeegee Yugnee (T.Y.) Park is located to the northwest of the station.

TOD Activity: Moderate. A major mixed-use development named Sheridan Stationside Village is planned for the station's existing park-and-ride area and parcels to the south currently occupied by modular homes.

The Sheridan Street station ranks 12th in population and 8th in employment. The station area's population is 8,084 and the station area employs 3,229 people.



SHERIDAN STREET STATION AREA SUMMARY	
Existing Land Use	Institutional, Retail, Industrial, Residential, Retail and Office
Daily Ridership	549 boardings per weekday (16 th)
Parking Capacity	592 park-and-ride spaces and 2 taxicab parking spaces
Bus/Shuttle Connectivity	Tri-Rail Shuttle Route SS1; City of Dania Beach Shuttle (Blue); Broward County Transit Routes 12 and 95 Express
Transit Oriented Development Activity	Moderate

Sheridan Street Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	592 (1 st)
Transit Connectivity ¹	Tri-Rail Shuttle SS1, BCT route 12, 95 Express
Average Daily Traffic Volume (2007) ²	Sheridan St. - 51,500
Planned Public Investment ³	\$97,197,000

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	549 (16 th)
Average Trip Length ⁴	22.5 m (18 th)
Passengers Arrive From: ⁵	Metrorail Miami Airport Deerfield Beach
Passengers Go To: ⁵	Metrorail Boca Raton MIA Deerfield Beach/ Pompano Beach

Employment Characteristics	
Occupational Licenses ⁶	111 (16 th)
Employers ⁷	163 (12 th)
Employees ⁷	3,229 (8 th)

Demographic Information ⁸	
Population	8,084 (12 th)
% Ages 25-64	44.72% (16 th)
Median Income	\$31,224 (11 th)
Bachelors and Above	19.9% (14 th)
Households	3,493 (8 th)
Ave. Household Size	2.31 (15 th)

Housing Information	
Housing Units ⁹	3,736 (9 th)
% Owner Occupied ⁹	53.7% (8 th)
% Rental ⁹	39.8% (9 th)
% Vacant ⁹	6.5%
Single Family Units ¹⁰	490
Multi-Family Units ¹⁰	409

Land use Characteristics ⁹	
Single Family Density	6.68 units/acre
Multi-Family Density	7.28 units/acre
Average FAR	0.14
% Vacant Land	11.9%
Single Family Acres	73.4
Multi-Family Acres	56.2
Retail Acres	30.7
Office Acres	6.8
Industrial Acres	73.1
Institutional Acres	7.5
Public Land Acres	186.3
Total Acres	433.9
Assessed Value (2005)	\$257,295,000 (9 th)

Sources:

- ¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.
- ² Broward County Calendar Year 2009 Quarterly 24 Hour Traffic Volumes, May 3, 2010.
- ³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.
- ⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.
- ⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008
- ⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.
- ⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008
- ⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.
- ⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.
- ¹⁰ South Florida Regional Transportation Authority 2005 Broward County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 24, 2009.

