

**TECHNICAL MEMORANDUM NUMBER TWO:
INVENTORY OF FLORIDA STATION DEVELOPMENT
SITES AND OPPORTUNITIES**

*Enabling Station Area Development in Florida:
Towards More Cost Effective Rail Transit Investment*

for

Office of Public Transportation
Florida Department of Transportation
605 Suwanee Street (MS 26)
Tallahassee, Florida 32399-0450

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605 Suwannee Street (MS 26)
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through

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March 2000

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INTRODUCTION

Perspective. Station area development requires stations. With each new rail transit system constructed in the United States, station area development appears to be becoming a more important aspect of rail transit investment. In order to apply in Florida what has emerged as a successful strategy in other communities, it is essential to know what the potential for its application is in this state. A logical place to begin is to review our assets. Although Florida is probably not perceived as a rail transit state, either by its residents or outsiders, rail transit (in its various dimensions) is a component of public transportation in southeast Florida, in Jacksonville, and soon will become a part of the transit mix in Tampa.

In late 1999, rail transit served 44 stations in the metropolitan Miami area, another 14 in Broward and Palm Beach counties and 6 stations in Jacksonville. Two additional stations will open in Jacksonville in March, 2000. Tampa has begun construction on a streetcar line that will have 12 stations when service is inaugurated in 2001. By late 2001, there will be nearly 80 rail transit stations in the state.

Miami has plans for further expansion of its Metrorail system. If all of these plans were implemented the rail system in Miami Dade County would double in size, and add over 30 new stations. Plans are being developed for a rail system in the greater Tampa area of Hillsborough County. This system contains 30 stations. Orlando recently scrapped plans for a light rail system that would have 17 stations in its first phase. The possibility exists that Orlando will revisit light rail on a different corridor, or in an attenuated version. Jacksonville is studying rail transit in three corridors. Pinellas County (St. Petersburg and Clearwater) is studying a major guideway project in the U.S. 19 Corridor. A plan by the Tampa/Orlando 2012 Olympics Committee calls for an intercity rail link to connect those two cities and also serve intermediate points. While it is beyond the scope of this study to investigate the total range of planned rail transit projects, it is essential to inventory existing conditions. This is what this technical memorandum is all about. It establishes the “state of the station” for rail transit in Florida today.

Approach. Constructing an inventory of rail transit station area development in Florida has required several steps. The research team first identified those communities with rail transit. Rail transit was defined broadly to include widely recognized light rail, heavy rail and commuter rail technology. Since light rail has evolved out of traditional streetcar technology it seemed only appropriate to include planned, and now under construction in Tampa, streetcar development. Another technological variation that is grouped in with rail transit is the automated guideway technology. This does not operate on traditional railroad tracks, although it has many of the characteristics of rail transit in that the wheels of the vehicle are guided by the supporting structure upon which they rest. Florida has two examples of this technology in transit service today: Miami and Jacksonville. Heavy rail transit, or rapid transit, is exemplified by Miami’s Metrorail system. Heavy rail operates on a grade separated right-of-way. In Florida, this is an elevated structure. Another traditional rail transit

technology, that does not yet exist in Florida, is light rail. Light rail evolved in post World War II Europe as cities adapted former streetcar systems to new environments by putting portions of lines on private right of way outside of city centers, mixed in with running in the streets downtown. Or sometimes reversing the situation with street running in the suburbs and in subway tunnels, or on elevated structures, downtown. Orlando's now defunct plan included a key light rail component. Tampa is considering a regional rail system that would incorporate three lines and use a diesel version of light rail transit. The last example of rail transit technology to be used in Florida is commuter rail. Commuter rail operates in a traditional railroad environment, usually sharing tracks with freight trains or intercity passenger trains. Tri Rail inaugurated Florida's first commuter rail service in 1989 between West Palm Beach, Ft. Lauderdale, and Miami.

In order to understand existing and future roles of station area development, it was necessary to conduct a survey of each of the transit systems with rail service. Research carried out by the Center for Urban Transportation Research (CUTR) at the University of South Florida was useful in identifying characteristics of station area development. This research had surveyed numerous rail transit systems across the country as part of a project for the Federal Transit Administration (FTA) to identify factors that contribute to the success of investment in rail transit. As part of this research some information was obtained on the systems in Miami and south Florida.

To supplement this information an extensive set of field visits to rail and guideway transit systems in Florida was made. Documents were collected from each system that identified station locations and general characteristics. Maps and aerial photographs were examined before going into the field to look at each station. Several field visits were made to each station on systems operated by Metro Dade Transit Agency (Metrorail and Metromover); Tri County Commuter Rail Authority (Tri Rail); Jacksonville Transportation Authority (JTA); Orlando-Seminole-Orange County Transit Authority (Lynx); Hillsborough Area Regional Transit (HART); and to local government planning offices in several counties and cities where stations exist. Appropriate staff were interviewed at these agencies.

In the field, notes were taken on each station site. Photographs (35 mm slides, and digital images) were taken of stations and the area around them. This information was then brought together and analyzed to obtain the best possible understanding of what exists at each site; what is planned (where plans exist), and what opportunities are available. Vacant land and older buildings were considered the most likely potential development sites.

What follows is an inventory of existing stations on Florida's rail and guideway transit systems. One new system under construction, the HART Tampa-Ybor City streetcar, is included. Although data was collected, and is available, for the proposed light rail system in Orlando, and the diesel light rail system in Tampa, these are not included. A September 1999 vote by county commissioners has derailed the planned Lynx light rail project. The proposed Tampa Early Action Rail Project for 28 miles of light rail and 30 stations was not included in the December 1999 recommendations of the

Hillsborough County Committee of 99 established by the County Commission to prioritize transportation investments, an action that will make moving the project ahead more difficult.

Presentation: A section on each of Florida’s rail transit systems follows this introduction. The systems are listed in alphabetical order by transit agency, from HART to Tri Rail. For agency systems (MDTA has two: Metrorail and Metromover) the stations are listed in sequential order from north to south. A brief introductory section and a system map is provided at the beginning of each system. A standardized format has been used to present the information. The following items are included in the inventory of each of the stations:

- A schematic system route diagram showing the location of each station in the system, with the one featured highlighted.
- An aerial photograph of the station area (these vary in size and scale depending upon availability).*
- A description of the station characteristics.
- Location on the street network, or an address.
- Political jurisdiction (city or county).
- Transportation providers (who provides public transportation).
- Transit services (agency, routes, hours and frequency of service).
- Parking availability.
- Station area activities, a summary of the key activities that take place in the station area.
- Generalized land use, a subjective characterization of the overall land use in the area within 1/4 mile of the station.
- Station area property values (a breakout of land and building values around each station).**
- Development opportunities, a general assessment of what appears to be available for development or redevelopment (not detailed as to number or size of parcels).
- Vacant land that appears to be the most obvious development opportunity.
- Special notes that reflect a unique character of condition that could impact development.

The inventory should not be taken as a detailed real estate portfolio. It applies to general conditions and situations. Photographs are included with each of the stations to provide a visual impression of conditions, key elements, or of the general character of the area.

* Vertical aerial photographs were used where available. Only oblique aerial photographs were available for Tri Rail stations. Adequate aerial photos were not available for one Jacksonville station area.

** This data was collected from a variety of primary and secondary sources that had been extracted from the latest available property appraisal information. The area of coverage around stations varies from about two or three blocks for Skyway in Jacksonville; 1,000 feet for HART in Tampa and for Tri Rail in the south Florida corridor; Miami Metrorail coverage includes a 1/2 mile radius around each station; and, Miami Metromover extends from about 200 yards to one half mile.

HILLSBOROUGH AREA REGIONAL TRANSIT (HART) TAMPA-YBOR CITY STREETCAR

System Description. Hillsborough Area Regional Transit and the City of Tampa are building a 2.5 mile streetcar line connecting the Convention Center and historic Ybor City. Construction began in September, 1999. Completion of the \$23 million project is anticipated to be in late 2001. Eight replica streetcars are being fabricated by Gomaco, Inc. of Ida Grove, Iowa, with delivery of the first car scheduled for March, 2000. These cars are designed to resemble the Birney cars that operated on Tampa's former streetcar system until its abandonment in 1946. One of the original Birney cars is being restored through the volunteer efforts of the Tampa & Ybor City Street Railway Society. This car will be made available for excursion and special event service. Regular service on the line will be maintained by the fleet of replica cars.

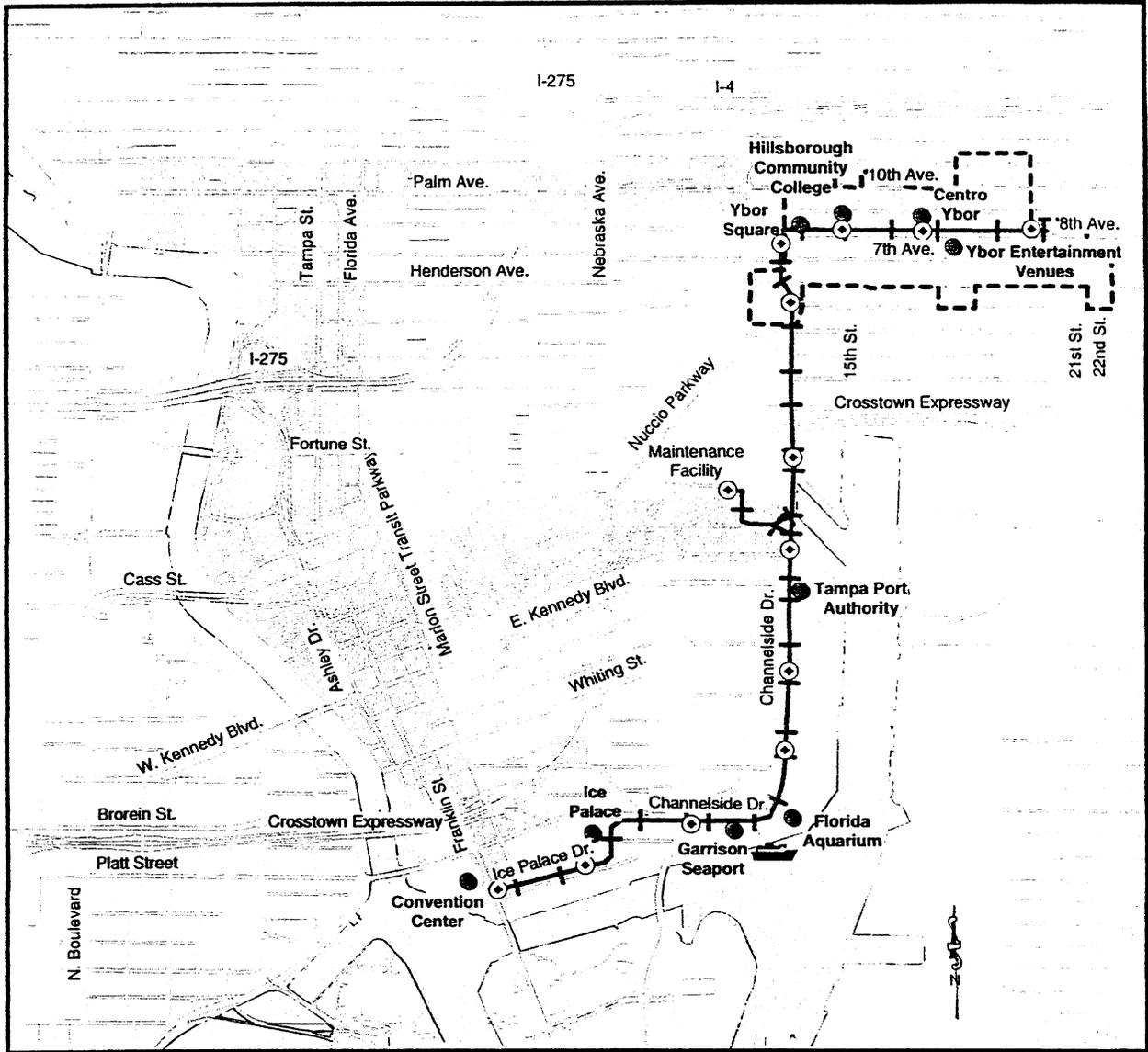
The Tampa-Ybor City Streetcar will be largely a single-track operation with passing sidings. Track will be laid in city streets, or on separate right-of-way parallel to the street. Twelve stations will be built. The stations will have track-level platforms, shelters with seating, and a special 12 foot long streetcar floor-level block for handicapped access. Ramps will lead from the sidewalk to the ADA (Americans with Disabilities Act) accessible block. A fold-down plate at the door of the streetcar will bridge the gap to the block. The single-track nature of the system requires a station platform on one side of the track only. The streetcars will have folding doors and steps at both ends, and on both sides. The cars will be double ended, allowing for operation in either direction. Electric power for traction motors will be obtained from an overhead catenary system. Each car will be equipped with two trolley poles, and operators will have to switch poles at the terminal ends of the line before making return trips.

Streetcar service will be provided 7 days a week, beginning in time for morning journey-to-work trips on weekdays. Service will start later on Saturdays, Sundays and holidays. Operations will continue until late evening on weekdays, and until midnight on weekends. Service frequency will range from 7 1/2 minutes during peak periods to 15 minutes at lower demand times. The streetcar service is expected to benefit travelers to and from a variety of major destinations that will be in place at the time of the opening of the system. These include, in addition to the Convention Center: new hotels on Garrison Channel and in Ybor City; the Ice Palace; Florida Aquarium; two new entertainment complexes; the Tampa Port Authority headquarters; Hillsborough Community College; and several new apartment and/or condominium developments. In late 1999 over \$600 million in new development was under construction along the streetcar route.

HART and the City of Tampa are pursuing active development and redevelopment strategies along the streetcar corridor. HART has commissioned a study to identify development opportunities near the 12 stations. A one quarter mile wide corridor along the streetcar alignment has been targeted as the potential development area.

HILLSBOROUGH AREA REGIONAL TRANSIT (HART) TAMPA-YBOR CITY STREETCAR

System Map.



LEGEND

—+— Streetcar Alignment, Phase I

⊙ Streetcar Stops, Phase I

▭ Future Streetcar Corridors

- - - National Historic Registry District

Information represented on this map is for reference only. Every effort has been made to verify the information. However, the data is dynamic and accuracy is not guaranteed. Users are urged to report inconsistencies so updates can be made accordingly.

Design Date: June 8, 1999
 Design By: Betty Robinson, HART Planning Department
 File Name: Historic Streetcar.wor



HILLSBOROUGH AREA REGIONAL TRANSIT (HART) TAMPA-YBOR CITY STREETCAR

Station Development Opportunity Summary

Station	Location	Current Activities	Parking	Vacant Land	Building Value	Opportunity Uses
Centennial Park	8 th Avenue between 19 th Street and 20 th Street.	Entertainment businesses, hotel, museum, sheriff's office, public park.	Full city block public lot adjacent, on street parking on most side streets.	Several lots between 5,000 and 8,000 square feet, two to three blocks east.	Average value \$16.16 per square foot. 55 percent between \$10.00 and \$30.00.	Medium to high density housing, entertainment based retail.
Centro Ybor	8 th Avenue between 16 th Street and 17 th Street.	Entertainment businesses, retail shops, professional offices, apartments.	Small public parking lots, new multi level structure 2 blocks south, on street parking.	Only two parcels of between 5,000 and 20,000 feet in vicinity of station.	Average value \$15.40 per square foot. 45 percent between \$10.00 and \$30.00.	Major entertainment venue opens late 2000. Related business opportunities.
HCC	8 th Avenue between Republic de Cuba and 15 th Street.	Community college campus, retail shops and restaurants, professional offices.	Surface public parking lots, on street parking, new structure 2 blocks south.	One half city block uses as a temporary parking lot is the only vacant parcel.	Average value \$19.38 per square foot. 40 percent between \$10.00 and \$20.00.	High density housing, office, or entertainment based retail.
Ybor Square	13 th Street between 7 th Avenue and 8 th Avenue.	Tourist based and neighborhood retail shops, restaurants, professional offices.	Two city owned full block surface lots adjacent, on street parking.	No vacant land available in immediate vicinity of this station.	Average value \$16.40 per square foot. 40 percent between \$10.00 and \$20.00.	Redevelopment possibilities for retail uses, or entertainment businesses.
13th Street	13 th Street and 6 th Avenue.	Furniture stores, neighborhood retail, professional offices.	New parking structure two blocks east, surface lot to northwest, on street parking.	Several vacant parcels, ranging from 5,000 square feet to 1.5 acres.	Average value \$12.22 per square foot. 50 percent between \$3.00 and \$10.00.	Development, and redevelopment of older buildings for office, retail, residential uses.
Adamo Drive	Channelside Drive and Adamo Drive.	Ship repair, warehousing and docks, light industry, storage, oil distributor.	Surface parking areas to east on Port property, on street parking to west.	Several vacant parcels, ranging from 4,000 square feet to 1.2 acres.	Average value \$8.04 per square foot. 50 percent between \$3.00 and \$5.00.	Development and redevelopment of older buildings for office and residential uses.
Banana Docks	Channelside Drive and McKay Street.	Cruise ship and cargo docks, warehousing, ship repair, shipping and trucking.	Surface parking areas to east on Port property, on street parking to west.	Several vacant parcels to west, ranging from 5,000 square feet to 2 acres.	Average value \$6.25 per square foot. 50 percent between \$1.00 and \$5.00.	Development, and redevelopment of older buildings for office, commercial, housing.
Port Authority	Channelside Drive and York Street.	Port Authority offices, university business center, artists center, professional offices.	Surface parking at Port Authority offices, on street parking to west.	Numerous vacant parcels ranging from 4,500 square feet to 2 acres.	Average value \$6.25 per square foot. 75 percent between \$3.00 and \$10.00.	Development, and redevelopment of older buildings for office, commercial, housing.
Aquarium	Channelside Drive and Cumberland Street.	Florida Aquarium, cruise ship terminal, warehousing, medical clinic, offices.	Large decked parking structure, large surface parking lot, on street parking.	Several small parcels ranging from 3,000 square feet to 1 acre.	Average value \$17.95 per square foot. 70 percent between \$5.00 and \$10.00.	Development, and redevelopment of older buildings for office, commercial, housing.
Garrison Seaport	Channelside Drive and Beneficial Drive.	Professional offices, moving company, medium and high density residential.	Large decked parking structures, limited on street parking.	Several parcels ranging from 5,000 square feet to 1.5 acres to north.	Average value \$15.75 per square foot. 70 percent between \$5.00 and \$10.00.	Major entertainment venue opens 2000. Redevelopment for retail and housing.
Ice Palace	Ice Palace Drive and Morgan Street.	Ice Palace hockey and event facility, entertainment businesses, warehouses.	Large decked parking structure, and surface lot. Limited on street parking.	Several parcels ranging from 5,000 square feet to 15,000 square feet to north.	Average value \$18.50 per square foot. No dominant value.	Redevelopment potential for office, entertainment, housing uses.
Convention Center	Ice Palace Drive and Franklin Street.	Major hotels, convention center, museum, entertainment businesses, offices.	Large decked parking structure, underground parking, no street parking.	Very few parcels available, generally less than 5,000 square feet.	Average value \$56.55 per square foot. No dominant value.	Office space, hotel and/or high density residential, entertainment businesses.

Generalized Land Use: Land use adjacent to the station is dominated by public uses: a municipal park; surface parking for the general public; government buildings; a museum. Other uses include mixed commercial: restaurants, night clubs and bars; small shops; professional offices to the south on 7th Avenue and 18th, 19th, 20th and 21st streets. Residential is limited to a few second floor apartments over stores and offices, although a major new development is underway two blocks north on Palm Avenue.



Hillsborough County Sheriff's Operation Center, just east of Centennial Park station.

Station Area Property Values:

CENTENNIAL PARK Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	97	\$8.17	\$1.03	\$23.52	45 percent between \$1.00 and \$5.00
Buildings	58	\$16.16	\$3.78	\$48.08	55 percent between \$10.00 and \$30.00

Development Opportunities: The recently completed 90 room, \$6 million, Hilton Garden Hotel is the first hotel to open in Ybor City. Two blocks north of the Centennial Park station, Camden Properties is building the Park at Ybor City, a 420 unit apartment complex on five city blocks. Additional residential development possible.

Vacant Land: Several contiguous parcels exist on 8th Avenue east of 22nd Street, three blocks from the Centennial Park Station. Most of these are small lots of between 5,000 and 8,000 square feet.



Hilton Garden Court Hotel opened in August 1999.



Site development work on The Park at Ybor City, apartment complex was underway in summer, 1999.

Access Issues: Access to the surrounding area is facilitated by the grid pattern of streets and sidewalks.

- Centennial Park
- **CENTRO YBOR**
- HCC
- Ybor Square
- 13th Street
- Adamo Drive
- Banana Docks
- Port Authority
- Aquarium
- Garrison Seaport
- Ice Palace
- Convention Center/Hotel



Station Description: Covered low level platform with high block for ADA access using portable ramp carried on board streetcar.

Location: North side of 8th Avenue, between 16th and 17th Streets, across from Centro Ybor entertainment venue.

Political Jurisdiction: City of Tampa

Transportation Providers: HART bus service (one block south) and streetcar service; local taxi on call.

Connecting Transit Services:

HART Line 3: 5:30 am to 8:55 pm weekdays. Peak 30 min. Off-peak 30 min. Mid-day 15 min. No Saturday or Sunday service.

HART Line 8: 4:35 am to 8:33 pm weekdays. Peak 30 min. Off-peak 30 min. Saturday 7:35 am to 8:32 pm, 60 min. Sunday 6:50 am to 6:51 pm, 60 min.

HART Line 46: 6:00 am to 6:33 pm weekdays. Peak 25-40 min. Off-peak 75-90 min. Saturday 6:20 am to 6:43 pm, 70 to 75 min. Sunday 6:20 am to 6:43 pm, 70 to 80 min.

Parking: City owned parking structure two blocks south, between 5th and 6th Avenues and 15th and 16th Streets. Smaller parking lots on south side of 8th Avenue to the east. Limited on-street metered parking.

Station Area Activities: The summer 2000 opening of Centro Ybor will place this station in the heart of Ybor City entertainment activities. A block south is 7th Avenue with its entertainment strip dominated by restaurants, night clubs, bars, coffee houses and small retail shops. The Centro Ybor entertainment venue will become a significant destination. Several professional offices, the Labor Temple, and second floor apartments add to the mix of activity.

Generalized Land Use: The emerging predominant land use in the immediate vicinity of Centro Ybor station is commercial entertainment, as represented by the currently (late 1999) under-construction Centro Ybor project which will contain movie theaters, restaurants and bars. This pattern extends along 7th Avenue, one block south. Of secondary importance is the educational land use related to Hillsborough Community College (HCC). A scattering of small shops and offices, a few with second story apartments also exists close to the station.



Centro Ybor entertainment complex extends from 7th to 9th Avenue with the streetcar station in the middle of the development on 8th Avenue.

Station Area Property Values:

CENTRO YBOR Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	88	\$6.77	\$0.75	\$27.48	60 percent between \$1.00 and \$5.00
Buildings	37	\$15.40	\$2.87	\$42.60	45 percent between \$10.00 and \$30.00



Ground floor retail or offices and second story office or residential use is typical of existing uses along 9th Avenue near Centro Ybor station.



Labor Temple a block north of the Centro Ybor station is an example of the importance of social organizations in Historic Ybor City.

Development Opportunities: The largest entertainment complex in Ybor City, Centro Ybor, is a \$45 million entertainment venue under construction. The 210,000 square foot retail/entertainment complex will include a 20 screen theater, a virtual reality arcade, restaurants, bars and shops. This development, patterned after Coconut Grove’s famous Coco Walk, will also incorporate the historic Centro Ybor building.

Vacant Land: Only two small parcels of vacant land exist in proximity to this station. These range from about 5,000 square feet to nearly 20,000 square feet in size.

Access Issues: Access to the surrounding area is facilitated by the grid pattern of streets and sidewalks.

Special Notes: Centro Ybor development straddles the 8th Avenue streetcar alignment. The station is centrally located within the development.

- Centennial Park
- Centro Ybor
- HCC
- Ybor Square
- 13th Street
- Adamo Drive
- Banana Docks
- Port Authority
- Aquarium
- Garrison Seaport
- Ice Palace
- Convention Center/Hotel



Station Description: Covered low-level platform with high block for ADA access using portable ramp carried on board streetcar.

Location: North side of 8th Avenue between Republica de Cuba and 15th Street.

Political Jurisdiction: City of Tampa.

Transportation Providers: HART bus service (one block south) and streetcar service; local taxi on call.

Connecting Transit Services: HART bus route one block south.
HART Line 3: 5:30 am to 8:55 pm weekdays. Peak 30 min. Off-peak 30 min. Mid-day 15 min. No Saturday or Sunday service.
HART Line 8: 4:35 am to 8:33 pm weekdays. Peak 30 min. Off-peak 30 min. Saturday 7:35 am to 8:32 pm, 60 min. Sunday 6:50 am to 6:51 pm, 60 min.

HART Line 46: 6:00 am to 6:33 pm weekdays. Peak 25-40 min. Off-peak 75-90 min. Saturday 6:20 am to 6:43 pm, 70 to 75 min. Sunday 6:20 am to 6:43 pm, 70 to 80 min.

Parking: City owned parking structure two blocks south, between 5th and 6th Avenues and 15th and 16th Streets. City owned surface lot at 8th Avenue and 16th Street. College only parking exists at several sites. Limited on-street metered parking.

Station Area Activities: The Ybor City campus of Hillsborough Community College is the dominant activity at this station. The campus extends over several blocks but the administration, library, and student center are in the blocks to the north of the HCC stations. Parking for HCC students and staff is adjacent to the station, as well as being scattered throughout the campus area and adjacent lands. North-south streets (Republica de Cuba, 15th and 16th Avenues) contain a number of small retail businesses that serve local residents and persons employed in the area.



Streetcar tracks will be laid along the right side of the street in this view looking west on 8th Avenue at the intersection of 15th Street. The station will be in the block in the right foreground.



The former Gonzales medical clinic is being converted into the Don Vicente Ybor Inn.



Hillsborough Community College Ybor Campus is the major activity center at this station.

Generalized Land Use: Parking, educational, and commercial uses predominate around the HCC station. Much adjacent land is used as parking for HCC students and staff. The major cluster of college campus buildings are located north of 8th Avenue to Palm Avenue. Commercial uses are located on north-south cross streets.

Station Area Property Values:

HCC Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	53	\$8.11	\$0.89	\$24.91	50 percent between \$1.00 and \$5.00
Buildings	24	\$19.38	\$4.29	\$36.63	40 percent between \$10.00 and \$20.00

Development Opportunities: Expansion of the HCC campus continues, with the summer 1999 completion of a classroom building on 9th Avenue and 16th Street. The former Gonzales medical clinic at 9th Avenue and Republica de Cuba is being converted into the Don Vicente Ybor Inn, a 14 room upscale luxury hotel. Renovations are also continuing on other properties in the blocks to the south, including 7th Avenue and intersecting north-south streets.

Vacant Land: The western half of the block bounded by 7th and 8th Avenues, Republica de Cuba and 15th Street, containing just over one acre, is vacant, and is used as temporary parking.

Access Issues: Access to the surrounding area is facilitated by the grid pattern of streets and sidewalks.

Special Notes: Student use of this station will be important during community college class hours.

- Centennial Park
- Centro Ybor
- HCC
- **YBOR SQUARE**
- 13th Street
- Adamo Drive
- Banana Docks
- Port Authority
- Aquarium
- Garrison Seaport
- Ice Palace
- Convention Center



Station Description: Covered low-level platform with high block for ADA access using portable ramp carried on board streetcar.

Location: In 13th Street, between 7th Avenue and 8th Avenue.

Political Jurisdiction: City of Tampa

Transportation Providers: HART bus service (on 7th Avenue) and streetcar service; local taxi on call.

Connecting Transit Services:

HART Line 3: 5:30 am to 8:55 pm weekdays. Peak 30 min. Off-peak 30 min. Mid-day 15 min. No Saturday or Sunday service.

HART Line 8: 4:35 am to 8:33 pm weekdays. Peak 30 min. Off-peak 30 min. Saturday 7:35 am to 8:32 pm, 60 min. Sunday 6:50 am to 6:51 pm, 60 min.

HART Line 46: 6:00 am to 6:33 pm weekdays. Peak 25-40 min. Off-peak 75-90 min. Saturday 6:20 am to 6:43 pm, 70 to 75 min. Sunday 6:20 am to 6:43 pm, 70 to 80 min.



A converted cigar factory is the home of small shops, restaurants and offices at Ybor Square.

Parking: City of Tampa surface parking lot on the block between 8th and 9th Avenues and Nuccio Parkway and 13th Street. Additional city owned lot south of 7th Avenue, west of 13th Street. Very limited on-street, metered parking.

Station Area Activities: Ybor Square, a converted historic building, houses a variety of small retail shops, two restaurants, a bar and coffee house, plus office space. Several business offices are located on adjacent streets. A public park contains a statue of Jose Marti and honors local contributors to the Cuban independence movement during the Spanish-American War. The Hillsborough County Children's Board has its headquarters on 8th Avenue just west of the station.



The City of Tampa is contemplating a parking structure similar to this new one at 6th Avenue and 15th Street, for the site just west of Ybor Square.



Statue of Jose Marti, hero of Cuban independence in park at 8th Avenue and 13th Street, adjacent to site of Ybor Square station.

Generalized Land Use: A mixture of retail activities, offices, parking, and other public spaces are predominant in the area around Ybor Square station.

Station Area Property Values:

YBOR SQUARE Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	56	\$5.65	\$0.74	\$24.91	65 percent between \$1.00 and \$5.00
Buildings	16	\$16.40	\$3.48	\$38.07	40 percent between \$10.00 and \$20.00

Development Opportunities: The City of Tampa is planning a major structure to replace surface parking on the block bordered by Nuccio Parkway, 8th and 9th Avenues, and 13th Street, across from Ybor Square. The block south of Seventh Avenue, west of 13th may become the site of the streetcar operations and maintenance facility.

Vacant Land: There is no vacant land in the immediate vicinity of this station.

Access Issues: Access to the surrounding area is facilitated by the grid pattern of streets and sidewalks.

Special Notes: The western end of Ybor City has a close relationship with the City of Tampa's public housing area to the west of Nuccio Parkway. Furniture stores and a grocery on 7th Avenue serve the area and are a remnant of the period when the residential population was much larger.

- Centennial Park
- Centro Ybor
- HCC
- Ybor Square
- **13TH STREET**
- Adamo Drive
- Banana Docks
- Port Authority
- Aquarium
- Garrison Seaport
- Ice Palace
- Convention Center



Station Description: Covered low level platform with high block for ADA access using portable ramp carried on board streetcar.

Location: 13th Street and 6th Avenue.

Political Jurisdiction: City of Tampa

Transportation Providers: HART bus service (one block north on 7th Avenue or Nuccio Parkway) and streetcar service; local taxi on call.

Connecting Transit Services:

HART Line 3: 5:30 am to 8:55 pm weekdays. Peak 30 min. Off-peak 30 min. Mid-day 15 min. No Saturday or Sunday service.

HART Line 5: 5:28 am to 10:22 pm weekdays. Peak 30 min. Off-peak 30 min. Evenings 60 min.

Saturday 6:29 am to 9:29 pm, 60 min. Sunday 6:28 am to 8:22 pm, 60 min.

HART Line 8: 4:35 am to 8:33 pm weekdays. Peak 30 min. Off-peak 30 min. Saturday 7:35 am to 8:32 pm, 60 min. Sunday 6:50 am to 6:51 pm, 60 min.

HART Line 9: 5:25 am to 8:29 pm weekdays. Peak 30 min. Off-peak 60 min. Saturday 6:30 am to 8:22 pm, 60 min. Sunday 6:30 am to 8:24 pm, 60 min.

HART Line 12: 5:00 am to 11:00 pm weekdays. Peak 15 min. Off-peak 30 min. Saturday 6:35 am to 8:30 pm, 30 min. Sunday 6:35 am to 8:31 pm, 60 min.

HART Line 18: 5:35 am to 7:40 pm weekdays. Peak 30 min. Off-peak 30 min. Saturday 6:55 am to 7:27 pm, 60 min. Sunday 6:55 am to 7:12 pm, 60 min.

HART Line 46: 6:00 am to 6:33 pm weekdays. Peak 25-40 min. Off-peak 75-90 min. Saturday 6:20am to 6:43 pm, 70 to 75 min. Sunday 6:20 am to 6:43 pm, 70 to 80 min.



The streetcar alignment will proceed north crossing 5th Avenue (foreground), the CSX railroad tracks and pass between the two buildings to the right of center in this photo to enter 13th Street.

Parking: New 1200 space City of Tampa parking garage two blocks east at 5th Avenue between 15th and 16th Streets; Additional city owned lot north of 6th Avenue, west of 13th Street. Limited on-street parking.

Station Area Activities: The 13th Street station area is bisected by the CSX railroad line serving Union Station and Port Tampa. North of the tracks and immediately adjacent to the station site are two blocks currently used for surface parking. On 7th Avenue are two furniture stores. Facing 6th Avenue is an architectural firm. South of the CSX tracks the station area contains several small businesses and some warehouse/storage activities.

Generalized Land Use: Vacant land, parking, industrial, warehouse, professional offices, retail, and residential are all present in a complex and intricate pattern of uses.

Station Area Property Values:

13TH STREET Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	32	\$6.40	\$1.10	\$25.45	65 percent between \$1.00 and \$5.00
Buildings	18	\$12.22	\$2.66	\$27.20	50 percent between \$3.00 and \$10.00

Development Opportunities: The renovation of a historic building by Curts Gaines Hall Architects is a development within the last four years. Currently under-construction for a late 1999 opening is Ybor City's first parking structure, the 1,200 space garage on the block between 5th and 6th Avenues and 15th and 16th Streets. Building redevelopment opportunities also exist in the area.

Vacant Land: Several vacant parcels exist along the CSX railroad and along 5th and 4th Avenues. These range from 5,000 square feet to over an acre in size.

Access Issues: The normal easy access of Ybor City's grid pattern of streets and sidewalks is broken by the presence of the CSX railroad right-of-way.



West of where the streetcar line will cross the CSX railroad right-of-way are several vacant parcels with development opportunities.



Several vacant buildings, including the multi-story former Florida Brewing Company brick structure (background) are renovation/re-use possibilities.

- Centennial Park
- Centro Ybor
- HCC
- Ybor Square
- 13th Street
- **ADAMO DRIVE**
- Banana Docks
- Port Authority
- Aquarium
- Garrison Seaport
- Ice Palace
- Convention Center



Station Description: Covered, low level platform with high block for ADA access using portable ramp carried on board streetcar.

Location: East side of Channelside Drive, south of Le Roy Selmon Expressway and Adamo Drive.

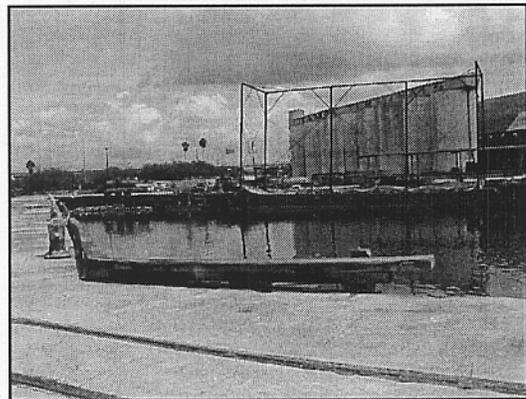
Political Jurisdiction: City of Tampa

Transportation Providers: HART bus service and streetcar service; local taxi on call.

Connecting Transit Services:

HART Line 3: 5:30 am to 8:55 pm weekdays. Peak 30 min. Off-peak 30 min. Mid-day 15 min. No Saturday or Sunday service.

HART Line 8: 4:35 am to 8:33 pm weekdays. Peak 30 min. Off-peak 30 min. Saturday 7:35 am to 8:32 pm, 60 min. Sunday 6:50 am to 6:51 pm, 60 min.



The abandoned Detsco bulk terminal and unused docks with deteriorated surfaces are typical of the waterfront in the vicinity of Adamo station.

Parking: Parking is available on property owned by Tampa Port Authority east of Channelside Drive. Limited on-street parking exists on side streets.

Station Area Activities: The most immediate activities to the east along the channel are ship repair and storage of materials for transshipment. To the west a variety of businesses supply a range of goods from petroleum products, to packing materials, to ships stores and other assorted items. Parking and open air storage of cargo and shipping materials also exist to the east on Port Authority property.

Generalized Land Use: The Adamo Drive station area is dominated by industrial and commercial land uses. Land east of Channelside Drive is associated with port and shipping activities including docks and wharfs, associated ship repair and parking. West of Channelside several commercial production, wholesale and retail establishments related to transportation and shipping occupy the adjacent blocks.

