Livable Communties and the Tri-Rail Experience

Rail~Volution 2010

October 19, 2010

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Tri-Rail History

- 1981 Florida Department of Transportation (FDOT) commissioned study of South Florida's future transit needs;
- 1983 feasibility study recommended commuter rail as a temporary traffic mitigation measure;
- 1986 Tri-County Commuter Rail Organization formed (TCRO);

- 1988 FDOT purchased South Florida Rail Corridor from CSXT;
- 1988 State Legislature made Tri-Rail a permanent fixture in South Florida's mass transit network. TCRO became Tri-County Commuter Rail Authority (TCRA);
- Start-up funds appropriated from federal, state and county sources; and
- 1989 Tri-Rail began service on January 9, becoming the first new commuter rail start-up in more than 25 years.

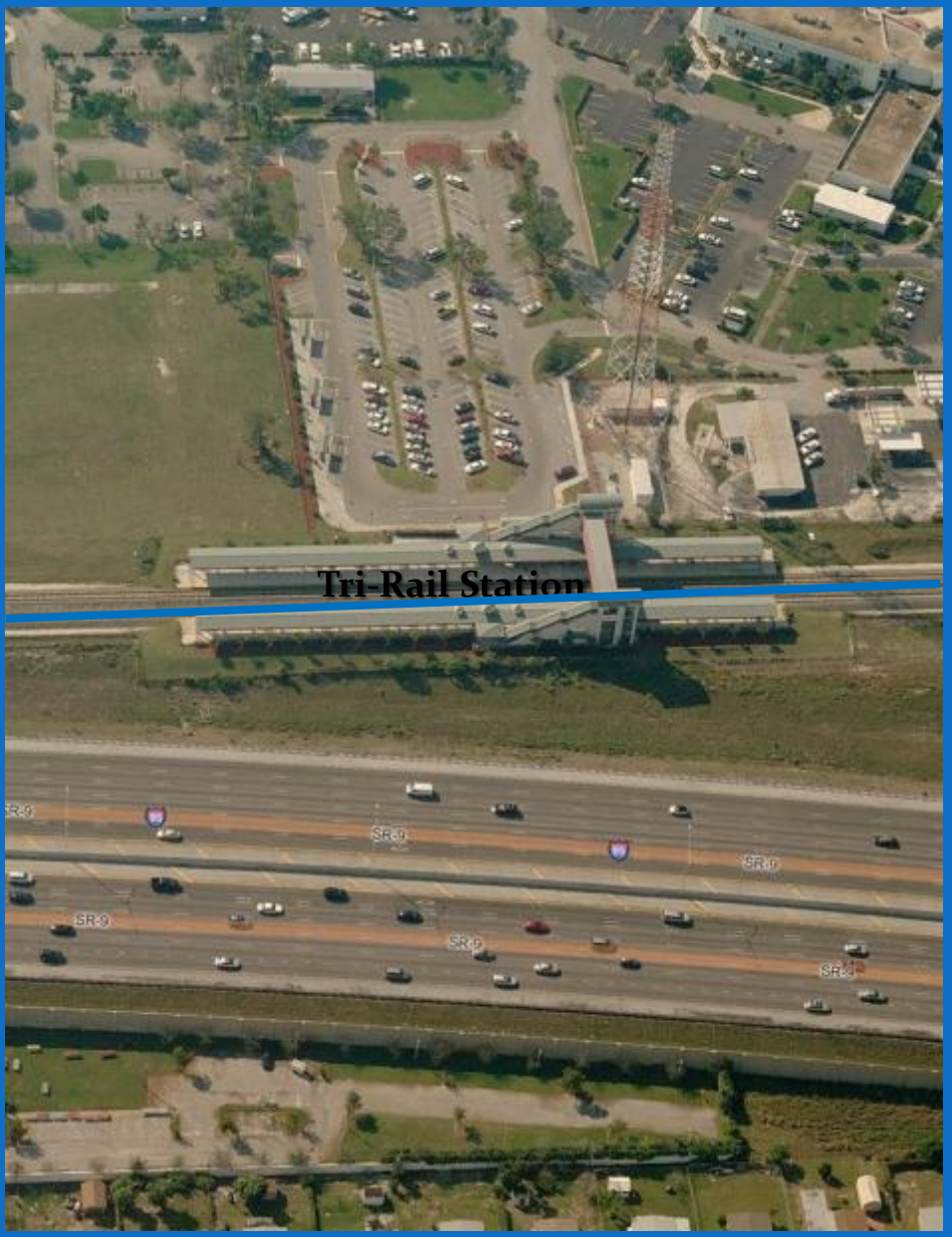
1989 Tri-Rail Grand Opening

Why Operate on CSX Corridor?

- Available
- Adjacent to I-95
- Limited Grade Crossings
- TOD not a major consideration.