HOLLYWOOD

3001 Hollywood Blvd, Hollywood, FL 33021

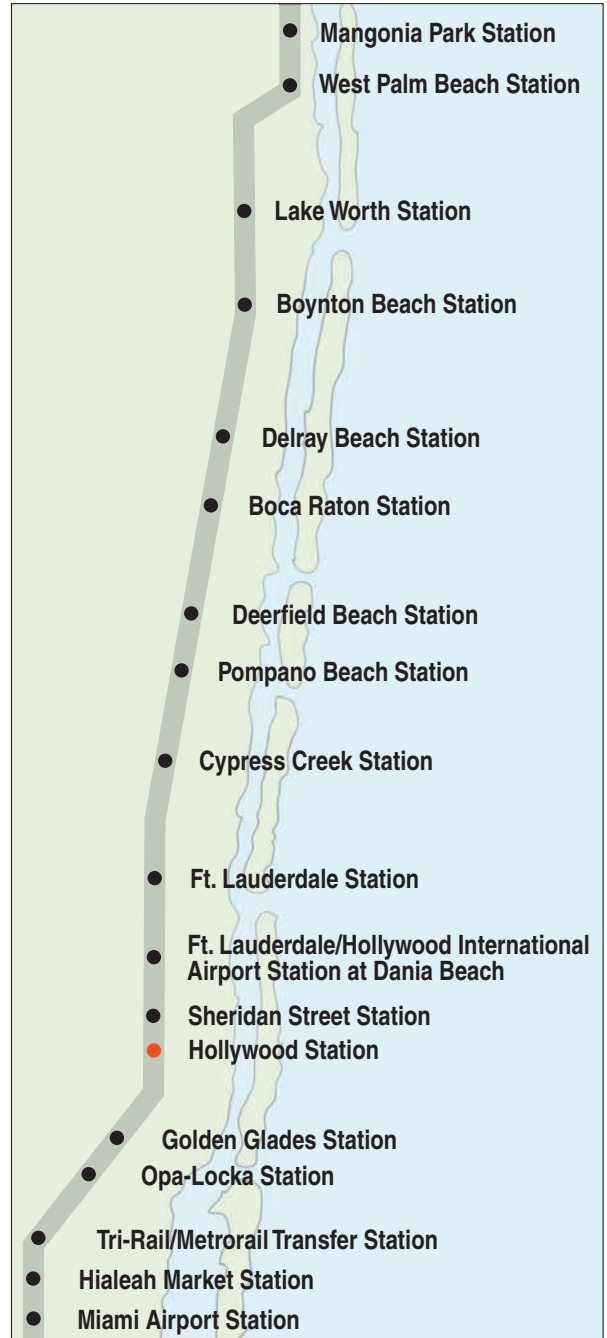


The Hollywood station is located at the northwest quadrant of the Hollywood Boulevard interchange with I-95. The station has only one access point, an entrance off of Hollywood Boulevard adjacent to the southbound Interstate 95 off ramp. There are 141 parking spaces for Tri-Rail use. The station is also used for Amtrak Service.

To the west of the station, land uses immediately adjacent are residential and office. To the east of the station, across Interstate 95, there are commercial land uses two blocks north and south of Hollywood Boulevard and residential beyond those blocks. There are also some industrial uses north of the station and a golf course is located southwest of the station.

TOD Activity: None. There is currently no TOD activity at the Hollywood station. Numerous physical constraints limit TOD opportunities at this station, including its location on a narrow strip of land bordered by I-95 on the east and a freshwater pond on the west. Other challenges at the Hollywood station include limited parking capacity and poor pedestrian connections to the south side of Hollywood Boulevard.

The Hollywood station ranks 6th in population and 11th in employment. The station area's population is 12,135 and the station area employs 2,824 people.



HOLLYWOOD STATION AREA SUMMARY	
Existing Land Use	Residential, Commercial, Industrial, and Recreation
Daily Ridership	753 boardings per weekday (10 th)
Parking Capacity	150 park-and-ride spaces
Bus/Shuttle Connectivity	Broward County Transit Routes 7, Amtrak, 95 Express, Hallandale Beach Shuttle Route 3
Transit Oriented Development Activity	None

Hollywood Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	150 (12 th)
Transit Connectivity ¹	BCT routes 7, Amtrak, 95 Express, Halandale Beach Route 3
Average Daily Traffic Volume (2007) ²	Hollywood Blvd. - 55,000
Planned Public Investment ³	\$101,629,000

Demographic Information ⁸	
Population	12,135 (6 th)
% Ages 25-64	57.42% (3 rd)
Median Income	\$35,565 (6 th)
Bachelors and Above	20.4% (3 rd)
Households	5,418 (3 rd)
Ave. Household Size	2.24 (16 th)

Land use Characteristics ⁹	
Single Family Density	4.52 units/acre
Multi-Family Density	16.81 units/acre
Average FAR	0.26
% Vacant Land	18.2%
Single Family Acres	161.6
Multi-Family Acres	19.3
Retail Acres	45.7
Office Acres	11.4
Industrial Acres	3.7
Institutional Acres	16.9
Public Land Acres	34.5
Total Acres	293.1
Assessed Value (2005)	\$284,448,000 (8 th)

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	753 (9 th)
Average Trip Length ⁴	23.5 m (17 th)
Passengers Arrive From: ⁵	Metrorail Miami Airport West Palm
Passengers Go To: ⁵	Metrorail Boca Raton Cypress Creek

Housing Information	
Housing Units ⁹	5,906 (3 rd)
% Owner Occupied ⁹	39.2% (15 th)
% Rental ⁹	52.5% (5 th)
% Vacant ⁹	8.3%
Single Family Units ¹⁰	730
Multi-Family Units ¹⁰	325

Employment Characteristics	
Occupational Licenses ⁶	155 (12 th)
Employers ⁷	220 (8 th)
Employees ⁷	2824 (11 th)

Sources:

- ¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.
- ² Broward County Calendar Year 2009 Quarterly 24 Hour Traffic Volumes, May 3, 2010.
- ³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.
- ⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.
- ⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008
- ⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.
- ⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008
- ⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.
- ⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.
- ¹⁰ South Florida Regional Transportation Authority 2005 Broward County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 24, 2009.