Station Area Property Values:

ADAMO DRIVE Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	77	\$7.13	\$0.77	\$52.30	45 percent between \$1.00 and \$5.00
Buildings	28	\$8.04	\$3.21	\$37.83	50 percent between \$3.00 and \$5.00

Development Opportunities: No recent development activities have occurred in the vicinity of the Adamo Drive station. A decline in shipping and ship repair, and the abandonment of the Detsco bulk-material terminal, have opened the potential for redevelopment of land east of Channelside Drive.

Vacant Land: Several small parcels, ranging in size from 4,000 square feet to 1.2 acres, exist along Channelside Drive and on 12th Street to the west. Much of the Port Authority property is idle at the present time.



The Harold Roberts Bag Co., on 12th Street is typical of the commercial/industrial uses in the vicinity of Adamo Station.



Several small vacant parcels exist in close proximity to the intersection of Adamo Drive and Channelside.

Access Issues: Good access to the adjacent area exists because of the grid street pattern to the west. Heavy vehicular traffic volumes on the parallel segment of Channelside Drive are a hazard to pedestrians crossing the street to the neighborhood to the west.

- Centennial Park
- Centro Ybor
- HCC
- Ybor Square
- 13th Avenue
- Adamo Drive
- **BANANA DOCKS**
- Port Authority
- Aquarium
- Garrison Seaport
- Ice Palace
- Convention Center



Station Description: Covered, low level platform with high block for ADA access using portable ramp carried on board streetcar.

Location: East side of Channelside Drive, south of McKay Street.

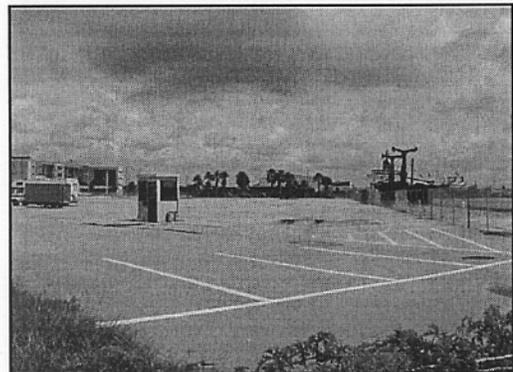
Political Jurisdiction: City of Tampa

Transportation Providers: HART bus service and streetcar service; local taxi on call.

Connecting Transit Services:

HART Line 3: 5:30 am to 8:55 pm weekdays. Peak 30 min. Off-peak 30 min. Mid-day 15 min. No Saturday or Sunday service.

HART Line 8: 4:35 am to 8:33 pm weekdays. Peak 30 min. Off-peak 30 min. Saturday 7:35 am to 8:32 pm, 60 min. Sunday 6:50 am to 6:51 pm, 60 min.



Wharfside parking dominates the area east of the Banana Docks station, and holds the potential for future redevelopment.

Parking: Parking is available on property owned by Tampa Port Authority east of Channelside Drive. Limited on-street parking exists on side streets.

Station Area Activities: The Port of Tampa Terminal 6, which serves as a backup cruise ship docking site to Terminal 2, is a key activity center. Docks at this terminal are also used for general cargo ship space, and as temporary slips for vessels awaiting repair at dry docks to the north. West of Channelside Drive are a mixture of activities associated with serving shipping and trucking businesses. North of Twiggs and west of 12th Street the City of Tampa has a major maintenance support facility for several city agencies.



Vacant buildings and parcels along Twiggs street provide redevelopment opportunities.



Port of Tampa Terminal 6 serves cruise ships and as a dockside location for transfer of general cargo.

Generalized Land Use: Industrial and commercial land use associated with the shipping industry is dominant in the area around Banana Docks station. East of Channelside Drive are docks and wharves associated with shipping and ship repair. Automobile and dockside truck parking areas predominate. West of Channelside is a combination of wholesale and retail with vacant properties.

Station Area Property Values:

BANANA DOCKS Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	63	\$5.20	\$0.68	\$54.12	60 percent between \$1.00 and \$5.00
Buildings	26	\$6.25	\$0.74	\$39.38	50 percent between \$1.00 and \$5.00

Development Opportunities: The City of Tampa is planning to relocate all activities from the 12th Street Maintenance Yard to a new site two miles to the northeast. This will free up over 11 acres for redevelopment. The Port Authority is exploring various long range plans for its property. An apartment complex is being planned for a three acre site at the northwest corner of Channelside Drive and Kennedy Drive.

Vacant Land: Several vacant parcels exist on Twiggs, Madison and Meridian Streets. The smallest is less than 5,000 square feet; the largest is just under two acres.

Access Issues: The presence of Kennedy and Channelside Drive provide major arterial access to the area. Expressway Authority plans for new ramps from the Le Roy Selmon Expressway south onto Meridian Drive will increase regional accessibility, particularly in the area west of Channelside Drive.

Special Notes: The station name reflects the historical importance of the Caribbean banana trade in Tampa.

- Centennial Park
- Centro Ybor
- HCC
- Ybor Square
- 13th Street
- Adamo Drive
- Banana Docks
- PORT AUTHORITY
- Aquarium
- Garrison Seaport
- Ice Palace
- Convention Center



Station Description: Covered, low level platform with high block for ADA access using portable ramp carried on board streetcar.

Location: East side of Channelside Drive north of York Street.

Political Jurisdiction: City of Tampa.

Transportation Providers: HART bus service and streetcar service; local taxi on call.

Connecting Transit Services:

HART Line 8: 4:35 am to 8:33 pm weekdays. Peak 30 min. Off-peak 30 min. Saturday 7:35 am to 8:32 pm, 60 min. Sunday 6:50 am to 6:51 pm, 60 min.



East side of the Tampa Port Authority new headquarters building facing the dockside area of the waterfront.

Parking: Parking is available behind Port Authority building, and on other adjacent Port Authority property. Limited on-street parking exists on side streets west of Channelside Drive.

Station Area Activities: Immediately to the north of the station is the new, four story office headquarters of the Tampa Port Authority. This building, opened in May 1999, also houses the University of South Florida’s international business program. To the east of the station is the U.S. Naval Reserve building. Across Channelside Drive are several shipping related businesses and new professional offices, recent conversions of warehouse space to residential, and several new art and artisan businesses.

Generalized Land Use: Port related uses predominate east of Channelside. These include office and wharfside activities. West of Channelside are multiple uses including small commercial, shipping, professional services and emerging loft apartments and other multiple unit residential. A considerable amount of vacant land in small parcels also exists west of Channelside Drive.

Station Area Property Values:

PORT AUTHORITY Station Area Property Values in \$ per square foot

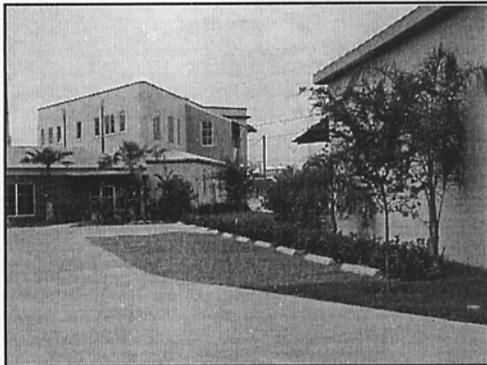
	No of parcels	Average	Low	High	Dominant Range of Values
Land	41	\$4.63	\$0.96	\$27.13	75 percent between \$1.00 and \$5.00
Buildings	21	\$6.25	\$3.23	\$17.86	75 percent between \$3.00 and \$10.00

Development Opportunities: Development activity in mid-1999 saw the completion of the Port Authority headquarters building, and work underway on the conversion of several buildings of varying size to residential use. These extend from single houses to multiple apartments in two different warehouse conversions that are being built or nearing the construction phase. Over the past few years several buildings have been converted from industrial or warehouse functions to professional offices, an art center/residential complex, residential use, or even a medical clinic.



U.S. Naval Reserve headquarters on Port property.

Vacant Land: Parcels of vacant land of varying size are found throughout the area to the west of Channelside Drive. These range from as small as 4,500 square feet to nearly two acres. There are also numerous buildings that are either currently on the real estate market for redevelopment, or have the potential for new uses when market conditions are propitious.



Former warehouse building converted to residential use, new architectural firm in renovated building on right.



Vacant corner lot at 11th and Whiting Streets is typical of space west of Channelside Drive with development potential.

Access Issues: Access to the area west of Channelside Drive is facilitated by the grid pattern of streets. Except for along both sides of Channelside Drive, sidewalks are absent in the area.

- Centennial Park
- Centro Ybor
- HCC
- Ybor Square
- 13th Street
- Adamo Drive
- Banana Docks
- Port Authority
- **AQUARIUM**
- Garrison Seaport
- Ice Palace
- Convention Center



Station Description: Covered, low level platform with high block for ADA access using portable ramp carried on board streetcar.

Location: East side of Channelside Drive, just north of Cumberland.

Political Jurisdiction: City of Tampa.

Transportation Providers: HART bus service and streetcar service; local taxi on call.

Connecting Transit Services:

HART Line 8: 4:35 am to 8:33 pm weekdays. Peak 30 min. Off-peak 30 min. Saturday 7:35 am to 8:32 pm, 60 min. Sunday 6:50 am to 6:51 pm, 60 min.



The Florida Aquarium is a major destination on the streetcar line and is adjacent to the Tampa Port Authority Terminal 2, departure point for Caribbean cruises.

Parking: Aquarium surface parking lot adjacent to station. Port Authority parking garage across Channelside Drive for short term and for long term cruise ship passenger use.

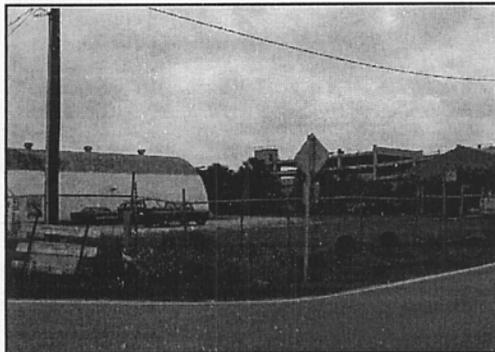
Station Area Activities: The Florida Aquarium is the dominant activity center at this station. A major parking structure is being built by the Tampa Port Authority on the west side of Channelside Drive and spanning Cumberland. This five level structure will offer cruise ship passengers a safe place to leave automobiles while traveling, and will provide parking for visitors to the Channelside at Garrison Seaport entertainment center which will open in mid-2000. To the west along 12th, 11th and Meridian Streets several warehouse and storage operations continue, interspersed with a slowly growing number of new businesses.

Generalized Land Use: Recreational, entertainment, tourism and parking uses dominate east of Channelside Drive and south as this road bends westward. West of Channelside Drive, older warehouse buildings, recent conversions to various uses, and vacant land and buildings make up the area's urban fabric.

Station Area Property Values:

AQUARIUM Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	20	\$11.20	\$0.68	\$44.75	70 percent between \$1.00 and \$5.00
Buildings	11	\$17.95	\$6.10	\$76.85	70 percent between \$5.00 and \$10.00



Vacant parcel at 11th Street and Cumberland is typical of many for sale or for lease in the area.



The Port Authority Parking Garage on the west side of Channelside Drive, under construction in May, 1999. Streetcar alignment will be along the east side of Channelside, on the left in this photograph.

Development Opportunities: The Port Authority Parking Garage is the dominant new large development. Various plans have been announced for small scale business and/or residential developments including building of new structures and conversion of older buildings into new uses for the area to the west of Channelside Drive.

Vacant Land: Several parcels of vacant land exist on the west side of Channelside Drive and beyond to Meridian Street. The largest is more than one acre in size. Three parcels are less than 5,000 square feet. This area also contains several buildings of various sizes that offer redevelopment opportunities.

Access Issues: Access to the area west of Channelside Drive is facilitated by the grid pattern of streets. However, pedestrian access is limited to Channelside Drive where sidewalks line both sides of the street. Sidewalks are absent elsewhere in the area.



This building at 12th and Whiting is undergoing renovation as a loft apartment complex.

- Centennial Park
- Centro Ybor
- HCC
- Ybor Square
- 13th Street
- Adamo Drive
- Banana Docks
- Port Authority
- Aquarium
- GARRISON SEAPORT
- Ice Palace
- Convention Center



Station Description: Covered, low level platform with high block for ADA access using portable ramp carried on board streetcar.

Location: South side of Channelside Drive, just east of Beneficial Drive.

Political Jurisdiction: City of Tampa.

Transportation Providers: HART bus service and streetcar service; local taxi on call.

Connecting Transit Services:

HART Line 8: 4:35 am to 8:33 pm weekdays. Peak 30 min. Off-peak 30 min. Saturday 7:35 am to 8:32 pm, 60 min. Sunday 6:50 am to 6:51 pm, 60 min.



The Garrison Seaport cruise terminal is an important site between the Florida Aquarium and the new Channelside at Garrison Seaport entertainment venue which will open in mid-2000.

Parking: Port Authority Parking Garage across Channelside Drive. Provides both short term parking for entertainment venue and Aquarium patrons, and long term parking for cruise passengers.

Station Area Activities: The dominant activities closest to Garrison Seaport station are once or twice weekly cruise ship arrivals and departures, and daily visits made to the Florida Aquarium. However, that is about to change. In mid-year 2000, Channelside at Garrison Seaport will open. A major moving company warehouse is located northwest of the parking garage on Cumberland, and several small businesses serving shipping or construction are located to the north. Residential uses to the south on Harbour Island are a mixture of apartments, townhouses and condominiums.

Generalized Land Use: Recreational and tourist activities predominate in the immediate area of the Garrison Seaport station. Beyond the parking garage to the north the pattern changes to one of older warehouses, derelict buildings, vacant lots, and recent conversions to new uses. To the south, across the Beneficial Drive bridge on Harbour Island, the predominant land use is multi-family residential.

Station Area Property Values:

GARRISON SEAPORT Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	13	\$8.57	\$0.87	\$43.95	70 percent between \$2.00 and \$10.00
Buildings	6	\$15.75	\$6.45	\$41.15	70 percent between \$5.00 and \$10.00

Development Opportunities: The biggest development currently underway in the Channelside District is taking place at Garrison Seaport station. A 16 screen movie theater, an IMAX theater, four anchor restaurants, bars and retail shops will be part of the new entertainment venue. Planned immediately to the west is Charlton Seaport Center Suite Hotel, with 256 suites and 32 condominium units. To the south on Harbour Island construction is proceeding on a 12-story, 12 unit luxury condominium residence. Post Properties is developing a \$200 million mixed use project on the north end of Harbour Island that will incorporate apartments, office space, a hotel and a small retail complex.



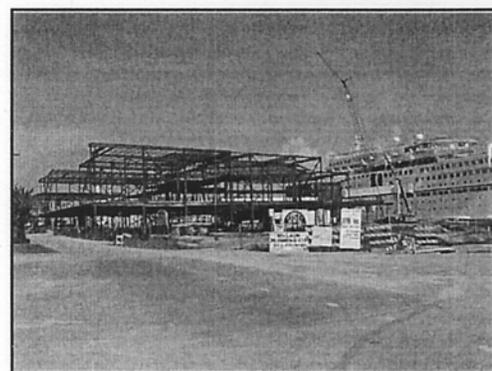
Island Walk is typical of the residential development that has taken place on Harbour Island.

Vacant Land: Parcels of vacant land exist to the north of the parking garage along Cumberland, 11th, 12th and Meridian Streets. These range in size from 4,500 square feet to just over one acre. Still other development potential on vacant, or semi-abandoned land exists to the northwest of Meridian.

Access Issues: Access is complicated by the single-bridge leading onto Harbour Island, and by a lack of sidewalks in the area to the north and west of the parking garage.



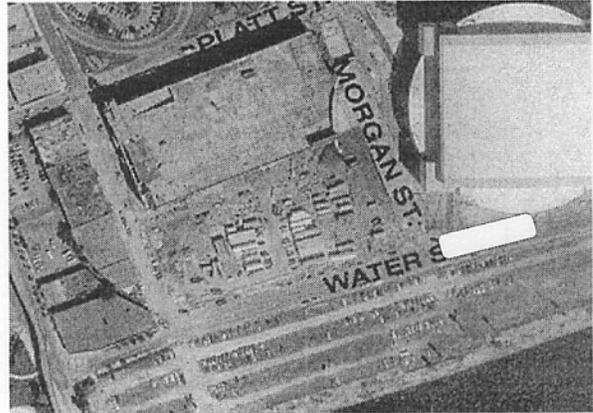
Work on the \$200 million Harbour Place mixed use development by Post Properties began in the summer, 1999.



Construction began in May 1999 on the \$36 million Channelside at Garrison Seaport entertainment complex.

Special Notes: Nearly \$300 million in new development is underway within one quarter mile of this station.

- Centennial Park
- Centro Ybor
- HCC
- Ybor Square
- 13th Street
- Adamo Drive
- Banana Docks
- Port Authority
- Aquarium
- Garrison Seaport
- **ICE PALACE**
- Convention Center



Station Description: Covered, low level platform with high block for ADA access using portable ramp carried on board streetcar.

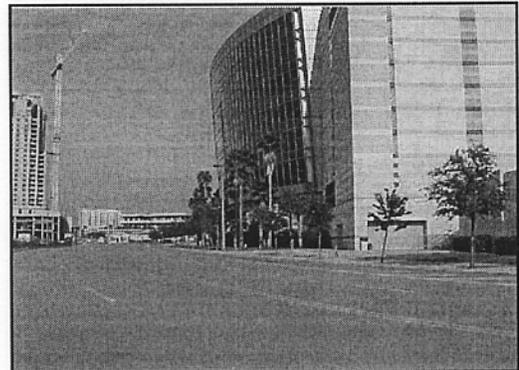
Location: North side of Ice Palace Drive, just east of Morgan Street.

Political Jurisdiction: City of Tampa.

Transportation Providers: HART bus service and streetcar service; local taxi on call.

Connecting Transit Services:

HART Line 8: 4:35 am to 8:33 pm weekdays. Peak 30 min. Off-peak 30 min. Saturday 7:35 am to 8:32 pm, 60 min. Sunday 6:50 am to 6:51 pm, 60 min.



The Streetcar alignment will run along the right side of Ice Palace Drive in front of the Ice Palace and continue past the Tampa Waterside Marriott (under construction on the left) to the Convention Center in the background.

Parking: South Regional Parking Garage, a major city-owned structure serves Ice Palace patrons for sports and other special events. Limited surface parking exists in lots to the east of the Ice Palace. Several commuter surface lots to the north also provide parking for the Ice Palace. Very limited on-street parking is available.

Station Area Activities: The presence of the Ice Palace, a combination ice hockey and indoor soccer arena and concert facility, dominates the immediate vicinity of the station. Weekday commuter parking and evening and weekend sports and entertainment activities bring heavy traffic volumes to the area. Some residual industrial activity in the form of the Conagra flour mill is found three blocks to the north near the Le Roy Selmon Expressway. A handful of homes on side streets are a legacy of past activity.

Generalized Land Use: The immediate proximity of this station is dominated by the Ice Palace, a combined sports and entertainment facility with seating in the 20,000 range. South of Ice Palace Drive, facing Garrison Channel, is vacant land. Parking is an important land use to the west, east and north of the Ice Palace. Much of the parking occupies former industrial and warehouse land where buildings have been removed. A half dozen single-family houses remain on side streets north of Brorein Street. Only a minimal area of industrial use remains.

Station Area Property Values:

ICE PALACE Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	61	\$20.06	\$4.15	\$64.38	50 percent between \$10.00 and \$30.00
Buildings	19	\$18.50	\$3.55	\$146.50	No dominant pattern

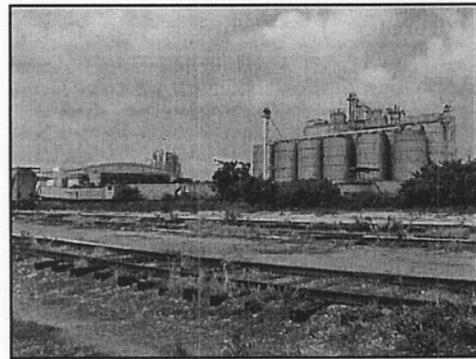
Development Opportunities: The Ice Palace is the big development story here. It is the center for over 150 annual sports and entertainment events annually. The South Regional Parking Garage is a multi-level and multi-purpose parking facility designed to serve weekday commuters, Ice Palace patrons, and visitors to the Marriott Waterside Hotel, which will open in March, 2000. A few former warehouse and commercial buildings have been converted to new uses: sports bars and professional offices.

Vacant Land: A large number of older warehouses and industrial buildings have been razed, leaving only foundations visible on seemingly empty lots. A half dozen parcels are less than 5,000 square feet. Others range up to nearly a half acre in size. The proximity to the core of downtown Tampa, and access to the Expressway add to the development potential of vacant properties.

Access Issues: Access is a dichotomous issue. Road and street access is good to the city core, and to the region through the Le Roy Selmon Expressway. Pedestrian access is difficult north of the Ice Palace because of heavy surface vehicular traffic and poor sidewalk conditions.



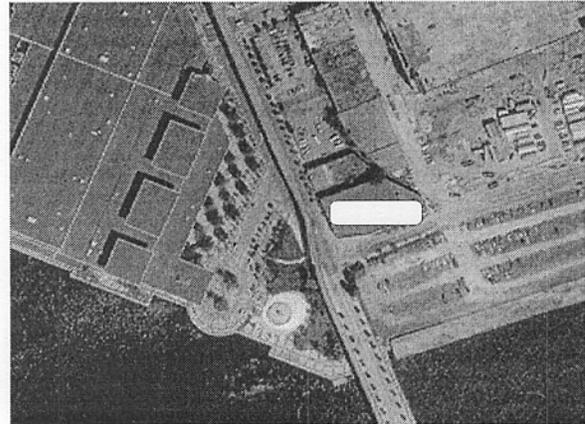
The South Regional Parking Garage will support hotel, sports and entertainment, and commuter travel, and will contribute to streetcar ridership by offering a travel option during Ybor City events.



The Conagra flour mill, adjacent railroad tracks and surrounding vacant property present a mix of former industrial activity and new development opportunities.

Special Notes: Numerous proposals for major development have been put forth on the properties between the Ice Palace and the Expressway.

- Centennial Park
- Centro Ybor
- HCC
- Ybor Square
- 13th Street
- Adamo Drive
- Banana Docks
- Port Authority
- Aquarium
- Garrison Seaport
- Ice Palace
- CONVENTION CENTER



Station Description: Covered, low level platform with high block for ADA access using portable ramp carried on board streetcar.

Location: At transportation terminal being developed on south half of block bounded by Franklin Street, Ice Palace Drive, Florida Avenue, and Platt Street. Station will be across from Tampa Waterside Marriott Hotel and from Tampa Convention Center.

Political Jurisdiction: City of Tampa.

Transportation Providers: HART bus service and streetcar service; local taxi on call.

Connecting Transit Services:

HARTLine 96: 6:30 am to 6:55 pm weekdays. Peak 10 min. Off-peak 20 min. No evening, Saturday, or Sunday service.

Parking: The South Regional Parking Garage is located a block northeast of the station. The Tampa Convention Center parking facility is two blocks northwest. Additional parking is available at the Wyndham Harbour Island Hotel, south across Garrison Channel via the Franklin Street bridge.

Station Area Activities: The Tampa Convention Center is the most important existing activity center in close proximity to this station. The Tampa Bay History Center is part of the convention center facility. To the south on Harbour Island is the Wyndham Harbour Island Hotel, two office towers (One and Two Harbour Place) and the Knights Point restaurant and shop complex. Further south are residential areas on the island. To the north on Franklin Street are several professional offices. A branch post office is located just north of Platt Street on Florida Avenue.

Generalized Land Use: Tourism and entertainment activities dominate the land use around the Convention Center station. Hotels, convention center, sports and entertainment center, restaurants and bars are all found nearby. Parking is also an important land use, both in structured garages and in facilities built as an integral part of other structures. Several former warehouse and industrial buildings are found further to the north. New office buildings have been constructed on Harbour Island over the past decade.



The Tampa Convention Center is the westward terminus of the Tampa & Ybor City streetcar.

Station Area Property Values

CONVENTION CENTER Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	37	\$44.25	\$14.75	\$78.93	40 percent between \$50.00 and \$65.00
Buildings	9	\$56.55	\$7.55	\$149.3	No dominant pattern



From left to right in the background are Two Harbour Place, One Harbour Place, the Wyndham Harbour Island Hotel and the site of the new Post Properties development.



The Tampa Waterside Marriott Hotel is slated for a March 2000 opening. The site is between the Convention Center and the Ice Palace, overlooking Garrison Channel.

Development Opportunities: The \$90 million Tampa Waterside Marriott Hotel with 720 rooms and suites will open in March 2000, just south of the Convention Center streetcar station. The hotel is a key component in the waterside development along Garrison Channel. Two Harbour Place, a six story office building with a five story parking garage, opened in May 1999. The property facing Garrison Channel on the north end of Harbour Island is the site of a \$200 million mixed use development by Post Properties. The 18 acres are being developed as apartments, office and retail space, and a hotel.

Vacant Land: Only limited vacant land exists in this area. A few small parcels are found along the Hillsborough River to the north of the Convention Center, and a few others exist just south of the Le Roy Selmon Expressway. There are several former commercial and industrial buildings that offer redevelopment opportunities. Suggested uses have included office space or loft apartments.

Access Issues: The station site is at the south end of Franklin Street and Florida Avenue, two major arterials that provide vehicular and pedestrian access north into the core of downtown Tampa. Access to Harbour Island is provided by the Franklin Street bridge across Garrison Channel.

Special Notes: Plans are being formulated for a northward extension of the streetcar system from this station, deeper into the heart of downtown Tampa.

JACKSONVILLE TRANSPORTATION AUTHORITY (JTA) SKYWAY

System Description: In 1989, the Jacksonville Transportation Authority opened a 0.6 mile automated guideway demonstration project. This automated guideway connected the former Jacksonville Union Terminal railroad station, which had been redeveloped as the Convention Center, with a downtown station. This initial segment was operated with two small automated cars of the VAL technology developed in France. The automated vehicles were equipped with rubber tires and ran on a channeled guideway with electrical power and control data supplied from a contact rail underneath the center of the cars. Early plans were to test reaction to the system, and then expand it. Maintenance problems and technical difficulties led to a decision in 1995 to retrofit the system with another technology before planned extensions were made. The initial three station, 0.6 mile system was shut down in 1997. Construction proceeded on two extensions to produce a longer, y-shaped, two route system, that would reach 2.5 miles in length, incorporate 8 stations, and extend across the St. John's River to the South Bank area which has been emerging as a cluster of new hotels and office buildings. The existing short line and the extensions are equipped with a center beam monorail system. An extension further into the heart of downtown Jacksonville and the first two stations south of the river opened in late 1998. The final 0.5 mile segment on the South Bank will open in March, 2000.

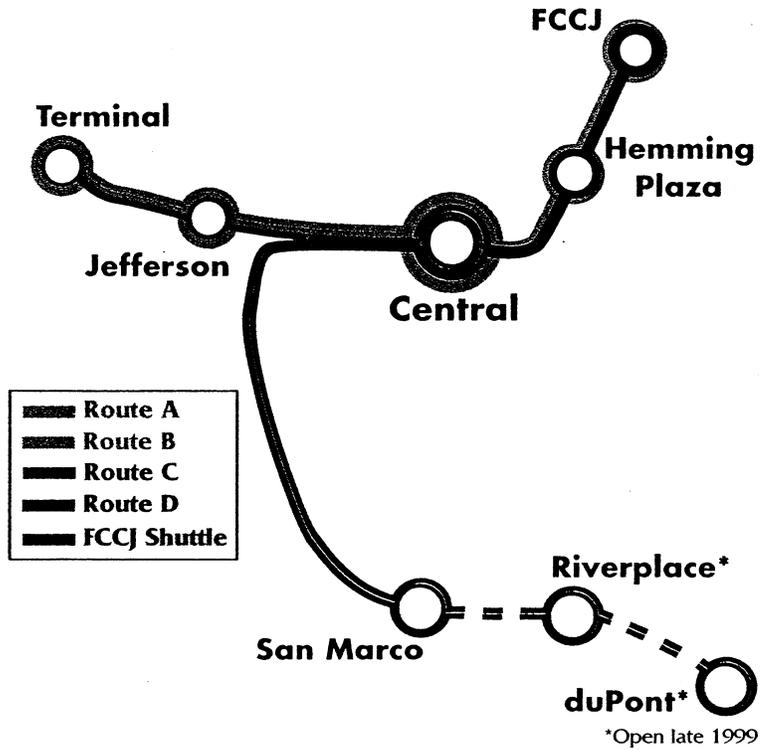
The Skyway monorail system is similar to that operated at Disney World near Orlando. However, single, articulated cars, rather than five car trains, are operated. The cars are guided by a central beam which also provides vehicle support and contains electrical power and control rails for supplying the cars. The entire system is a double-guideway; cars operate in one direction on each of the parallel guideways. A switching system moves the track at the terminal ends to allow the proper track to be used when the car reverses. The entire system is built on elevated structures, largely above city streets, although some private right-of-way is used. Each of the 9 vehicles is double-ended, air-conditioned, and can carry as many as 56 persons. No operator is on board; operation is computer controlled from a central facility. The 8 stations all have center platforms between the parallel guideways. The platforms are at car floor level. The elevated stations are accessible from ground level by stairs, escalators and elevators.

Skyway operates six days a week, with service beginning at 7:00 a.m. on weekdays and continuing into the early evening hours. On weekends service starts and ends later Saturdays. No Sunday service is offered. Cars operate on minimum three minute headways during peak periods. The system functions as two routes: one running from the downtown terminal near the community college north to the Convention Center; the other extends from the same downtown terminal to the South Bank area. Electronic signs at the stations inform passengers which route the car is taking. Fares are paid at entry turnstiles at the ground level at each station. The three end point stations are intermodal facilities which contain parking sites, and serve as transfer points for bus and/or park-and-ride patrons.

Jacksonville does not have a policy for station area development. However, considerable development is taking place at or near Skyway stations.

JACKSONVILLE TRANSPORTATION AUTHORITY (JTA)
SKYWAY

System Map.



The Skyway may operate on five primary routes. To transfer between routes, change vehicles at Central Station.

Vehicles will depart the stations approximately every three minutes during peak or high-usage periods. Departure intervals will be approximately five minutes at all other times.

Travel Time

- Terminal to Central - 2.5 minutes
- Terminal to FCCJ - 5.5 minutes
- FCCJ to San Marco - 8 minutes

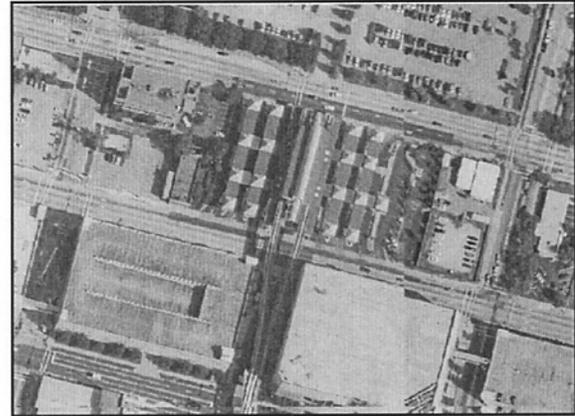
JACKSONVILLE TRANSPORTATION AUTHORITY (JTA) SKYWAY

Station Development Opportunity Summary

Station	Location	Current Activities	Parking	Vacant Land	Building Value	Opportunity Uses
FCCJ	Hogan Street, between State Street and Union Street.	Community college, intermodal transportation center, church, offices.	Several decked structures in vicinity. On street parking on most streets.	Less than a half dozen parcels of from 5,000 to 10,000 square feet.	Average value \$20.17 per square foot. 50 percent between \$20.00 and \$40.00.	Office and retail development, redevelopment for office and residential.
Hemming	Hogan Street, between Duval Street and Monroe Street.	City Hall, public plaza, retail and commercial offices, commuter parking.	Surface and decked parking. On street parking on most streets.	No vacant land exists near this station.	Average value \$54.34 per square foot. 60 percent between \$40.00 and \$60.00.	Redevelopment of older buildings for retail, office, and residential.
Central	Bay Street, between Julia Street and Pearl Street.	High rise office buildings, entertainment center, hotels, small retail stores, bus depot.	Several commercial parking structures. Limited on street parking.	Several parcels to the west, ranging from 6,000 square feet to over one acre.	Average value \$82.91 per square foot. 35 percent between \$120.00 and \$150.00.	Redevelopment of older buildings and parking uses for office and retail.
Jefferson	Jefferson Street, between Bay Street and Forsyth Street.	Government and commercial offices, small retail stores, commuter parking.	Several large surface parking lots, some on street parking.	Several parcels, ranging from 10,000 square feet to over two acres.	Average value \$48.30 per square foot. 50 percent between \$40.00 and \$55.00.	Commercial office and medium to high density residential, small retail.
Terminal	Stuart Street, between Bay Street and Forsyth Street.	Convention center, small commercial offices, commuter parking.	Several large surface parking lots, some on street parking.	Several parcels, ranging from less than 10,000 square feet to over two acres.	Average value \$38.88 per square foot. No dominant pattern.	Commercial office and medium to high density residential, redevelopment also.
San Marco	San Marco Boulevard and Mary Street.	Medical center, health care and other corporate offices, museum, entertainment.	Some general parking in office towers and surface lots. Limited on street parking.	Half a dozen small parcels, all less than 10,000 square feet.	Average value \$69.92 per square foot. 60 percent between \$85.00 and \$100.00.	Related medical businesses, hotel and entertainment.
Riverplace	Mary Street, east of Flagler Avenue.	Hotels, corporate offices, restaurants, entertainment business, parks.	Extensive surface parking, some in temporary lots. Small decked structures.	Several parcels, ranging from 4,000 to 10,000 square feet.	Average value \$39.18 per square foot. 55 percent between \$30.00 and \$50.00.	Hotel, entertainment, professional offices, high density residential.
Dupont	South of Prudential Drive, between Kings Avenue and Onyx Street.	Hotels, restaurants, school district administration, professional offices.	Several surface lots. Major new commuter Park and Ride lot to open mid-2000.	Several parcels towards river, ranging from 6,500 to 20,000 square feet.	Average value \$11.33 per square foot. No dominant pattern.	Hotel, entertainment, professional offices, redevelopment for high density housing.

31/32

- FCCJ
- Hemming
- Central
- Jefferson
- Terminal
- San Marco
- Riverplace
- Dupont



Station Description: The station is a covered, open-air, concrete aerial structure with a central platform at car floor level in between the two monorail guideway tracks. Access from street level is by stairs, escalator and elevator.

Location: Hogan Street, between State and Union Streets

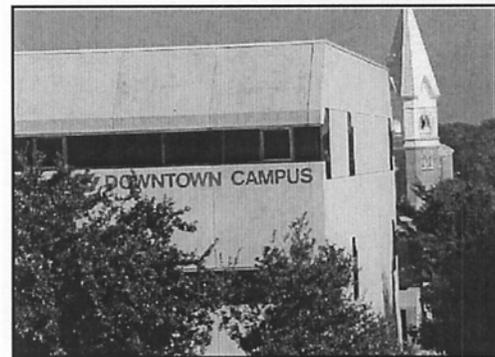
Political Jurisdiction: Jacksonville, Duval County

Transportation Providers: JTA operates bus transit and monorail; local taxi on call.

Connecting Transit Service: 42 bus routes operate out of the Intermodal Transportation Center at the FCCJ (Florida Community College at Jacksonville) Station. Bus service operates out of surface loading and unloading bays. Nine routes serve West Side locations; 12 routes North Side; 14 routes serve South Side. The remaining downtown service routes extend into the East Side of the city and suburbs to the Atlantic Beaches. Eighteen routes offer seven day a week service. Sixteen routes provide six day a week service. The other 8 routes only operate on weekdays. Peak hour headways range from 20 to 90 minutes. Off peak headways range from 30 to 110 minutes. Sixteen routes provide night service. Service hours extend from 4:15 am to 1:15am.

Parking: A five level parking garage with a capacity of over 1,200 vehicles is located in the city block to the southwest of the FCCJ Station. Another parking garage is found southeast of the station. Surface parking lots exist to the north of State Street, but are largely restricted to college faculty, staff and students. Very limited on street parking is available.

Station Area Activities: One of the most important station area activities is that of transfer from one public transit route to another. The central connectivity is extremely important as over two-thirds of the JTA bus routes converge here. Park and Ride access to downtown locations using the Skyway is also important. Important other activities in the area are the FCCJ campus which occupies a several block area fronting on State Street to the north of the station. Office buildings exist in the blocks to the south of the station. The First Baptist Church occupies two city blocks southeast of the station.



The Florida Community College at Jacksonville, across State Street from the Skyway and bus intermodal station is a major trip destination.