DELRAY BEACH

CSX



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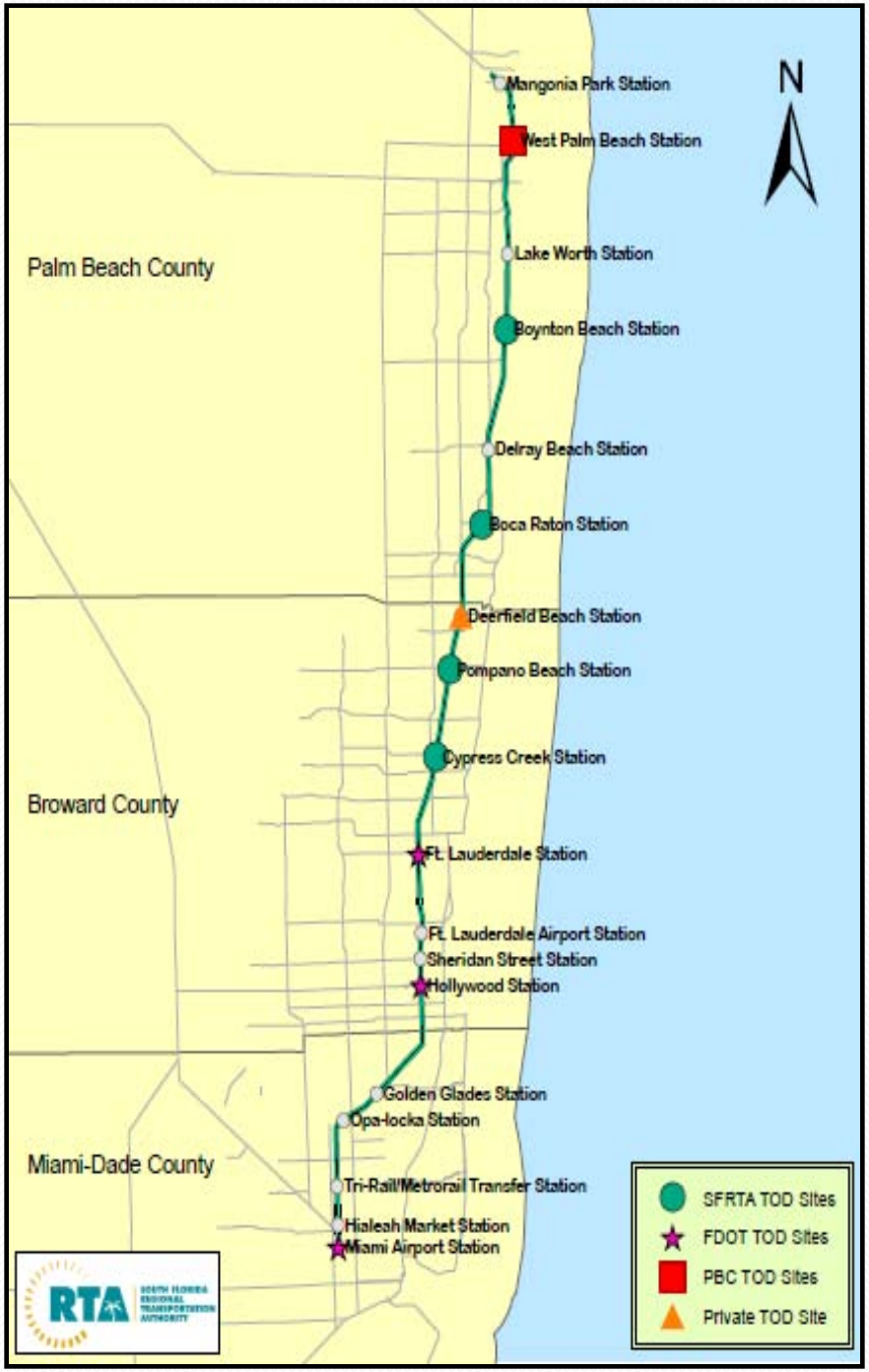
Corridor TOD

- **Boynton Beach Station**
- **Boca Raton Station**
- **Pompano Beach Station**
- **Cypress Creek Station (West parcel)**

- **Deerfield Beach Station (West parcel)**
- **Fort Lauderdale Airport Station**

- **SFRTA-owned sites: 4**
- **FDOT-owned sites: 3**
- **PBC-owned sites: 1**
- **Privately owned sites: 1**