GOLDEN GLADES

16000 State Road 9, Miami, FL 33169

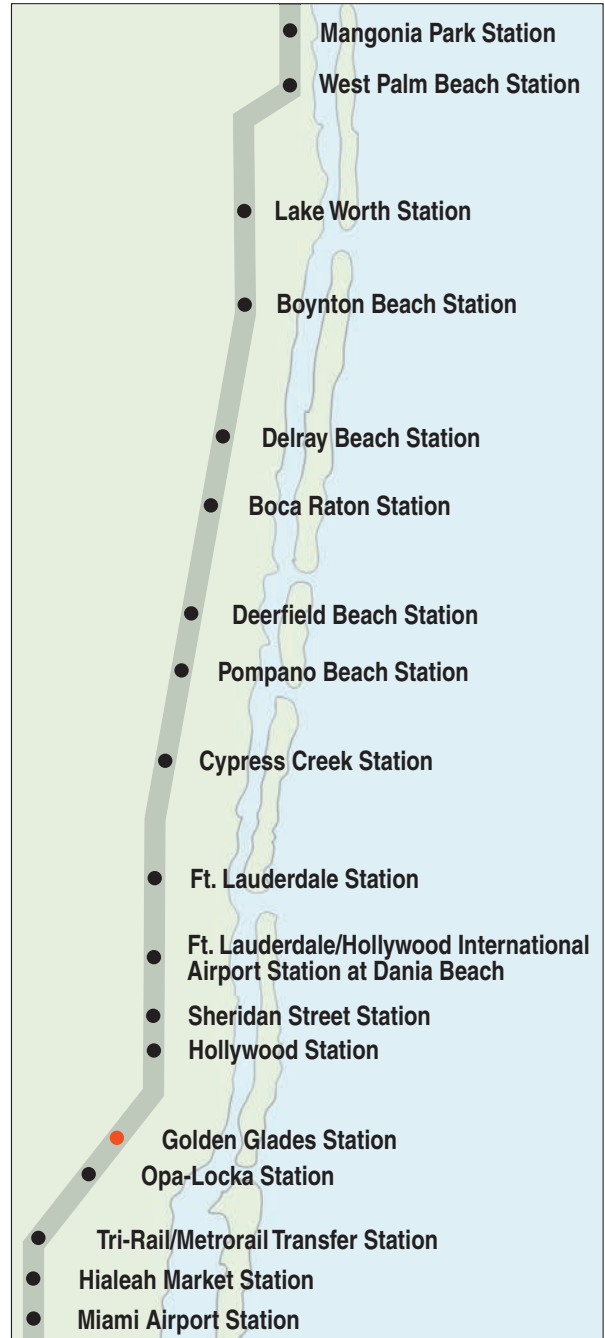


Situated near the complex interchange of Interstate 95, the Palmetto Expressway and State Routes 7 and 9, the Golden Glades station is accessible from several major highways. The station is one component of the sprawling Golden Glades park-and-ride facility, which contains a total of 1,146 parking spaces for bus riders, carpool/vanpool users, and Tri-Rail. The parking lots closest to the Tri-Rail station have 216 spaces.

Land uses within the station area are industrial, commercial, and residential. Areas to the north and west of the station tend to be industrial and commercial, while residential uses are located to the south. However, there is no pedestrian access to the Golden Glades station from adjacent jobs and homes. SR 9, ramps to/from I-95, and the railroad tracks serve as barriers blocking all pedestrian access.

TOD Activity: Low. There is currently no TOD activity at the Golden Glades station, however a charrette was held on October 31, 2007 for the site. Any development interest at this site has tended to be for automobile based uses. Despite the large number of parking spaces, the Golden Glades park-and-ride lot is regularly at or near capacity. As a result, FDOT has plans to add additional parking spaces at Golden Glades in the years ahead via reconfiguration and construction of parking structures.

The Golden Glades station ranks 9th in population and 7th in employment. The station area's population is 9,774 and the station area employs 3,313 people.



GOLDEN GLADES STATION AREA SUMMARY	
Existing Land Use	Industrial, Commercial and Residential.
Daily Ridership	679 boardings per weekday (14 th)
Parking Capacity	216 Spaces
Bus/Shuttle Connectivity	Broward County Transit Routes 18, 441 Breeze, University Drive Breeze, Miami-Dade Transit Route E, 22, 77, 95, 246, 277 and 95 Express
Transit Oriented Development Activity	Low

Golden Glades Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	216 (8 th)
Transit Connectivity ¹	Broward County Transit Routes 18, 441 Breeze, University Drive Breeze, Miami-Dade Transit Route E, 22, 77, 95, 246, 277 and 95 Express.
Average Daily Traffic Volume (2007) ²	N/A
Planned Public Investment ³	\$157,101,000

Demographic Information ⁸	
Population	9,774 (9 th)
% Ages 25-64	50.37% (9 th)
Median Income	\$32,318 (10 th)
Bachelors and Above	16.7% (6 th)
Households	3,251 (11 th)
Ave. Household Size	3.01 (5 th)

Land use Characteristics ⁹	
Single Family Density	1.75 units/acre
Multi-Family Density	19.23 units/acre
Average FAR	0.31
% Vacant Land	25.8%
Single Family Acres	40
Multi-Family Acres	64.8
Retail Acres	20.2
Office Acres	8.6
Industrial Acres	177.9
Institutional Acres	3.2
Public Land Acres	69.6
Total Acres	384.2
Assessed Value (2005)	\$191,502,900 (14 th)

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	679 (14 th)
Average Trip Length ⁴	28.3 m (8 th)
Passengers Arrive From: ⁵	Pompano Beach Ft. Lauderdale West Palm Beach
Passengers Go To: ⁵	West Palm Beach Ft. Lauderdale Cypress Creek

Housing Information	
Housing Units ⁹	3,395 (11 th)
% Owner Occupied ⁹	48% (12 th)
% Rental ⁹	47.8% (6 th)
% Vacant ⁹	4.2%
Single Family Units ¹⁰	70
Multi-Family Units ¹⁰	1,247

Employment Characteristics	
Occupational Licenses ⁶	191 (9 th)
Employers ⁷	163 (12 th)
Employees ⁷	3313 (7 th)

Sources:

¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.

² N/A

³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.

⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.

⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008

⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.

⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008

⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.

⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.

¹⁰ South Florida Regional Transportation Authority 2005 Miami-Dade County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 24, 2009.

OPA-LOCKA

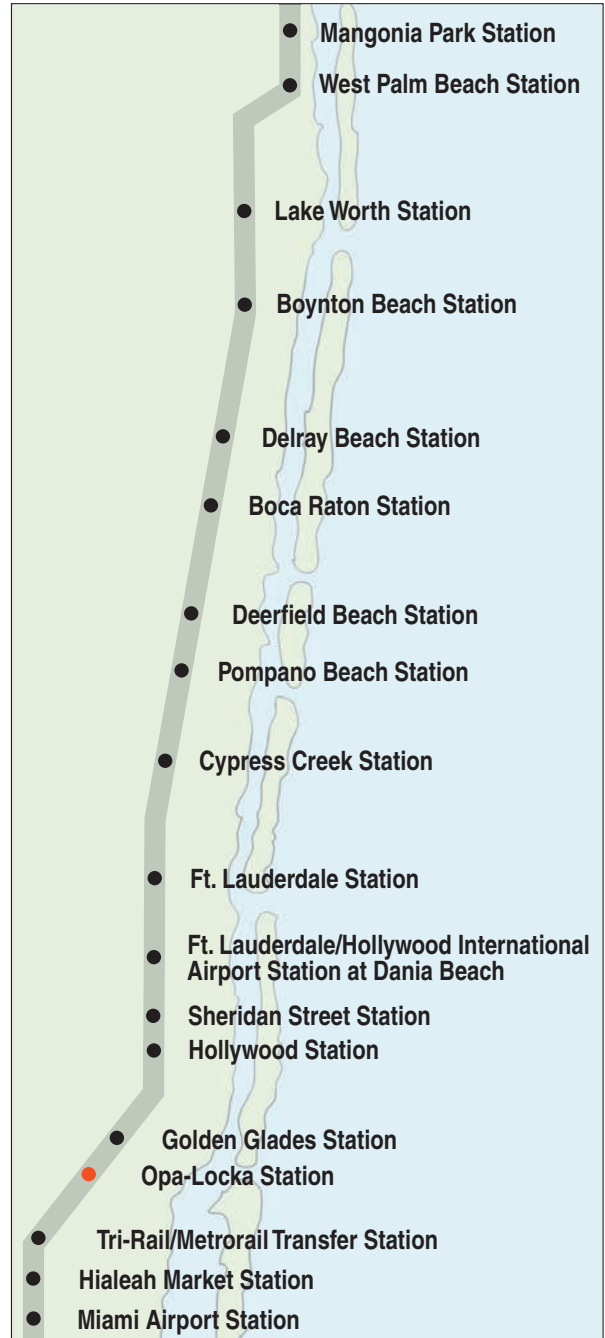
480 Ali Baba Avenue, Opa-locka, FL 33054



The Opa-locka station is located on Ali Baba Avenue at the edge of Opa-locka’s historic downtown. The station has 72 park-and-ride spaces, four bus bays, and two dedicated taxi spaces. Land uses surrounding the station are mixed, but are mostly single-family residential. Single-family residential tends to be to the east and south of the station, while some multi-family residential uses are to the northwest. Retail and institutional land uses are to the north and northeast of the station, concentrated along Ali Baba Avenue and Opa-locka Boulevard. There are some industrial uses to the southwest and along the tracks to the northeast. The Opa-locka Elementary School is also located within the station area.

TOD Activity: None. Some small scale development has been proposed in the station area in recent years, but no efforts for a substantial TOD have emerged. However, parking demand at the Opa-locka station has grown in recent years, and additional spaces adjacent to the existing parking lot are being pursued.

The Opa-locka station ranks 13th in population and 15th in employment. The station area’s population is 7,965 and the station area employs 1,573 people.



OPA-LOCKA STATION AREA SUMMARY	
Existing Land Use	Residential, Retail, Institutional, and Industrial.
Daily Ridership	254 boardings per weekday (17 th)
Parking Capacity	72 park-and-ride spaces and 2 taxicab spaces
Bus/Shuttle Connectivity	Miami-Dade Transit Routes 32, 42, 135, Opa-Locka North and South Express Link
Transit Oriented Development Activity	None

Opa-Locka Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	72 (17 th)
Transit Connectivity ¹	Miami-Dade Transit Routes 32, 42, 135, Opa-Locka North and South Express Link
Average Daily Traffic Volume (2007) ²	TBD
Planned Public Investment ³	\$0

Demographic Information ⁸	
Population	7,965 (13 th)
% Ages 25-64	43.19% (17 th)
Median Income	\$16,559 (18 th)
Bachelors and Above	5.6% (18 th)
Households	2,572 (13 th)
Ave. Household Size	3.1 (4 th)

Land use Characteristics ⁹	
Single Family Density	5.77 units/acre
Multi-Family Density	21.72 units/acre
Average FAR	0.15
Vacant Acres	0.342
Single Family Acres	111.4
Multi-Family Acres	57.1
Retail Acres	34.7
Office Acres	5.4
Industrial Acres	44.9
Institutional Acres	32.2
Public Land Acres	111.4
Total Acres	397.2
Assessed Value (2005)	\$139,835,500 (18 th)