Generalized Land Use: Transportation functions are very important in this area. The intermodal transit terminal, parking and arterial streets are key elements. Educational, religious, and commercial office uses follow in order of importance. The entire block face across State Street is taken up by FCCJ. Office buildings range in size from converted former residences north of State Street to the east, to five to eight story buildings south of Union.

Station Area Property Values:

FCCJ Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	12	\$6.79	\$3.87	\$13.13	70 percent between \$5.00 and \$10.00
Buildings	6	\$20.17	\$6.30	\$37.07	50 percent between \$20.00 and \$40.00

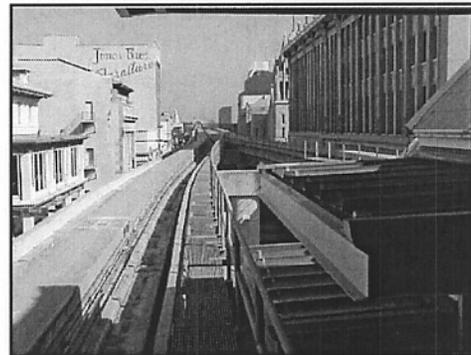
Development Opportunities: A limited amount of land is available for development in the immediate vicinity of FCCJ station, mostly to the west where several surface parking lots exist in the blocks between State and Union streets. Several older and smaller buildings to the east along State Street, and Union Street, offer possibilities for redevelopment to higher uses.

Vacant Land: Less than a half dozen parcels of between 5,000 and 10,000 square feet exist in within a two block radius of the station. More available land exists at a slightly greater distance to the west.

Access Issues: Pedestrian access across busy State Street to and from the FCCJ campus is the most difficult access issue facing this station.



Bus bays (foreground) and major parking structure (background) illustrate the importance of transportation in this area. A few small vacant lots are scattered in blocks to the west.



Redevelopment potential can be seen in older buildings along Hogan Street in this view north from Hemming Plaza to FCCJ Station in the distance.

Special Notes: Unlike many similar intermodal transfer centers elsewhere, there are no businesses adjacent to the station that are oriented to the public transit clientele.

- FCCJ
- **HEMMING PLAZA**
- Central
- Jefferson
- Terminal
- San Marco
- Riverplace
- duPont



Station Description: The station is a covered, open-air, concrete aerial structure with a central platform at car floor level in between the two monorail guideway tracks. Access from street level is by stairs, escalator and elevator.

Location: Elevated station constructed over Hogan Street, between Duval and Monroe Street.

Political Jurisdiction: City of Jacksonville, Duval County.

Transportation Providers: JTA operates bus transit and monorail; local taxi on call.

Connecting Transit Service:

JTA WS 3: 4:46 am to 11:36 pm weekdays. Peak 26 min; Off-peak 52 min; Evenings 64 min. Saturdays 5:45 am to 11:25 pm, 30 to 60 min. Sunday, 7:20 am to 10:30 pm, 60 min.

JTA WS 5: 6:22 am to 6:55 pm weekdays. Peak 90 min; Off-peak 90 min. Saturdays 6:30 am to 6:20 pm, 90 min. No Sunday service.

JTA WS 2: 5:38 am to 9:22 pm weekdays. Peak 27 min; Off-peak 43 min. Evenings 37 min. Saturday 6:18 am to 8:42 pm, 30 to 60 min. Sunday 7:16 am to 7:31 pm, 60 min.

JTA AR 1: 6:21 am to 7:46 pm weekdays. Peak 27 min; Off-peak 44 min. Saturdays 7:12 am to 7:25 pm, 60 min. Sunday, 7:30 am to 7:25 pm, 60 min.

JTA AR 3: 6:32 am to 8:11 pm weekdays. Peak 39 min; Off-peak 70 min. Saturdays 7:20 am to 6:22 pm, 60 min. No Sunday service.

JTA BH 1: 5:40 am to 10:46 pm weekdays. Peak 30 min; Off-peak 48 min. Evenings 68 min. Saturdays 6:50 am to 10:30 pm, 45 to 60 min. Sunday 7:45 am to 9:10 pm, 60 min.

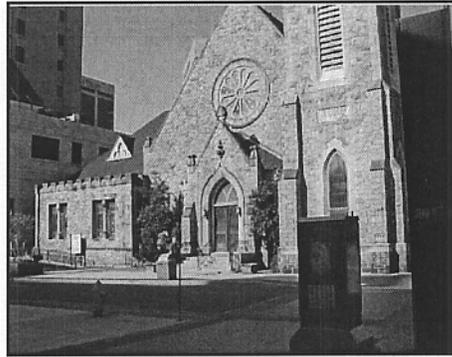
JTA BH 2: 6:18 am to 8:05 pm weekdays. Peak 35 min; Off-peak 57 min. Saturdays 7:40 am to 7:35 pm, 60 min. Sunday 8:30 am to 6:32 pm, 60 min.

JTA BH 3: 5:12 am to 11:55 pm weekdays. Peak 48 min; Off-peak 60 min; Evenings 60 min. Saturdays 6:30 am to 10:59 pm, 45 to 60 min. Sunday, 7:25 am to 10:25 pm, 60 min.



View west across Hemming Park to the Hemming Plaza Skyway station with an FCCJ-bound train. Background construction is on the new federal courthouse.

Parking: Limited parking facilities exist in surface lots and decked structures within a two block radius of this station. On-street parking exists on Duval, Monroe, Laura and Julia Streets.



Methodist Church at the corner of Laura and Adams streets is a legacy of earlier social and cultural importance of downtown Jacksonville.



Jacksonville has created a new urban focus in redeveloping Hemming Park and relocating City Hall to the St. James Building facing the park and adjacent to the Hemming Plaza Skyway station.

Station Area Activities: Government activities are becoming increasingly important

at Hemming Plaza station. Jacksonville city government has moved from a location facing the St. John's River into the renovated St. James Building on the north side of Hemming Park which has been refurbished as a public focal point. Several buildings in the surrounding blocks have been redeveloped for office uses. In the block to the west of the station, formerly occupied by the J. C. Penny retail store, construction is under way for a new federal courthouse. Many older buildings are testimony to more intense commercial and social activity in the past.

Generalized Land Use: Commercial office space and government uses dominate in the area around Hemming Plaza station, although vacancy rates are relatively high (above 25 percent) in many older buildings in the immediate vicinity. Approximately 40 percent of the street front commercial space is vacant, although there has been a growth in new retail and food service activity in recent years.

Station Area Property Values:

HEMMING PLAZA Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	16	\$17.07	\$9.16	\$31.85	75 percent between \$15.00 and \$25.00
Buildings	13	\$54.34	\$11.82	\$76.12	60 percent between \$40.00 and \$60.00

Development Opportunities: Considerable activity is on-going in the vicinity of Hemming Plaza station. A new federal court house is under construction to the west. Several older buildings have been renovated as new office space. Two other buildings are being evaluated as potential downtown high density housing. The greatest potential here is for redevelopment of existing structures, or removal and replacement of marginal buildings with new ones.

Vacant Property: No vacant land exists within a two block area of Hemming Plaza station.

Access Issues: The grid pattern of downtown streets, all bordered by sidewalks, makes pedestrian access easy.

Special Notes: Plans for redevelopment of one or more older high rise buildings in this area as residential apartments and condominiums could bring new vitality into the area.

- FCCJ
- Hemming
- **CENTRAL**
- Jefferson
- Terminal
- San Marco
- Riverplace
- duPont



Station Description: The station is a covered, open-air, concrete aerial structure with a central platform at car floor level in between the two monorail guideway tracks. Access from street level is by stairs, escalator and elevator.

Location: Elevated station constructed over Bay Street, between Julia and Pearl Streets.

Political Jurisdiction: City of Jacksonville, Duval County

Transportation Providers: JTA operates bus transit and monorail; local taxi on call.

Connecting Transit Service:

JTA NS 4: 5:48 am to 8:36 pm weekdays. Peak 20 min; Off-peak 32 min. Saturday 6:55 am to 7:55 pm, 30 to 60 min. Sunday, 7:12 am to 7:18 pm, 60 min.

JTA NS 5: 6:18 am to 8:56 pm weekdays. Peak 20 min; Off-peak 32 min. Saturday 7:15 am to 8:15 pm, 30 to 60 min. Sunday, 7:32 am to 7:38 pm, 60 min.

JTA NS 8: 5:57 am to 8:17 pm weekdays. Peak 27 min; Off-peak 37 min. Saturday 6:45 am to 7:50 pm, 60 min. Sunday, 7:27 am to 7:32 pm, 60 min.

JTA NS 9: 6:02 am to 7:59 pm weekdays. Peak 37 min; Off-peak 65 min. Saturdays 6:30 am to 7:26 pm, 45 to 60 min. Sunday, 7:20 am to 7:30 pm, 60 min.

JTA AR 1: 6:21 am to 7:46 pm weekdays. Peak 27 min; Off-peak 44 min. Saturdays 7:12 am to 7:25 pm, 60 min. Sunday, 7:30 am to 7:25 pm, 60 min.

JTA AR 3: 6:32 am to 8:11 pm weekdays. Peak 39 min; Off-peak 70 min. Saturdays 7:20 am to 6:22 pm, 60 min. No Sunday service.

JTA BH 3: 5:12 am to 11:55 pm weekdays. Peak 48 min; Off-peak 60 min; Evenings 60 min. Saturdays 6:30 am to 10:59 pm, 45 to 60 min. Sunday, 7:25 am to 10:25 pm, 60 min.

Parking: Extensive parking is available in the blocks surrounding this station. However, much of the parking is allocated to long term use by tenants and clients of major office buildings and hotels. Nearly 2,600 parking spaces exist within two blocks. On-street parking is very limited.



Skyway Central Station is in the heart of the city, surrounded by high rise office buildings and parking decks. This is a destination station for riders using parking facilities at the outer ends of the Skyway.

Station Area Activities: Central Station is appropriately named. It lies at the very heart of downtown Jacksonville. Major office buildings and hotels are located in the immediate vicinity. Office buildings include Nations Bank Tower, the Humana Building, the First Union Building, the Modis Building, and the CSX Building. The Omni Hotel, the largest hotel north of the St. John’s River is located adjacent to the Skyway station. Two blocks southeast of the station is Jacksonville Landing, the city’s entertainment, shopping and restaurant complex facing the river. The Greyhound bus station is also located within a block of Central station. The Times-Union Center for the Performing Arts is also located near Central Skyway station.



Older buildings may provide some redevelopment opportunities in the downtown Jacksonville area near Skyway Central Station.



Mid and high rise office buildings and parking uses, interspersed with open green spaces, are predominant in the area around Central Station.

Generalized Land Use: This is the most intensively developed land in downtown Jacksonville. High rise office buildings, including several corporate national or regional headquarters, predominate. Parking is an important related component of many of these employment nodes. Hotel, restaurant and entertainment are other key land uses near Skyway Central station. The Main Street and Acosta bridges funnel automobile and bus traffic into the central and west ends of downtown here. The latter bridge is also shared by Skyway trains.

Station Area Property Values:

CENTRAL Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	11	\$35.60	\$33.10	\$40.71	55 percent between \$35.00 and \$40.00
Buildings	8	\$82.91	\$9.96	\$149.00	35 percent between 120.00 and \$150.00

Development Opportunities: The most significant development opportunities are for re-use of land that is currently not at its highest and best use. Several prime pieces of real estate are occupied by parking, either in the form of surface lots, or relatively limited, 3 or 4 level, parking garages.

Vacant Land: A few parcels of vacant land exist to the west of the Skyway station, near the junction point of the two monorail lines. These range in size from about 6,000 square feet to just over one acre.

Access Issues: Reasonably good pedestrian access exists from the station to nearby office employment and entertainment sites.

- FCCJ
- Hemming
- Central
- **JEFFERSON**
- Terminal
- San Marco
- Riverplace
- duPont

Station Description: The station is a covered, open-air, concrete aerial structure with a central platform at car floor level in between the two monorail guideway tracks. Access from street level is by stairs, escalator and elevator.

Location: Between Bay Street and Forsyth Street, just south of Jefferson Street.

Political Jurisdiction: City of Jacksonville, Duval County.

Transportation Providers: JTA operates bus transit and monorail; local taxi on call.

Connecting Transit Service:

JTA WS 1: 4:50 am to 11:56 pm weekdays. Peak 25 min; Off-peak 50 min. Evenings 90 min. Saturday 5:50 am to 10:45 pm, 30 to 60 min. Sunday 6:20 am to 10:17 pm, 60 min.

JTA WS 4: 6:10 am to 8:38 pm weekdays. Peak 28 min; Off-peak 110 min. Evenings 60 min. Saturday 6:20 am to 8:30 pm, 30 to 60 min. Sunday 6:55 am to 7:45 pm, 60 min.

JTA WS 6: 5:27 am to 10:23 pm weekdays. Peak 38 min; Off-peak 50 min. Evenings 50 min. Saturday 6:32 am to 8:35 pm, 60 min. Sunday 7:15 am to 7:22 pm., 60 min.

JTA WS 9: 5:38 am to 9:22 pm weekdays. Peak 27 min; Off-peak 43 min. Evenings 37 min. Saturday 6:18 am to 8:42 pm, 30 to 60 min. Sunday 7:16 am to 7:31 pm, 60 min.

Parking: Several large surface parking lots exist to both the south of Bay Street, and along Forsyth and Houston streets to the north of the station.

Station Area Activities: This area has undergone considerable redevelopment. Older buildings have been torn down and replaced with either open parking areas, cleared space, or new construction. Several new office buildings have been constructed. These include those of smaller corporations, as well as the regional headquarters of the Federal Reserve Bank.

Generalized Land Use: The predominant land uses around Jefferson Station are government and private offices, and parking. A considerable amount of land is vacant, being held both by local government and by private owners for future development.



View from Jefferson station looking west along the Skyway guideway towards the Prime Osborne Convention Center, and Terminal Station. Forsyth Street parallels the guideway to the right.



Barnett Corporation is one of the new office buildings constructed on redevelopment property facing Forsyth Avenue near the Skyway Jefferson station.



Availability of land for construction, parking and proximity to the road network has attracted warehousing and office investment to the area near this station.

Station Area Property Values:

JEFFERSON Station Area Property Values in \$ per square foot

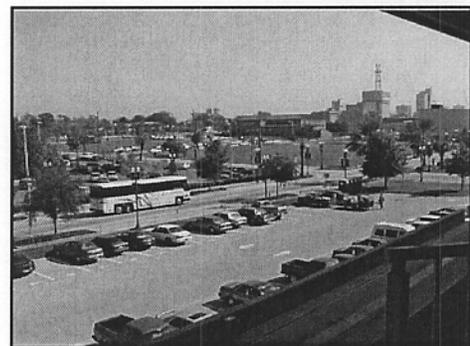
	No of parcels	Average	Low	High	Dominant Range of Values
Land	16	\$14.10	\$7.85	\$26.46	75 percent between \$10.00 and \$20.00
Buildings	8	\$48.30	\$21.20	\$64.50	50 percent between \$40.00 and \$55.00

Development Opportunities: The area around Jefferson station offers considerable opportunity for development. Both public and private ownership of several large parcels are in place to enhance further development of this area immediately to the north of Jacksonville’s downtown core. The area benefits also from proximity to key interstate and local road networks, as well as being served by the Skyway monorail system.

Vacant Land: Several parcels ranging in size from 10,000 square feet, to over two acres, are available within a three block radius of this station.

Access Issues: Some sidewalk improvements will be necessary to bring pedestrian access to some nearby development sites up to an acceptable level.

Special Notes: This station is located, along with Terminal station, on a branch of the Skyway that requires a change of train to reach from those stations south of the St. John’s River.



Abundant vacant land in a prime location near the center of Jacksonville enhances the development opportunity around Jefferson station.

- FCCJ
- Hemming
- Central
- Jefferson
- **TERMINAL**
- San Marco
- Riverplace
- duPont



Station Description: The station is a covered, open-air, concrete aerial structure with a central platform at car floor level in between the two monorail guideway tracks. Access from street level is by stairs, escalator, and elevator.

Location: Between Bay Street and Forsyth Street, at Stuart Street.

Political Jurisdiction: City of Jacksonville, Duval County.

Transportation Providers: JTA operates bus transit and monorail; local taxi on call.

Connecting Transit Service:

No connecting bus routes pass this station.

Parking: Several surface parking lots exist near Terminal Skyway station. Some parking is also available in the Prime Osborne Convention Center. Limited on-street parking is available also.

Station Area Activities: Terminal Station is named for its location, adjacent to the former Union Terminal which served as Jacksonville's major railroad station until 1984 when Amtrak relocated its passenger operations to a new facility several miles to the north. Jacksonville Union Terminal was acquired by the City and converted into the Prime Osborne Convention Center which serves as the major convention and exhibit center for the metropolitan area. Commuter and event parking are other major activities in the station area. Three blocks to the west is the administrative offices for Jacksonville Transportation Authority's transit operations and its bus fleet maintenance center.

Generalized Land Use: Parking lots, vacant land, and the convention/event center are the dominant land uses in the vicinity of the Skyway Terminal station. Major rail lines pass to the south, and I-95 freeway is two blocks to the West.



Terminal Station is typical of Skyway facilities, an aerial concrete structure with access from the ground by stairs, escalator and elevator.

Station Area Property Values:

TERMINAL Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	9	\$13.85	\$3.65	\$28.69	605 percent between \$10.00 and \$20.00
Buildings	4	\$38.88	\$12.15	\$56.10	No dominant pattern



The Skyway Terminal station is located across Bay Street from the Convention Center and adjacent to several large parking lots used by commuters to downtown jobs.



Former Jacksonville Union Terminal (left) has been redeveloped by the City as the Prime Osborne Convention Center. Park Street leads south to a major residential area on the west bank of the St. John's River.

Development Opportunities: Considerable potential for development and redevelopment exists in the area to the north and west of Terminal station. Both the City of Jacksonville and private land owners hold parcels that include several acres of land that is vacant, or in parking lot use. Older buildings in blocks to the north offer recycling possibilities.

Vacant Land: Several parcels exist to the north, west and southeast of the Skyway station. These range in size from one quarter acre to just over two acres.

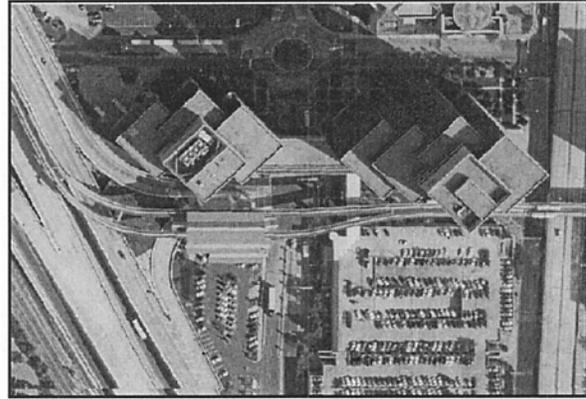
Access Issues: Pedestrian access is good on Bay and Forsyth streets, parallel to the Skyway, but lacking on cross streets extending to the north and south, except in front of the Prime Osborne Convention Center.



Parking lots north of the station, along Forsyth Street, and buildings beyond, offer redevelopment potential for the future.

Special Notes: Preliminary discussions have taken place on the return of Amtrak intercity rail passenger service to a terminal that would be adjacent to the Convention Center.

- FCCJ
- Hemming
- Central
- Jefferson
- Terminal
- **SAN MARCO**
- Riverplace
- duPont



Station Description: The station is a covered, open-air, concrete aerial structure with a central platform at car floor level in between the two monorail guideway tracks. Access from street level is by stairs, escalator, and elevator.

Location: At the intersection of Mary Street and San Marco Boulevard.

Political Jurisdiction: City of Jacksonville, Duval County

Transportation Providers: JTA operates bus transit and monorail; local taxi on call.

Connecting Transit Service:

JTA SS 3: 5:46 am to 7:55 pm weekdays. Peak 60 min; Off-peak 60 min. Saturday 6:17 am to 6:40 pm, 60 min. Sunday 6:48 am to 6:40 pm, 60 min.

JTA SS 5: 5:38 am to 7:43 pm weekdays. Peak 60 min; Off-peak 60 min. Saturday 6:30 am to 6:39 pm, 60 min. Sunday 6:57 am to 6:34 pm, 60 min.

JTA BH 3: 5:26 am to 8:53 pm weekdays. Peak 48 min; Off-peak 58 min. Evenings 60 min. Saturday 6:20 am to 8:50 pm, 60 min. Sunday 7:14 am to 8:20 pm, 60 min.



The Skyway Guideway swings onto the median of the Acosta Bridge, across the St. Johns River to the north of San Marco station. Old Prudential Building is in the background left.

Parking: Limited general public parking is available in surface lots, or decked structures that primarily serve office tower employees and business clients. On-street parking is very scarce.

Station Area Activities: Major employment in this area is dominated by the Baptist Medical Center, located two blocks to the south and the growing mid and high rise office campus of Prudential Health Care, and Marshall Taylor Doctors Building. Other important activities are related to recreation and culture: St. Johns River Park and Marina; the Fountain of Friendship; and the Museum of Science and History.

Generalized Land Use: Commercial office space, medical facilities, and recreational/cultural land uses dominate in the immediate vicinity of San Marco station. This transitions into a zone of former warehouses and older, deteriorated

housing a few blocks south. I-95 forms a barrier between the newer, redeveloped area to the north, and a zone of decline that is beginning to undergo gentrification, to the south.

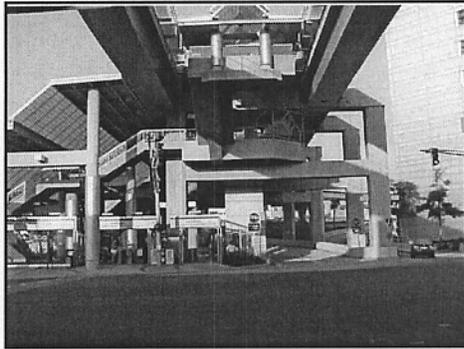
Station Area Property Values:

SAN MARCO Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	7	\$14.56	\$1.86	\$32.56	No dominant pattern
Buildings	5	\$69.92	\$26.86	\$96.14	60 percent between \$85.00 and \$100.00

Development Opportunities: Only small parcels of land to the south of San Marco station are available for development. The generally young age of the existing mid and high rise office and medical buildings precludes any redevelopment use in the short term. Some surface parking lot conversion to higher uses may be possible.

Vacant Land: Limited to a half dozen small parcels, all less than 10,000 square feet, to the south of the station area.



San Marco station bridges over Mary Street and crosses San Marco Boulevard. Access to parking beneath the Prudential office tower can be seen to the right of the station.

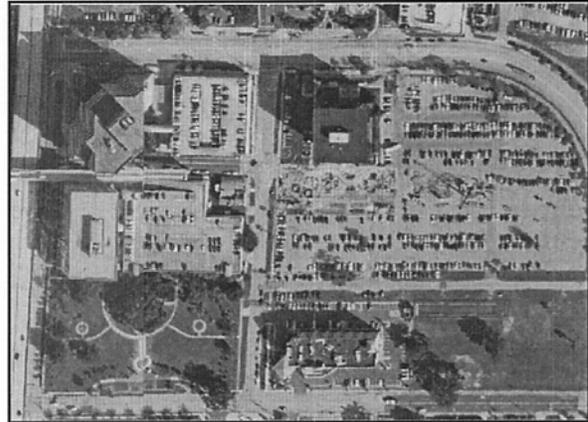


Several JTA bus lines pass by San Marco station. Surface parking exists to the south (left) of the station, but is limited for public use to this and nearby small lots.

Access Issues: Road and pedestrian access in the vicinity of San Marco station are good. Sidewalks exist on all streets in the area, although crossing of major arterials with heavy traffic has been partially mitigated through the use of sky bridges.

Special Notes: San Marco station is the southern end of Skyway operations until the extension to duPont opens. This is scheduled for late March, 2000.

- FCCJ
- Hemming
- Central
- Jefferson
- Terminal
- San Marco
- **RIVERPLACE**
- duPont



Station Description: The station is a covered, open-air, concrete aerial structure with a central platform at car floor level in between the two monorail guideway tracks. Access from street level is by stairs, escalator, and elevator.

Location: Mary Street, just east of Flagler Avenue.

Political Jurisdiction: City of Jacksonville, Duval County.

Transportation Providers: JTA operates bus transit and monorail; local taxi on call.

Connecting Transit Service:

JTA SS 1: 5:12 am to 10:47 pm weekdays. Peak 40 min; Off-peak 60 min. Evenings 60 min. Saturday 6:05 am to 9:08 pm, 60 min. Sunday, 7:50 am to 8:47 pm, 60 min.

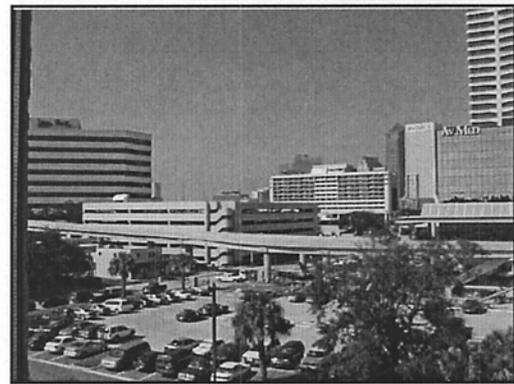
JTA SS 6: 6:08 am to 8:50 pm weekdays. Peak 57 min; Off-peak 60 min. Evenings 60 min. Saturday 6:50 am to 7:46 pm, 60 min. No Sunday service.

JTA SS 7: 5:06 am to 8:47 pm weekdays. Peak 22 min; Off-peak 36 min. Evenings 49 min. Saturday 6:11 am to 7:35 pm, 45 min. Sunday 7:14 am to 7:20 pm, 60 min.

JTA SS 7X: 5:42 am to 9:06 pm weekdays. Peak 42 min; Off-peak 63 min. Evenings 65 min. Saturday 7:30 am to 7:45 pm, 60 min. Sunday 7:45 am to 6:55 pm, 60 min.

Parking: Extensive surface parking is available in the area. This includes lots open to the public, as well as lots restricted to employees and clients of major businesses. Some decked parking exists in structures that are part of office buildings. On street parking is also available on some streets.

Station Area Activities: Southeast Bank, Sun Bank, Gulf Life, and Av Med are major office building employers adjacent to Riverplace station. Major hotels are also nearby: Hilton Hotel and Towers; Hampton Inn, and Extended Day Suites. Like San Marco station, Riverplace also is linked to recreational and cultural facilities along the St. Johns River. The Southbank Riverwalk extends the length of the waterfront from east of the Acosta Bridge for a distance of about a mile. Several restaurants and the Jacksonville Historical Center are located along the Riverwalk. A block south



Sun Bank and Av Med are two of the major office employers on the south bank of the St. Johns River. Riverplace station is under construction in front of the Av Med building in this October, 1999 view.

of Riverplace station is Treaty Oak Park.



The pace of construction is not limited to the Skyway (Riverplace station seen here) as work continues on a new motel in the background.



Mid and high rise office development looms over Treaty Oak Park along Prudential Drive to the south of Riverplace station.

Generalized Land Use: The area surrounding Riverplace station is very much in transition. Older buildings, including warehouses, light industrial uses, and residential units, have been replaced with new construction over the past decade. Office buildings, hotel, restaurant and public spaces, and parking uses dominate. The former warehouse and residential area further to the south, beyond I-95, is undergoing gentrification.

Station Area Property Values:

RIVERPLACE Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	23	\$12.52	\$7.65	\$41.10	75 percent between \$15.00 and \$20.00
Buildings	14	\$39.18	\$8.75	\$71.70	55 percent between \$30.00 and \$50.00

Development Opportunities: Several parcels of vacant land exist to the east, southeast, and northeast of Riverplace Skyway station. Some of these are in temporary surface parking uses. The general outlook is for rapid fill-in of vacant areas along the Skyway and south of the St. Johns River. Further south and east, on both sides of I-95 are older buildings which may offer redevelopment possibilities.

Vacant Land: Several parcels of from 4,000 to 10,000 square feet are available for development in the area south of the St. Johns River and north of Prudential Drive.

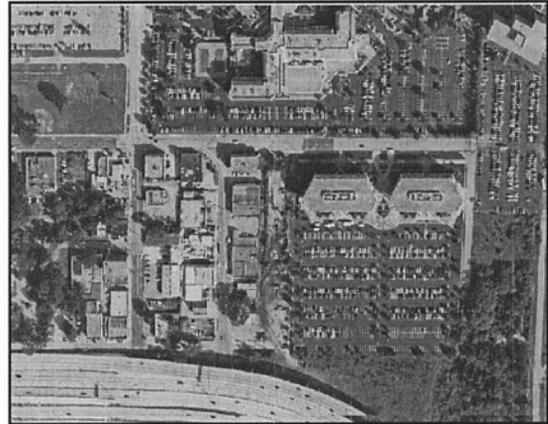
Access Issues: Sidewalk improvements are needed to link the Riverplace station with new developments recently completed, or underway, to the east and south of the station.

Special Notes: The segment of the Skyway from San Marco to duPont stations, including Riverplace, is due for completion in March, 2000.



The Hampton Inn, which opened in 1997, is one of several new hotels in the Riverplace area. The Skyway station (under construction) can be seen in the background.

- FCCJ
- Hemming Plaza
- Central
- Jefferson
- Terminal
- San Marco
- Riverplace
- **duPont**



Station Description: The station is a covered, open-air, concrete aerial structure with a central platform at car floor level in between the two monorail guideway tracks. Access from street level is by stairs, escalator, and elevator.

Location: South of Prudential Drive between Kings Avenue and Onyx Street.

Political Jurisdiction: City of Jacksonville, Duval County

Transportation Providers: JTA operates bus transit and monorail; local taxi on call.

Connecting Transit Service:

JTA SS 1: 5:12 am to 10:47 pm weekdays. Peak 40 min; Off-peak 60 min. Evenings 60 min. Saturday 6:05 am to 9:08 pm, 60 min. Sunday, 7:50 am to 8:47 pm, 60 min.

JTA SS 6: 6:08 am to 8:50 pm weekdays. Peak 57 min; Off-peak 60 min. Evenings 60 min. Saturday 6:50 am to 7:46 pm, 60 min. No Sunday service.

JTA SS 7: 5:06 am to 8:47 pm weekdays. Peak 22 min; Off-peak 36 min. Evenings 49 min. Saturday 6:11 am to 7:35 pm, 45 min. Sunday 7:14 am to 7:20 pm, 60 min.

JTA SS 7X: 5:42 am to 9:06 pm weekdays. Peak 42 min; Off-peak 63 min. Evenings 65 min. Saturday 7:30 am to 7:45 pm, 60 min. Sunday 7:45 am to 6:55 pm, 60 min.

Parking: Several surface parking lots are nearby. A major new parking structure will be built just south of I-95. This will provide commuter space and be connected to the duPont Skyway station by ramps and walkways.

Station Area Activities: Major activities near the duPont station include the Radisson Riverwalk Hotel, several restaurants, and three blocks to the east on Prudential Drive, the administrative offices of Jacksonville Public Schools. The construction of a major Park and Ride lot for use by commuters is anticipated to increase the use of the Skyway as an urban circulator and access entry to south bank and downtown jobs.



Completion of the duPont Skyway station is scheduled for March, 2000. A major park-n-ride facility will be constructed across I-95 (in background) and linked to the monorail station by paths and bridges.

Generalized Land Use: A mixture of commercial hotel, restaurant and entertainment facilities is found to the north of the station along the south bank of the St. Johns River. Former industrial and warehouse properties to the east are being converted to new uses, primarily as office space for both private sector and government activities. South of I-95 the mixed residential and warehouse uses are undergoing gentrification. Parking associated with downtown commuting is an important transportation related land use.

Station Area Property Values:

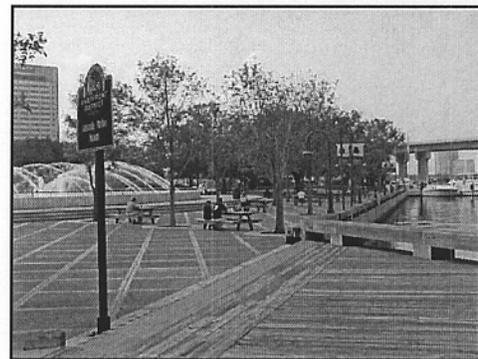
DUPONT Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	50	\$10.79	\$1.43	\$18.30	70 percent between \$10.00 and \$15.00
Buildings	29	\$11.33	\$1.05	\$39.80	No dominant pattern

Development Opportunities: Development and redevelopment opportunities both exist in the vicinity of duPont station. Several parcels of vacant land are found to the northwest and northeast. Older buildings along Prudential Drive, and on streets to the south across I-95 provide redevelopment possibilities. Gentrification of the older mixed use area south of I-95 brings other possibilities as well. The attractive vistas and recreational orientation of the Riverwalk have the potential of attracting tourism and recreation investments.



The Skyway extension to duPont passes directly in front of the Radisson Riverwalk Hotel. Several new office developments have occurred to the east on Prudential Drive.



The Riverwalk on the south bank of the St. Johns provides an attractive setting which continues to draw new investment in tourism and recreational businesses.

Vacant Land: Several parcels exist to the northwest and northeast between Prudential Drive and the Riverwalk on the south bank of the St. Johns. These range from 6,500 to over 20,000 square feet in size.

Access Issues: Improvements of pedestrian access to newly developing areas northwest and northeast of the station are needed. Good connections with the park-n-ride lot south of I-95 are essential.

Special Notes: When it opens in March, 2000, duPont station will mark the southern end of the planned build out of the Skyway system.

METRO DADE TRANSIT AGENCY (MDTA) METRORAIL

System Description. MDTA opened Metrorail, a 21 mile rapid transit system in the City of Miami and other portions of Miami-Dade County, in 1984. A heavy rail system, Metrorail is built on an elevated structure above or along side of roadways using precast concrete beams mounted on heavy steel and concrete piers. The initial line was planned to serve key traffic congestion corridors south of downtown Miami along U.S. 1 (South Dixie Highway), and to aid in the economic development of the area to the northwest of the city. Twenty stations were included in the first phase of the system. A new station was opened in 1990 to connect with Tri Rail commuter trains which terminate northwest of the city. This transfer station permitted rail transit travel in a 75 mile corridor extending from West Palm Beach through Palm Beach and Broward counties to downtown Miami. MDTA is constructing a short extension of Metrorail from Okeechobee station west to a new station to be located west of the Palmetto Expressway. Long range plans include construction of an east-west corridor linking the Florida International University campus, Miami International Airport, downtown Miami and the cruise ship terminal on Biscayne Bay. Other planned extensions would continue north along N. W. 27th Avenue to the Broward County line, and westward from the south line to the Kendall area.