Deerfield Station TOD

PROPOSED DEVELOPMENT

YORK RESIDENTIAL

DEERFIELD STATION TOD CONCEPTUAL PLAN

Deerfield Beach, Florida

Deerfield Station TOD

EXISTING CONDITION

PROPOSED ENTRY BOULEVARD

YORK RESIDENTIAL

DEERFIELD STATION

Deerfield Beach, Florida

Boca Raton – Killed by Parking

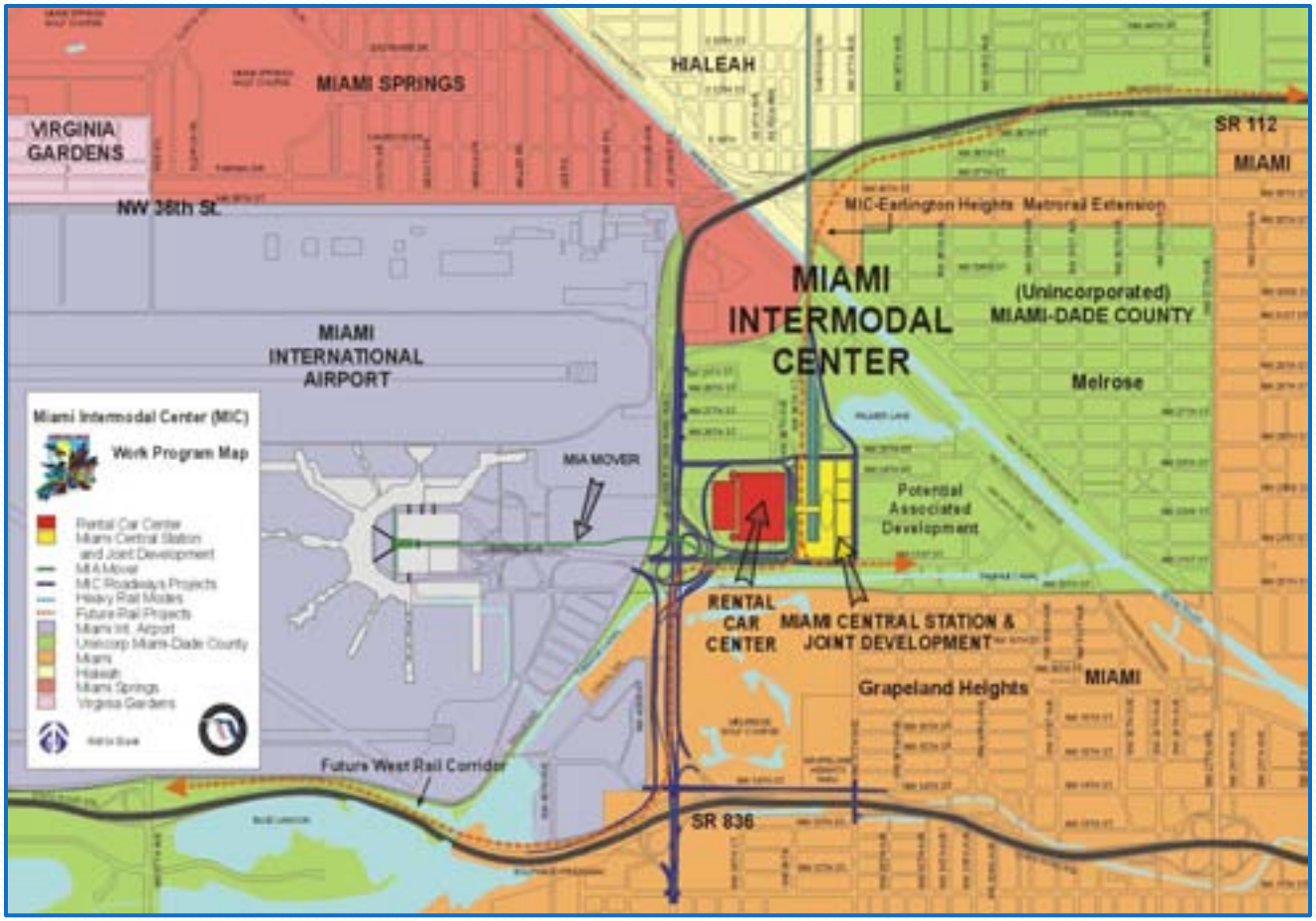
- 1st RFP- No proposals received
- 2nd RFP-1 proposal received; deemed unresponsive
- SFRTA pursued sole source opportunities
  - Property Committee approved San Remo Develop. (a.k.a. Boca Tri-Rail Center, LLC)
  - August 2006 – PTF canceled negotiations
- Unsolicited Proposal 2008
  - February 2008 – Governing Board approved Yamato Road Joint Venture
- Proposed uses:
  - Office - 99,000 sq. ft.
  - Residential – 198 units
  - Commercial/Retail – 55,000 sq. ft.
  - Hotel – 150 rooms

Boca Raton Tri-Rail Station

Sheridan Stationside Village TOD

Sheridan Stationside Village TOD

Miami Intermodal Center TOD



Miami Intermodal Center TOD

Challenging Site – Golden Glades

- 2007 R~V Charrette
  - Integrated mixed-use plan proposed
  - TOD Marketplace experts didn't see it happening.
- Multi-Modal Enhance-ments Proposed
  - Site Layout concepts from R~V 2007 incorporated.

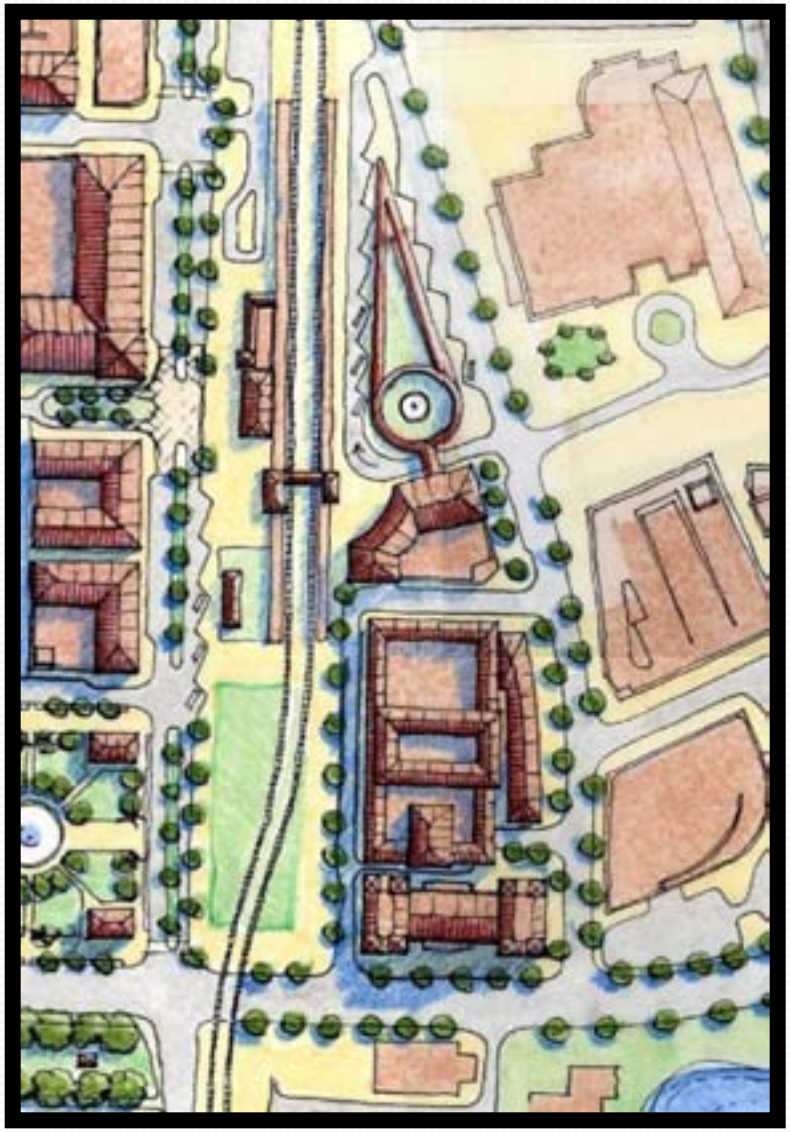
Golden Glades Multi-Modal Hub 2007

How do you go from this …

To This …

- Inter-Agency Dialogue (on-going)
- Increase Private Ownership
- Public Office District
  - *1 Million SF Public Office*
- Intense Residential Program
  - *2,000 New Residential Units*
- Complement Existing Commercial
- Multi-Modal Hub & Service