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	254 (17 th)
Average Trip Length ⁴	30.7 m (5 th)
Passengers Arrive From: ⁵	Ft. Lauderdale Miami Airport Lake Worth
Passengers Go To: ⁵	Lake Worth Mangonia Cypress Creek

Housing Information	
Housing Units ⁹	2,828 (14 th)
% Owner Occupied ⁹	27.3% (18 th)
% Rental ⁹	63.6% (6 th)
% Vacant ⁹	9.1%
Single Family Units ¹⁰	643
Multi-Family Units ¹⁰	1,241

Employment Characteristics	
Occupational Licenses ⁶	221 (7 th)
Employers ⁷	177 (10 th)
Employees ⁷	1,573 (15 th)

Sources:

¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.

² N/A

³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.

⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.

⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008

⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.

⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008

⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.

⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.

¹⁰ South Florida Regional Transportation Authority 2005 Miami-Dade County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 24, 2009.

METRORAIL TRANSFER

2567 East 11th Avenue, Hialeah, FL 33013

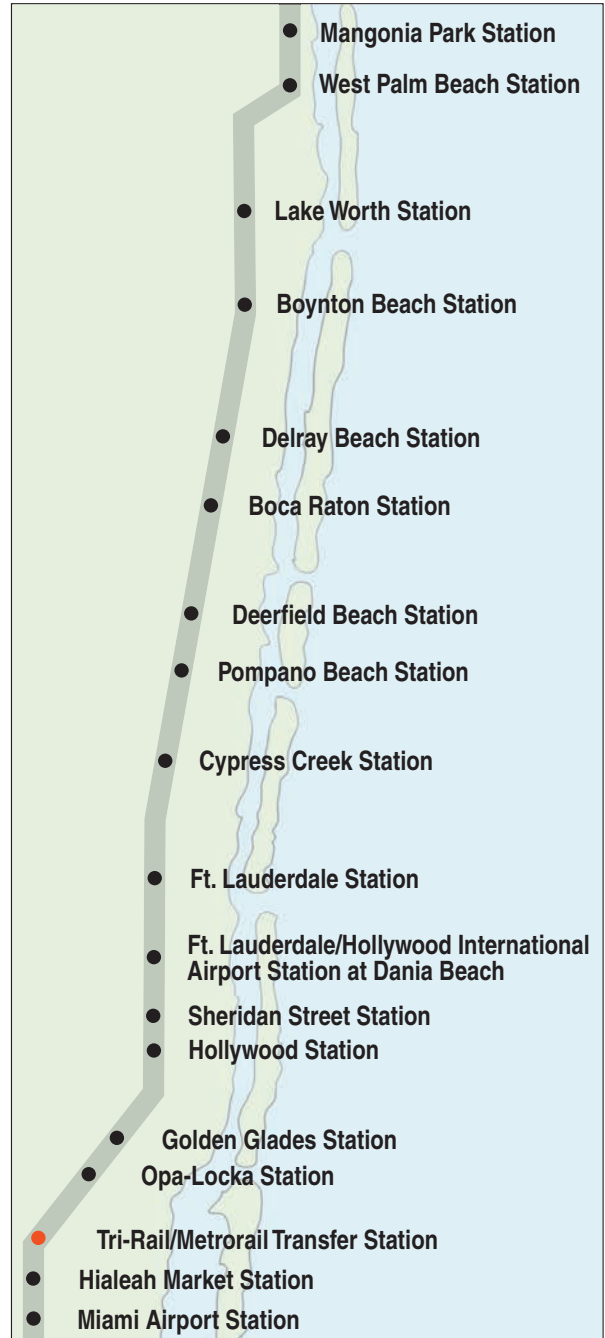


The Metrorail Transfer station is Tri-Rail’s busiest station and serves as the transfer point for its patrons to connect with Miami-Dade Transit’s Metrorail system. The station is located along the north side of NW 79th Street, at its intersection with East 11th Avenue. Forty-one surface parking spaces are available at the station.

Land use immediately around the station is industrial and commercial, and this pattern continues to the north and south along the railroad tracks. However, uses quickly transition to residential a few blocks to the east and west.

TOD Activity: Low. Despite being the location where the region’s two passenger rail systems converge, development activity in the Metrorail Transfer station area tends to be small scale commercial and industrial. Access to both rail systems presents strong long term potential for TOD in this station area. An area plan has been developed for the neighborhood east of and including the station. Implementation is being pursued by a local non-profit.

The Metrorail Transfer station ranks 7th in population and 4th in employment. The station area’s population is 11,290 and the station area employs 6,054 people.