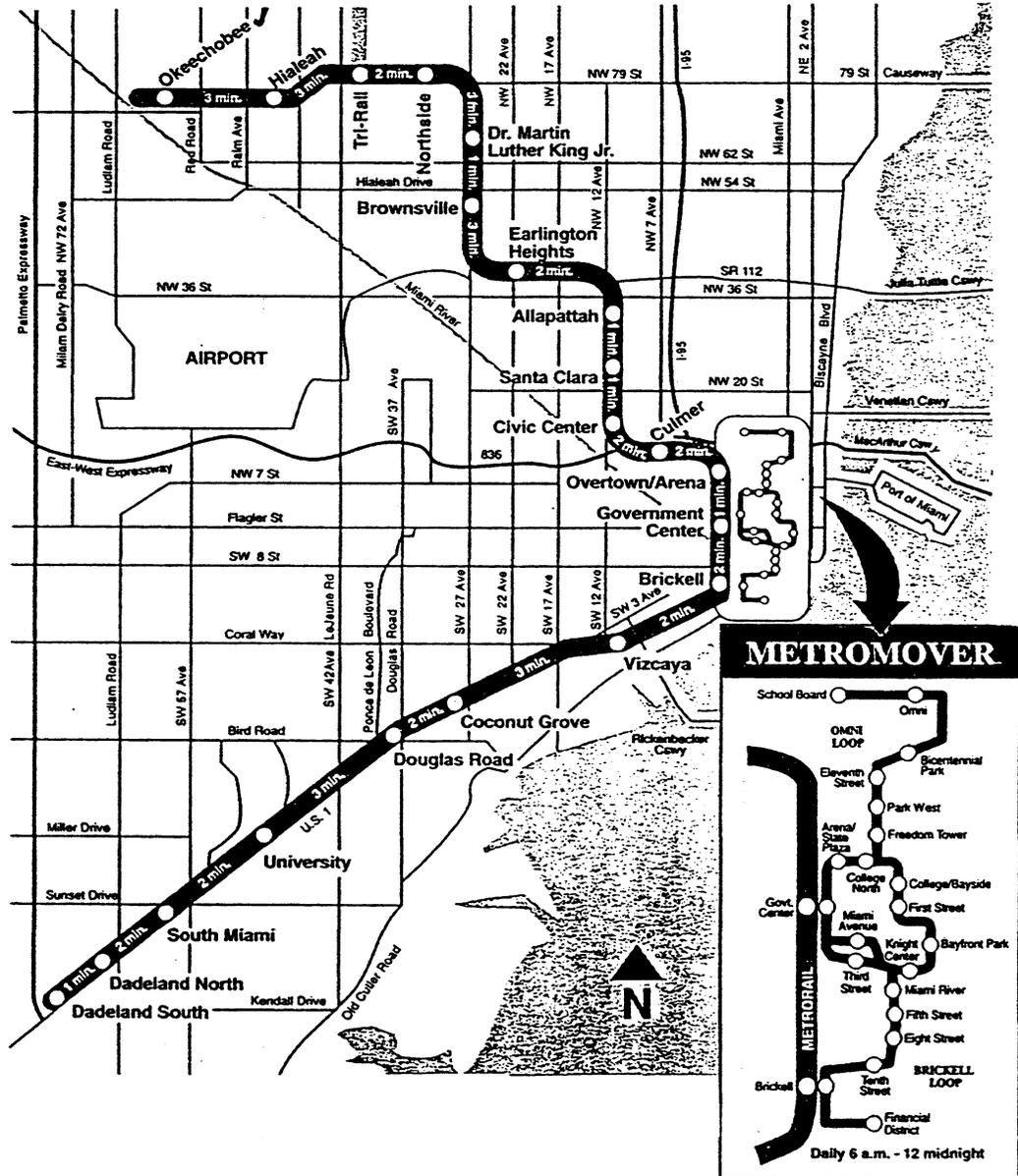
Trains, composed of married pairs of rapid transit cars, consist of two, four or six cars. Trains operate in an automatic train operation (ATO) mode, but with a driver on board. The fleet is composed of 136 cars. Cars are air conditioned and have an operator's cab at the outer ends of each married pair. A mixture of transverse and longitudinal seating and standee space allows for 130 passengers per car. The entire system is double tracked. All stations are elevated structures and have car floor level platforms. Passengers enter through fare gates at street level. Stairs, escalators and elevators provide access to trackside platforms. Some stations have two outer platforms; others a single center platform. Telephones, system information, and security are available at all stations. Parking facilities exist at most stations.

Metrorail trains operate seven days a week, from 5:30 a.m. until midnight. Peak hour headways are 5 minutes, off peak hours are 10 minutes on weekdays, and 20 minutes in evenings and on weekends. Trains are maintained at a service facility and repair shop located west of Okeechobee station. Transfers to Metrobus are available at rail stations. Connections also exist to Metromover and Tri Rail commuter trains.

Station area development has been a goal of MDTA from the earliest planning of Metrorail. A series of station concept plans was developed in 1982 for each of the 20 stations. The city of Miami passed a transit development ordinance. Since the mid-1990s MDTA has undertaken a much more aggressive station area development program. The best examples of successful development are at Civic Center, Government Center, Dadeland North and Dadeland South. MDTA is currently pursuing new development plans for several other stations. Station area development is incorporated as an integral part of the planning for the east-west corridor, should funding be secured for this system expansion.

METRO DADE TRANSIT AGENCY (MDTA) METRORAIL

System Map.



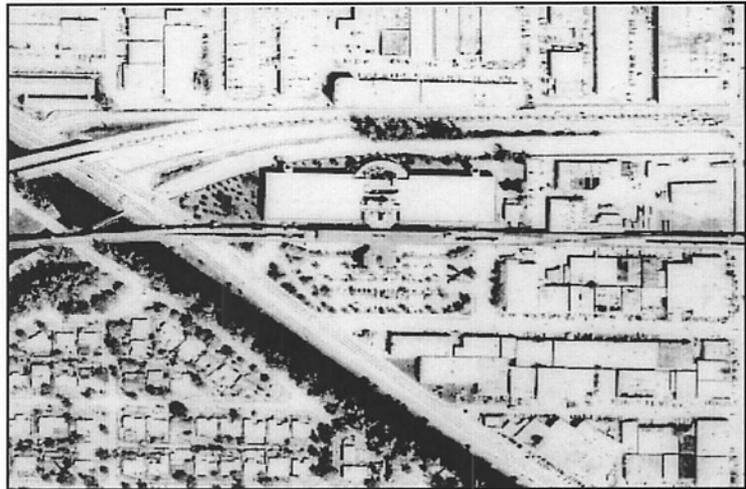
Map courtesy: MDTA

METRO DADE TRANSIT AGENCY (MDTA) METRORAIL

Station Development Opportunity Summary

Station	Location	Current Activities	Parking	Vacant Land	Building Values	Opportunity Uses
Okeechobee	West 21 st Street, between West 4 th Avenue and Okeechobee Road.	Industrial warehouses interspersed with single family homes and apartments.	Four level Metrorail parking garage and surface parking.	Several small parcels ranging from 5,000 square feet to 1.3 acres.	Average value \$21.64 per square foot. 55 percent between \$20.00 and \$30.00.	Small scale retail, light industry, multi family housing.
Hialeah	21 st Avenue, between Palm Avenue and East 4 th Avenue.	Hialeah Race Track, neighborhood retail, single family homes and apartments.	Small lot with 25 spaces, on street parking on side streets.	Two parcels of about 1.5 acres. Possible conversion of 5 acres of surface parking.	Average value \$25.14 per square foot. 75 percent between \$20.00 and \$30.00.	Small scale retail, single and multi family housing.
Tri Rail	79 th Street and East 11 th Avenue.	Warehouses, commercial retail, automobile repair, scattered single family homes.	Very limited at station, on street parking on side streets.	Very limited number of small parcels, generally less than 3,500 square feet.	Average value \$22.55 per square foot. 70 percent between \$20.00 and \$30.00.	Limited availability of land, possible redevelopment of existing buildings.
Northside	79 th Street, between N.W. 31 st Avenue and N.W. 32 nd Avenue.	Commercial retail, flea market, mobile homes, single family homes.	Surface Park and Ride lot to south of station.	Several parcels of between 5,000 and 10,000 square feet to the south of station.	Average value \$20.83 per square foot. 65 percent between \$20.00 and \$30.00.	Scattered lots in residential area south of station. 6 acres available at station.
Dr. Martin Luther King	N.W. 27 th Avenue to the north of N.W. 62 nd Street.	Fire rescue station, small retail, school, day care center, church, single family homes.	Three level parking garage east of station, surface parking on side streets.	Several parcels of one quarter to one half acre to the west of the station.	Average value \$17.87 per square foot. 45 percent between \$20.00 and \$30.00.	Commercial and/or residential on vacant land. Redevelopment of public housing.
Brownsville	N.W. 27 th Avenue to the north of N.W. 50 th Street.	Neighborhood retail, mixed single and multifamily residential.	Surface Park and Ride lot to west of station, parking on side streets.	One acre to the northwest, several parcels of up to two acres on streets to the east.	Average value \$16.80 per square foot. 45 percent between \$20.00 and \$30.00.	Small scale retail, single and multi-family housing. 7 acres available at station.
Earlington Heights	N.W. 41 st Street, east of N.W. 17 th Avenue, north of the Airport Expressway.	High school, neighborhood retail, single and multifamily residential.	Six level parking garage and additional surface parking to north of the station.	Scattered small lots ranging from 5,000 to 10,000 square feet.	Average value \$18.18 per square foot. 70 percent between \$15.00 and \$30.00.	Very limited small retail, single and multi family housing.
Allapattah	N.W. 12 th Avenue, south of N.W. 36 th Street.	Public park, local, retail, auto parts, used car sales, mixed residential.	Kiss and Ride lot with on street parking.	A three acre parcel east of the station is the only vacant land.	Average value \$17.78 per square foot. 75 percent between \$15.00 and \$30.00.	Residential redevelopment of older boarded up housing. Limited small retail.
Santa Clara	N.W. 12 th Avenue, north of 23 rd Street.	Fire rescue station, warehouses, industry, wholesale commercial, garbage processing.	Small surface parking lot east of station. Almost no on street parking.	Only a single parcel behind the Rescue Station, owned by the City of Miami.	Average value \$16.35 per square foot. 55 percent between \$15.00 and \$30.00.	Redevelopment potential of industrial buildings. 3.3 acres available at station.
Civic Center	1501 N.W. 12 th Avenue, near N.W. 16 th Street.	Several major hospitals and ancillary medical facilities, high rise apartments.	Large multi-level garage east of station. Surface lots at some medical clinics.	No available vacant land.	Average value \$15.14 per square foot. 50 percent between \$15.00 and \$30.00.	Only limited redevelopment of older buildings possible.
Culmer	N.W. 7 th Avenue and N.W. 11 th Street.	Middle school, single family homes and increasing number of apartments.	Small surface lot at station. On street parking throughout residential area.	Only scattered small lots in residential areas.	Average value \$9.35 per square foot. 50 percent between \$15.00 and \$30.00.	3 acres of parking for redevelopment. Up-zoning of homes to apartments possible.
Overtown/Arena	N.W. 1 st Avenue, between 6 th Street and 8 th Street.	Miami Arena, sports center; high rise apartments and office buildings.	Extensive surface parking, plus two multi level parking garages.	Several parcels of 6,000 square feet or less on eastern and western edges of the area.	Average value \$17.20 per square foot. 40 percent between \$10.00 and \$20.00.	Small sites for new office use. Older buildings available for redevelopment.
Government Center	N.W. 1 st Avenue, between N.W. 1 st Street and N.W. 2 nd Street.	Government offices, library, cultural center, retail businesses, office buildings.	Several surface parking lots and multi level parking garages.	No available vacant land.	Average value \$26.23 per square foot. 25 percent between \$20.00 and \$30.00.	Redevelopment possibilities for surface parking lots and older buildings, office use.
Brickell	S.W. 13 th Street, west of Miami Avenue.	Banking and other financial offices. Hotels, apartments, condominiums.	Several parking garages. Limited on street parking.	A .5 acre site west of station. Several parcels of less than 5,000 square feet.	Average value \$23.90 per square foot. 60 percent between \$20.00 and \$50.00.	Office buildings and high density residential on small lots or redevelopment.
Vizcaya	South Dixie Highway, south of S.W. 23 rd Street and S.W. 12 th Avenue.	Art museum, science museum and planetarium, park, single family homes.	Limited surface parking at station and museums, on street parking.	No available vacant land.	Average value \$24.97 per square foot. 80 percent between \$20.00 and \$30.00.	Limited opportunity, possible home replacement with higher value units.
Coconut Grove	South Dixie Highway, west of S.W. 27 th Avenue.	Hotel, restaurants, neighborhood retail, mid-rise offices, single family homes.	Large Park and Ride lot at station. Surface parking for businesses, on street parking.	No available vacant land, but Miami Dade parking lot available for development.	Average value \$21.52 per square foot. 55 percent between \$20.00 and \$30.00.	Redevelopment of older retail and housing. 5 acres of parking for joint development.
Douglas Road	South Dixie Highway, west of Douglas Road.	Strip and clustered neighborhood retail; duplex and single family homes; offices.	Park and Ride lot at station. Small surface lots and on street parking.	Small residential lots to south. Miami Dade County redeveloping parking lot.	Average value \$22.36 per square foot. 60 percent between \$20.00 and \$30.00.	Replacement of older commercial and housing. Six acres for joint development.
University	South Dixie Highway, between Granada Boulevard and S.W. 57 th Avenue.	Strip neighborhood retail, university campus, dormitories, apartments.	Limited Park and Ride lot at station. Surface commercial off street parking.	Scattered small parcels in 5,000 to 8,000 square foot range south of Dixie Highway.	Average value \$34.98 per square foot. 55 percent between \$30.00 and \$45.00.	Redevelopment and urban infill of single and multi-family housing and retail.
South Miami	South Dixie Highway, west of S.W. 57 th Avenue, north of Sunset Drive.	Major retail shopping mall, local retail, city government, apartments and homes.	Five level Park and Ride lot, mall parking structure, on street parking.	Very limited vacant land, a few parcels less than 5,000 square feet.	Average value \$24.53 per square foot. 50 percent between \$20.00 and \$30.00.	Redevelopment possibilities of commercial and residential into higher density uses.
Dadeland North	South Dixie Highway, north of Snapper Creek Expressway.	Major retail shopping mall, local retail, apartments and single family homes.	Eight level Park and Ride lot, mall parking structure, very limited on street parking.	Scattered parcels of less than 8,000 square feet, road access difficult to some.	Average value \$24.00 per square foot. 45 percent between \$20.00 and \$30.00.	Limited new development, some redevelopment of older commercial space.
Dadeland South	South Dixie Highway, south of Snapper Creek Expressway.	Mixed office, retail and hotel at station. Commercial office and apartments nearby.	Extensive surface parking northwest of station. Office tower parking structure.	Some out parcels on mall property. Scattered lots in residential area to south.	Average value \$32.89 per square foot. 45 percent between \$30.00 and \$40.00.	Some mall build out parcels, additional medium to high density residential.

- OKEECHOBEE
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, high level, side platform station with escalator and elevator, fully ADA accessible.

Location: On West 21st Street, between West 4th Avenue (Red Road) and Okeechobee Road.

Political Jurisdiction: Town of Hialeah.

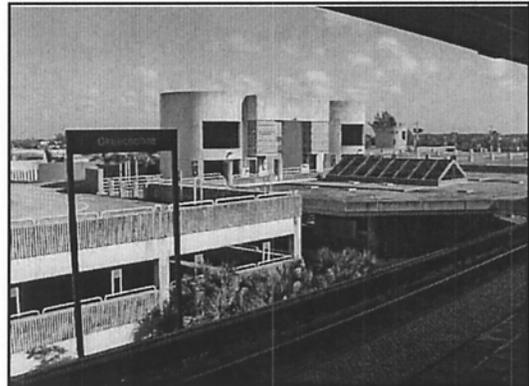
Transportation Providers: MDTA provides Metrobus and Metrorail service. On call local taxi service is available.

Transit Services:

Metrobus: 5:19 am to 9:47 pm weekdays. Peak 20 min; Off-Peak 30 min. Evenings 55 to 60 min. Saturday 5:32 am to 9:09 pm, 60 to 75 min. Sunday 5:32 am to 9:10 pm, 60 to 75 min.

Metrobus 72: 5:25 am to 10:25 pm weekdays. Peak 30 min; Off-peak 60 min. Evenings 30 to 60 min. Saturday 6:53 am to 7:53, 60 min. Sunday 9:49 am to 5:49 pm, 60 min.

Metrobus 87: 5:54 am to 7:04 pm weekdays. Peak 30 min; Off-peak 30 min. No evenings, Saturday, or Sunday service.



Decked parking structure exists to the north of Okeechobee Station.

Parking: A four level parking garage is located to the north of the station, and on the south side there is surface parking. On street parking is available on some adjacent side streets.

Station Area Activities: To the northwest, beyond the parking garage, there are single family homes. To the south of the surface parking lot, are a dozen or more industrial warehouses interspersed with single family residences, duplexes and small apartment clusters. Across the Miami River is an area of single family homes. To the west of the station about a half mile is the MDTA Metrorail maintenance facility. A few small retail stores and food outlets are located on 21st Street and on 4th Avenue.

Generalized Land Use: Residential and industrial are the dominant land uses with some commercial use along 21st Street. The immediate area to the south is dominated by industrial, wholesale and warehouse activities. South of Okeechobee Road and the canalized Miami River is a predominantly residential area.

Station Area Property Values:

OKEECHOBEE Cypress Creek Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	948	\$5.15	\$0.55	\$26.45	50 percent between \$5.00 and \$10.00
Buildings	837	\$21.64	\$2.35	\$58.10	55 percent between \$20.00 and \$30.00



A limited number of vacant parcels exist along the north side of 21st Street, in between apartment complexes.



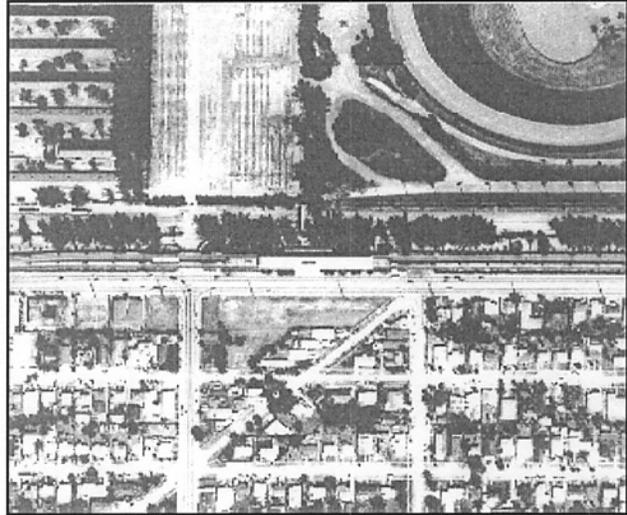
Surface parking lot on south side of Okeechobee station with warehouse and industrial area. Skyline of downtown Miami in the distance.

Development Opportunities: Limited opportunities exist for new development adjacent to the station. A somewhat greater potential exists for redevelopment of commercial warehouses into other uses, but this is also limited. The parking lot for the Metrorail station is approximately 10 acres. This site is being made available by Miami-Dade County.

Vacant Land: A few small parcels, ranging in size from 5,000 square feet to 1.3 acres exist along 21st Street, and on some side streets to the north and south of the station.

Access Issues: Access for pedestrians into adjacent areas is made somewhat difficult by a lack of sidewalks on all except the major arterials: 21st Street and Okeechobee Road.

- Okeechobee
- **HIALEAH**
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, side-platform station with street level lobby, stairs, escalators and elevator leading to partially covered platforms. Bus bays and pull-outs on north side. Elevated walkway leads across railroad tracks to Hialeah Race Track.

Location: North side of 21st Avenue, between Palm Avenue and East 4th Avenue.

Political Jurisdiction: Town of Hialeah.

Transportation Providers: MDTA Metrobus and Metrorail service. On call local taxi service is available.

Connecting Transit Services:

Metrobus 28: 5:55 am to 7:10 pm weekdays. Peak 60 min; Off-peak 60 min. Evenings 70 min; No Saturday or Sunday service.

Metrobus 29: 6:08 am to 7:07 pm weekdays. Peak 70 min; Off-peak 70 min. Evenings 80 min. No Saturday or Sunday service.

Metrobus 37: 5:17 am to 11:58 pm weekdays. Peak 30 min; Off-peak 30 min. Evenings 30 to 60 min. Saturday 6:29 am to 11:43 pm, 60 to 85 min. Sunday 6:30 am to 10:45 pm, 60 min.

Metrobus 54: 5:25 am to 9:55 pm weekdays. Peak 20 to 30 min; Off-peak 30 min. Evenings 50 to 60 min. Saturday 5:37 am to 9:01 pm, 60 to 80 min. Sunday 5:37 am to 9:02 pm, 60 to 80 min.

Metrobus L: 5:33 am to 2:25 am weekdays. Peak 20 min; Off-peak 20 to 25 min. Evenings 8 to 70 min. Saturday 5:16 am to 2:24 am, 20 to 70 min. Sunday 5:43 am to 2:28 am, 40 to 60 min.



Street level plaza at Hialeah is typical of Metrorail stations. Fare gates, telephones and handicapped access elevator are visible. Street area in background offers bus transfer.

Parking: Limited to a small surface parking lot with 25 spaces. However, additional parking is available nearby at the Hialeah Race Track on race days. Very limited on-street parking.

Station Area Activities: The Hialeah Racetrack is a major recreational drawing card and is located just to the north of Hialeah Metrorail Station, and just across the Florida East Coast (FEC) railroad tracks. During horse racing season the track draws large crowds of visitors. Other activities in the area are predominantly neighborhood oriented retail activities. South of the station single family, duplex and a few small apartments comprise a predominantly residential area.

Generalized Land Use: Recreational use to the north (Hialeah Downs). Residential use to the south of East 21st Avenue. A scattering of small commercial activities exist along East 21st Avenue.

Station Area Property Values:

HIALEAH Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	1341	\$7.42	\$0.68	\$23.16	80 percent between \$5.00 and \$10.00
Buildings	1195	\$25.14	\$2.20	\$61.10	75 percent between \$20.00 and \$30.00

Development Opportunities: There are some opportunities for new development close to the station. Beyond the immediate station area there are only a few scattered small parcels. Approximately 5 acres of land currently used as surface parking may be made available for joint development by Miami-Dade County.

Vacant Land: Two parcels exist in the immediate station vicinity. South of the station there is an open parcel of land between East 1st Avenue to East 2nd Avenue. This parcel is adjacent to apartments and a strip mall. This land is approximately one and a half acres, with a rectangular dimension of roughly 100 x 600 feet. There is another parcel bordering upon the first about one-quarter to one-half of an acre in size.

Access Issues: There is a pedestrian walkway over the FEC railroad connecting the Metrorail Station and Hialeah Downs. The walkway has ADA access on the station side, but only stairs at the racetrack side.

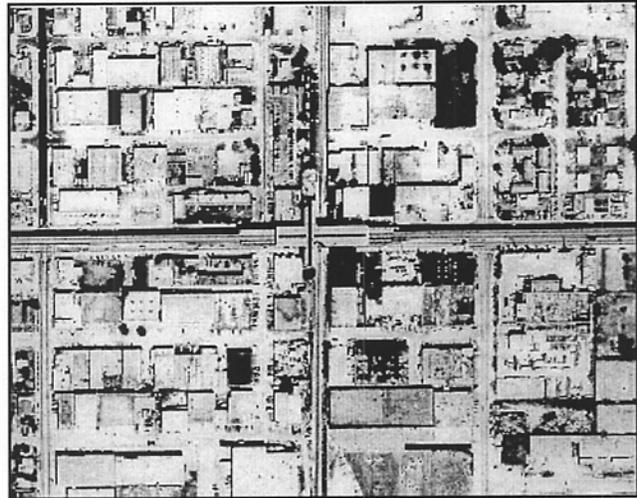


Stairs lead from the bus/pedestrian plaza area north of Hialeah station to an elevated pedestrian bridge across the FEC railroad tracks to the racetrack.



A vacant parcel exists across from the station on 21st, just west of Palm Avenue.

- Okeechobee
- Hialeah
- **TRI RAIL**
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: This is a two level rail station. A ground level, a low-level platform serves Tri-Rail commuter trains. The upper level, elevated station with two floor level, side platforms, serves Metrorail. Stairs, escalators and an elevator link the two levels.

Location: This station is located at 79th Street and East 11th Avenue. The Tri-Rail station entrance is on East 11th Avenue.

Political Jurisdiction: Town of Hialeah and Miami-Dade County.

Transportation Providers: MDTA Metrobus and Metrorail service. Tri-Rail commuter trains. On call local taxi service.

Connecting Transit Services:

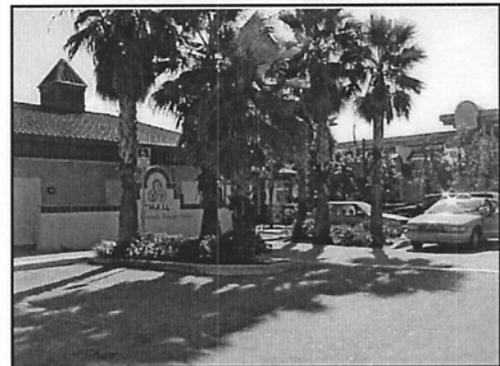
Metrobus 42: 5:19 am to 8:10 pm weekdays. Peak 55 min; Off-peak 60 min. Evenings 60 min. Saturday 6:38 am to 6:39 pm, 40 to 60 min. Sunday 7:02 am to 7:27 pm, 30 to 60 min.

Metrobus L: 4:47 am to 12:31 am weekdays. Peak 20 min; Off-peak 24 min. Evenings 30 to 60 min. Saturday 4:44 am to 10: 18 pm, 20 to 70 min. Sunday 6:07 am to 10:33 pm, 35 to 50 min.

Tri-Rail commuter trains run north to Broward and Palm Beach counties and south to Miami International Airport.

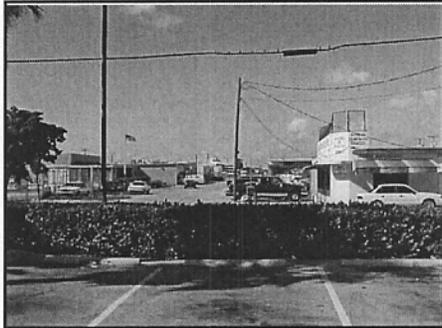
Parking: Limited parking spaces for short term use only in front of Tri-Rail station. No on-street parking on 79th Street. Some on-street parking on side streets.

Station Area Activities: West of the station is very heavily populated with many commercial and industrial buildings. East of the station, there are many warehouses and small businesses close to the station with many residences located behind the businesses. Nearby East 25th Street has a plethora of streetside commercial businesses. Hialeah Hospital is 1/4 mile to the west.



Drop off plaza in front of the Tri Rail station. Metrorail elevated platforms are visible in the background.

Generalized Land Use: The land use surrounding the station is predominantly industrial, commercial wholesale, and warehousing. A few blocks of single family and duplex residential exist to the east and north.



Typical of side streets to the northwest of Metrorail/Tri-Rail station is this scene on 11th Avenue with a mixture of small commercial activities and a Post Office.



Industrial uses predominate along the CSX tracks used by Tri-Rail. The Tri-Rail commuter train station platform is on the left.

Station Area Property Values:

TRI RAIL Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	1158	\$5.84	\$1.12	\$25.45	65 percent between \$5.00 and \$10.00
Buildings	1058	\$22.55	\$2.45	\$67.15	70 percent between \$20.00 and \$30.00

Development Opportunities: Are very limited by the lack of available land. There is no evidence of pending developments.

Vacant Land: Only a few small parcels can be found, generally less than 3,500 square feet. One parcel of about 8,000 square feet exists along the CSX track south of the combined Metrorail/Tri-Rail station.

Access Issues: There is presently poor pedestrian access to any of the businesses or industries in this area that are not on 79th Street. 79th Street is a barrier in itself, being difficult to cross during the day.

Special Notes: This is primarily an intermodal transfer station between Tri Rail commuter trains and Metrorail. It provides access via transfer to downtown Miami for travelers to and from Broward and Palm Beach counties.



Occasional small parcels exist in the industrial area to the south along the CSX rail line.

- Okeechobee
- Hialeah
- Tri-Rail
- **NORTHSIDE**
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, side platform, floor-level station with stairs, escalator and elevator; fully ADA accessible. This is an elevated, covered, double-platform station. Station plaza contains bus bays, telephones and security.

Location: 79th Street between N.W. 31st and N.W. 32nd Avenues.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus and Metrorail service. On call local taxi service.

Transit Services:

Metrobus 12: 5:10 am to 12:17 am weekdays. Peak 25 to 30 min; Off-peak 30 min. Evenings 30 to 60 min. Saturday 6:11 am to 11:55 pm, 55 to 60 min. Sunday 6:11 am to 11:50 pm, 30 to 70 min.

Metrobus 21: 5:23 am to 12:11 am weekdays. Peak 30 min; Off-peak 30 min. Evenings 30 to 90 min. Saturday 6:13 am to 11:45 pm, 55 to 75 min. Sunday 6:14 am to 11:43 pm, 60 to 75 min.

Metrobus 32: 5:41 am to 12:06 am weekdays. Peak 20 to 30 min; Off-peak 20 to 35 min. Evenings 30 to 60 min. Saturday 6:23 am to 11:06 pm, 40 to 60 min. Sunday 6:28 am to 10:56 pm, 60 min.

Metrobus L: 4:52 am to 2:09 am weekdays. Peak 8 to 15 min; Off-peak 12 min. Evenings 15 to 60 min. Saturday 4:48 am to 2:16 am, 15 to 60 min. Sunday 5:54 am to 2:20 am, 18 to 60 min.

Parking: There is a large Park and Ride lot south of the station.

Station Area Activities: An extensive indoor and outdoor flea market stretches for several hundred feet along N.W. 79th Street to the east of the station. A new gas station has recently been completed to the northwest. Behind the flea



A southbound Metrorail train approaches Tri Rail/Metrorail station; next stop--Northside. Outside platforms at floor level are typical of Metrorail elevated stations.

market and gas station are single-family residential homes. A large mobile home park to the southeast is bordered by industrial buildings. To the southwest are commercial buildings along 79th, with single-family residences behind.

Generalized Land Use: Land use is quite varied around the station, but is primarily residential and commercial. Residential densities vary greatly from single family homes on small and medium sized lots down to tightly packed units in an extensive mobile home park. Commercial uses predominate along the north side of the West 79th Street arterial. Industrial and warehouse uses appear on the southern periphery of the station area.



A gas station and convenience store were under construction in late 1998 on this parcel at N.W. 79th Street and N.W. 32nd Avenue.



A flea market with considerable outside parking and vendor space occupies the block to the northeast of Northside Metrorail station.

Station Area Property Values:

NORTHSIDE Station Area Property Values in \$ per square foot

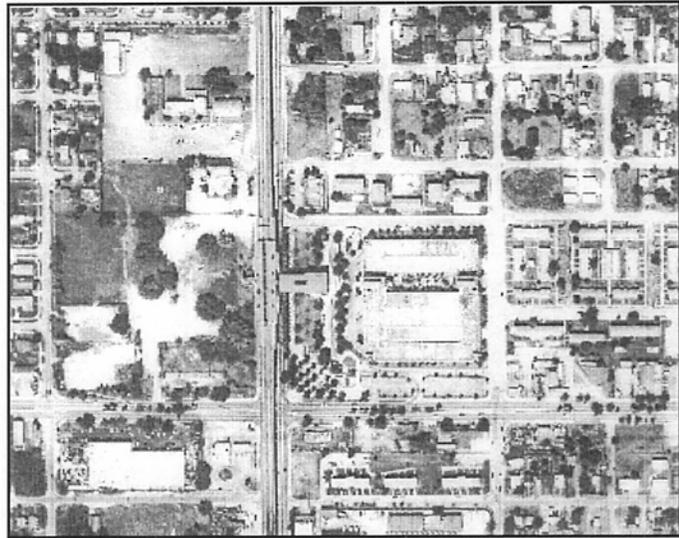
	No of parcels	Average	Low	High	Dominant Range of Values
Land	795	\$2.31	\$0.70	\$21.95	90 percent between \$1.00 and \$3.00
Buildings	558	\$20.83	\$2.00	\$53.50	65 percent between \$20.00 and \$30.00

Development Opportunities: Opportunities are limited to a few parcels of residentially zoned land, and the possibility of redevelopment of property from relatively low economic return uses on West 79th Street. The gas station to the northwest of the Metrorail station is the only new development in the area. There are approximately 6 acres of surface parking at the rail station that have been made available for joint development by Miami-Dade County. To date, two proposals to develop low income housing have been received.

Vacant Land: Only a few areas of vacant land exist in the Northside station area. These are parcels of between 5,000 and 10,000 square feet in the residential blocks to the south of West 79th Street.

Access Issues: Heavy foot traffic exists across West 79th Street. This is associated with residential areas and commercial activity along the street. Station patrons have expressed interest in a pedestrian bridge over the street to provide for a safer mobile home park resident access to stores, as well as improving safety for those living north of Metrorail.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- **DR. MARTIN LUTHER KING**
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, side platform, floor-level station with stairs, escalator and elevator; fully ADA accessible. This is an elevated, covered, double-platform station. Station plaza contains bus bays, telephones and security.

Location: On N.W. 27th Avenue to the north of N.W. 62nd Street.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Connecting Transit Services:

Metrobus 27: 5:20 am to 1:55 am weekdays. Peak 15 min; Off-peak 15 min. Evenings 15 to 60 min. Saturday 5:44 am to 1:32 am, 15 to 60 min. Sunday 5:07 am to 1:14 am, 30 to 60 min.

Metrobus 62: 5:42 am to 1:28 am weekdays. Peak 10 to 15 min; Off-peak 15 min. Evenings 25 to 60 min. Saturday 5:34 am to 1:34 am, 20 to 30 min. Sunday 5:24 am to 1:34 am, 25 to 30 min.

27 Ave MAX: 6:00 am to 7:05 pm weekdays. Peak 15 to 20 min; No Off-peak, Evenings, Saturday, or Sunday, service.

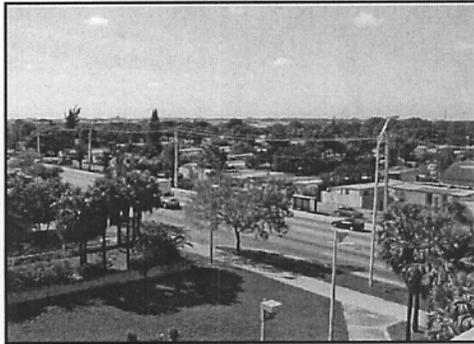
Parking: A three-level parking garage is located east of the station. On street parking is available on most side streets.



Street level entrance plaza at Dr. Martin Luther King, Jr. Metrorail station opens onto 62nd Street.

Station Area Activities: Northwest of the station is the Miami/Metro-Dade Model Cities Fire/Rescue station. An elementary school is located to the immediate west; a day care center to the east. Single family homes surround these other uses both east and west of the station. There is a day school east of the station with many homes behind it. A church and a cluster of commercial retail businesses is found northeast of the station along 27th Avenue. An abandoned public housing complex lies to the northeast of the station. Miami-Dade County has reached an agreement with a not-for-profit developer to build a class B office building in the surface parking area at the station site.

Generalized Land Use: Dominant land uses are residential, commercial, educational and other public uses and community (church, school and fire station). Residential uses are primarily single family with a mixture of duplex and small three and four unit apartments.



The Dr. Martin Luther King, Jr. station area is predominantly residential, with only limited opportunities for new development. Redevelopment possibilities are more likely.



The Miami/Metro Dade Model Cities Fire/Rescue Station is to the northwest of the Metrorail station.

Station Area Property Values:

MLK Station Area Property Values in \$ per square foot

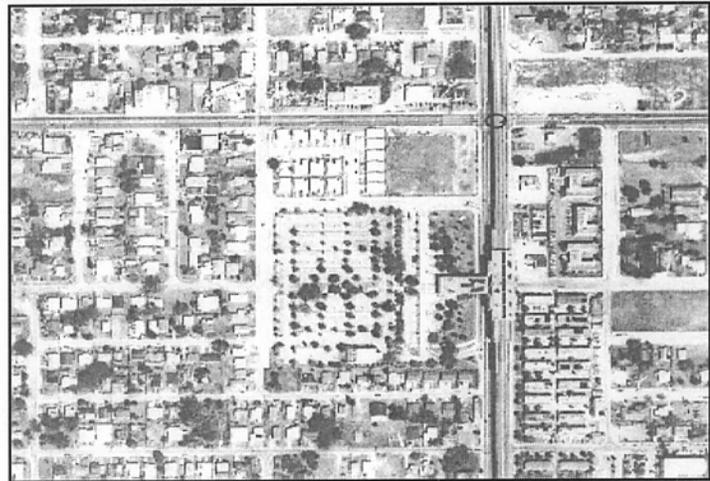
	No of parcels	Average	Low	High	Dominant Range of Values
Land	1551	\$1.72	\$0.48	\$2.85	75 percent between \$1.00 and \$3.00
Buildings	1145	\$17.87	\$3.00	\$61.30	45 percent between \$20.00 and \$30.00

Development Opportunities: There is little evidence of recent development in the station area. Opportunities do exist however on several vacant parcels, and the age and condition of some commercial and residential buildings indicate redevelopment options may become available in the near future. There are also four boarded-up public housing buildings northeast of the station, that appear to be rebuilt or redeveloped.

Vacant Land: Approximately one half acre of vacant land is available behind the fire station. To the southwest corner is a cleared lot/field surrounding the school. A dirt parking lot qualifies as a “vacant” parcel with development potential. A three-quarter of an acre parcel is vacant adjacent to the church.

Access Issues: Pedestrian access is generally good. Traffic lights protect the crossing of N.W. 27th Avenue and sidewalks lead into neighborhoods from major arterials under the elevated rail line, and along 62nd Street.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- **BROWNSVILLE**
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, side platform, floor-level station with stairs, escalator and elevator; fully ADA accessible. This is an elevated, covered, double-platform station. Station plaza contains telephones and security and opens onto bus bays, drop-off and parking.

Location: On N.W. 27th Avenue to the north of N.W. 50th Street.

Political Jurisdiction: Miami Dade County.