Intermodal Center (Phase I)



The Palm Beach Post NEWS

Transit Village inches forward: A $500 million project may soon be negotiated for West Palm Beach

By **ANDREW ABRAMSON**
Palm Beach Post Staff Writer

Updated: 4:30 p.m. Sunday, April 4, 2010
Posted: 6:32 p.m. Saturday, April 3, 2010

Bold plans

Pushing Transit Village into reality would require negotiating with a developer, redesigning the Intermodal Center and finding investors who would spend more than $1.5 billion to turn the government-owned blocks west of Tamarind Avenue into a bustling area.

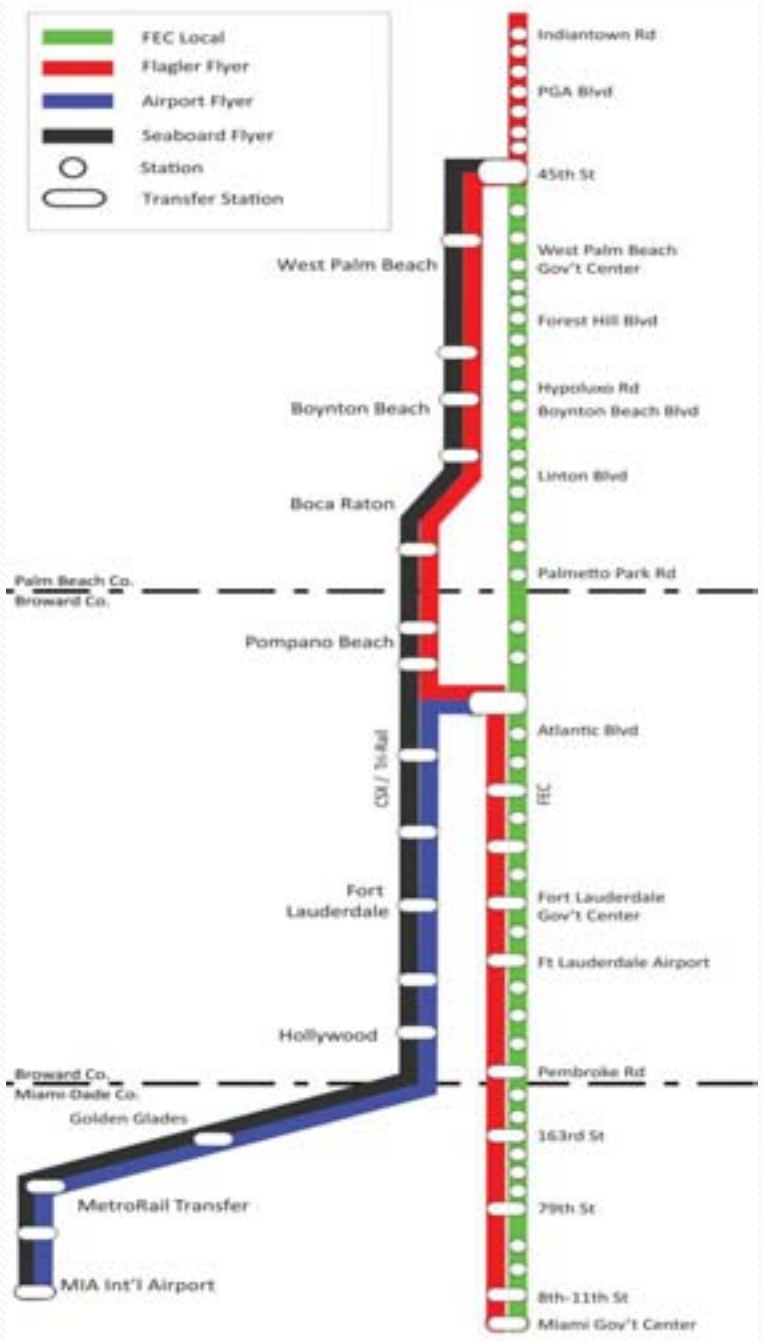
1. SciEnergy Center
2. Intermodal Transit Center
3. Hotel towers
4. Historic train station
5. New transit overpasses
6. Residential tower
7. Office towers
8. World Trade Center
9. Parking garage
10. Workforce/student housing
11. Retail

Source: Michael Graves and Associates Inc.; REG Architects Inc.