METRORAIL TRANSFER STATION AREA SUMMARY	
Existing Land Use	Industrial, Residential, Commercial, and Institutional
Daily Ridership	1,898 boardings per weekday (1st)
Parking Capacity	44 park-and-ride spaces and 2 taxicab spaces
Bus/Shuttle Connectivity	Miami-Dade Transit Routes L and 42. Metrorail and Amtrak
Transit Oriented Development Activity	Low

Metrorail Transfer Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	44 (18 th)
Transit Connectivity ¹	MDT routes L, 42, Metrorail, & Amtrak.
Average Daily Traffic Volume (2007) ²	N/A
Planned Public Investment ³	\$298,777,000

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	1,898 (1 st)
Average Trip Length ⁴	30.3 m (6 th)
Passengers Arrive From: ⁵	Ft. Lauderdale Ft. Lauderdale Airport Hollywood
Passengers Go To: ⁵	Ft. Lauderdale Sheridan Street Cypress Creek

Employment Characteristics	
Occupational Licenses ⁶	451 (4 th)
Employers ⁷	402 (2 nd)
Employees ⁷	2,324 (13 th)

Demographic Information ⁸	
Population	11,290 (7 th)
% Ages 25-64	52.07% (8 th)
Median Income	\$30,368 (13 th)
Bachelors and Above	7% (17 th)
Households	3,330 (10 th)
Ave. Household Size	3.39 (2 nd)

Housing Information	
Housing Units ⁹	3,451 (10 th)
% Owner Occupied ⁹	59.8% (4 th)
% Rental ⁹	36.7% (12 th)
% Vacant ⁹	3.5%
Single Family Units ¹⁰	722
Multi-Family Units ¹⁰	226

Land use Characteristics ⁹	
Single Family Density	5.58 units/acre
Multi-Family Density	10.22 units/acre
Average FAR	0.34
% Vacant Land	7.7%
Single Family Acres	129.4
Multi-Family Acres	22.1
Retail Acres	16.5
Office Acres	3.0
Industrial Acres	146.8
Institutional Acres	4.2
Public Land Acres	2.1
Total Acres	324.1
Assessed Value (2005)	\$227,723,600 (11 th)

Sources:

¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.

² N/A

³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.

⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.

⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008

⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.

⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008

⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.

⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.

¹⁰ South Florida Regional Transportation Authority 2005 Miami-Dade County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 24, 2009.

HIALEAH MARKET

1200 Southeast 11th Avenue, Hialeah, FL 33010

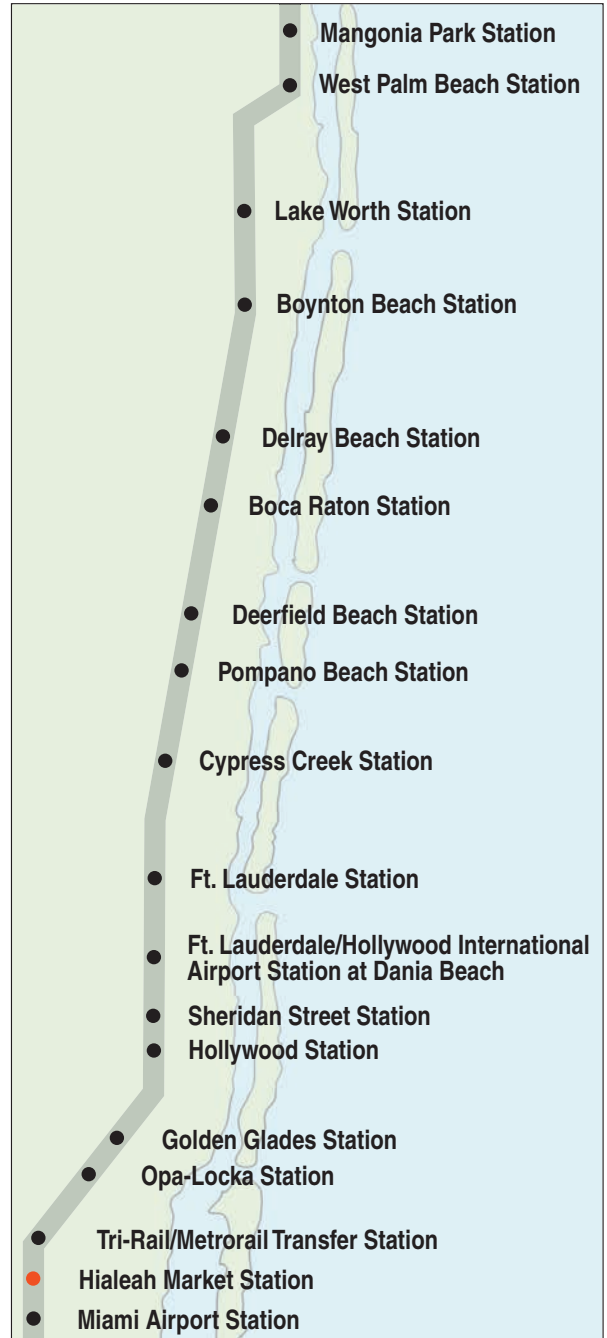


The Hialeah Market station is located at the intersection of SE 12th Street and SE 10th Court. The station's location is less than 1/2 mile northeast of Miami International Airport and the interchange of the Airport Expressway (SR 112) and Okeechobee Road (US 27). The Hialeah Market station has only one platform (west side) as it is along the only portion of the Tri-Rail corridor that remains single tracked. There are 164 park-and-ride spaces available at the station.

Land uses adjacent to the station are mostly industrial, along with retail to the west and some residential to the northwest.