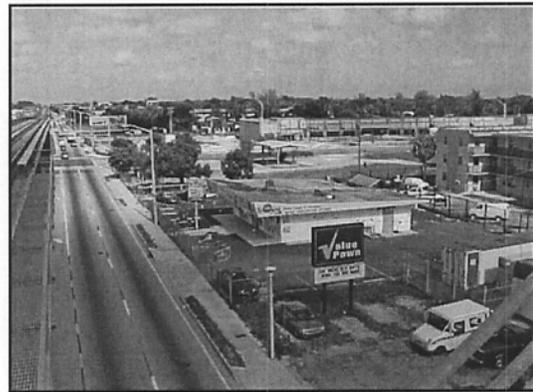
Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Transit Services:

Metrobus 27: 5:16 am to 1:51 am weekdays. Peak 15 min; Off-peak 15 min. Evenings 25 to 50 min. Saturday 5:51 am to 1:29 am, 20 to 70 min. Sunday 5:41 am to 1:11 am, 30 to 60 min.

Metrobus 54: 5:20 am to 10:08 pm weekdays. Peak 15 to 30 min; Off-peak 30 min. Evenings 30 to 60 min. Saturday 5:47 am to 9:11 pm, 45 to 80 min. Sunday 5:28 am to 9:04 pm, 30 to 80 min.

27 Ave MAX: 8:10 am to 9:05 am, 3:59 pm to 4:59 pm weekdays. Peak 15 min; No off-peak, Evenings, Saturday, or Sunday service.



Looking north along N.W. 27th Avenue illustrates the mixed character of the neighborhood around Brownsville station. Commercial and residential functions are closely intertwined.

Parking: A surface park-n-ride lot is located west of the station. On street parking is available on side streets.

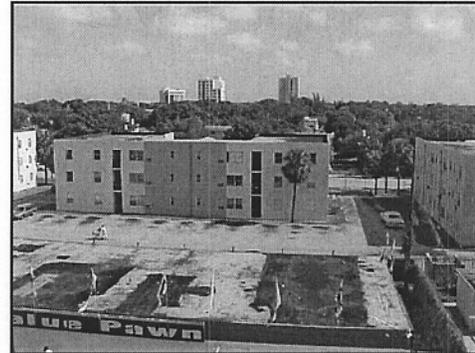
Station Area Activities: There are two and three-story public housing projects on the east side of the station. There are neighborhood-oriented retail buildings behind a vacant land parcel to the northwest. The remainder of the station

area houses local residents in a variety of different types and sizes of dwelling units. The Brownsville station is characterized as being primarily residential.

Generalized Land Use: Residential and commercial uses predominate in the area around Brownsville station. Residential character includes public housing units and a variety of single family homes ranging in size from very small to medium, duplex, and small apartments. Commercial retail is confined to the major streets: N.W. 27th, 50th and 54th (Hialeah Drive) streets.



Some redevelopment opportunities may exist where housing has become derelict and abandoned.



Public housing and the mix of business establishments reflect the low-income character of the Brownsville neighborhood.

Station Area Property Values:

BROWNSVILLE Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	1697	\$1.90	\$0.46	\$2.85	85 percent between \$1.00 and \$3.00
Buildings	1295	\$16.80	\$3.00	\$61.00	45 percent between \$20.00 and \$30.00

Development Opportunities: Demographic data indicate this is a very low income area, and market opportunities for development are limited. However, there is considerable vacant land, some in parcels of significant size. A small strip mall is under development on vacant property to the northwest of the station. The redevelopment potential is also moderate, reflecting the neighborhood conditions which restrict the market. There are approximately 7 acres of surface parking made available for joint development by Miami-Dade County. A proposal to develop low income housing on this site has been received by the county.

Vacant Land: There is one acre of vacant land on the northwest side of the station. Several sizable parcels of vacant land exist on adjacent streets to the east and northeast.

Access Issues: Brownsville station opens to the west with pedestrian access across the park and ride lot towards adjacent residential areas. Access into the neighborhood is good, although there is a lack of sidewalks on some streets.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- **EARLINGTON HEIGHTS**
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, center-platform station with stairs, escalator and elevator, fully ADA accessible. Station plaza contains telephones and security, and opens onto bus bays, auto drop-off, and parking.

Location: On N.W. 41st Street, east of N.W. 17th Avenue, and to the north of State Highway 112. (the Airport Expressway)

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Connecting Transit Services:

Metrobus 17: 5:31 am to 12:40 am weekdays. Peak 15 min; Off-peak 30 min. Evenings 30 to 60 min. Saturday 5:37 am to 11:51 pm, 30 to 60 min. Sunday 5:38 am to 12:01 am, 50 to 80 min.

Metrobus 22: 5:21 am to 11:48 pm weekdays. Peak 9 to 20 min; Off-peak 30 min. Evenings 45 to 60 min. Saturday 5:45 am to 11:29 pm, 30 to 60 min. Sunday 5:44 am to 10:13 pm, 60 to 75 min.

Metrobus 95X: 7:03 am, 5:40 pm weekdays. Peak only. No Off-peak, Evenings, Saturday or Sunday service.

Parking: There is a six-level parking garage for park and ride transit users, and additional surface parking, to the north of the station. On street parking is available on several side streets to the north.



A multi-level parking garage is sited at the northwest edge of the Earlington Heights Metrorail station as an intercept point for commuters using the Airport Expressway.

Station Area Activities: Miami Jackson Senior High School is south of the station, but isolated from it by the barrier of the Airport Expressway (State Highway 112). Only three small commercial establishments are found on N.W. 17th Street within the station area. Beyond the educational function of the high school the dominant activity is residential.

Generalized Land Use: Residential and public use are the dominant land uses around the Earlington Heights station. A major school and park space are found to the south of the Airport Expressway. Residences are predominantly single family homes with a scattering of duplex units.

Station Area Property Values:

EARLINGTON HEIGHTS Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	1676	\$2.33	\$0.55	\$6.55	65 percent between \$1.00 and \$3.00
Buildings	1394	\$18.18	\$0.90	\$80.10	70 percent between \$15.00 and \$30.00



The overall character of the neighborhood around this Metrorail station is residential, ranging from single family units to small apartments.

Development Opportunities: These are limited to a few parcels scattered throughout the residential neighborhoods. However, as population pressures grow there may be the potential for redevelopment of some single-family properties on the major arterials and near the station as multi-family residential. Property east of Jackson Senior High that is currently used for sporting activities may also become developable.

Vacant Land: There is very limited available land at this station, only a scattering of lots, ranging from 5,000 to 10,000 square feet in size, in the residential area.

Access Issues: The Airport Expressway forms a significant barrier for good access from the south to the Earlington Heights station. For students from Jackson High School to use Metrorail requires a several block walk. This is true for many residents south of the Expressway as well. A pedestrian overpass is of interest to persons living or attending school in the area. North of the station the grid network of city streets provides good access, although additional sidewalks are needed on some streets.



Miami Jackson Senior High School is an important activity center in the Earlington Heights area. It is separated from the Metrorail station by the Airport Expressway.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- **ALLAPATTAH**
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, center-platform station with stairs, escalator and elevator, fully ADA accessible. Station plaza contains telephones and security, and opens onto bus bays, auto drop-off and parking.

Location: On N.W. 12th Avenue, to the south of N.W. 36th Street.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Transit Services: Metrobus serves routes 12, 21, 36 and J.
Metrobus 12: 5:27 am to 1:00 am weekdays. Peak 30 to 35 min; Off-peak 30 min. Evenings 30 to 120 min. Saturday 6:30 am to 11:37 pm, 30 to 70 min. Sunday 6:30 am to 11:32 pm, 30 to 70 min..
Metrobus 21: 5:40 am to 11:53 pm weekdays. Peak 30 min; Off-peak 30 min. Evenings 40 to 90 min. Saturday 6:06 am to 11:27 pm, 60 to 80 min. Sunday 6:06 am to 11:25 am, 60 to 80 min.
Metrobus 36: 5:17 am to 9:42 pm weekdays. Peak 10 to 20 min; Off-peak 20 to 30 min. Evenings 30 to 50 min. Saturday 6:12 am to 8:30 pm, 30 to 60 min. Sunday 6:28 am to 8:31 pm, 30 to 45 min.
Metrobus J: 4:56 am to 12:39 am weekdays. Peak 15 to 20 min; Off-peak 30 min. Evenings 20 to 60 min. Saturday 5:51 am to 1:18 am, 30 to 80 min. Sunday 5:22 am to 10:50 pm, 30 to 80 min.



Drop off for buses and kiss-and-ride autos directly into the station plaza area, and an attractive pedestrian environment as shown here at Allapattah, is representative of Metrorail stations.

Parking: This is a kiss and ride station with very limited parking available in a small lot adjacent to the east side of the station. Some on-street parking is available on adjacent streets.

Station Area Activities: Urban living is the predominant activity in this largely residential area. Several neighborhood oriented shops exist on N.W. 12th Avenue, or on N.W. 36th Street. Moore Park, a public recreation area, lies a few blocks east on 36th Street. Northwest of the station is a discount auto parts store and a used car lot. West and southwest of the station, housing is the main activity. Miami-Dade County has reached an agreement with a developer who will build low income housing in the surface parking area.

Generalized Land Use: The land use is commercial and residential. Commercial activities appear to be concentrated along N.W. 12th Avenue and along N.W. 36th Street. Residential is predominantly single family homes, with a few duplexes and an occasional small apartment complex.

Station Area Property Values:

ALLAPATTAH Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	2013	\$2.87	\$0.95	\$5.50	95 percent between \$1.00 and \$5.00
Buildings	1878	\$17.78	\$0.60	\$90.35	75 percent between \$15.00 and \$30.00



A sizable parcel of developable land is adjacent to the Metrorail station to the east of N.W. 12th Avenue.



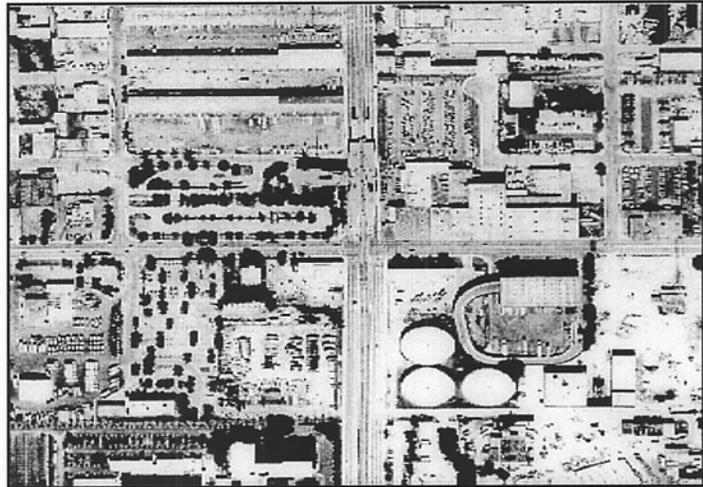
The downtown Miami skyline is visible in the distance in this view looking south across the mixed residential area around Allapattah station.

Development Opportunities: A vacant parcel occupies most of the block to the east of the station. A few other scattered parcels can be found in the station area. Redevelopment potential is greater as station locations become closer to the heart of Miami where urban infill is underway as a result of growing population pressure.

Vacant Land: There are nearly three acres available in a large open parcel spanning the block east of the station area. Boarded-up buildings on the land are a further indication of redevelopment potential. This is the only piece of vacant land in the Allapattah station area.

Access Issues: The station access is on the east side. Pedestrian access is good throughout the area, facilitated by the grid-pattern of streets. Like most neighborhoods on the north end of the Metrorail system, sidewalks are adequate on major arterials and some side streets. Other side streets need sidewalks to improve accessibility.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- **SANTA CLARA**
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, side-platform station with stairs, escalator and elevator, fully ADA accessible. Station plaza contains telephones and security, and opens onto bus bays, auto drop-off and parking.

Location: On N.W. 12th Avenue, north of 23rd S.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Connecting Transit Services:

Metrobus 12: 5:32 am to 11:54 pm weekdays. Peak 30 min; Off-peak 30 min. Evenings 50 to 60 min. Saturday 6:30 am to 11:31 pm, 30 to 60 min. Sunday 6:30 am to 11:26 pm, 30 to 60 min.

Metrobus 21: 5:45 am to 11:50 pm weekdays. Peak 30 min; Off-peak 30 min. Evenings 40 to 90 min. Saturday 6:04 am to 11:25 pm, 60 to 80 min. Sunday 6:04 am to 11:23 pm, 60 to 80 min.

Metrobus 22: 5:08 am to 7:08 pm weekdays. Peak 20 to 60 min; Off-peak 60 min. Saturday 5:36 am to 6:15 pm, 30 to 60 min. No evening, or Sunday service.

Metrobus 32: 5:50 am to 11:25 pm weekdays. Peak 20 to 30 min; Off-peak 30 min. Evenings 30 to 60 min. Saturday 6:18 to 10:30 pm, 30 to 60 min. Sunday 6:18 am to 9:25 pm, 60 min.

Metrobus M: 5:47 am to 11:00 pm weekdays. Peak 30 min; Off-peak 30 min. Evenings 30 to 60 min. Saturday 5:46 am to 10:57 pm, 40 to 60 min. Sunday 5:45 am to 7:04 pm, 40 to 60 min.



Industrial and warehouse activity are dominant land uses in the area around Santa Clara Metrorail station.

Parking: There is only a small surface parking lot available on the east side of this station. Very limited on-street parking exists in this area.

Station Area Activities: Southwest of the station is the City of Miami Fire and Rescue Station. West of the station are warehouses and parking for the warehouses. Southeast of the station is the facility for garbage/trash compactor/collection center for the city. Wholesaling and warehousing activities are important and can be seen in the volume of truck traffic on local streets. There are also some commercial and industrial buildings east of this station. Northeast of the station is the Bobby Maduro Stadium for baseball.



The surface parking lot west of Santa Clara station also serves nearby work sites which include transportation, warehousing and related office activities.

Generalized Land Use: Industrial and warehouse activities dominate in the area around Santa Clara station. Santa Clara is a destination station for persons employed in the many small plants and trans-shipment facilities in the area. Municipal service uses are important. The solid waste processing center is located just to the southeast of the station. Residential activity is very limited.

Station Area Property Values:

SANTA CLARA Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	856	\$3.97	\$1.20	\$8.50	85 percent between \$3.00 and \$5.00
Buildings	692	\$16.35	\$4.85	\$163.60	55 percent between \$15.00 and \$30.00

Development Opportunities: There is very limited vacant land available. Redevelopment opportunities do exist to recycle some redundant building uses to take advantage of growing market rental rates for industrial and warehouse property. There are 3.5 acres of land for surface parking that Miami-Dade County has made available for joint development. To date, two proposals to build low income housing have been received.



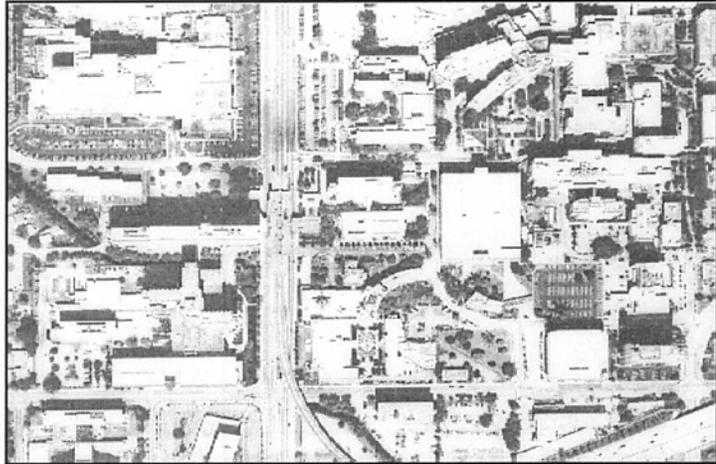
South of Santa Clara station there is a transition from industrial and warehousing to medical facilities and related high-density housing.

Vacant Land: The only significant parcel of vacant land is behind the Fire and Rescue Station on property owned by the City of Miami.

Access Issues: There is good roadway access to the Fire and Rescue Station and to the warehouses and small factories in this area. From the perspective of transit users, however, sidewalks are lacking in many areas and truck traffic conflicts are a safety issue for pedestrians.

Special Notes: This is one of the few stations that serves primarily an industrial area with a very small resident population.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- **CIVIC CENTER**
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, side-platform station with stairs, escalator and elevator, fully ADA accessible. Station plaza contains telephones and security, and opens onto bus bays, auto drop-off and parking.

Location: 1501 N.W. 12th Avenue, near N.W. 16th Street.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Connecting Transit Services:

Metrobus 12: 5:36 am to 11:50 pm weekdays. Peak 30 min; Off-peak 30 min. Evenings 30 to 60 min. Saturday 6:26 am to 11:27 pm, 60 min. Sunday 6:26 am to 11:22 pm, 60 min.

Metrobus 21: 5:45 am to 11:48 pm weekdays. Peak 30 min; Off-peak 30 min. Evenings 30 to 80 min. Saturday 6:00 am to 11:21 pm, 60 to 80 min. Sunday 6:00 am to 11:19 pm, 60 to 80 min.

Metrobus 22: 5:08 am to 7:08 pm weekdays. Peak 20 to 60 min; Off-peak 60 min. Evenings 30 to 45 min. Saturday 5:33 am to 11:25 pm, 30 to 60 min. Sunday 5:58 am to 10:08 pm, 60 min.

Metrobus 32: 5:45 am to 11:18 pm weekdays. Peak 20 to 30 min; Off-peak 30 min. Evenings 30 to 60 min. Saturday 6:12 am to 9:23 pm, 30 to 60 min. Sunday 6:12 am to 9:21 pm, 60 min.

Metrobus 95X: 6:30 am to 8:15 am, 3:40 pm to 6:05 pm weekdays. Peak 10 to 60 min, No off-peak, evenings, Saturday, or Sunday service.



Hospitals, medical clinics, laboratories and related care facilities and apartment are tightly packed together in the area around Civic Center Metrorail station.

Parking: There is a large multi-level parking garage east of the station. Several other parking garages exist at major medical facilities within three or four blocks of the station. On-street parking is extremely limited.

Station Area Activities: Civic Center station is in the heart of the Miami medical district with the University of Miami Hospital Clinics, Veterans Administration Hospital, Jackson Memorial Hospital and Cedars Medical Center all a short walk from the station. Numerous small clinics, laboratories, and specialized care facilities are also found in the area. Permanent residences are primarily apartments. The Justice Building, located to the southwest of the station is a major correctional facility.



Civic Center station is on the edge of downtown Miami and its government and medical functions reflect both the importance of a central location and the need for regional access.

Generalized Land Use: Public uses dominate this area, in the form of hospitals, clinics, medical laboratories, research facilities and some government buildings are also present. Residential uses are confined to apartment towers, nursing homes and other long-term care facilities for the infirm or elderly.

Station Area Property Values:

CIVIC CENTER Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	612	\$5.73	\$1.15	\$12.00	55 percent between \$5.00 and \$10.00
Buildings	338	\$15.14	\$0.75	\$108.65	50 percent between \$15.00 and \$30.00

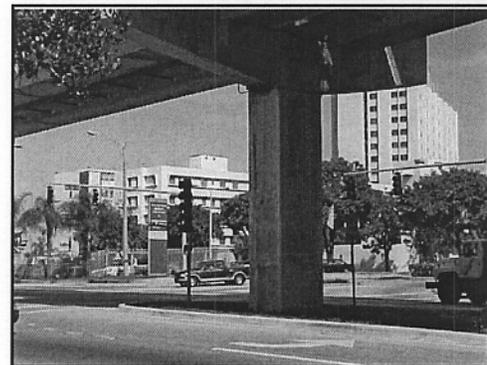
Development Opportunities: This is one of the most completely built-out station areas on the Metrorail system. Some redevelopment of older buildings may be possible.

Vacant Land: None available.

Access Issues: There is good pedestrian access at this station. There are crosswalks to help people get from one side of the street to the other. The street grid network is somewhat complex and confusing as many of the medical buildings have expanded across former streets resulting in some closures. However, sidewalk access is good throughout the area.

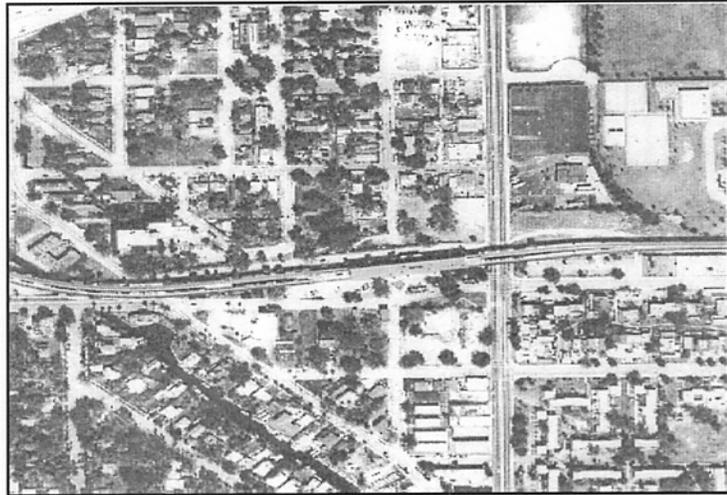


Even older buildings have been recycled for medical functions to meet the demand for space in the Civic Center area.



High density residential buildings have been fitted into this neighborhood dominated by the health care industry.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- **CULMER**
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, center-platform station with stairs, escalator and elevator, fully ADA accessible. Station plaza contains telephones and security, and opens onto bus bays, auto drop-off and parking.

Location: On N.W. 7th Avenue and N.W. 11th Street.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Connecting Transit Services:
Metrobus 77: 5:15 am to 1:14 am weekdays. Peak 5 to 15 min; Off-peak 10 to 15 min. Evenings 15 to 60 min. Saturday 5:45 am to 1:14 am, 20 to 60 min. Sunday 5:47 am to 1:14 am, 30 to 60 min.



The area around Culmer station is primarily residential with a mix of older and newer housing and some neighborhood oriented businesses.

Parking: A small surface lot exists to the south of the station. Limited on-street parking exists in the station area.

Station Area Activities: This is primarily a residential neighborhood. Single family housing has been the traditional pattern, but this is gradually giving way to a mixture with an increasing proportion of apartments. Other neighborhood uses include a scattering of small retail businesses, and educational services. Booker T. Washington Middle School is northeast of the Culmer Metrorail station. It is anticipated that an urban greenway, connecting the Miami River on the west, to Biscayne Bay on the east, will be developed along N.W. 11th Street. Business redevelopment is being spurred through grants and loans for businesses along N.W. 8th Avenue. A new Winn Dixie Marketplace has been built four blocks west on 11th Street.

Generalized Land Use: Moderate to high density residential uses exemplify most of this area. This is an ‘in city’ neighborhood. Older single family homes, many on small lots, and newer small, and some fairly large, apartment complexes dot the area. Other neighborhood uses include an elementary school, and a scattering of small commercial enterprises.



Heavy tree growth on older residential streets obscures the compact nature and dense housing that exists around the Culmer Metrorail station.

Station Area Property Values:

CULMER Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	871	\$4.37	\$0.68	\$13.60	65 percent between \$3.00 and \$10.00
Buildings	582	\$9.35	\$0.75	\$69.50	50 percent between \$15.00 and \$30.00

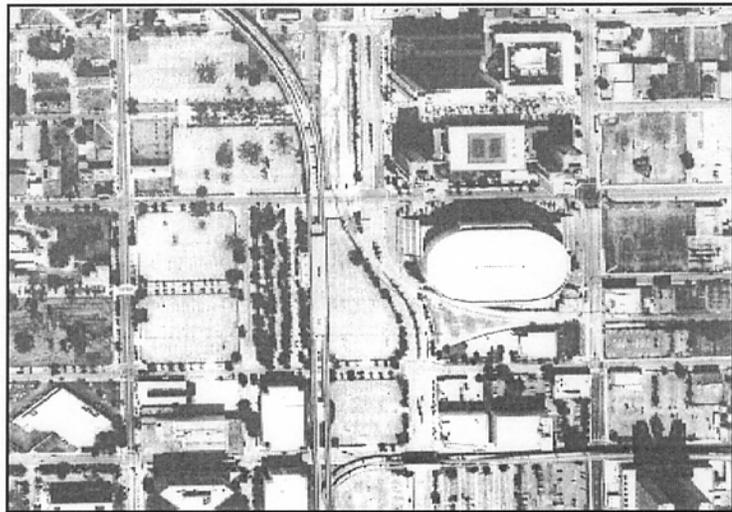
Development Opportunities: Only a few small parcels remain undeveloped in this area. Redevelopment of single family residential property with higher density apartments may become accelerated to meet a growing housing demand close to downtown Miami. The more than 3 acres of surface parking at this Metrorail station will be made available for joint development by Miami-Dade County.

Vacant Land: A few vacant parcels are scattered throughout the residential area to the south and north of the station. One sizable parcel, in excess of two acres, is part of the Miami-Dade Schools.

Access Issues: Sidewalk connections exist from the station along arterial and collector streets. Only a few areas lack adequate sidewalks.

Special Note: The Culmer station area is a low income, transitional area with successive groups of Caribbean and other minorities passing through. It is also adjacent to some of the most historic neighborhoods in the city along the Miami River which is undergoing redevelopment.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- **OVERTOWN/ARENA**
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, side-platform station with stairs, escalator and elevator, fully ADA accessible. Station plaza contains telephones and security, and opens onto bus bays, auto drop-off and parking.

Location: On N.W. 1st Avenue, between 6th Street and 8th Street.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Connecting Transit Services:

Metrobus 2: 5:35 am to 11:14 pm weekdays. Peak 15 min; Off-peak 15 min. Evenings 20 to 60 min. Saturday 6:04 am to 11:13 pm, 20 to 45 min, 120. Sunday 5:57 am to 9:03 pm, 30 to 60 min.
Metrobus 7: 5:33 am to 10:03 pm weekdays. Peak 20 to 30 min; Off-peak 20 min. Evenings 30 min. Saturday 6:33 am to 9:03 pm, 20 to 60 min. Sunday 6:33 am to 8:13 pm, 30 to 40 min.



Miami Arena, home of the Miami Heat professional basketball team is the focal point of event activity in the Overtown area.

Parking: Considerable parking is available near the station. This parking is primarily for the Miami Arena. Parking is controlled in order to encourage transit use to Arena events. Metromover service is also available to the Arena from a station further south.

Station Area Activities: The Miami Arena, home of the Miami Heat professional basketball team, is the dominant activity center near the station. The Arena is also used for other events. This neighborhood has become a center of high-rise apartment living. Three, twenty-story apartment buildings have been constructed northeast of the Metrorail. Seven luxury apartment units occupy areas to the west. Several office buildings dot the southwest sector. Two large, seven story parking garages are also in that sector.

Generalized Land Use: High density residential, commercial, office, and sports uses dominate the area around the Overtown/Arena station. This is an area that has undergone significant urban infill over the past two decades. Older housing, industrial, and warehouse uses have given way to new high rise apartment complexes, and increased the population of the area.

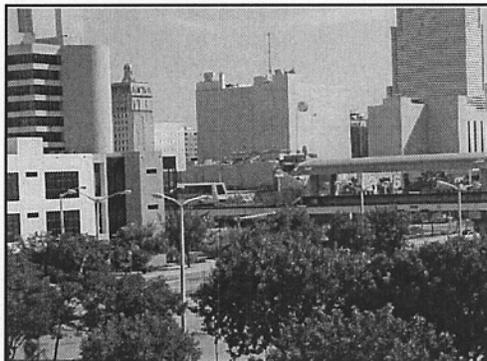
Station Area Property Values:

OVERTOWN Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	786	\$11.24	\$0.65	\$80.00	35 percent between \$5.00 and \$20.00
Buildings	570	\$17.20	\$2.90	\$110.50	40 percent between \$10.00 and \$20.00

Development Opportunities: The Miami Arena structure may offer redevelopment potential. A new basketball arena is under-construction about a third of a mile to the east, facing Biscayne Boulevard and Biscayne Bay. When major sporting events move to the new site, the existing arena may be available for new options. Several older industrial and warehouse structures also present redevelopment possibilities. A narrow, two acre site for surface parking may be made available for joint development by Miami-Dade County.

Vacant Land: A few parcels, generally less than 6,000 square feet, exist on the extreme western and eastern periphery of this area.



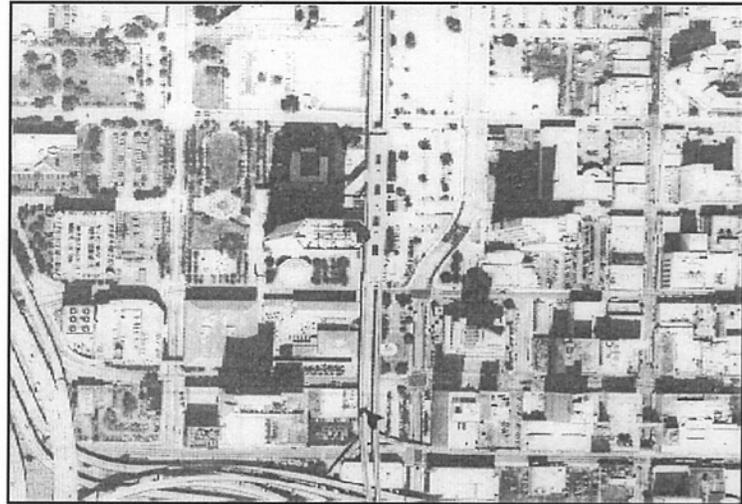
Miami Arena is on the northern edge of Miami's central business district. In addition to being served by Metrorail, there is a separate Metromover station just south of the parking lot to the west of the Arena.



Several high rise apartment buildings have been constructed in the area to the north and east of Miami Arena. This is close-in urban core living.

Access Issues: Pedestrian access is of mixed quality. Sidewalk connections to the luxury apartments to the west need improvement. Access is excellent from the station to the Arena, and to office and apartment buildings on the east side of the station.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- **G O V E R N M E N T
C E N T E R**
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, side-platform station with stairs, escalator and elevator, fully ADA accessible. Metrorail trains operate on the upper level of a three-level station. Metromover trains operate on the middle level. The ground level station plaza contains telephones and security, and opens onto a pedestrian walkway.

Location: On N.W. 1st Avenue, between N.W. 1st Street and N.W. 2nd Street.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus, Metrorail and Metromover service. On call taxi service.

Connecting Transit Services:

Metrobus 11: 5:18 am to 12:40 am weekdays. Peak 7 to 10 min; Off-peak 10 min. Evenings 15 to 60 min. Saturday 5:48 am to 12:55 am, 10 to 60 min. Sunday 5:53 am to 12:10 am, 15 to 60 min.

Metrobus 77: 5:28 am to 1:10 am weekdays. Peak 10 to 15 min; Off-peak 10 to 15 min. Evenings 15 to 60 min. Saturday 5:58 am to 1:10 am, 20 to 60 min. Sunday 5:58 am to 1:10 am, 30 to 60 min.

Flagler MAX: 7:10 am to 9:03 am, 3:57 pm to 6:55 pm weekdays. Peak 15 to 20 min; No Off-peak, Evenings, Saturday, or Sunday service.

Metromover Omni, Brickell and Inner Loop trains.

Parking: No dedicated parking for the Metrorail/Metromover station, but several parking garages and surface lots are adjacent or nearby.



Metromover trains operate on a lower level at Government Center station. Metrorail trains are one level above. Metromover functions as an urban circulator, connecting with the metropolitan Metrorail system at this station and at Brickell.

Station Area Activities: This station is in the heart of the city and the focal point of urban activities. Government Center is an office tower that houses Miami-Dade County legislative and administrative functions. Nearby are various centrally located cultural and social activities including the Library and Cultural Museum. Other buildings house federal and state offices and various judicial functions. Street level activities are dominated by retail establishments, restaurants and coffee houses. One high rise apartment complex has been built northeast of Government Center.

Generalized Land Use: Government offices and public facilities, commercial office buildings, retail activities and parking dominate the land use around this combined Metrorail/Metromover facility. High rise buildings are the dominant architectural expression in the Miami central business district.

Station Area Property Values:

GOVERNMENT CENTER Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	764	\$15.24	\$0.94	\$180.00	40 percent between \$5.00 and \$20.00
Buildings	411	\$26.23	\$2.90	\$110.50	25 percent between \$20.00 and \$30.00

Development Opportunities: The greatest opportunities in this area are for redevelopment. Public agencies own a large share of the land, and some parcels currently in surface parking offer possibilities for more intense and valuable uses. Private sector efforts have revitalized several older buildings into new office and commercial space.

Vacant Land: Except for parking lots there is no vacant land in the vicinity of Government Center station.

Access Issues: There are many major buildings within walking distance of this station. Pedestrian access is quite good in this area. Metromover functions as an urban core transit distributor operating on its own elevated structure in downtown Miami.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- **BRICKELL**
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, central-platform station with stairs, escalator and elevator, fully ADA accessible. Station plaza contains telephones and security, and opens into sidewalks leading to street and to the adjacent Metromover Brickell station.

Location: At S.W. 13th Street, just west of Miami Avenue.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus, Metromover, and Metromover service. On call taxi service.

Connecting Transit Services:

Metrobus 6: 9:01 am to 5:10 am weekdays. Peak 60 min; Off-peak 60 min. No evenings, Saturday, or Sunday service.

Metrobus 8: 5:20 am to 12:14 am weekdays. Peak 10 min; Off-peak 15 min. Evenings 15 to 60 min. Saturday 5:44 am to 11:14 pm, 15 to 60 min. Sunday 5:51 am to 11:14 pm, 20 to 60 min.

Metrobus B: 5:59 am to 8:37 pm weekdays. Peak 15 to 20 min; Off-peak 30 min. Evenings 35 min. Saturday 6:05 am to 8:46 pm, 40 min. Sunday 6:07 am to 8:41 pm, 40 to 60 min.

Metromover: Brickell Loop trains.



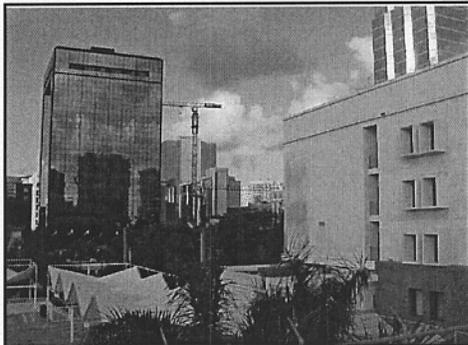
Brickell station is in a former residential area that is undergoing transition into the banking and financial center of Miami. Apartments, single family homes and redevelopable land are part of the mix.

Parking: There are several parking garages nearby in association with office buildings. Limited on street parking is also available.

Station Area Activities: Banks, and particularly international banking offices, are the dominant activity along Brickell Avenue to the east of the station. These are gradually replacing older residences. Prestige condominium and apartments began to appear in this area 20 years ago. Four new five-star hotels are being built within one-half mile,

as well as hundreds of new condominium units. To the west of the station there are still several blocks of older homes, some sub-divided into apartments. Built on large lots there is residual space that exists as vacant yards around former homes which have been converted to other uses.

Generalized Land Use: This is an area very much in transition. Older residential patterns of single family homes and small apartments have been giving way to new office buildings and commercial developments, particularly along Brickell Avenue. This area has emerged as Miami’s financial district. Hotels are also found on the northern edge of Brickell, both north and south of the Miami River.



The old and new, and residential and office are sharply juxtaposed in the Brickell area. Yard of former upper class homes provide potential for redevelopment.



Banco Santander is one of many foreign financial establishments located in the Brickell area. Metromover trains link this area directly to Metrorail regional services at Brickell station.

Station Area Property Values:

BRICKELL Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	991	\$13.73	\$0.85	\$55.00	40 percent between \$20.00 and \$55.00
Buildings	772	\$23.90	\$6.50	\$143.50	60 percent between \$20.00 and \$50.00

Development Opportunities: Development and redevelopment potential in the Brickell station area is high. Transitions from older single-family residential patterns to new office and high rise apartments is continuing. In most cases this involves building replacement, but in some instances it is conversion into new uses. Some vacant property is available, partly free-standing lots, but more likely to be portions of former urban estates in what a half century ago was an important upper middle class residential area.

Vacant Land: A few parcels exist, including a half-acre site just to the west of the station. Others are scattered in the neighborhood to the west, but are largely less than 5,000 square feet in size.

Access Issues: Good pedestrian access to the surrounding areas exists. The grid pattern of city streets has been backed up by adequate sidewalks, a reflection of the earlier importance of this former residential area.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- **VIZCAYA**
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, center-platform station with stairs, escalator and elevator; fully ADA accessible. Station plaza contains telephones and security, and opens onto bus bays, auto drop-off and parking.

Location: On the west side of South Dixie Highway, south of intersection of S.W. 23rd Street and S.W. 12th Avenue.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Connecting Transit Services:

Metrobus 12: 5:46 am to 11:38 pm weekdays. Peak 30 min; Off-peak 30 min. Evenings 50 to 70 min. Saturday 6:15 am to 11:36 pm, 40 to 60 min. Sunday 6:15 am to 11:26 pm, 40 to 60 min.