BRENNAN KING/Staff Artist

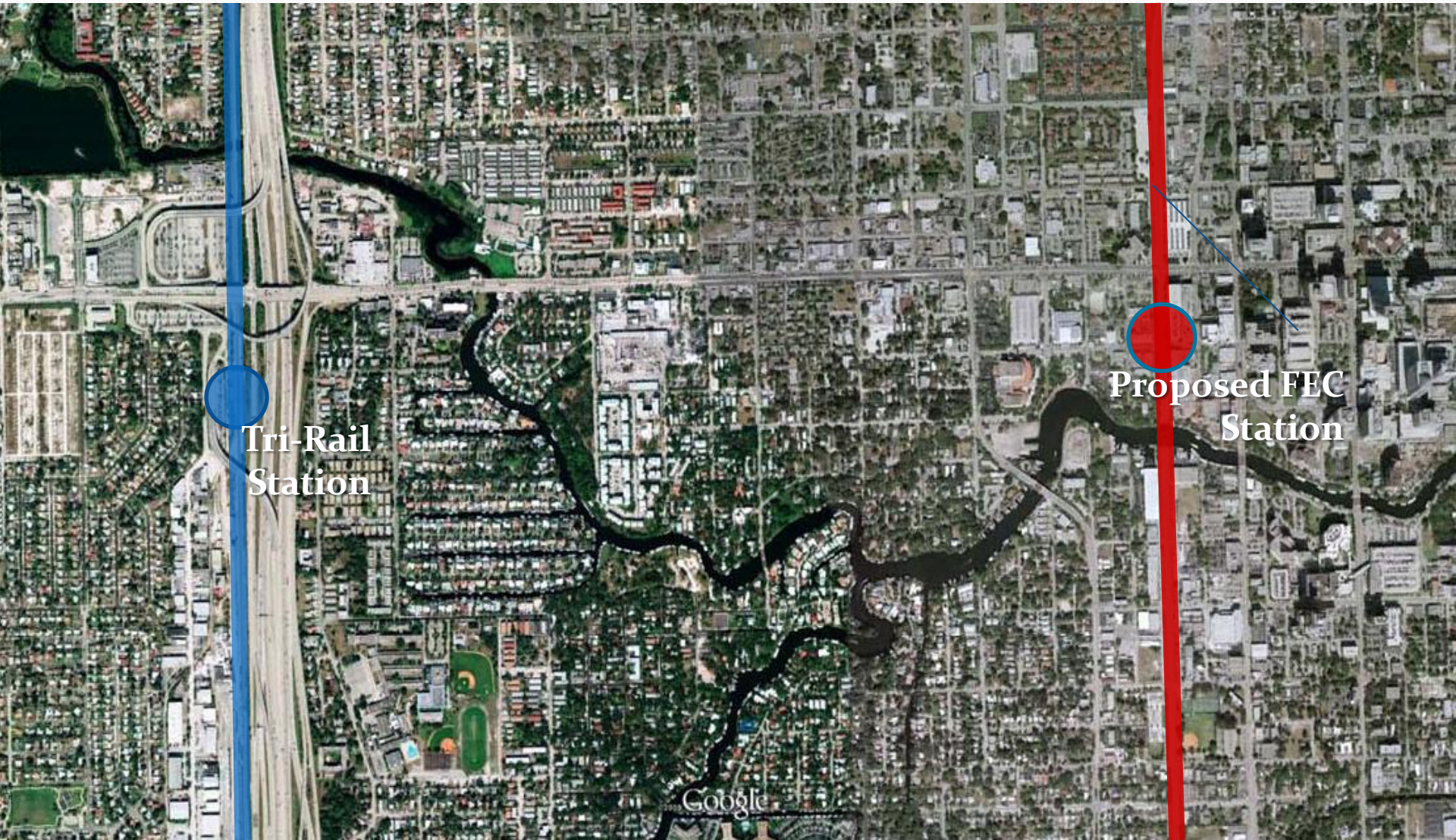
Status: Private respondent to County-issued RFP awaiting selection; talks continue between County & City and County & State

The Florida East Coast Rail Corridor, Florida's Original TOD Corridor



Strong Public Support

FORT LAUDERDALE



FORT LAUDERDALE

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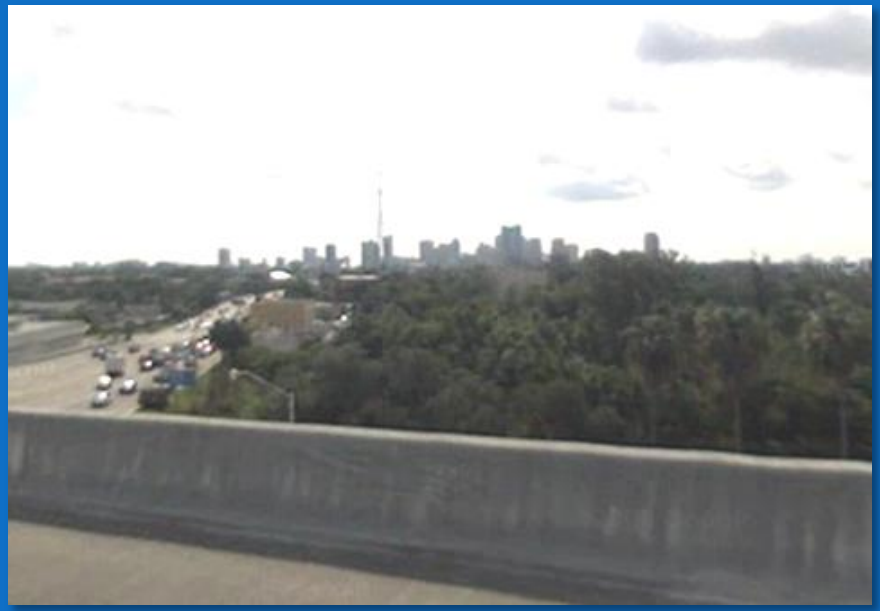