TOD Activity: Low. There are no TOD projects currently in development at the Hialeah Market station. However, the City of Hialeah has recently rezoned the station area to allow for TOD and mixed uses. This action should improve the chances of TOD occurring at this station in the years ahead.

The Hialeah Market station ranks 10th in population and 13th in employment. The station area's population is 9,327 and the station area employs 2,324 people.



HIALEAH MARKET STATION AREA SUMMARY	
Existing Land Use	Industrial, Retail, and Residential.
Daily Ridership	191 boardings per weekday (18 th)
Parking Capacity	164 park-and-ride spaces
Bus/Shuttle Connectivity	Tri-Rail Koger Shuttle and Tri-Rail MIA Shuttle
Transit Oriented Development Activity	Low

Hialeah Market Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	164 (15 th)
Transit Connectivity ¹	Tri-Rail Koger Shuttle and MIA Shuttle
Average Daily Traffic Volume (2007) ²	N/A
Planned Public Investment ³	\$0

Demographic Information ⁸	
Population	9,327 (10 th)
% Ages 25-64	54.79% (6 th)
Median Income	\$29,220 (15 th)
Bachelors and Above	12% (10 th)
Households	3,194 (12 th)
Ave. Household Size	2.92 (7 th)

Land use Characteristics ⁹	
Single Family Density	5.93 units/acre
Multi-Family Density	19.59 units/acre
Average FAR	0.35
% Vacant Land	17.6%
Single Family Acres	38.6
Multi-Family Acres	17
Retail Acres	88.9
Office Acres	5.6
Industrial Acres	171.9
Institutional Acres	3.2
Public Land Acres	25.8
Total Acres	351.1
Assessed Value (2005)	\$232,314,000 (10 th)

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	191 (18 th)
Average Trip Length ⁴	32 m (4 th)
Passengers Arrive From: ⁵	Cypress Creek Deerfield Beach West Palm Beach
Passengers Go To: ⁵	Pompano Beach Cypress Creek Ft. Lauderdale

Housing Information	
Housing Units ⁹	3,355 (12 th)
% Owner Occupied ¹⁰	41.1% (14 th)
% Rental ⁹	54.1% (4 th)
% Vacant ⁹	4.8%
Single Family Units ¹⁰	229
Multi-Family Units ¹⁰	333

Employment Characteristics	
Occupational Licenses ⁶	1212 (2 nd)
Employers ⁷	372 (4 th)
Employees ⁷	6,054 (4 th)

Sources:

¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.

² N/A

³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.

⁴ SFRTA TDP 2007 Update Technical Memorandum, Task 3.4- Service Sufficiency Analysis, Table 2-2 Average Tri-Rail Trip Lengths by Station Origin, August 2007.

⁵ 2008 Tri-Rail On-Board Survey: Final Report, 2008

⁶ Occupational Licenses within ½ Mile of Tri-Rail Stations, South Florida Regional Planning Council, January 10, 2008.

⁷ Regional Tri-Rail Corridor Employment Density Within ½ Buffer, South Florida Regional Planning Council, October 10, 2008

⁸ South Florida Regional Transportation Authority Socio-Economic Profile Stations in Miami-Dade, Broward and Palm Beach Counties, January 17, 2008.

⁹ South Florida Regional Transportation Authority Home Ownership within ½ Mile of Tri-Rail Stations Three County Summary, April 17, 2008. Note: Unit discrepancy is due to two different data sources.

¹⁰ South Florida Regional Transportation Authority 2005 Miami-Dade County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 24, 2009.