Metrobus 17: 5:04 am to 12:11 am weekdays. Peak 30 min; Off-peak 30 min. Evenings 35 to 60 min. Saturday 6:00 am to 11:30 pm, 30 to 80 min. Sunday 6:00 am to 11:40 pm, 60 to 70 min.

Metrobus 24: 5:15 am to 12:19 am weekdays. Peak 15 min; Off-peak 15 min. Evenings 30 to 60 min. Saturday 5:46 am to 12:21 am, 30 to 60 min. Sunday 5:47 am to 10:20 pm, 30 to 70 min.

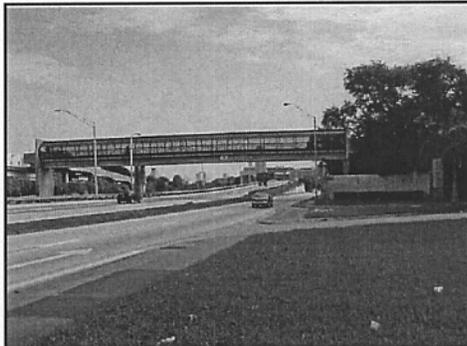
Parking: There is limited surface parking on the north side of the station for Metrorail patrons. On street parking is available on side streets.



Metrorail Vizcaya station, like all others south of Brickell, is on the north side of South Dixie Highway.

Station Area Activities: To the west of the station are many apartments and homes. Residential uses continue east and south as well. To the east of the station is Vizcaya Palace and Gardens, home of the Dade County Art Museum. Adjacent is the Miami Museum of Science and Space Transit Planetarium. A few blocks south, on the edge of Biscayne Bay, is Mercy Hospital. Alice Wainwright Park is also on the Bay, just south of Brickell Avenue. Miami-Dade County has reached an agreement to have a children’s museum built at the train station.

Generalized Land Use: Single-family residences are the dominant land use around the Vizcaya station. Public uses are secondary and include museums, a park and a hospital. Transportation uses are also important. Several key arterial roads from Coral Gables, South Miami and Key Biscayne coalesce here.



Pedestrian overpass across South Dixie Highway at Vizcaya Metrorail station offers improved accessibility to museums, a hospital and residential areas to the south.



Entrance to the Museum of Science and Technology. Vizcaya is an important cultural/recreational destination on Metrorail.

Station Area Property Values:

VIZCAYA Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	1054	\$10.45	\$3.00	\$28.00	85 percent between \$5.00 and \$20.00
Buildings	1011	\$24.97	\$8.85	\$124.50	80 percent between \$20.00 and \$30.00

Development Opportunities: This is an established residential area with minimal anticipated change in the foreseeable future. Limited possibilities exist for replacement of housing stock with higher density units; a more likely scenario is larger single family homes.

Vacant Land: No vacant land is available in the vicinity of Vizcaya station.

Access Issues: A pedestrian overpass over Dixie Highway connects the Metrorail station with Vizcaya Palace and Gardens, and with the Space Museum. Direct access to homes to the west and north is made more difficult by heavy traffic and gaps in the sidewalk network on some residential streets.

Special Notes: Dixie Highway is a formidable barrier for pedestrian access at all Metrorail stations from this point south. The successful application of a pedestrian overpass at Vizcaya needs to be considered for the other stations.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- **COCONUT GROVE**
- Douglas Road
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, side-platform station with stairs, escalator and elevator; fully ADA accessible. Station plaza contains telephones and security, and opens onto bus bays, auto drop-off and parking.

Location: On the west side of South Dixie Highway, just west of S.W. 27th Avenue.

Political Jurisdiction: Miami-Dade County.

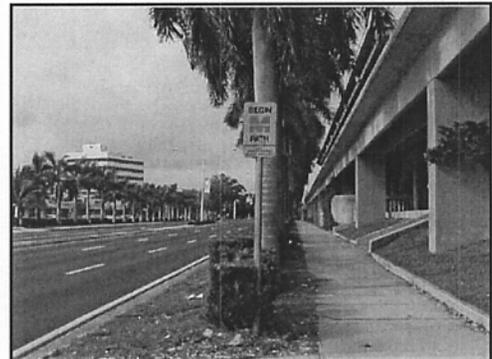
Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Connecting Transit Services:

Metrobus 27: 5:25 am to 1:30 am weekdays. Peak 30 min; Off-peak 30 min. Evenings 25 to 60 min. Saturday 5:57 am to 1:37 am, 30 to 90 min. Sunday 5:49 am to 12:50 am, 30 to 80 min.

Parking: There is a park and ride lot north of the station for Metrorail users. Other parking lots are associated with commercial enterprise on Dixie Highway and S.W. 27th Avenue. On street parking varies in availability in this station area.

Station Area Activities: Across Dixie Highway opposite Coconut Grove station is a motor hotel, gas station, a fast food restaurant, and a strip of retail and professional offices. To the northeast along S.W. 27th Avenue are a dozen small commercial stores. There are single family homes north of the station behind the park and ride lot. The Grove Towers office complex is southeast of the station. At the extreme south of the station area is the edge of the retail and entertainment venues associated with Coconut Grove.



Coconut Grove Metrorail station is located along the north side of South Dixie Highway. Office and retail development borders the south side of the highway.

Generalized Land Use: Two distinct patterns of land use exist. To the west of Dixie Highway and the Metrorail tracks the area is predominantly single family residences with a commercial strip along S.W. 27th Avenue. The east side of Dixie Highway is lined with travel oriented businesses and neighborhood and regional commercial stores and restaurants. To the south a more intense residential development has evolved with apartments and condominiums mixed in with single family homes.

Station Area Property Values:

COCONUT GROVE Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	1909	\$10.68	\$4.15	\$35.00	85 percent between \$5.00 and \$20.00
Buildings	1798	\$21.52	\$2.60	\$83.15	55 percent between \$20.00 and \$30.00

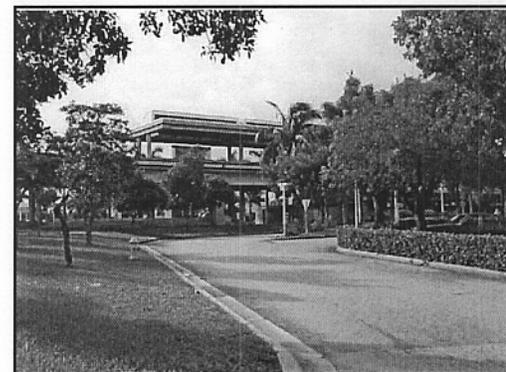
Development Opportunities: Further redevelopment of the roadway edges along Dixie Highway and S.W. 27th Avenue seems likely. Older retail outlets and restaurants are being replaced by more modern facilities. Redevelopment opportunities will continue into the near future. New development is limited by the lack of available land.

Vacant Land: Vacant parcels are non-existent. However, commercial vacancy is evident in “for rent” signs on several stores in the commercial strip north of the station. Miami-Dade County has five acres of surface parking that it has made available for joint development. Four proposals for mixed use development with hotels, retail, office, and residential are being considered.

Access Issues: Access around this station is facilitated by a reasonably good sidewalk network. A few gaps do exist in some key segments south of Dixie Highway. Crossing Dixie Highway in heavy traffic can be a difficult task.

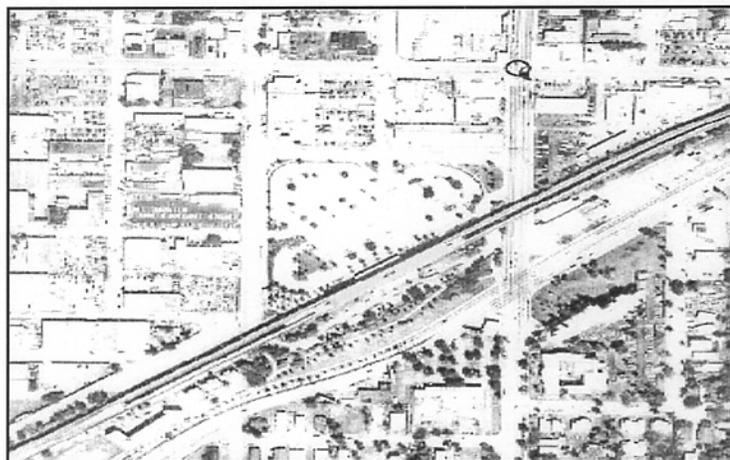


Motels, fast food restaurants, gas stations and offices are typical of street side uses around Coconut Grove station.



Good automobile access to parking spaces and drop-off areas is exemplified by this entrance off of 27th Avenue into the plaza area of Coconut Grove station.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- **DOUGLAS ROAD**
- University
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, center-platform station with stairs, escalator and elevator; fully ADA accessible. Station plaza contains telephones and security, and opens onto bus bays, auto drop-off and parking.

Location: On the west side of Dixie Highway, just west of Douglas Road.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Connecting Transit Services:

Metrobus 22: 6:03 am to 10:48 pm weekdays. Peak 60 min; Off-peak 60 min. Evenings 45 to 60 min. Saturday 6:51 am to 9:17 pm, 60 min. Sunday 5:43 am to 9:49 pm, 60 min.

Metrobus 37: 5:01 am to 11:19 pm weekdays. Peak 30 min; Off-peak 30 min. Evenings 30 to 60 min. Saturday 6:05 am to 11:27 pm, 50 to 75 min. Sunday 6:08 am to 11:01 pm, 60 min.

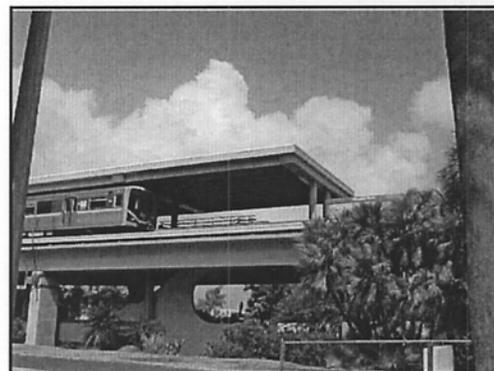
Metrobus 40: 5:50 am to 10:55 pm weekdays. Peak 15 to 20 min; Off-peak 30 min. Evenings 30 to 60 min. Saturday 6:37 am to 8:58 pm, 30 min. Sunday 6:18 am to 8:58 pm, 50 to 60 min.

Metrobus 42: 5:32 am to 7:50 pm weekdays. Peak 60 min; Off-peak 60 min. Evenings 50 to 60 min. Saturday 6:10 am to 6:52 pm, 45 to 60 min. Sunday 6:19 am to 7:35 pm, 60 to 85 min.

Metrobus 48: 5:26 am to 8:10 pm weekdays. Peak 60 min; Off-peak 60 min. Evenings 50 min. No Saturday or Sunday service.

Metrobus 65X: 6:50 am to 9:10 am, 2:00 pm to 5:43 pm weekdays. Peak 60 to 80 min; No Off-peak, evenings, Saturday, or Sunday service.

Metrobus 72: 6:08 am to 8:41 pm weekdays. Peak 60 min; Off-peak 60 min. Evenings 55 to 90 min. No Saturday or Sunday service.



A southbound Metrorail train leaves Douglas Road station as viewed from the adjacent park and ride lot.

Metrobus J: 4:20 am to 12:52 am weekdays. Peak 10 to 30 min; Off-peak 30 min. Evenings 30 to 60 min. Saturday 5:50 am to 7:33 pm, 30 to 50 min. Sunday 6:03 am to 5:50 pm, 50 to 60 min.

Parking: There is a park-n-ride facility west of the station.

Station Area Activities: The northwest corner has a gas station, used car dealership, west of the station is a park and ride area, southwest is a light industrial area. Northeast of the station is a pharmacy with a large community center behind it. East of the station is considerable urban in-fill development, including a six-story apartment building. The southeast corner is a commercial and residential community.

Generalized Land Use: Commercial uses dominate in the immediate vicinity of the station. This includes a large variety of retail shops that serve the area of northern Coconut Grove and the eastern portion of Coral Gables. These uses extend north along Douglas Road and west towards Coral Gables along Bird Road. Automobile dealerships, repair, and service are an important part of this. To the southeast commercial uses become replaced by residential, largely a mixture of single family and duplex housing.

Station Area Property Values:

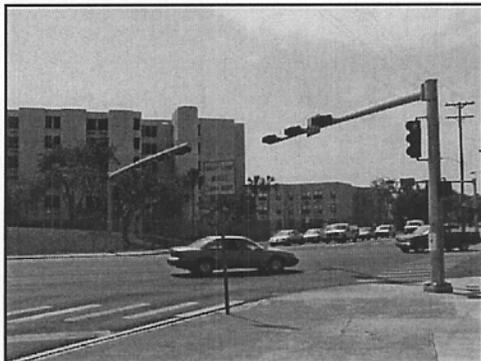
DOUGLAS ROAD Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	1856	\$6.51	\$1.30	\$35.75	45 percent between \$1.00 and \$3.00
Buildings	1616	\$22.36	\$3.60	\$117.95	60 percent between \$20.00 and \$30.00

Development Opportunities: Redevelopment opportunities exist for replacement of older and lower use buildings with higher value and more dense use.

Vacant Land: Very little vacant land is available, mostly in very small parcels on residential streets to the south and east of the station. Miami-Dade County will be building offices on three acres of the station parking area, and will make the remaining six acres available for joint development.

Access Issues: Sidewalk access to adjacent commercial areas is good. Pedestrian and vehicular traffic conflicts exist on Dixie Highway and Douglas Road.

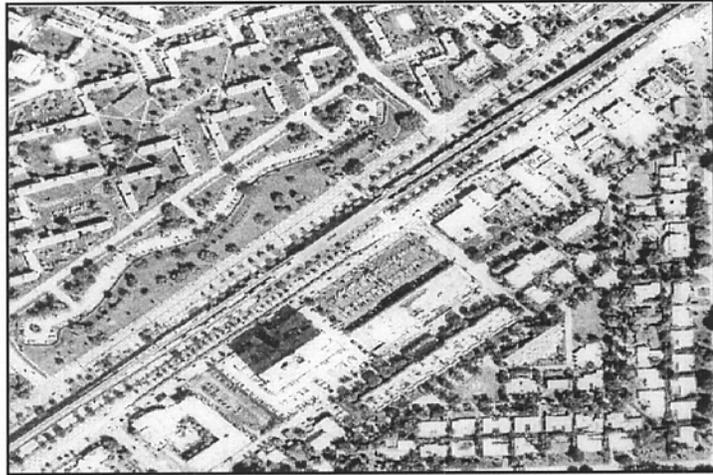


Redevelopment has occurred over the past two decades as evidenced by this apartment complex at the southeast corner of Douglas Road and South Dixie Highway.



An attractive asset that enhances accessibility is the linear park that parallels the Metrorail alignment along the northwest side of South Dixie Highway.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- **UNIVERSITY**
- South Miami
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, side-platform station with stairs, escalator and elevator; fully ADA accessible. Station plaza contains telephones and security, and opens onto bus bays, auto drop-off and parking.

Location: On the north side of Dixie Highway, midway between Granada Boulevard and S.W. 57th Avenue.

Political Jurisdiction: City of Coral Gables.

Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Connecting Transit Services:

Metrobus 48: 5:13 am to 8:25 pm weekdays. Peak 60 min; Off-peak 60 min. Evenings 60 min. No Saturday or Sunday service.

Metrobus 52: 5:54 am to 8:09 pm weekdays. Peak 30 to 60 min; Off-peak 60 min. Evenings 60 min. Saturday 5:59 am to 8:15 pm, 55 to 60 min. Sunday 6:06 am to 8:15 pm, 55 to 60 min.

Metrobus 56: 5:46 am to 8:26 pm weekdays. Peak 30 to 40 min; Off-peak 30 min to 60 min. Evenings 35 to 60 min. No Saturday or Sunday service.



University of Miami and MDTA share a parking lot underneath the elevated Metrorail structure at University station.

Parking: Very limited parking at this Metrorail station, confined to a small lot parallel with the station facing on Ponce de Leon Boulevard. Parking is available across Dixie Highway at a small commercial mall. Parking is also very restricted on the University of Miami campus to the north and west of the station.

Station Area Activities: The dominant activity at this station is the campus of the University of Miami with about 12,000 students. Some dormitories and other buildings are across Ponce de Leon Boulevard from the station. East of the station, across Dixie Highway is the Citibank office building and adjacent commercial buildings including a gym,

fast food outlets, and music and stereo stores. Southeast of the station is an 11 story apartment building. University Center is a mall containing about a dozen stores. The overall orientation of activities at University station is to the campus.

Generalized Land Use: Institutional, commercial, and residential uses predominate around University station. To the north and west is the campus of the University of Miami. Commercial development extends along the south side of Dixie Highway, but is only about one block deep. Beyond the commercial strip to the south is a mixture of single family residences and apartments.

Station Area Property Values:

UNIVERSITY Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	602	\$13.58	\$5.00	\$31.18	75 percent between \$10.00 and \$20.00
Buildings	532	\$34.98	\$7.85	\$81.60	55 percent between \$30.00 and \$40.00

Development Opportunities: Except for redevelopment and densification of activities there is limited potential at this station. A few possibilities for additional residential construction exist in the neighborhood south of Dixie Highway.

Vacant Land: Only a few small parcels exist to the south and east of South Dixie Highway. These generally range between 5,000 and 8,000 square feet.



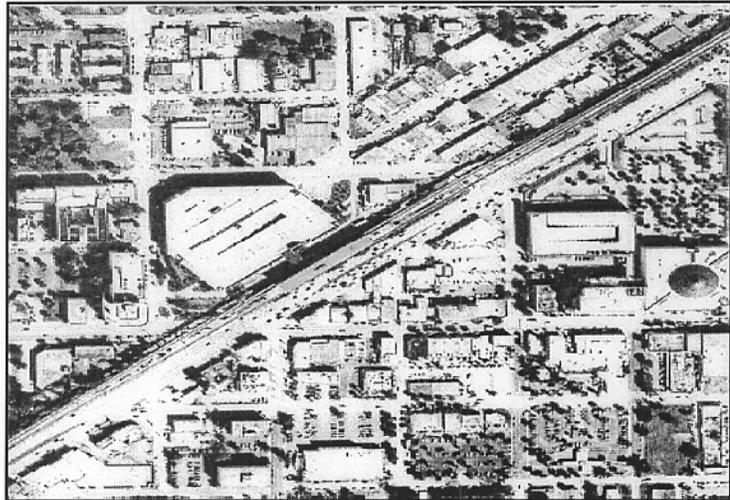
A university parking lot and apartments are located near the west end of the Metrorail station.



Traffic on South Dixie Highway and the width of the street make access from the residential area to the south hazardous.

Access Issues: Improvements are needed for pedestrian access to the University of Miami campus across Ponce de Leon Boulevard. Dixie Highway continues to be a barrier for pedestrians, this is especially true for access from the campus and the Metrorail station to shops and apartments south of the highway.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- **SOUTH MIAMI**
- Dadeland North
- Dadeland South



Station Description: Elevated, floor-level, center-platform station with stairs, escalator, and elevator; fully ADA accessible. Station plaza contains telephones and security, and opens onto bus bays, auto drop-off, and parking.

Location: On the north side of South Dixie Highway, west of S.W. 57th Avenue and north of Sunset Drive (S.W. 72nd Street).

Political Jurisdiction: City of South Miami.

Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Connecting Transit Services:

Metrobus 37: 4:44 am to 11:02 pm weekdays. Peak 30 min; Off-peak 30 min. Evenings 30 to 60 min. Saturday 5:56 am to 11:46 pm, 60 to 75 min. Sunday 5:49 am to 11:20 pm, 60 min.

Metrobus 48: 5:06 am to 8:31 pm weekdays. Peak 60 min; Off-peak 60 min. Evenings 60 min. No Saturday or Sunday service.

Metrobus 52: 6:00 am to 10:35 pm weekdays. Peak 20 to 60 min; Off-peak 60 min. Evenings 30 to 70 min. Saturday 6:04 am to 10:15 pm, 55 to 70 min. Sunday 6:10 am to 10:28 pm, 50 to 70 min.

Route 57: 7:02 am to 9:02 am, 3:02 pm to 7:08 pm weekdays. Peak 15 to 60 min; No Off-peak, evenings, Saturday, or Sunday service.

Route 72: 5:45 am to 8:30 pm weekdays. Peak 30 to 40 min; Off-peak 60 min. Evenings 30 min. Saturday 6:43 am to 7:43 pm, 60 min. Sunday 6:42 am to 7:43 pm, 30 to 60 min.

Parking: There is a large, five-level parking garage northwest of the station for Metrorail users. On street parking is available on side streets in South Miami. A new parking garage has opened in association with Sunset Plaza shopping mall, three blocks to the east on Sunset Drive.



South Miami Metrorail station viewed from Sunset Drive and looking across South Dixie Highway. Retail, office and warehouse uses in foreground may hold redevelopment potential.

Station Area Activities: Retail shopping, restaurants and coffee houses are dominant activities in the immediate vicinity of the station, which also contains a very large park and ride garage and functions as a collection point for commuters in the South Miami area. Along Sunset Drive are numerous restaurants and shops. This pattern changes to the west of Dixie Highway where Sunset becomes S. W. 72nd Street. Here City of Miami government and community activities buildings replaced the commercial pattern found to the east. Single family homes prevail to the northwest and southeast, although some apartments are found near the commercial zone.



Sunset Plaza Mall opened in early 1999. This mixed use urban development on Sunset Drive features rental apartments on upper levels, mid-size anchor stores, upscale shops and a 16 screen movie theater.

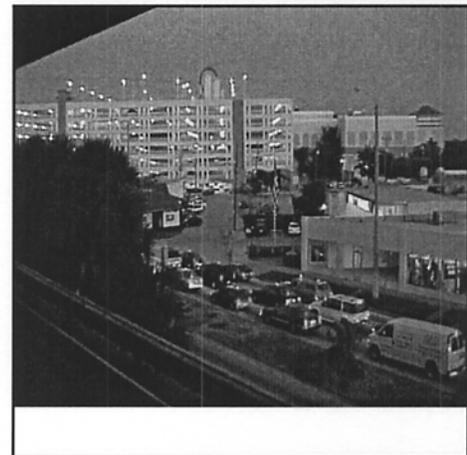
Generalized Land Use: Commercial retail and residential uses predominate in the area around South Miami station. This is the core area of the municipality of South Miami. Upscale retail shops along Sunset Drive and recently opened Sunset Plaza, a major urban shopping mall, are key. Residential uses are found beyond commercial areas both to the north and south, and further to the west along S. W. 72nd Street.

Station Area Property Values:

SOUTH MIAMI Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	1082	\$10.10	\$0.85	\$65.00	40 percent between \$5.00 and \$20.00
Buildings	958	\$24.53	\$2.75	\$82.45	50 percent between \$20.00 and \$30.00

Development Opportunities: Sunset Plaza, a major urban mall development, opened in the spring 1999, on Sunset Drive three blocks east of Dixie Highway. Sunset Plaza includes mid-size anchor stores, specialty shops, restaurants, a 12 screen movie theater and several snack shops. The mall has stimulated a revitalization of South Miami’s commercial district and a number of buildings along Sunset Drive have been renovated. Opportunities exist for redevelopment of both commercial space and lower density residential into higher uses. The County has reached an agreement allowing joint development of apartment lofts over retail development at the station parking site.

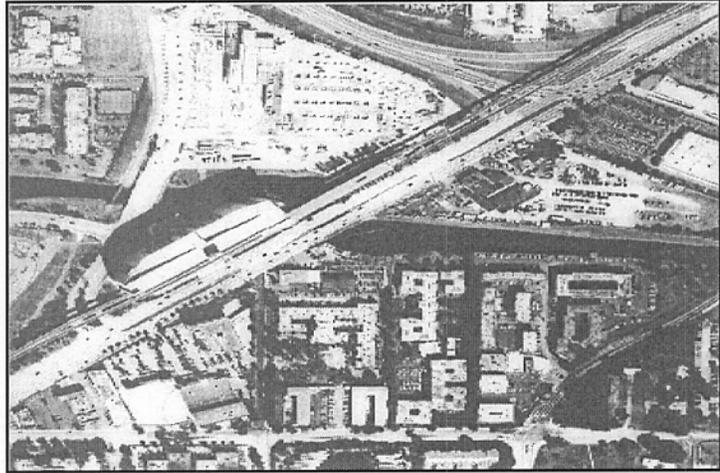


Pedestrian connections between Miami South Metrorail station and Sunset Plaza require a circuitous walk and crossing busy South Dixie Highway.

Vacant Land: There is very limited vacant land in this area for new development.

Access Issues: The major access issue is the Dixie Highway crossing for pedestrians. This is particularly critical in view of the opening of Sunset Plaza mall. Walking from the Metrorail station to the mall requires a circuitous route that could be shortened and made safer with a pedestrian overpass leading directly from the station to the mall parking garage. Sidewalk improvements are also needed in residential areas.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- **DADELAND NORTH**
- Dadeland South



Station Description: Elevated, floor-level, side-platform station with stairs, escalator, and elevator; fully ADA accessible. Station plaza contains telephones and security, and opens onto bus bays, auto drop-off, and parking.

Location: On the north side of South Dixie Highway, just south of Snapper Creek and the Snapper Creek Expressway.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus and Metrorail service and Kendall Area Transit (KAT). On call taxi service.

Connecting Transit Services:

Metrobus 1: 5:45 am to 11:10 pm weekdays. Peak 15 to 30 min; Off-peak 40 min. Evenings 15 to 60 min. Saturday 5:50 am to 8:40 pm, 30 to 60 min. Sunday 5:53 am to 8:25 pm, 45 to 60 min.

Metrobus 87: 5:51 am to 8:07 pm weekdays. Peak 30 to 40 min; Off-peak 40 to 60 min. Evenings 30 to 60 min. Saturday 9:11 am to 6:45 pm, 60 min. Sunday 9:11 am to 6:45 pm, 60 min.

Metrobus 88: 5:42 am to 11:25 pm weekdays. Peak 15 to 30 min; Off-peak 30 min. Evenings 15 to 50 min. Saturday 5:40 am to 11:25 pm, 20 to 50 min. Sunday 5:50 am to 11:20 pm, 30 to 40 min.

KAT Sunset: 6:10 am to 7:35 pm weekdays. Peak 7 to 20 min; Off-peak 60 min. Evenings 20 min. No Saturday or Sunday service.

KAT Killian: 6:03 am to 9:53 am, 3:53 pm to 8:00 pm weekdays. Peak 5 to 15 min; Evenings 10 to 15 min. No Off-peak, Saturday, or Sunday service.

KAT Kendall: 6:28 am to 9:28 am, 3:43 pm to 7:03 pm weekdays. Peak 15 min; Evenings 15 min. No Off-peak, Saturday, or Sunday service.



Northside entrance plaza to Dadeland North station. Commuter parking garage is to right. Walkway in foreground leads to Dadeland North mall.

Parking: An eight-story parking garage is just west of the station at trackside and functions as a major park-and-ride facility that reflects the commuter collector function of this station. Another parking garage exists to the north and is an attached part of Dadeland Mall. On street parking is very limited.

Station Area Activities: The Dadeland North Mall is a five store complex northwest of the station, which contains: Target, Best Buy, Bed Bath and Beyond, the Sports Authority and Michael's. There is about a 600-person apartment complex east of the station and a smaller apartment complex west/southwest of the mall. Northeast of the station there is a Discount Auto Parts Store, Toys R' Us, and a Dodge Dealership. Other apartment complexes exist south of the station across South Dixie Highway and North Kendall Drive. Additional retail residential units will be built to complete joint development of the station site.

Generalized Land Use: Commercial and high density residential uses predominate around Dadeland North Metrorail station. Apartments south of Dixie Highway make up most of the residential use.

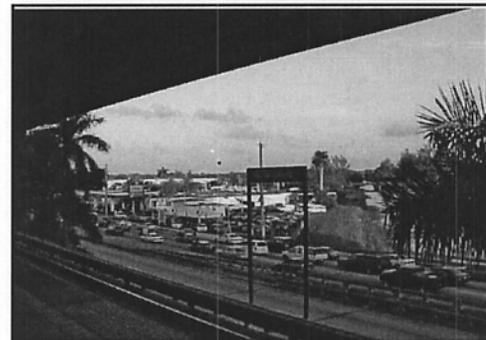
Station Area Property Values:

DADELAND NORTH Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	558	\$4.29	\$0.95	\$27.80	40 percent between \$1.00 and \$5.00
Buildings	512	\$24.00	\$3.75	\$84.90	45 percent between \$20.00 and \$30.00



Several major chain stores occupy a large share of Dadeland North mall.



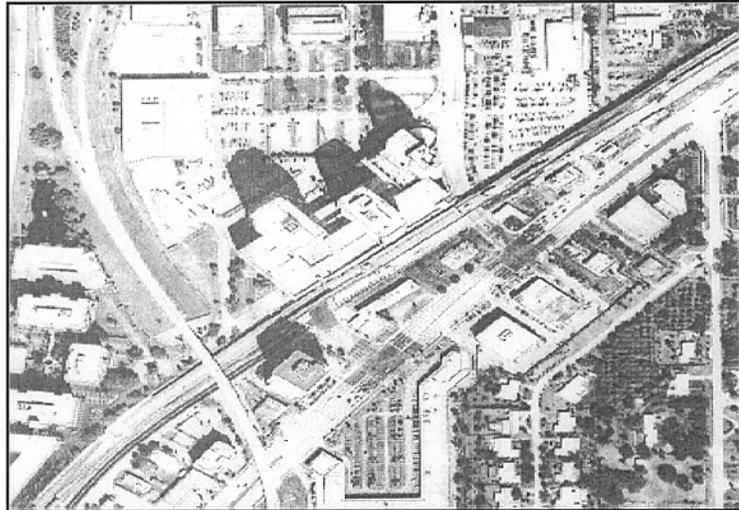
Strip businesses face the south side of South Dixie Highway, Snapper Creek is to the right.

Development Opportunities: A great deal of development has taken place around this station subsequent to the opening of Metrorail. Dadeland Station Mall opened in 1997. Several new apartment developments have occurred. Other new retail and office buildings have also opened. There is opportunity for additional development, although the amount of vacant space has decreased dramatically. Some redevelopment potential exists in a strip mall east of the station facing South Dixie Highway.

Vacant Land: A limited number of vacant parcels are scattered throughout the area. These are largely less than 8,000 square feet in size. Road access to some may be difficult.

Access Issues: A pedestrian bridge is needed to reduce access time and improve safety for Metrorail patrons living, working or shopping across South Dixie Highway. Pedestrian access, except to Dadeland Mall, is very difficult. The presence of limited access highways and lack of sidewalks and appropriate crossings on arterial streets creates difficulties for pedestrians.

- Okeechobee
- Hialeah
- Tri-Rail
- Northside
- Dr. Martin Luther King
- Brownsville
- Earlington Heights
- Allapattah
- Santa Clara
- Civic Center
- Culmer
- Overtown/Arena
- Government Center
- Brickell
- Vizcaya
- Coconut Grove
- Douglas Road
- University
- South Miami
- Dadeland North
- **DADELAND SOUTH**



Station Description: Elevated, floor-level, side-platform station with stairs, escalator and elevator; fully ADA accessible. Station plaza contains telephones and security, and opens onto bus bays on the ground level. This is a major transfer point for buses using the South Dade Busway. The busway provides service twelve miles south to Cutler Ridge.

Location: On the north side of Dixie Highway, just south of Snapper Creek and the Snapper Creek Expressway.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metrobus and Metrorail service. On call taxi service.

Connecting Transit Services:

Metrobus L: 5:41 am to 11:06 pm weekdays. Peak 15 to 30 min; Off-peak 40 min. Evenings 30 to 60 min. Saturday 5:56 am to 8:47 pm, 40 to 60 min. Sunday 5:56 am to 8:28 pm, 45 to 60 min.

Metrobus 52: 5:24 am to 10:45 pm weekdays. Peak 20 to 50 min; Off-peak 60 min. Evenings 60 to 70 min. Saturday 6:14 am to 10:25 pm, 55 to 65 min. Sunday 6:19 am to 10:37 pm, 60 to 75 min.

Metrobus 73: 5:35 am to 10:33 pm weekdays. Peak 60 min; Off-peak 60 min. Evenings 45 to 75 min. Saturday 6:09 am to 8:28 pm, 60 to 75 min. Sunday 9:05 am to 6:36 pm, 60 min.

Coral Reef MAX: 6:03 am to 8:16 pm weekdays. Peak 20 to 25 min; Off-peak 45 min. Evenings 20 to 50 min. Saturday 6:17 am to 6:54 pm, 30 to 40 min. Sunday 6:17 am to 6:54 pm, 30 to 45 min.

Saga Bay MAX: 6:12am to 9:09am, 3:33pm to 6:48pm weekdays. Peak 20 min; No off-peak, evenings, Saturday or Sunday service.

Busway MAX: 5:57 am to 12:45 am weekdays. Peak 7 to 15 min; Off-peak 30 to 40 min. Evenings 30 to 80 min. Saturday 5:54 am to 12:45 am, 30 to 70 min. Sunday 5:54 am to 12:45 am, 30 to 70 min.



View from Dadeland North station looking south to Dadeland South. Regional parking garage is on right foreground. Marriott Hotel and adjacent office tower are in right background.

Parking: There is extensive surface-level parking northwest of the station. This parking is primarily for customers of Dadeland Mall.

Station Area Activities: A mixture of office, retail and hotel space exists in a major complex that is part of the Dadeland South station. This 15 complex includes the One Datan Center office building and a Marriott Hotel. One Datan Center tenants include Prudential Securities, Dean Witter and the Equitable Company. Commercial activities include a book store, bank, fast food outlets and specialty shops. The station mezzanine and lobby area are important transfer points for bus and rail riders. To the north is Dadeland Mall which includes four anchor stores and another 65 smaller shops and eating establishments. Apartments are located to the south across South Dixie Highway. Dadeland South station functions as one of MDTA’s largest intermodal centers. An additional hotel will be built to complete the joint development opportunities at this station site.

Generalized Land Use: Major uses are commercial retail and office, hotel, parking, and high density residential.

Station Area Property Values:

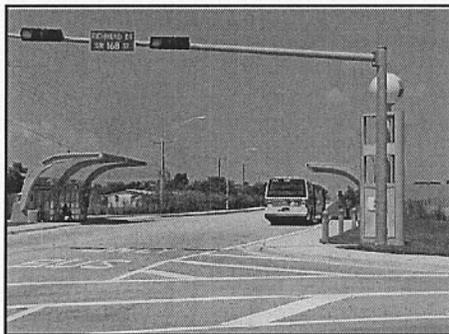
DADELAND SOUTH Creek Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	432	\$9.25	\$0.65	\$31.40	55 percent between \$5.00 and \$10.00
Buildings	339	\$32.89	\$4.10	\$76.90	45 percent between \$30.00 and \$40.00

Development Opportunities: Limited new development opportunities exist here because of the built-out nature of land around the station. Some additions are expected in out-parcels associated with Dadeland Mall. Additional medium to high density residential development is anticipated south of South Dixie Highway and Kendall Drive.

Vacant Land: Limited to out-parcels on mall property and a few parcels in the residential area to the southeast.

Access Issues: The persistent access problem across South Dixie Highway also exists here. Improved pedestrian access is needed to make a more attractive linkage between the Metrorail station and Dadeland Mall where a 100 yard walk is required across major arterials and through surface parking lots.



Dadeland South is an important transfer point for buses from Cutler Ridge and Homestead which use the South Dade Busway to access Metrorail.



Potential exists for redevelopment to higher uses along South Dixie Highway adjacent to Dadeland South Metrorail station.

METRO DADE TRANSIT AGENCY (MDTA) METROMOVER

System Description. Metromover is an automated guideway transit system, built on elevated structures, that functions as a transit circulator in downtown Miami and adjacent areas to the north and south. Electrically powered, rubber tired cars run on a steel surface laid on concrete beams above city streets and other urban properties. The first segment of what has grown to a 4.4 mile system opened in 1986 as a loop in the central business district of Miami. Two subsequent extensions opened in 1994. These extensions brought Metromover service south of the Miami River to the city's fast growing Brickell financial district, and north along Biscayne Boulevard to serve a growing area of office, retail, cultural and sports facility development. Unlike Metrorail which has an on-board operator on each train, Metromover is fully automated. Trains are controlled from a computerized operations center where commands are relayed to on-board systems which control speed, braking, door opening and closing, air conditioning, and public address announcements. Connections are made with Metrorail trains at two stations: Government Center and Brickell.