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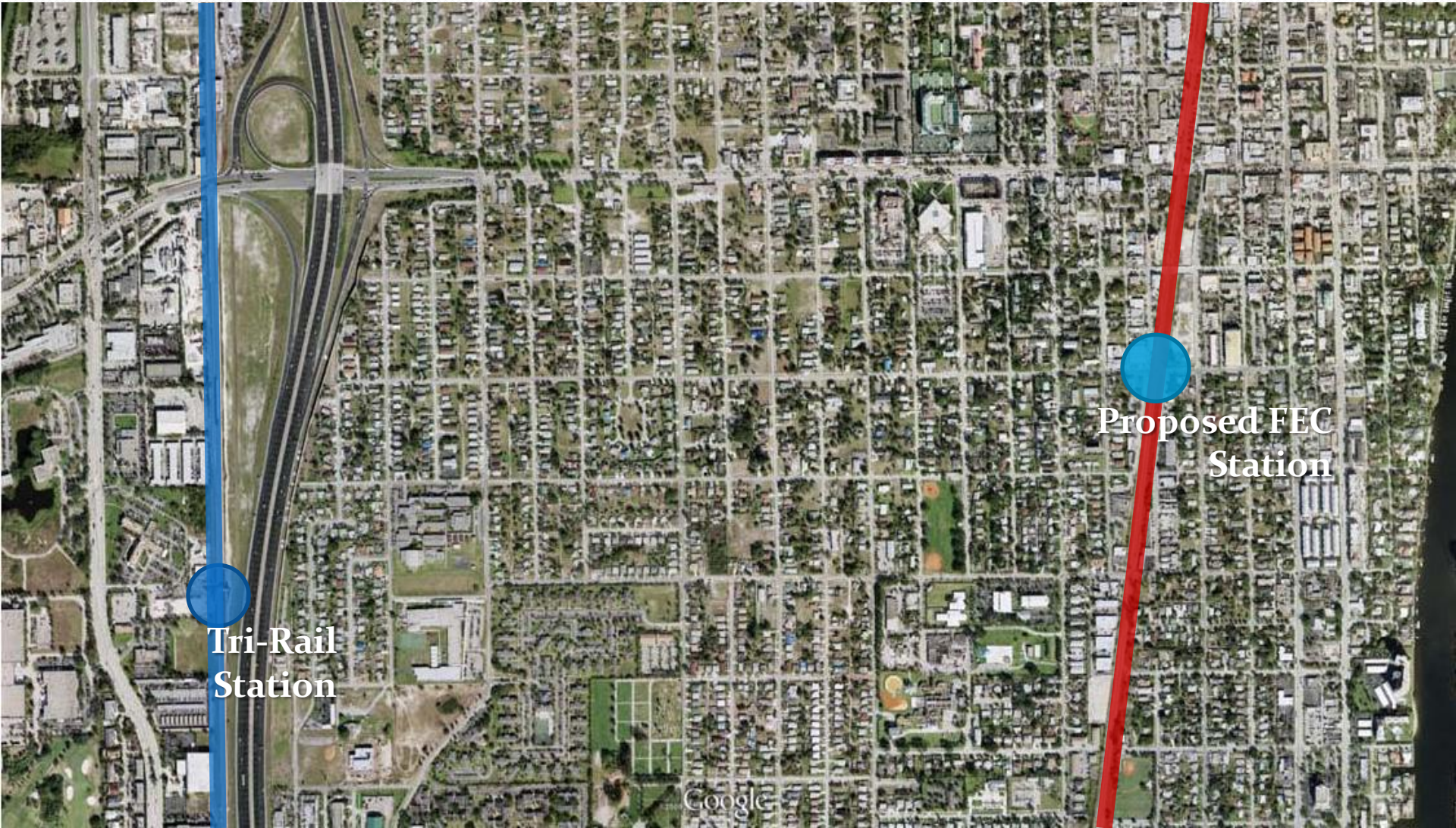

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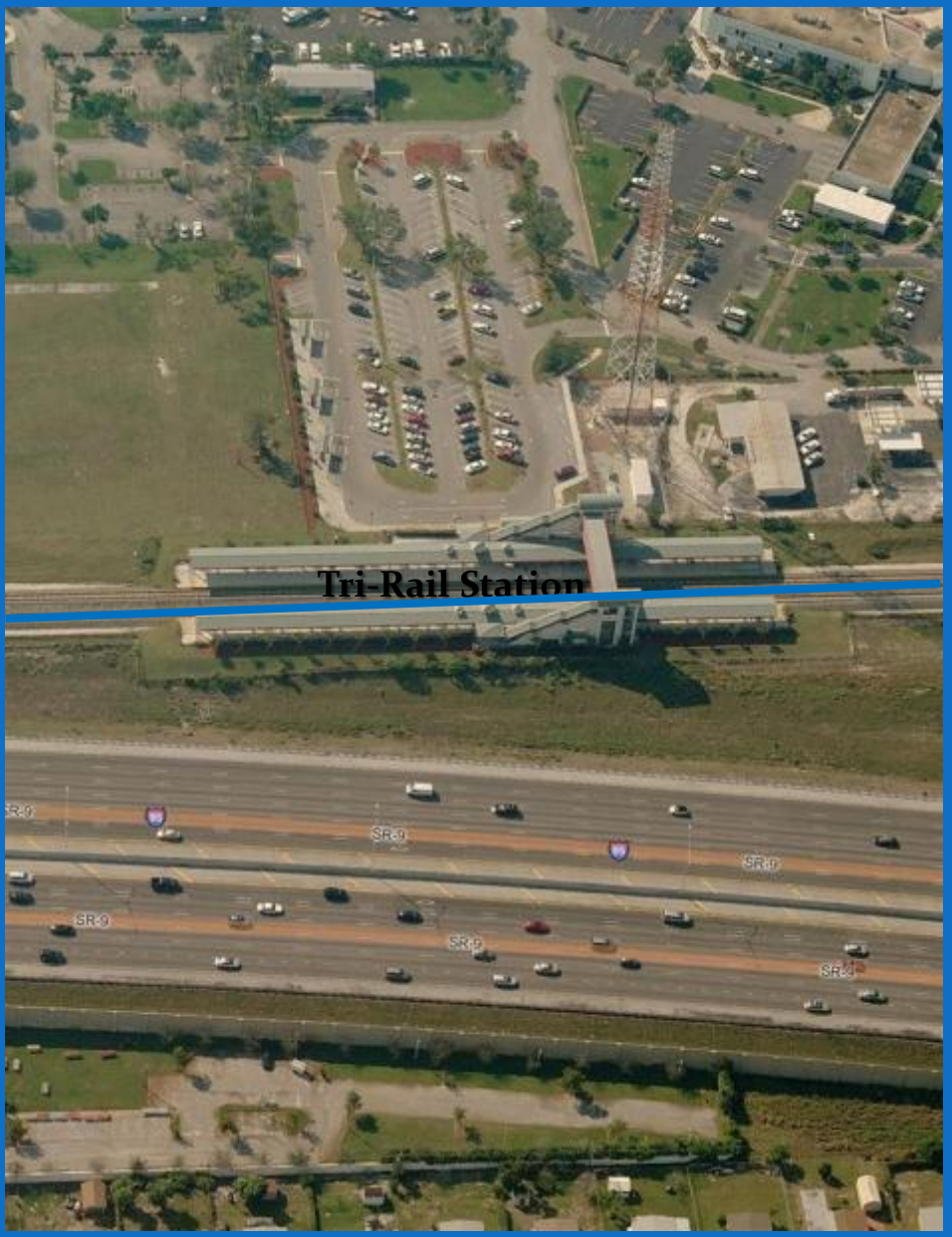