MIAMI AIRPORT

3797 NW 21st Street, Miami, FL

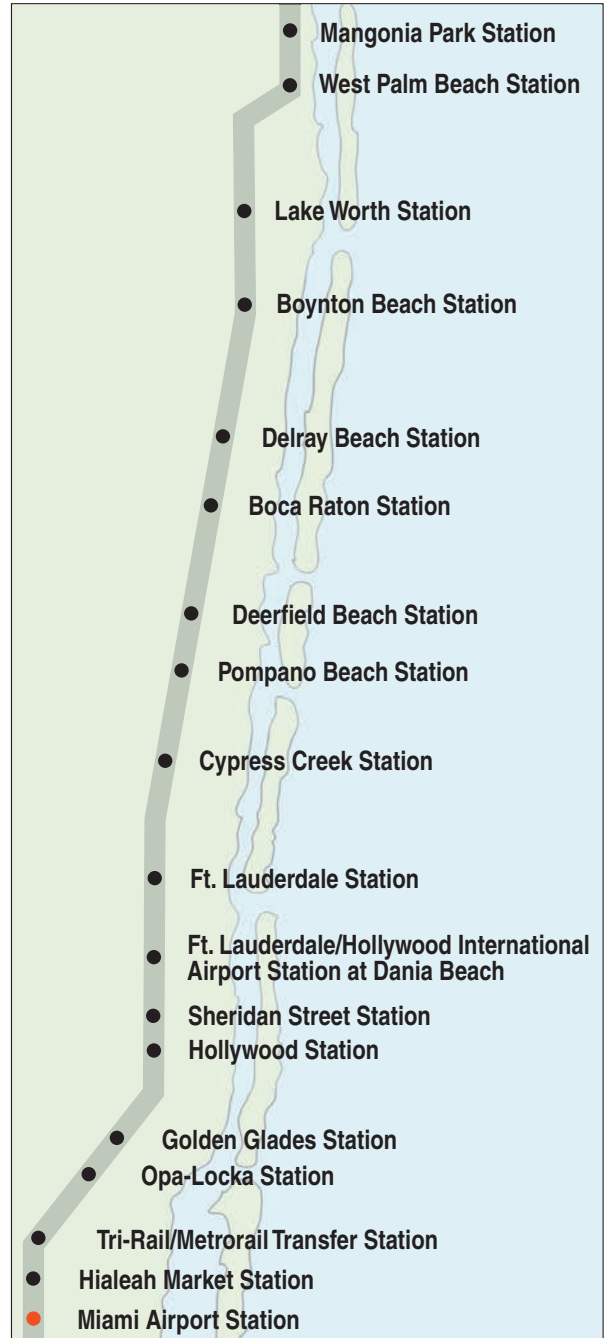


Tri-Rail's southern terminus, the Miami International Airport station, is located on the north side of NW 21st Street, one block west on SW 37th Avenue. The station is less than one mile east of the airport's passenger terminals and will be incorporated into the new Miami Intermodal Center (MIC). This station is temporarily closed to allow for construction of the MIC.

Existing land uses in the station area include commercial, retail, industrial, residential, and recreation. (Melreese Golf Course is to the south.) Hotel and former car rental facilities are immediately adjacent to the station, to the east and south. Industrial uses are located to the north and east of the station, while the closest residential areas are to the southeast.

TOD Activity: Low. The MIC is where Tri-Rail, the Metrorail Extension (MIC-Earlington Heights), and an airport people mover (MIA Mover) will connect. Tri-Rail passengers will be able to connect to the airport's terminals via the MIA Mover and will have another connection to Metrorail at this station. Seven acres west of the station site may be developed to this concept, with 1.4 million square feet of mixed-use development. There are also plans for associated development to take place east of the Central Station, with up to 4.5 million square feet of mixed-use development possible.

The Miami International Airport station ranks 18th in population and 6th in employment. The station area's population is 2,063 and the station area employs 3,431 people.



MIAMI AIRPORT STATION AREA SUMMARY	
Existing Land Use	Retail, Commercial, Industrial and Residential
Daily Ridership	Temporarily closed
Parking Capacity	N/A
Bus/Shuttle Connectivity	Metrorail, Miami-Dade Transit routes J, 37, 42, 57, 150, 238 and Tri-Rail Airport Shuttle (MDT route 133).
Transit Oriented Development Activity	Low

Miami Airport Station Area Characteristics

Existing land use within a half-mile of the Tri-Rail Station

Transportation Features	
Parking Capacity ¹	N/A
Transit Connectivity ¹	Metrorail, MDT routes J, 37, 42, 57, 150, 238 & Tri-Rail Airport Shuttle MDT route 133
Average Daily Traffic Volume (2007) ²	N/A
Planned Public Investment ³	\$41,776,000

Demographic Information ⁸	
Population	2,063 (18 th)
% Ages 25-64	54.49% (7 th)
Median Income	\$39,270 (3 rd)
Bachelors and Above	7.6% (16 th)
Households	731 (18 th)
Ave. Household Size	2.82 (9 th)

Land use Characteristics ⁹	
Single Family Density	7 units/acre
Multi-Family Density	14.8 units/acre
Average FAR	0.12
% Vacant Land	41.2%
Single Family Acres	34.3
Multi-Family Acres	3.2
Retail Acres	62
Office Acres	6.4
Industrial Acres	105.2
Institutional Acres	1.3
Public Land Acres	428
Total Acres	640.3
Assessed Value (2005)	\$365,039,400 (4 th)

Passenger Characteristics	
Ave. Weekday Bdgs. ¹	694 (12 th)
Average Trip Length ⁴	35.8 m (1 st)
Passengers Arrive From: ⁵	West Palm Beach Cypress Creek Ft. Lauderdale Airport
Passengers Go To: ⁵	Cypress Creek West Palm Beach Ft. Lauderdale Airport

Housing Information	
Housing Units ⁹	756 (18 th)
% Owner Occupied ⁹	54.6% (7 th)
% Rental ⁹	42.1% (7 th)
% Vacant ⁹	3.3%
Single Family Units ¹⁰	240
Multi-Family Units ¹⁰	47

Employment Characteristics	
Occupational Licenses ⁶	1224 (1 st)
Employers ⁷	133 (15 th)
Employees ⁷	3431 (6 th)

Sources:

¹ South Florida Regional Transportation Authority 2009-2019 Transit Development Plan Major Update, December 2008.

² N/A

³ South Florida Regional Transportation Authority Public Investments in the Vicinity of Tri-Rail Stations (2006-2011) Three County Summary, South Florida Regional Planning Council, March 12, 2008.

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¹⁰ South Florida Regional Transportation Authority 2005 Miami-Dade County Summary Existing Land Use and Density, South Florida Regional Planning Council, August 24, 2009.



CityPlace, West Palm Beach





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Tri-Rail Coastal Link

Getting Southeast Florida To Work