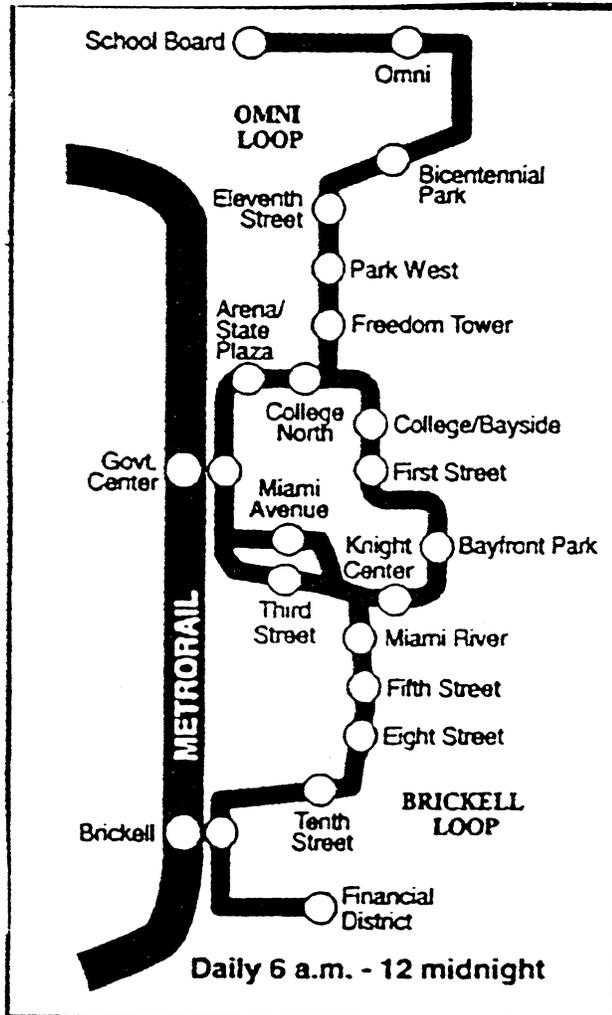
Metromover trains are composed of one or two cars. Each of the 16 cars in the fleet is air-conditioned, has seating for 14 passengers, and standee room for crush loads of 75. Power and control information is picked up from contact wires placed on a small beam in the middle of the track. Cars can operate in either direction, and have two sets of sliding doors on each side. Stations are all equipped with car floor level platforms located in the center of the double guideway system. Each station has both visual and audio information about approaching trains. All stations are accessed from the ground floor through turnstiles for payment of fares. Stairs and elevators provide access to the platform level.

Metromover operates three separate routes. All routes use the original downtown loop. A clockwise route serves only those stations on the downtown loop. Brickell Loop trains serve the area south of the Miami River, enter the downtown loop and traverse it on the outer guideway in a counter clockwise direction. Omni Loop trains also serve the outer guideway in the counter clockwise path before heading north to stations along Biscayne Boulevard. During peak hours each loop operates every five minutes. Off peak headways drop to 10 minutes. Connections are made with Metrorail at Government Center and Brickell stations and with Metrobus at most stations.

Station area development has been less of a conscious effort by MDTA on the Metromover system than Metrorail. Development and redevelopment efforts have been largely the responsibility of the City of Miami and private developers. However, since 1995 MDTA has taken a much more active role in coordinating efforts with other agencies and private investors. This has extended to providing direct access from stations to adjacent buildings, and to assisting with the redevelopment of buildings where the agency has ownership resulting from required right-of-way acquisition. A great deal of development potential exists on the two Metromover extensions. Public investment is building new cultural and sports facilities near stations on the Omni Loop.

METRO DADE TRANSIT AGENCY (MDTA) METROMOVER

System Map.



METRO DADE TRANSIT AGENCY (MDTA) METROMOVER

Station Development Opportunity Summary

Route Segment	Locations	Current Activities	Parking	Vacant Land	Building Value	Opportunity Uses
Inner Loop	N.E. 5 th Street, N.W. 1st Avenue, S.E. 3 rd Street, Biscayne Boulevard, N.E. 1st Street, and N.E. 2 nd Avenue. (9 stations).	Government and commercial offices, downtown retail, hotels, entertainment business, parking lots, community college.	Surface lots, parking structures associated with office towers and public buildings. Some on street parking.	A few small parcels of about 5,000 square feet; one parcel nearly 3 acres.	Average value \$36.40 per square foot. 50 percent between \$20.00 and \$40.00.	Development of new office, hotel, retail and entertainment. Redevelopment of older buildings for office and residential.
Omni Loop	N.E. 2 nd Avenue, Bicentennial Park, N.E. 5 th Street. (6 stations).	Commercial offices, school administration, hotels, mixed residential, shopping mall, warehouses, sports arena, parks.	Several surface lots at or near most stations on the Loop. Decked structure at Omni Mall. Limited on street parking.	Several parcels of up to 4.0 acres available for development. Some as small as 4,000 square feet.	Average value \$24.68 per square foot. No dominant pattern.	Development of new public cultural and recreation facilities, apartments and condominiums. Recycling of warehouses.
Brickell Loop	Miami River, private right of way at intersections with 5 th Street, 8 th Street, 10 th Street, and Brickell Avenue (6 stations).	Hotels, restaurants, high end retail, banking and other financial offices, apartments, condominiums, single family homes.	A few small surface lots near stations south of Miami River. On street parking limited to side streets off of Brickell Avenue.	Numerous small parcels up to 10,000 square feet along the Metromover right of way.	Average value \$21.90 per square foot. 35 percent between \$20.00 and \$30.00.	Commercial office, up scale retail, apartments and condominiums. Redevelopment of older housing stock.

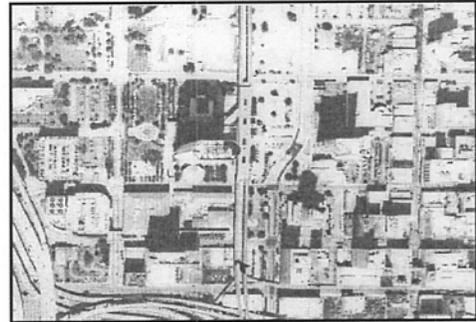
Inner Loop Stations: *College North, Arena/State Place, Government Center, Third Street, Miami Avenue, Knight Center, Bayfront Park, First Street, College/Bayside.*

Omni Loop Stations: *School Board, Omni, Bicentennial Park, Eleventh Street, Park West, Freedom Tower.*

Brickell Loop Stations: *Miami River, Fifth Street, Eighth Street, Tenth Street, Brickell, Financial District.*

93/94

- College North
- Arena/State Plaza
- Government Center
- Third Street
- Miami Avenue
- Knight Center
- Bayfront Park
- First Street
- College/Bayside

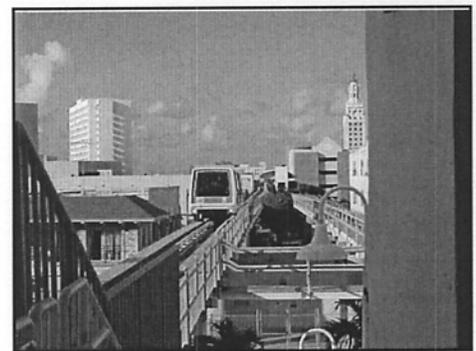


Description of Stations: Elevated stations with center platforms at floor level. Street level lobby with access through fare gates. Stairs and elevators lead to upper level platforms. Station platform areas are covered.

Locations of Stations: Inner Loop stations, beginning at College North and following a counter-clockwise direction, are located on elevated structures above the following downtown Miami streets: N. E. 5th Street; N. W. 1st Avenue; S. E. 3rd Street; Biscayne Boulevard; N. E. 1st Street; and, N. E. 2nd Avenue.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metromover, Metrorail (at Government Center only), Metrobus and on call taxi service.



Metromover trains operate on an elevated structure as a downtown distributor system throughout the central business district of Miami.

Transit Services: All Metrobus routes serving downtown Miami link at one or more Metromover stations on the Inner Loop.

Metrobus 11: 5:20 am to 12:42 am weekdays. Peak 7 to 10 min; Off-peak 10 min. Evenings 15 to 60 min. Saturday 5:52 am to 12:57 am, 10 to 60 min. Sunday 5:55 am to 12:12 am, 15 to 60 min.

Metrobus 16: 5:44 am to 10:29 pm weekdays. Peak 20 min; Off-Peak 20 min. Evenings 30 to 70 min. Saturday 5:58 am to 10:39 pm, 30 min. Sunday 6:06 am to 7:15 pm, 30 to 40 min.

Metrobus 48: 5:35 am to 8:07 pm weekdays. Peak 60 min; Off-Peak 45 to 60 min. No evenings, Saturday, or Sunday service.

Metrobus 77: 5:22 am to 12:55 am weekdays. Peak 10 to 15 min; Off-peak 10 to 15 min. Evenings 15 to 60 min. Saturday 5:52 am to 1:04 am, 20 to 60 min. Sunday 5:52 am to 1:04 am, 30 to 60 min.

Metrobus 95: 6:48 am to 9:07 am weekdays. Peak 5 to 15 min; No Off-Peak, evenings, Saturday or Sunday service.

Metrobus C: 5:10 am to 12:30 am weekdays. Peak 20 min; Off-Peak 20 min. Evenings 20 to 60 min. Saturday 5:10 am to 12:30 am, 20 to 60 min. Sunday 5:43 am to 10:24 pm, 30 to 50 min.

Metrobus S: 5:03 am to 1:31 am weekdays. Peak 12 min; Off-Peak 12 min. Evenings 12 to 60 min. Saturday 5:03 am to 1:31 am, 12 to 60 min. Sunday 5:02 am to 1:31 am, 15 to 60 min.

Flagler MAX: 6:21 am to 9:24 am, 4:55 pm to 7:01 pm weekdays. Peak 15 to 20 min; No Off-Peak, evenings, Saturday, or Sunday service.

Biscayne MAX: 6:02 am to 9:32 am, 3:17 pm to 6:32 pm weekdays. Peak 15 min ; No Off-Peak, evenings, Saturday, or Sunday service.

Parking: Surface parking lots exist at various locations along the inner loop, particularly at Arena/State Plaza, Government Center, and Bayfront Park. Decked parking garages are also available at several stations in association with adjacent commercial buildings. On street parking is very limited.

Station Area Activities: The Inner Loop serves a wide range of activities from government agency offices, to cultural institutions including museums and a library, several major office towers, a rich variety of retail stores ranging from specialty shops to a downtown Burdines department store, several hotels, many restaurants, bars and coffee houses, parking lots, a community college campus, and Bayfront Park, a public recreational area on Biscayne Bay, and Bayside-- a development of shops, restaurants and entertainment located just north of the park. Apartments and condominiums exist along the north edge of the Inner Loop.

Generalized Land Use: The Inner Loop area is dominated by office buildings, both public and private; retail stores and restaurants at street level; parking lots; and public cultural and recreational facilities.

Station Area Property Values:

INNER LOOP Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	398	\$22.28	\$1.95	\$68.50	90 percent between \$20.00 and \$40.00
Buildings	255	\$36.24	\$3.90	\$146.50	50 percent between \$20.00 and \$40.00



A downtown book fair brings visitors from throughout the region to a closed off street near the community college campus.



Building densities are very high in Miami's central business district. Metromover is built over city streets where shops and restaurants are the dominant ground level uses.

Development Opportunities: Numerous redevelopment possibilities exist here. There is a large inventory of older multi-story buildings awaiting new uses. Some land currently used for surface parking may be held for future development by owners hoping for rising land prices. Some vacant land exists on the northern and southern edges of the CBD (central business district).

Vacant Land: A few parcels are available on the periphery of the CBD. These range from small lots of about 5,000 square feet to parcels in excess of three acres. Ownership includes both private and public sectors.

Access Issues: The urban grid of streets and small blocks, all bordered by sidewalks (albeit narrow ones in some locations) provide good access. Metromover offers an advantage in being able to move people quickly above the road and foot traffic at street and sidewalk level.

- | | |
|---|-------------------|
| • | School Board |
| • | Omni |
| • | Bicentennial Park |
| • | Eleventh Street |
| • | Park West |
| • | Freedom Tower |

Description of Stations: Elevated stations with center platforms at floor level. Street level lobby with access through fare gates. Stairs and elevators lead to upper level covered platforms.

Locations of Stations: Omni Loop stations, beginning at Freedom Tower just north of where this loop branches off of the Inner Loop, are located over N. E. 2nd Avenue; some private or public lands; Bicentennial Park; and N. E. 5th Street.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metromover, Metrobus, and on call taxi service.

Connecting Transit Services: Omni Transfer Station.

Metrobus 3: 5:20 am to 1:16 am weekdays. Peak 15 to 20 min; Off-Peak 20 min. Evenings 20 to 30 min. Saturday 5:21 am to 1:17 am, 15 to 60 min. Sunday 5:42 am to 11:16 pm, 20 to 70 min.

Metrobus 16: 5:42 am to 10:27 pm weekdays. Peak 20 min; Off-Peak 20 min. Evenings 30 to 70 min. Saturday 5:56 am to 10:37 pm, 30 min. Sunday 6:04 am to 7:13 pm, 30 to 40 min.

Metrobus 32: 5:32 am to 11:05 pm weekdays. Peak 20 min; Off-Peak 20 to 30 min. Evenings 30 to 60 min. Saturday 5:56 am to 9:10 pm, 40 to 60 min. Sunday 5:56 am to 9:10 pm, 60 min.

Metrobus 36: 5:03 am to 9:30 pm weekdays. Peak 10 to 20 min; Off-Peak 15 to 30 min. Evenings 30 to 60 min. Saturday 5:58 am to 8:17 pm, 30 to 60 min. Sunday 6:42 am to 8:19 pm, 30 to 70 min.

Metrobus 48: 6:14 am to 8:31 pm weekdays. Peak 60 min; Off-Peak and Evenings 60 min. No Saturday or Sunday service.

Metrobus 62: 5:35 am to 1:05 am weekdays. Peak 10 to 20 min; Off-Peak 15 min. Evenings 30 to 60 min. Saturday 5:36 am to 1:12 am, 20 to 45 min. Sunday 5:36 am to 1:12 am, 20 to 45 min.

Metrobus C: 5:07 am to 12:27 am weekdays. Peak 20 min; Off-Peak 20 min. Evenings 20 to 60 min. Saturday 5:07 am to 12:27 am, 20 to 60 min. Sunday 5:40 am to 10:21 pm, 30 to 50 min.

Metrobus K: 5:57 am to 11:16 pm weekdays. Peak 20 min; Off-Peak 20 min. Evenings 15 to 60 min. Saturday 5:47 am to 11:31 pm, 30 to 60 min. Sunday 5:56 am to 11:31 pm, 30 to 60 min.

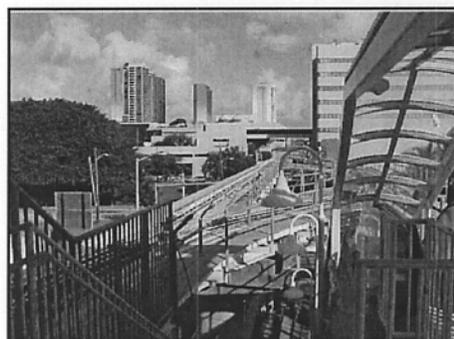
Metrobus M: 6:04 am to 10:46 pm weekdays. Peak 30 min; Off-Peak 30 min. Evenings 40 to 60 min. Saturday 6:01 am to 10:49 pm, 60 min. Sunday 5:59 am to 6:48 pm, 60 min.

Metrobus S: 5:07 am to 1:35 am weekdays. Peak 12 min; Off-Peak 12 min. Evenings 12 to 60 min. Saturday 5:07 am to 1:35 am, 12 to 60 min. Sunday 5:06 am to 1:35 am, 15 to 60 min.

Metrobus T: 5:07 am to 10:11 pm weekdays. Peak 15 to 20 min; Off-Peak 30 min. Evenings 15 to 60 min. Saturday 6:09 am to 10:08 pm, 30 to 60 min. Sunday 6:06 am to 10:03 pm, 30 to 60 min.

Flagler Max: 6:30 am to 9:34 am, 3:45 pm to 7:10 pm weekdays. Peak 15 min; No Off-Peak, evenings, Saturday or Sunday service.

Biscayne Max: 6:07 am to 9:38 am, 3:09 pm to 6:40 pm weekdays. Peak 15 min; No Off-Peak, evenings, Saturday, or Sunday service.



The Omni Loop serves a variety of office towers, a shopping center, public spaces and a key interchange point with MDTA buses going to Miami Beach.

Parking: Several surface lots exist along the Omni Loop. A multi-level decked structure is located at Omni mall.

Station Area Activities: Several major hotels are located just north of the Omni mall shopping center. The Miami District Schools Administration building is located on the line at its northern terminal. Omni station is also the location of a major transfer facility between Metrobus routes and Metromover. Bicentennial Park is a significant public space just south of the Mac Arthur Causeway. A new sports arena will open in late 1999 for the Miami Heat professional basketball team. Several large apartment buildings exist to the west of the line's northern terminus. Older homes have been subdivided into lower rent housing along the Omni Loop.



The Miami Herald is a major employer on the Omni Loop. The intermodal transfer station to Metrobus is in the foreground.

Generalized Land Use: Urban office buildings dominate at the south end of this loop. The mid section includes deteriorated warehouses and industrial buildings, and cleared open space now in public ownership. Park space along the waterfront, grades into other office, commercial and hotel properties to the north. Vestiges of former homes, sub-divided into apartments, can also be seen. The City of Miami is undertaking major redevelopment efforts with new public facilities along the Biscayne Bay portion of this Metromover line.

Station Area Property Values:

OMNI LOOP Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	634	\$11.43	\$0.80	\$48.20	50 percent between \$5.00 and \$10.00
Buildings	290	\$24.68	\$3.75	\$116.50	No dominant value

Development Opportunities: The City of Miami has targeted this area along Biscayne Boulevard as a major redevelopment site for cultural and sporting events. Plans exist to build a performing arts center next to the new American Airlines Arena which is currently under construction. Several parcels of land are being made available for office or high density housing by the city's redevelopment agency.

Vacant Land: A significant amount of vacant land is available along the Omni Loop. In addition, several older buildings await either revitalization, or removal to allow the land to be developed for uses.

Access Issues: For pedestrians, access to surrounding areas is good at the two northern stations where sidewalks have been repaired, or new ones added. The middle section lacks sidewalks on several east-west segments which lead from stations into adjoining neighborhoods.

Special Notes: The Biscayne Bay side of the Omni Loop is being redeveloped as important public space with a mixture of cultural, recreational, and sports centers. In addition to the new American Airlines Arena, plans exist for a new performing arts center, and additional park facilities in this area.



The Omni Loop passes through an area in transition. Vacant land, and older buildings seeking new uses are mixed with new development in the shadow of Miami's central business district.

- Miami River
- Fifth Street
- Eighth Street
- Tenth Street
- Brickell
- Financial District



Description of Stations: Elevated stations with center platforms at floor level. Street level lobby with access through fare gates. Stairs and elevators lead to upper level platforms. Station platform areas are covered.

Locations of Stations: Stations are located on elevated structures that have largely been built over private right-of-way. A high bridge over the Miami River is the site of one station. Others are located where the right-of-way intersects several east-west streets: Fifth Street; Eighth Street; and, Tenth Street. The Brickell station is adjacent to the Brickell Metrorail station.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: MDTA Metromover, Metrorail (at Brickell only), Metrobus and on call taxi service.



The Brickell Loop Metromover route passes new mid and high-rise buildings associated with the financial business boom along Brickell Avenue south of the Miami River.

Connecting Transit Services: Several Metrobus lines intersect with the Brickell Loop at different points. A connection exists with Metrorail at Brickell where the two stations are adjacent to one another. *Metrobus 6:* 9:01 am to 5:10 pm weekdays. Peak 60 min; Off-peak 60 min. No evenings, Saturday, or Sunday service.

Metrobus 8: 5:20 am to 12:14 am weekdays. Peak 10 min; Off-peak 15 min. Evenings 15 to 60 min. Saturday 5:44 am to 11:14 pm, 15 to 60 min. Sunday 5:51 am to 11:14 pm, 20 to 60 min.

Metrobus B: 5:59 am to 8:37 pm weekdays. Peak 15 to 20 min; Off-peak 30 min. Evenings 35 min. Saturday 6:05 am to 8:46 pm, 40 min. Sunday 6:07 am to 8:41 pm, 40 to 60 min.

Parking: A few small surface parking lots are found near the stations south of the Miami River. On street parking is limited to side streets off of Brickell Avenue.

Station Area Activities: East of the Metromover alignment, along Brickell Avenue, are new hotels, travel agencies, some restaurants and high-end retail establishments. These are mixed in with international banking and financial institutions and their office complexes. Professional firms associated with banking and investment are also found here. To the west of Brickell Avenue is a mixture of government offices, including the U.S. Immigration and Naturalization Service, small businesses, a few single family homes and small apartments. Older large homes have been either subdivided internally into apartments, or parts of yards have been marketed for redevelopment into new uses.

Generalized Land Use: This area is in transition. A block or two east of the Metromover route along Brickell Avenue new construction of hotels and the office buildings of major banking and financial interests has taken place for over a decade. In the immediate vicinity of the guideway alignment there are remnants of earlier residential patterns, and some vacant land.

Station Area Property Values:

BRICKELL LOOP Area Property Values in \$ per square foot

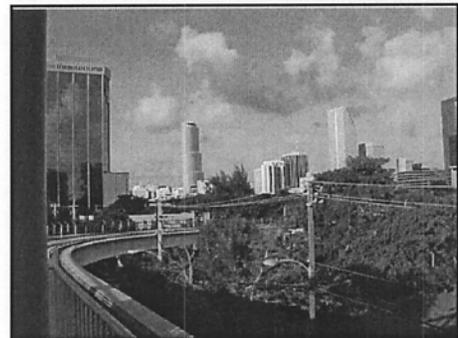
	No of parcels	Average	Low	High	Dominant Range of Values
Land	692	\$17.46	\$0.85	\$48.50	60 percent between \$20.00 and \$30.00
Buildings	517	\$21.90	\$4.20	\$136.50	35 percent between \$20.00 and \$30.00

Development Opportunities: Where land is available, or buildings are vacant or awaiting new uses, both development and redevelopment opportunities are good. Proximity to the central business district, and to attractive residential areas nearby on Brickell Key, or south towards Coconut Grove, or west to Coral Gables, makes this a desirable area for investment.

Vacant Land: Numerous small parcels, up to 1/4 acre in size dot the area near the Metromover alignment.

Access Issues: The grid pattern of streets provides a good overall network for movement. However, many side streets west of Brickell Avenue lack adequate sidewalks.

Special Notes: Recent discovery of a sacred site important to Native Americans on a one acre parcel near the Miami River has become a controversial issue pitting developers against traditional cultural values. The mixed use development that is occurring in the area has city officials and residents excited about the emerging "Brickell Village." This is one of the few areas in South Florida where people can walk, or take short transit trips, from where they live to where they may work, shop, or dine.



The Metromover Brickell Loop passes through an area where redevelopment is continuing to proceed as older residential uses are being replaced by new office buildings and hotels.

TRI COUNTY COMMUTER RAIL AUTHORITY

TRI RAIL

System Description: In the late 1980s, faced with a major rebuilding of I-95, the Florida Department of Transportation, in collaboration with Dade, Broward, and Palm Beach counties decided to create a commuter rail alternative in this 72 mile corridor for use during the seven year reconstruction period. A new agency, the Tri County Commuter Rail Authority, was established to carry out this task. An existing mainline railroad segment was purchased from CSX, with the railroad retaining freight trackage rights, use by Amtrak, and dispatching functions. Tri Rail was the operational name for new commuter train service to be operated over this route. The first trains ran in 1989. Five existing railroad stations used by Amtrak also became stops on Tri Rail. Stops were added at nearly a dozen other locations where platforms, simple shelters, and sometimes parking facilities, were constructed. A dozen weekday trains in each direction formed the initial timetable. Ridership growth and popular support resulted in Tri Rail becoming a permanent transportation service. Extensions north to Mangonia Park, and south to a site closer to Miami International Airport were added in 1997 and 1998. The number of trains increased to a peak level of 30 on weekdays in 1997. The entire 78 mile commuter service of Tri Rail operates on railroad tracks shared with CSX freight trains and Amtrak intercity passenger trains.

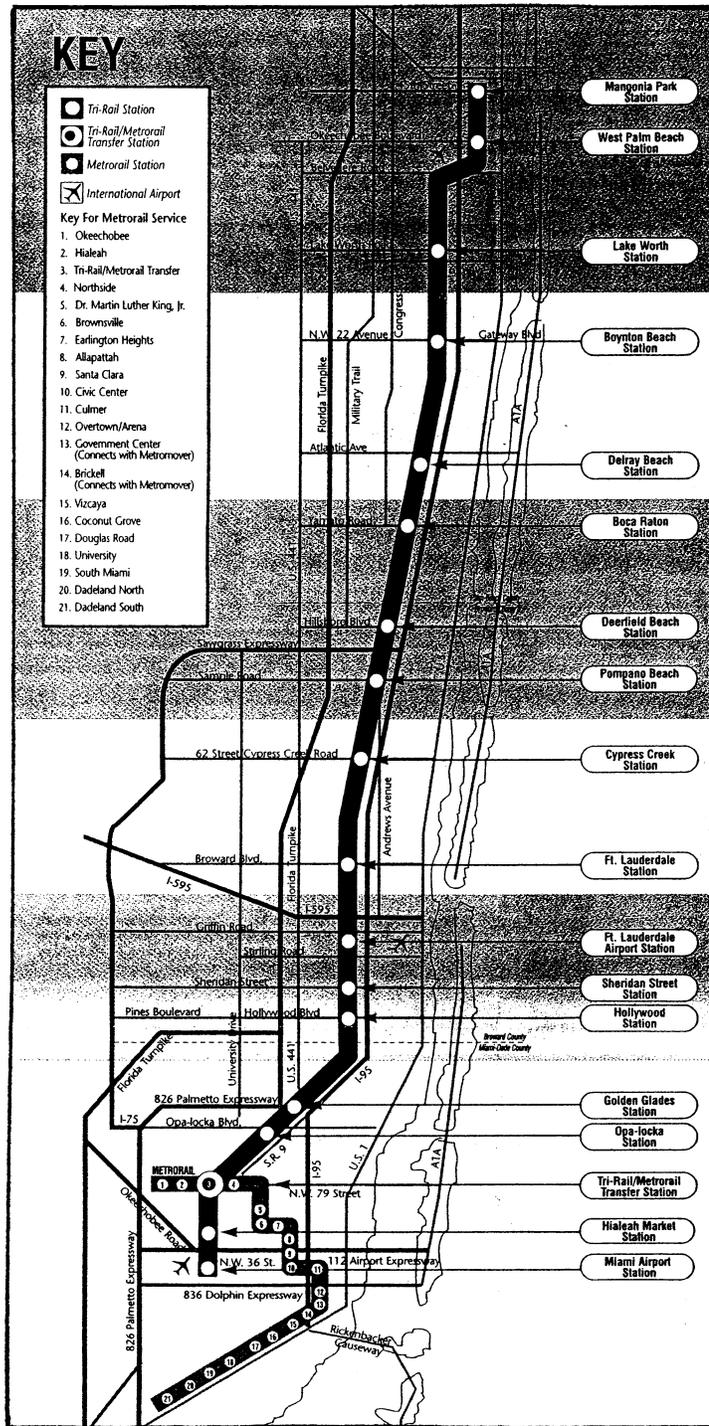
Tri Rail trains are composed of up to six bi-level commuter cars, and hauled by a diesel locomotive. Operating practice is generally for the locomotive to pull southbound trains, and push northbound ones. Passenger cars at the opposite end of the train are equipped with a control cab for running in push mode. All cars are of a bi-level design developed in Canada and first used in Toronto. Identical cars operate today in Los Angeles, San Diego, Vancouver, and by the end of 1999 in Seattle. Cars are air conditioned with carpeting and comfortable, upholstered seating. Stations are track level platforms, located on one side of what was originally a single-track railroad. Tri Rail has moved ahead with a plan to double track the entire system to improve on-time performance and enable capacity expansion. Double tracking requires a second station platform, and several stations have been expanded to meet this need.

Tri Rail commuter trains operate seven days a week, from early morning to late evening hours. Twenty eight week day trains are currently operated. Eighteen trains run on Saturday; ten on Sunday. Tri Rail connects with Metrorail service at 79th Street in Miami to allow travelers from points to the north to access downtown Miami. Shuttle bus service is provided at some Tri Rail stations, either by the commuter rail agency, or with local transit.

Extension of the line has resulted in building of two new stations. One other has been added, and others have been rebuilt in association with the double tracking projects. Station area development has only recently become a major concern of Tri Rail. The commuter rail authority has solicited plans for five stations and is proceeding with their first significant development project at Cypress Creek. Several stations have adjacent vacant land. Plans are to add two additional stations in the Boca Raton area in the near future. Both offer significant development opportunities.

TRI COUNTY COMMUTER RAIL AUTHORITY TRI RAIL

System Map.



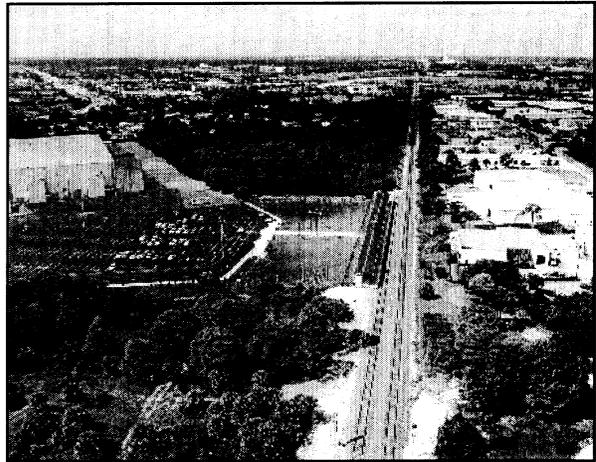
TRI COUNTY COMMUTER RAIL AUTHORITY

Station Development Opportunity Summary

Station	Location	Current Activities	Parking	Vacant Land	Building Value	Opportunity Uses
Mangonia Park	1415 45 th Street, Mangonia Park.	Jai Ali fronton, warehouses, light industry, shopping center, single family homes.	Park and Ride lot with 70 spaces, additional parking at Jai Ali, street parking.	Large 24 acre parcel southeast of station. Several less than 1.0 acre parcels north.	Average value \$29.02 per square foot. 75 percent between \$20.00 and \$40.00	Large tract with potential for commercial or residential uses. In-fill residential.
West Palm Beach	201 South Tamarind Avenue, West Palm Beach.	Hotel, office buildings, intermodal passenger terminal.	Parking at station for intermodal users. On street parking to the east on city streets.	Several parcels off from 1.0 to 4.5 acres in the immediate station area, and to the east.	Average value \$34.48 per square foot. 60 percent between \$20.00 and \$50.00.	Office, retail, hotel, and medium to high density residential, redevelopment to east.
Lake Worth	1703 Lake Worth Road, Lake Worth	High school, nursing home, mobile home park, single family homes.	Surface parking lot shared with high school underneath I-95. On street parking.	Scattered small parcels, generally less than 5,000 square feet.	Average value \$20.74 per square foot. 85 percent between \$15.00 and \$25.00.	Redevelopment for housing replacement and possible neighborhood retail.
Boynton Beach	2800 High Ridge Road, north of Hypoluxo Road.	Commercial and professional offices, light industry, wholesaling.	Large surface Park and Ride lot at station. Other parking at office parks.	Several one acre parcels scattered in quarter mile radius of station.	Average value \$30.12 per square foot. 90 percent between \$20.00 and \$40.00.	Small tracts available for additional office uses, some neighborhood retail.
Delray Beach	345 South Congress Avenue, south of Atlantic Avenue, Delray Beach.	County government administrative complex, light industry, office parks.	Large surface Park and Ride lot shared by Tri Rail and county government.	Approximately 5.0 acre site southwest of station, other smaller parcels nearby.	Average value \$26.79 per square foot. 70 percent between \$20.00 and \$30.00.	Possible commercial office and light industry development or redevelopment.
Boca Raton	601 N.W. 53 rd Street, north of Yamato Road, Boca Raton.	Three hotels, office parks, light industry.	Surface Park and Ride lot with 50 spaces. Parking at office parks and hotels.	Several acres of vacant land in an industrial/office park development.	Average value \$33.84 per square foot. 60 percent between \$15.00 and \$35.00.	Office development, and medium to high density residential, small scale retail.
Deerfield Beach	1300 West Hillsborough Boulevard, Deerfield Beach.	Broward County North Regional Courthouse, hotel, retail, office complexes.	Surface lot with 50 spaces at station, additional parking under construction.	Three acre parcel southwest of station. Several less than 5,000 square foot parcels.	Average value \$36.03 per square foot. 60 percent between \$25.00 and \$45.00.	Commercial office and retail development and redevelopment opportunities.
Pompano Beach	3491 N.W. 8 th Avenue, Pompano Beach.	Office complexes, warehousing and wholesale sales. Tri Rail headquarters.	Large city block surface lot with 260 spaces next to station. On street parking.	Three acre parcel west of tracks. Several one acre parcels, 10 acre parcel to south.	Average value \$32.42 per square foot. 80 percent between \$20.00 and \$45.00.	Land for office and commercial use. Redevelopment for office and residential.
Cypress Creek	6151 North Andrews Way, south of N.W. 60 th Street.	Major corporate office buildings and parks, hotel, small retail mall.	Large surface Park and Ride lot, corporate lots and structures. Limited street parking.	Large 12 acre parcel west of station. Several others of 1.0 to 5.0 acres nearby.	Average value \$55.82 per square foot. 70 percent between \$40.00 and \$80.00.	Tri Rail soliciting proposals for 12 acre site. Office and high density residential.
Ft. Lauderdale	200 Southwest 21 st Terrace, south of Broward Boulevard, Ft. Lauderdale.	Industry, warehouses, neighborhood retail, single family homes, intermodal center.	Limited surface parking at station, large Park and Ride lot to north.	No vacant land is available.	Average value \$24.09 per square foot. 85 percent between \$15.00 and \$35.00.	Redevelopment of warehouse and industry, possible higher density residential.
Ft. Lauderdale Airport	2075 Tigertail Road, between Griffin Road and Sterling Road.	Ft. Lauderdale International Airport, transit maintenance, industry, commercial retail.	Small surface lot with about 30 spaces. Limited on street parking.	Several wooded parcels, one acre in size.	Average value \$39.14 per square foot. 70 percent between \$25.00 and \$45.00.	Redevelopment of older industrial and warehouses for commercial and other uses.
Sheridan Road	2900 Sheridan Street, west of I-95, Hollywood.	Hotels, warehousing and light industry, mobile homes and single family housing.	Large surface Park and Ride lot with over 450 spaces. Limited on street parking.	Scattered small parcels, generally less than 5,000 square feet.	Average value \$34.00 per square foot. 75 percent between \$10.00 and \$25.00.	Reuse of existing property for higher return of retail and higher density residential.
Hollywood	3001 Hollywood Boulevard, west of I-95, Hollywood.	Single family residences, public park, limited neighborhood retail.	Limited parking, less than 35 spaces at station. Very limited on street parking.	Only occasional residential area lots to the west, usually 6,000 square feet or less.	Average value \$25.35 per square foot. 65 percent between \$20.00 and \$30.00.	Some residential redevelopment and up zoning possible.
Golden Glades	16000 North State Road 9, at intersection with I-95, U.S. 441, and State 826.	Industrial and warehousing to north, office and apartments south, intermodal hub.	Extensive Park and Ride lot for rail, bus and van pool users.	Limited number of small parcels, isolated from station by roadway network.	Average value \$19.11 per square foot. 80 percent between \$15.00 and \$25.00.	Tri Rail soliciting proposals for use of large part of parking site for development.
Opa-Locka	480 All Baba Avenue, Opa-Locka.	Residential neighborhood, several neighborhood stores, government offices.	Park and Ride lot with 50 spaces. On street parking available.	Several small parcels, generally less than 5,000 square feet.	Average value \$25.38 per square foot. 70 percent between \$20.00 and \$30.00.	Community redevelopment efforts focusing on housing and commercial needs.
79th Street/Metrorail	2567 East 11 th Avenue, north of N.W. 79 th Street, Hialeah.	Warehouses, commercial retail, automobile repair, scattered single family homes.	Very limited at station, on street parking on side streets.	Very limited number of small parcels, generally less than 3,500 square feet.	Average value \$42.65 per square foot. 50 percent between \$20.00 and \$45.00.	Very limited because of land availability, some redevelopment potential.
Hialeah Market	1200 S.E. 11 th Avenue, north of Airport Expressway, Hialeah.	Warehousing, including food packaging and waste recycling, Jai Ali fronton.	Surface parking lot with 80 spaces next to station. Some on street parking.	A few small parcels, generally less than 4,000 square feet, along CSX rail line.	Average value \$15.87 per square foot. 70 percent between \$10.00 and \$20.00.	Redevelopment of warehouses and unused industrial buildings for commercial use.
Miami Airport	3797 N.W. 21 st Street, at intersection with N.W. 37 th Avenue.	Hotel, light and medium industry, rental car storage. Miami International Airport.	Surface parking lot with 75 spaces next to station.	A .75 acre site is available west of the station.	Average value \$42.65 per square foot. 50 percent between \$20.00 and \$45.00.	Major redevelopment planned as part of the Miami Intermodal Center (MIC) project.