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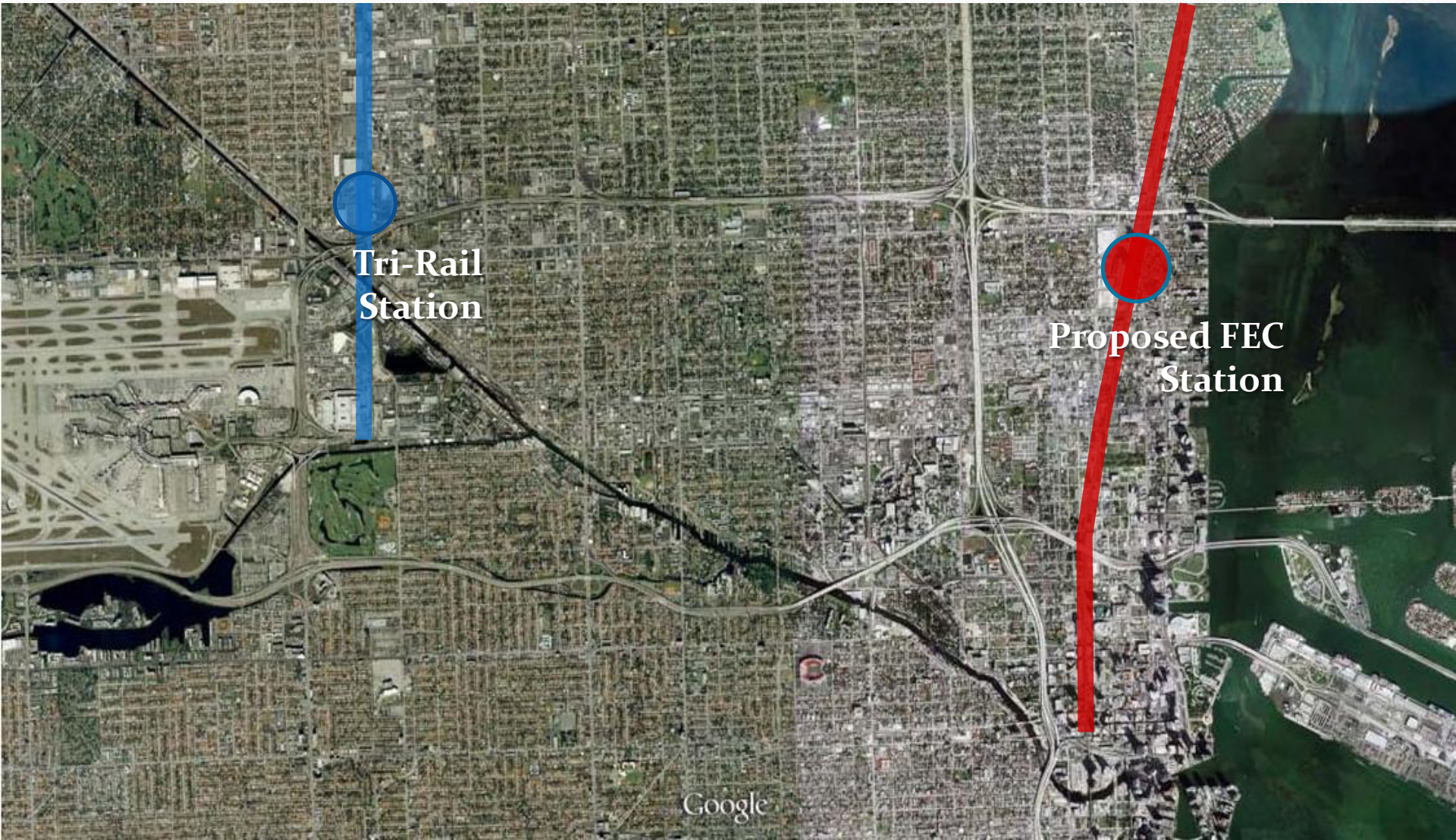
MIDTOWN MIAMI/HIALEAH



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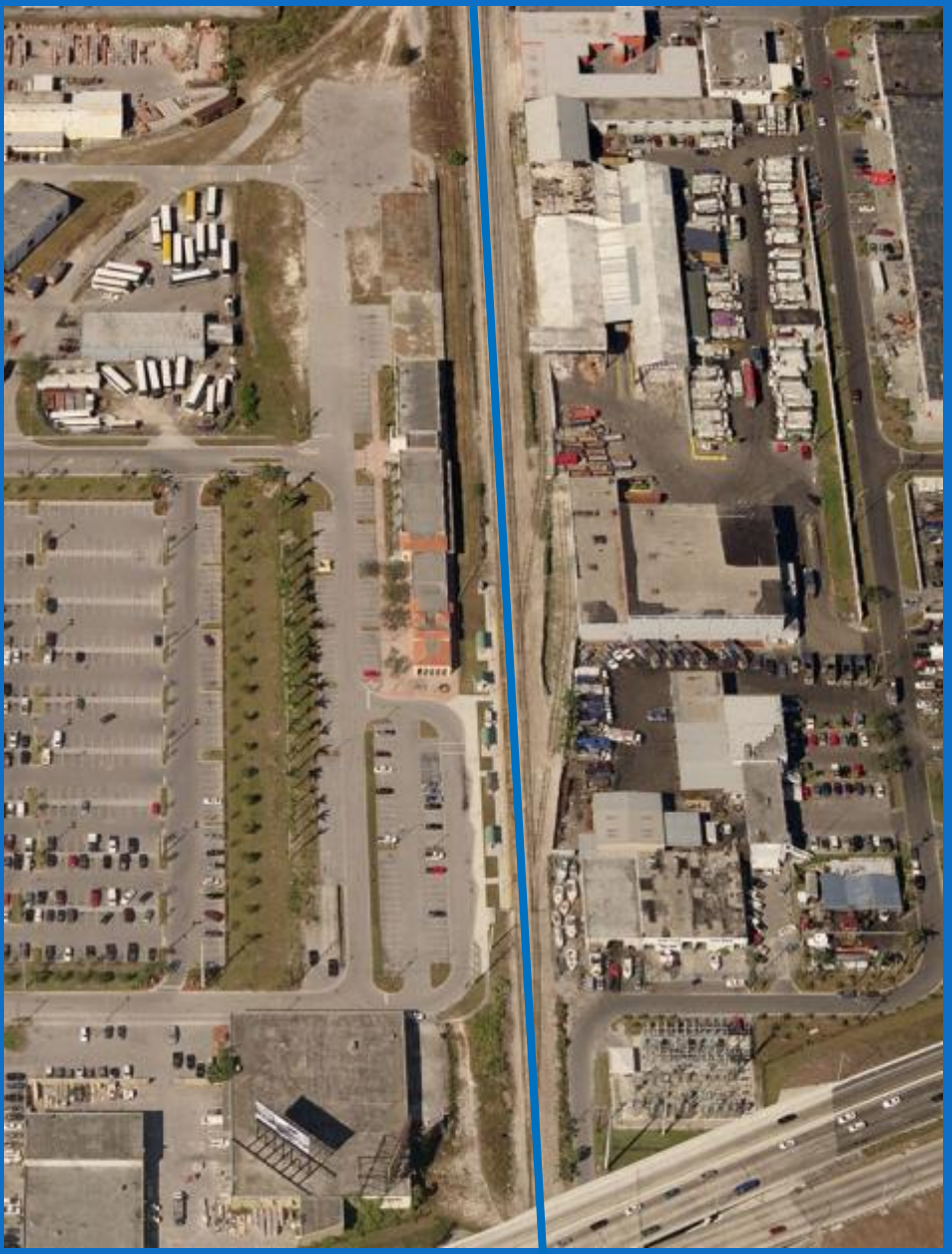

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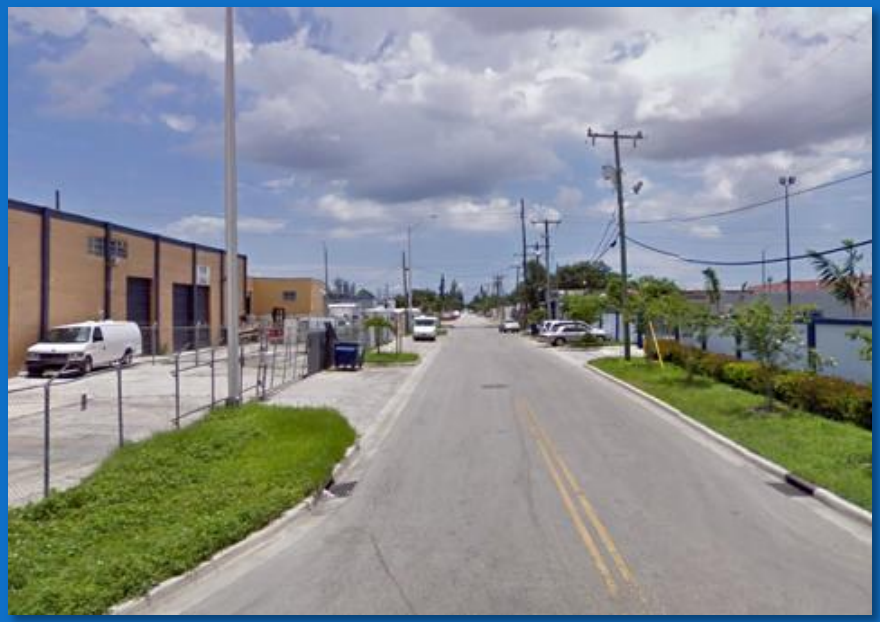

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Lessons Learned

- Pick the Corridor Carefully
- Community and Elected Support is Critical
- Public sector should create the environment that allows Private sector success
- Nothing Wrong with Park and Ride – Not every station is well suited to TOD
- Know who you want to serve
- Lack of interest from private sector a red flag