101/102

- MANGONIA PARK
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



View to the northwest of the Mangonia Park station area. Station platform is to the left of the CSX/Tri Rail track, parking lot and Jai Ali fronton in upper left quadrant.

Station Description: Mangonia Park station is a single track, ground-level, single-platform covered station.

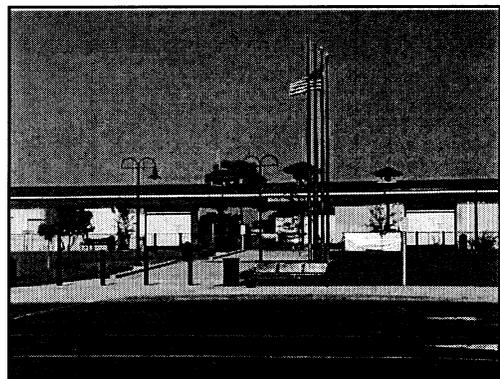
Location: The location of the station is at 1415 45th Street, Mangonia Park.

Political Jurisdiction: Town of Mangonia Park, Palm Beach County.

Transportation Providers: Tri Rail trains, Palm Tran transit buses, and local taxicab service.

Connecting Transit Services:

Palm Tran routes 1, 5 and 31: 6:35 am to 7:25 pm weekdays. Peak 30 min; Off-Peak 60 min. Evenings 20 to 30 min. Saturday 7:55 am to 6:05 pm, 60 min. Sunday 9:55 am to 4:05 pm, 60 min.



Mangonia Park is the northernmost station on the Tri Rail system. Having opened in 1997 it is one of the newest.

Parking: There is surface parking south of the station with kiss and ride facilities and parking spaces for 70 vehicles. Additional parking is available in the Jai Alai fronton lot.

Station Area Activities: The station is northeast of the West Palm Beach Jai Alai fronton. Warehouse developments exist to the north of the station across the CSX main track. This transitions to single family residential areas further to the north, and to the south along 45th Street. Poinciana Shopping Plaza is within a quarter mile of the Tri-Rail station

Generalized Land Use: The land use south of the station is commercial recreation, while north of the station is industrial. The Jai Alai fronton is south of the station; north of the station there are several light industrial businesses, i.e. Serrus Construction, and an area of single-family homes.

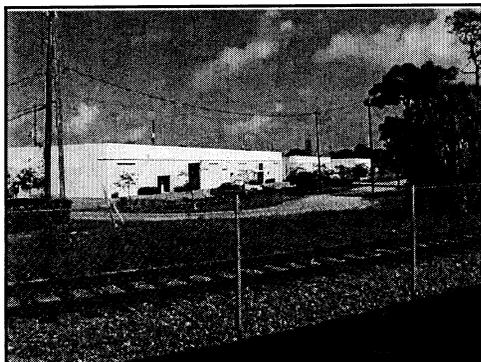
Station Area Property Values:

MANGONIA PARK Station Area Property Values in \$ per square foot

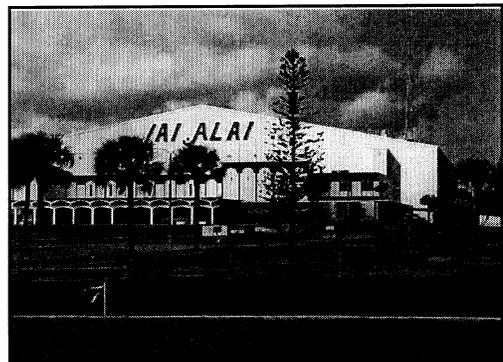
	No of parcels	Average	Low	High	Dominant Range of Values
Land	28	\$2.59	\$0.34	\$3.52	65 percent between \$2.50 and \$3.50
Buildings	66	\$29.02	\$8.34	\$81.67	75 percent between \$20.00 and \$40.00

Development Opportunities: Considerable vacant land in varying size parcels exists within one quarter mile of the station.

Vacant Land: There are 24 acres available in a single parcel to the southeast of the station. Several smaller (less than one acre) parcels of vacant land exist north of the station, along 53rd Street, interspersed in a neighborhood of light industrial and residential uses.



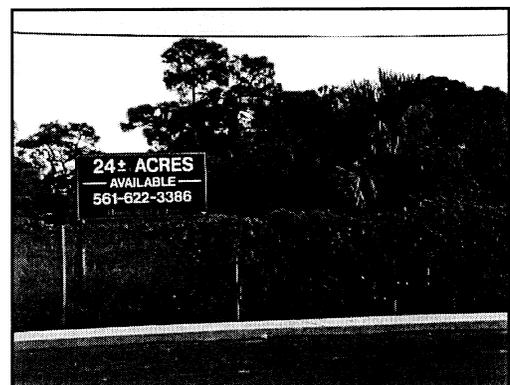
Across the CSX tracks are several small industries and offices, and a few vacant parcels.



The West Palm Beach Jai Alai fronton and the Tri Rail station face a common parking lot.

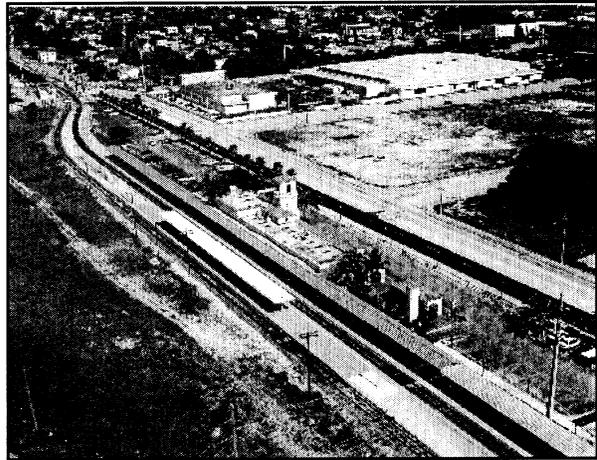
Access Issues: Pedestrian access to areas north of the station are difficult. Fenced right of way and lack of streets or sidewalks force a lengthy detour. A possible future option might be a pedestrian overpass. Mangonia Park station is set back from the road and although there are sidewalks leading halfway to it, people still have to walk quite a distance before reaching Poinciana Plaza.

Special Notes: Significant development potential exists in a single large parcel.



A single large parcel is available for development east of the station parking lot.

- Mangonia Park
- **WEST PALM BEACH**
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



West Palm Beach station looking northeast across South Tamarind Street. Downtown West Palm Beach is approximately one mile to the east.

Station Description: The West Palm Beach station is a remodeled, historic train station, with two platforms, one covered, served by a single main track and a station siding track.

Location: 201 South Tamarind Avenue, just south of the intersection of Okeechobee Blvd and Tamarind Avenue.

Political Jurisdiction: City of West Palm Beach, Palm Beach County.

Transportation Providers: Tri Rail and Amtrak trains, Greyhound intercity buses, and Palm Tran transit buses. On call taxi service.

Connecting Transit Services:

Palm Tran Route 2: 5:50 am to 8:05 pm weekdays. Peak 30 min; Off-Peak 30 min. Evenings 25 to 30 min. Saturday 7:10 am to 7:30 pm, 55 to 60 min. Sunday 9:10 am to 4:45 pm, 60 min.

Palm Tran Route 31: 6:12 am to 7:00 pm weekdays. Peak 30 min; Off-Peak 60 min. Evenings 25 to 30 min. Saturday 7:35 am to 6:20 pm, 60 min. Sunday 9:35 am to 4:20 pm, 60 min.

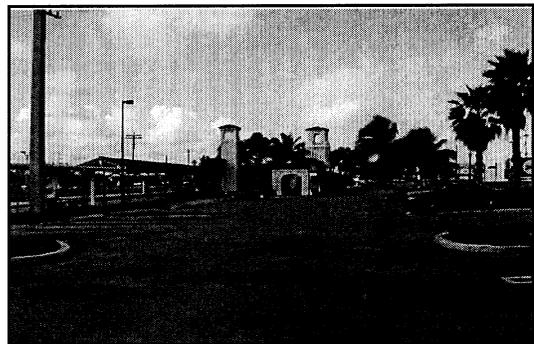
Palm Tran Route 43: 6:35 am to 6:55 pm weekdays. Peak 30 to 60 min; Off-Peak 60 min. Evenings 30 min. Saturday 8:05 am to 6:55 pm, 60 min. Sunday 9:05 am to 4:55 pm, 60 min.

Palm Tran Route 44: 6:10 am to 6:30 pm weekdays. Peak 30 min; Off-Peak 60 min. Evenings 30 min. Saturday 7:05 am to 6:45 pm, 60 min. Sunday 9:05 am to 4:05 pm, 60 min.

Palm Tran Route 46: 6:23 am to 7:18 pm weekdays. Peak 30 to 60 min; Off-Peak 60 min. Evenings 30 min. Saturday 7:23 am to 7:05 pm, 60 min. Sunday 9:23 am to 4:10 pm, 60 min.

Palm Tran Route 53: 6:35 am to 7:17 pm weekdays. Peak 30 min; Off-Peak 30 min. Evenings 30 min. No Saturday or Sunday service.

Palm Tran Route 54: 6:09 am to 5:37 pm weekdays. Peak 20 to 50 min; Off-Peak 20 min. No evenings, Saturday, or Sunday service.



West Palm Beach station is a true intermodal facility serving Tri Rail, Amtrak and Greyhound. Palm Tran will build a new transit terminal to the northwest of the intermodal terminal.

Palm Tran Route 55: 7:23 am to 5:38 pm weekdays. Peak 20 min; Off-Peak 20 min. Evenings (Thursday and Friday) 5:41 pm to 8:38 pm, 20 min. No Saturday or Sunday service.

Uptown Downtown Shuttle (Combo. of RTE 54 and 55): 6:09 am to 8:38 pm weekdays. Peak 20 min; Off-Peak 20 min. Evenings (Thursday. and Friday) 5:41 pm to 8:38 pm, 20 min. No Saturday or Sunday service.

Parking: Less than 50 spaces are available for public use in two small surface parking areas to the north and south of the station.

Station Area Activities: A Sheraton Hotel and three office towers are to the west/southwest of the station: the Paychex Building, Reflections Office Center/Republic Security Bank, and Paxson Communications.

Generalized Land Use: The surrounding land is mixed-use; for offices and hotels west of the tracks, commercial to the south, and government to the east. Government Center, judicial buildings, and a performing arts center are located within a few blocks of the station to the east. Downtown West Palm Beach is approximately 3/4 mile to the east.

Station Area Property Values:

WEST PALM BEACH Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	37	\$6.54	\$0.32	\$12.00	55 percent between \$4.00 and \$8.00
Buildings	35	\$34.48	\$8.16	\$123.19	60 percent between \$20.00 and \$50.00

Development Opportunities: The West Palm Beach station area offers multiple development opportunities. There is a 9,000 square foot building available to the east of the station at the intersection of Fern and Tamarind. Plans exist for a bus transit center northwest of the station.

Vacant Land: There are three acres immediately west of the station. There is also a several acres parcel north of the station at the intersection of Clearwater and Banyan. A third open area of about one and a half acres lies between the Sheraton Hotel and Paxson Communications buildings to the southwest. Several blocks of vacant urban land also exist to the east across Tamarind Boulevard.

Access Issues: There is no pedestrian access to the office complexes, hotel and developable land west of the station. Secondary streets, bordered with sidewalks, provide access to downtown West Palm Beach.

Special Notes: The City of West Palm Beach is undertaking a major urban redevelopment project with mixed use residential, commercial retail and office, public buildings and spaces in a multi-block area to the east of the station.



Lack of good pedestrian access makes the linkage between lakeside office buildings difficult. This site is also potentially developable.

- Mangonia Park
- West Palm Beach
- **LAKE WORTH**
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



View east of the Lake Worth Tri Rail station. Behind I-95 is Lake Worth High School. The area underneath the highway structure is a parking lot for commuters and the high school.

Station Description: The Lake Worth station is a single track, ground-level, single-platform covered station.

Location: 1703 Lake Worth Road, close to Holiday Drive.

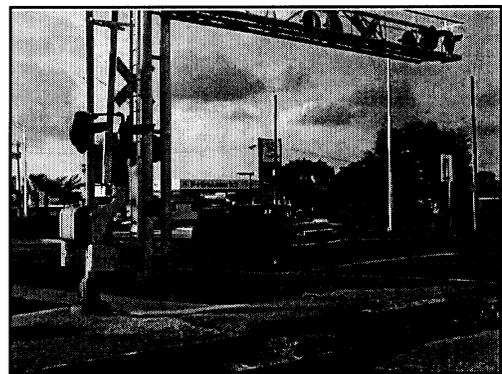
Political Jurisdiction: Town of Lake Worth, Palm Beach County.

Transportation Providers: Tri Rail trains, Palm Tran buses, and on call taxi service.

Connecting Transit Services:

Palm Tran Route 60: 6:20 am to 7:10 pm weekdays. Peak 60 min; Off-Peak 60 min. No Evening service. Saturday 7:30 am to 6:20 pm, 60 min. No Sunday service.

Palm Tran Route 62: 6:00 am to 7:30 pm weekdays. Peak 30 to 60 min; Off-Peak 60 min. Evenings 30 min. Saturday 7:10 am to 4:30 pm, 60 min. Sunday 10:00 am to 4:30 pm, 60 min.



Lake Worth Road crosses the CSX tracks, the Tri Rail station is to the left. Business uses continue to the west.

Parking: A surface park and ride area is adjacent to the station, under the structure of I-95. On street parking is available in the nearby residential area.

Station Area Activities: Lake Worth High School is adjacent to the station on the east side. High school students and Tri Rail patrons share a common parking lot space under I-95; however, parking is divided between the two groups. A mobile home park is west of the station. The Medicana nursing home is also northeast of the station. Downtown Lake Worth is located about a mile and a half to the east.

Generalized Land Use: Public school use and residential dominate to the east, residential to the west and commercial to the northwest. Transportation is also a dominant use with the I-95 highway and the CSX/Tri Rail/Amtrak rail route.



An older residential neighborhood is shaded by large trees east of the Lake Worth Tri Rail station.



Lake Worth High School and the Tri Rail Station have divided use of the parking space under I-95.

Station Area Property Values:

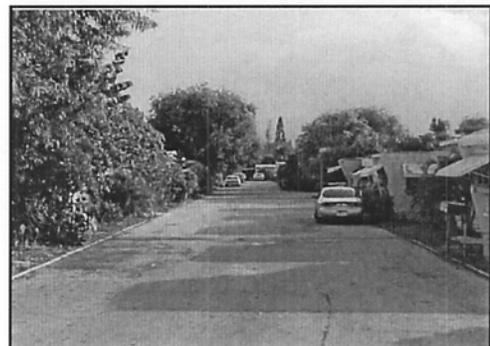
LAKE WORTH Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	26	\$2.45	\$1.00	\$5.00	60 percent between \$2.00 and \$4.00
Buildings	69	\$20.74	\$8.22	\$30.91	85 percent between \$15.00 and \$25.00

Development Opportunities: New development opportunities are limited, but some redevelopment potential exists for both small retail and higher density housing in the area west of the station.

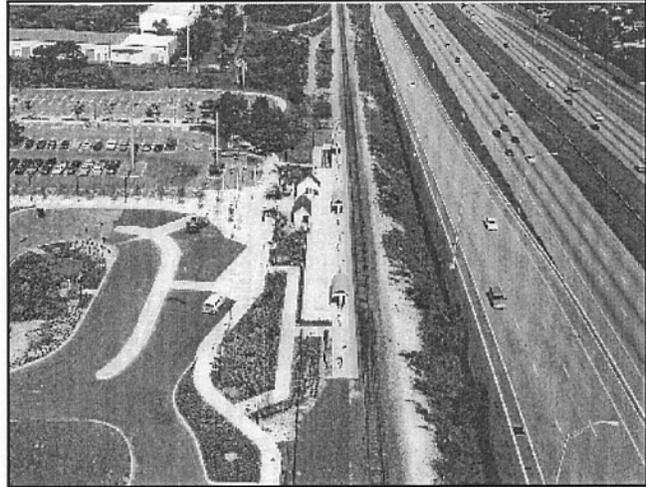
Vacant Land: Only a handful of very small residential parcels are available. These are scattered on side streets near the station and are generally less than 5,000 square feet.

Access Issues: Pedestrian access to the high school and the mobile homes is made difficult by inadequate sidewalks. Crossing Lake Worth Avenue from the station to the commercial area to the north lacks signal protection.



Near the Tri Rail station Lake Worth is dominated by a mixture of mobile homes and single family residences.

- Mangonia Park
- West Palm Beach
- Lake Worth
- **BOYNTON BEACH**
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



Looking north along I-95. The Boynton Beach station lies west of the highway and opens onto a parking lot.

Station Description: The Boynton Beach station is a single track, ground-level, single-platform covered station.

Location: 2800 High Ridge Road, the closest major intersection is High Ridge Road and Hypoluxo Road.

Political Jurisdiction: Town of Boynton Beach, Palm Beach County.

Transportation Providers: Tri-Rail trains and shuttle buses, Palm Tran buses. On call taxi service.

Connecting Transit Services:

Palm Tran Route 70: 5:30 am to 7:15 pm weekdays. Peak 30 min; Off-Peak 60 min. Evenings 30 min. Saturday 7:50 am to 6:05 pm, 60 min. Sunday 9:50 am to 5:05 pm, 60 min.

Palm Tran Route 71: 6:50 am to 6:54 pm weekdays. Peak 60 min; Off-Peak 60 min. No evening service. Saturday 7:28 am to 5:42 pm, 60 min. Sunday 10:28 am to 4:42 pm, 60 min.

Tri-Rail Shuttle 79: 5:53 am to 8:25 am, 3:30 pm to 5:53 pm weekdays. Peak 20 to 80 min; No Off-Peak, evenings, Saturday, or Sunday service.



Boynton Beach Tri-Rail station is typical of the agency's first generation new stations. A large surface parking lot is adjacent.

Parking: There is ample surface parking for this park and ride lot. Additional parking is available at office parks and other commercial establishments.

Station Area Activities: The Motorola office complex is nearby and so is Puradyn Filter Technologies and the Gateway Professional Building. There is also a commercial/light industry business north of the station. South of Gateway Blvd is the Quantum Corporate Park.

Generalized Land Use: The surrounding land use is commercial and light industry.

Station Area Property Values:

BOYNTON BEACH Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	24	\$3.70	\$0.01	\$4.00	45 percent between \$3.00 and \$4.00
Buildings	111	\$30.12	\$3.88	\$50.81	90 percent between \$20.00 and \$40.00

Development Opportunities: There are 900 to 1,400 square feet of office/commercial space available in the Puradyn filter technologies building. There is also 5,000 square feet of land available west of the parking lot. The southeast and northwest corner also has property for sale at the corner of Gateway Blvd. and High Ridge Road.

Vacant Land: A wooded lot, just over an acre in size, west of the station offers a possible development opportunity. Other, similar sized parcels exist on side streets both to the north and south of Boynton Beach station.

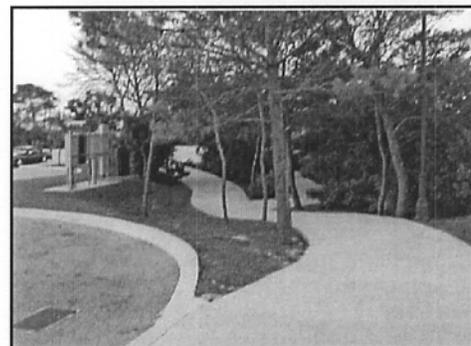
Access Issues: Limited pedestrian connections exist from the station beyond the immediate parking lot area. A shuttle bus does serve nearby office complexes.



Track side locations were important to industry and business in the past, although trucks have replaced rail for shipping, many businesses cling to older sites.



Office and light manufacturing employment are the economic generators in the Boynton Beach station area.



This attractive sidewalk gives the impression of easy access from the station to an adjacent industrial cluster. Unfortunately it ends just past the trees.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- **DELRAY BEACH**
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



This view of Delray Beach looks to the northwest with light industry and Palm Beach County government service center and parking lot to the west of the Tri Rail station.

Station Description: The Delray Beach station is a single track, ground-level, single-platform covered station.

Location: 345 South Congress Avenue. The closest major intersection is Congress Road and Atlantic Avenue.

Political Jurisdiction: Town of Delray Beach, Palm Beach County.

Transportation Providers: Tri-Rail and Amtrak trains, Palm Tran buses. On call taxi service.

Connecting Transit Services:

Palm Tran Route 2: 5:55 am to 8:25 pm weekdays. Peak 30 min; Off-Peak 30 min. Evenings 30 min. Saturday 7:45 am to 6:55 pm, 60 min. Sunday 9:45 am to 5:40 pm, 60 min.

Palm Tran Route 70: 5:46 am to 6:29 pm weekdays. Peak 30 min; Off-Peak 60 min. No evening service. Saturday 8:19 am to 5:36 pm, 60 min. Sunday 10:19 am to 4:36 pm, 60 min.

Palm Tran Route 81: 7:23 am to 7:25 pm weekdays. Peak 60 min; Off-Peak 60 min. Evenings 60 min. Saturday 7:23 am to 6:35 pm, 60 min. Sunday 10:23 am to 4:35 pm, 60 min.

Parking: There is an abundance of surface parking available here.

Station Area Activities: The whole area is zoned mixed industrial and commercial. Several light industrial plants and offices provide employment. The Southeast Palm Beach County Administrative Complex is located to the northwest of the station.

Generalized Land Use: This station is located on the eastern part of a mixed light industry and government facility area.



The Delray Beach station is near an area of light industry and land available for further development.

Station Area Property Values:

DELRAY BEACH Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	28	\$2.31	\$0.01	\$4.50	55 percent between \$2.00 and \$4.00
Buildings	77	\$26.79	\$12.94	\$38.82	70 percent between \$20.00 and \$30.00



Levinger Corporation is one of several tenants in the light industrial/commercial complex near the station.



Southeast Palm Beach County Administrative Complex is a major activity adjacent to the Delray Beach station.

Development Opportunities: Considerable land is available for development and redevelopment. Some commercial office space is available for lease. Land exists within a quarter mile for other business opportunities, and for medium density residential uses.

Vacant Land: A large site of approximately five acres lies to the southwest of the Tri Rail station. Other parcels, ranging upwards from 10,000 square feet also exist nearby on major arterials and side streets.

Access Issues: There is good roadway access to the areas around the station. Pedestrian access is made more difficult by a lack of sidewalks beyond the immediate vicinity of the park and ride lot and the county Administrative Center.



A large vacant parcel, approximately five acres in size is located southwest of the Tri-Rail station, with frontage on a major arterial road.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- **BOCA RATON**
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



This view of the Boca Raton station looks south down the Tri-Rail/I-95 corridor. Yamato Road crosses from east to west just beyond the commuter rail station. An office building is to the right of the park and ride lot.

Station Description: The Boca Raton station is a single track, ground-level, single-platform covered station.

Location: 601 NW 53rd Street, the closest major intersection is NW 53rd Street and Yamato Road.

Political Jurisdiction: City of Boca Raton, Palm Beach County.

Transportation Providers: Tri-Rail trains and Palm Tran buses. On call local taxi service.

Connecting Transit Services:

Palm Tran Route 2: 6:10 am to 7:45 pm weekdays. Peak 30 min; Off-Peak 30 min. Evenings 30 min. Saturday 7:45 am to 6:55 pm, 60 min. Sunday 9:45 am to 4:55 pm, 60 min.

Palm Tran Route 94: 6:33 am to 6:47 pm weekdays. Peak 30 to 60 min; Off-Peak 60 min. Saturday 7:33 am to 5:33 pm, 30 to 60 min. No Sunday service.

Parking: A surface lot offers 50 parking spaces. Other parking exists adjacent to nearby hotels and office complexes.

Station Area Activities: The Boca Raton Station is adjacent to the Armada Park of Commerce, and three suite hotels. Several office buildings are nearby. Florida Atlantic University is also about one mile from the station.

Generalized Land Use: Hotels, light industry and commercial office space are the predominant land uses around the Boca Raton station.



A landscaped parking lot with good sidewalk access to nearby offices and hotels is an asset at the Boca Raton Tri-Rail station.

Station Area Property Values:

BOCA RATON Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	16	\$3.52	\$0.01	\$9.00	35 percent between \$2.00 and \$5.00
Buildings	7	\$33.84	\$18.23	\$52.26	60 percent between \$15.00 and \$35.00

Development Opportunities: Development is continuing to take place near this station. The office park contains several acres of land that is open to development. A third suite hotel was completed in 1999. Plans exist for additional office developments. Medium and high density residential developments are planned for the area south of Yamato Road, west of the Tri-Rail corridor.

Vacant Land: Several acres of vacant land are available in the Park of Commerce.



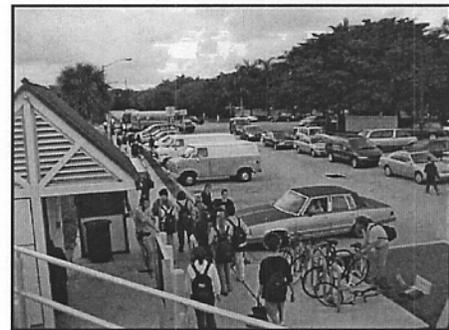
Development opportunities exist on land that is part of the Park of Commerce site.



Springhill Suites, under construction in late 1998, is the third hotel to be built near the Boca Raton station.

Access Issues: There is good access to the hotels and to the industrial park buildings. Reverse commuting by Tri-Rail to office employment is evident at peak hour travel times.

Special Notes: Tri-Rail is considering relocating the Boca Raton station to a site further south.



Peak hour evening commuting foot traffic includes university students and employees in nearby office.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- **DEERFIELD BEACH**
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



View to the northwest, with Deerfield Beach Tri Rail/Amtrak station, park and ride lot across the tracks with North Broward County government complex on south side of Hillsborough Boulevard, commercial uses on north.

Station Description: The Deerfield Beach station is a ground level, single covered-platform facility with a historic station building constructed by the Seaboard Airline Railroad.

Location: 1300 West Hillsborough Boulevard, between I-95 and Military Trail.

Political Jurisdiction: City of Deerfield Beach, Broward County.

Transportation Providers: Amtrak trains, Tri-Rail trains and buses, Broward County Transit buses, on call local taxi service.

Connecting Transit Services:

Tri-Rail Shuttle 23: 5:27 am to 9:08 am, 3:50 pm to 6:46 pm weekdays. Peak 30 to 60 min; No off-peak, evening, Saturday or Sunday service.

Tri-Rail Shuttle 24: 5:27 am to 8:59 am, 3:50 pm to 6:46 pm weekdays. Peak 30 to 60 min; No off-peak, evening, Saturday or Sunday service.

Broward County Transit Route 92: 8:00 am to 4:25 pm weekdays. Peak 45 to 60 min; Off-Peak 45 min. Evenings (TU, TR and SAT) 5:05 pm to 8:55 pm, 90 min. Saturday 9:00 am to 4:25 pm, 45 min. Sunday 12:30 am to 6:55 pm, 60 min.



The historic Deerfield Beach station is used by Amtrak and Tri-Rail trains and Broward County Transit (BCT) and Tri-Rail shuttle buses.

Parking: A surface lot provides nearly 50 spaces adjacent to the station.

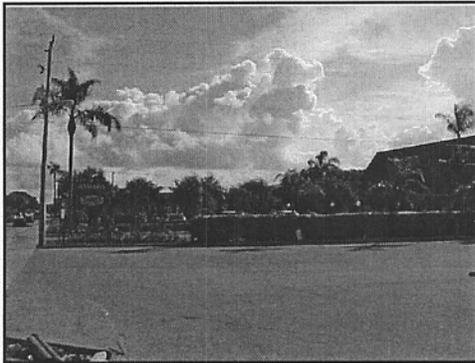
Station Area Activities: The Broward County North Regional Courthouse is within 1/8 of a mile of the station. Just east of the station is a Ramada Inn and Denny's. Dolphin Carpet and Tile is northwest of the station; several office buildings are to the northeast.

Generalized Land Use: The adjacent land uses are a mixture of public spaces, offices and various retail, hotel and food service businesses.

Station Area Property Values:

DEERFIELD BEACH Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	27	\$4.65	\$1.15	\$15.01	50 percent between \$4.00 and \$6.00
Buildings	16	\$36.03	\$16.13	\$93.32	60 percent between \$25.00 and \$45.00



A restaurant and motel are adjacent to the station parking lot on the east along the south side of Hillsborough Boulevard.



Double tracking work is underway on this segment of the Tri-Rail route through Deerfield Beach.

Development Opportunities: Both new development and redevelopment potential opportunities exist near the Deerfield Beach station.

Vacant Land: There is a parcel of nearly three acres available to the southwest of the station. Several small parcels, less than 6,000 square feet each, are located on side streets within a quarter mile of the station.

Access Issues: Access is good in this area with sidewalks to the hotel and the Broward County government complex, both on the south side of the street. There is poor pedestrian access to the north, however.

Special Notes: Deerfield Beach is located within the second double-tracking project.



An office complex is located northeast of the station across Hillsborough Boulevard.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- **POMPANO BEACH**
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



Looking south along the CSX/Tri-Rail right-of-way. Sample Road is in the foreground. Station is in the upper left part of the photograph.

Station Description: The Pompano Beach station is a single track, ground-level, single-platform covered station.

Location: 3491 NW 8th Avenue and the major intersection is Sample Road and Northwest 8th Avenue.

Political Jurisdiction: City of Pompano Beach, Broward County.

Transportation Providers: Tri-Rail trains and buses, Broward County Transit (BCT) buses, and on call taxi service.

Connecting Transit Services:

Tri-Rail Shuttle 33: 5:06 am to 8:57 am, 3:55 pm to 8:02 pm weekdays. Peak 20 to 80 min; Evenings 40 to 75 min. No Off-peak, Saturday, or Sunday service.

Broward County Transit Route 14: 6:20 am to 10:40 pm weekdays. Peak 30 min; Off-Peak 30 min. Evenings 30 to 50 min. Saturday 6:20 am to 8:20 pm, 30 to 60 min. Sunday 9:50 am to 5:30 pm, 30 to 60 min.

Broward County Transit Route 93: 9:50 am to 4:30 pm weekdays. Peak 90 min; Off-Peak 90 min. Evenings (Tuesday, Thursday, and Saturday) 6:00 pm to 9:50 pm, 90 min. Saturday 9:50 am to 4:30 pm, 90 min. Sunday 11:40 am to 5:40 pm, 60 min.

Broward County Transit Route 95: 8:45 am to 5:40 pm weekdays. Peak 90 min; Off-Peak 90 min.. Saturday 8:45 am to 5:40 pm, 90 min. No evening, or Sunday service.



Double tracking of the Tri-Rail corridor was underway in late 1998 at Pompano Beach station. Tri-Rail moved its administrative offices to a site adjacent to the station in April, 1999.

Parking: A full city block surface parking lot is on the east side of the Tri-Rail station.

Station Area Activities: The Centerport office buildings are close to the station and two blocks away is the Sample 95 business park. Tri-Rail corporate headquarters moved to an office building south of the station parking area in early 1999. There are office complexes to the northwest in the sector to the east of the station. There is 100,000 square feet available for lease southeast of the station, and other office complexes being developed to the west.

Generalized Land Use: The entire area near the station is comprised of office complexes and industrial warehouses. Other commercial activities exist along N.W. 8th Avenue. Residential areas are beyond.

Station Area Property Values:

POMPANO BEACH Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	18	\$4.39	\$0.10	\$13.50	70 percent between \$3.50 and \$6.00
Buildings	11	\$32.42	\$10.53	\$66.64	80 percent between \$20.00 and \$45.00

Development Opportunities: There is land available for development near the Pompano Beach station. Redevelopment possibilities also exist nearby, and include the possibility of warehouse conversions for either office or residential uses.

Vacant Land: A three acre parcel exists to the west of the CSX/Tri-Rail tracks. Several smaller parcels exist on side streets, and a 10 acre tract exists about one quarter mile to the south.



This office building south of the station parking lot is partially occupied by Tri-Rail headquarters.



A large parking lot fronts the Tri-Rail station on the east. Vacant land across the CSX tracks to the west is a major potential development site.

Access Issues: There is good pedestrian access to the immediate buildings, but some buildings are far away and will need sidewalks to connect them in the future, and sidewalks will need to be extended to the new office complexes being developed west of the station.

Special Notes: Pompano Beach is where the first and second double-tracking segments join.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- **CYPRESS CREEK**
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



Cypress Creek is the first new station constructed on a double-track section of Tri-Rail. The commuter rail authority is moving to develop the vacant parcel to the southwest of the station.

Station Description: The Cypress Creek station is a double-tracked, ground-level, double-platform covered station.

Location: 6151 North Andrews Way, just south of N.W. 60th Street.

Political Jurisdiction: Broward County.

Transportation Providers: Broward County Transit, Tri-Rail Shuttle, on call taxi service.

Connecting Transit Services:

Tri-Rail Shuttle 41: 5:24 am to 8:57 am, 4:03 pm to 7:47 pm weekdays. Peak 25 to 80 min; No off-peak service. Evenings 75 min. No Saturday or Sunday service.

Tri-Rail Shuttle 42: 5:24 am to 8:57 am, 4:03 pm to 7:47 pm weekdays. Peak 25 to 80 min; No off-peak service. Evenings 80 min. No Saturday or Sunday service.

Tri-Rail Shuttle 43: 5:24 am to 8:57 am, 4:03 pm to 7:47 pm weekdays. Peak 25 to 75 min; Off-Peak N/A. Evenings 75 min. No Saturday or Sunday service.

Broward County Transit Route 14: 5:50 am to 11:08 pm weekdays. Peak 30 min; Off-Peak 30 min. Evenings 30 to 60 min. Saturday 5:50 am to 8:50 pm, 30 to 60 min. Sunday 9:20 am to 6:50 pm, 60 min.

Broward County Transit Route 60: 5:25 am to 8:25 pm weekdays. Peak 30 min; Off-Peak 30 min. Evenings 30 min. Saturday 6:40 am to 7:40 pm, 45 min. Sunday 10:25 am to 6:55 pm, 45 min.



Cypress Creek station was rebuilt and expanded as part of the double-tracking project. The new station has separate platforms for both tracks, accessible by elevators and an overhead walkway.

Parking: There is a large surface parking lot across Andrews Avenue from the Tri-Rail station. Only handicapped parking is available adjacent to the station.

Station Area Activities: The Cypress Creek Business District includes Hewlett Packard, Motorola, Bell South, Xerox and the Broward Trade Center. The Trade Center South includes AT&T and New York Life Insurance companies. West of the station is a Sheraton Suites, First Union, and some new construction. Cypress Creek Station Mall is north of the station area.

Generalized Land Use: All land in the area is commercial and office space. Cypress Creek has the highest employment concentration of all Tri-Rail stations.

Station Area Property Values:

CYPRESS CREEK Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	27	\$8.54	\$0.22	\$51.34	45 percent between \$5.00 and \$12.00
Buildings	17	\$55.82	\$3.37	\$88.07	70 percent between \$40.00 and \$80.00



AT&T office complex is one of several major employers at Cypress Creek.



A significant tract of land is available for development to the southwest. In the distance are new office buildings on Powerline Road.

Development Opportunities: In spite of the concentration of office buildings and other business activities around Cypress Creek station, there is still open area available for new development. Some of this land is owned by private investors. Other parcels are owned by government agencies.

Vacant Land: A 12 acre parcel, immediately west of the station, is being targeted for joint development efforts by Tri Rail. Solicitation of proposals is underway. A dozen other parcels of from one to four acres are available within a half mile of the station.

Access Issues: Tri-Rail patrons are forced to use a park and ride lot that can only be accessed by crossing heavily traveled Andrews Avenue. The three office buildings immediately adjacent to the station are very accessible. Others further away are linked by only marginal sidewalk access, and the difficulty of crossing major thoroughfares.

Special Notes: Tri-Rail has targeted Cypress Creek for its first planned station area development project.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- **FT. LAUDERDALE**
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



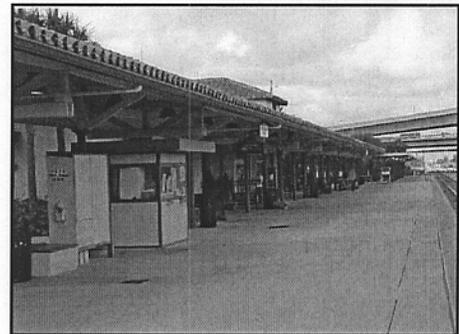
This view of the Ft. Lauderdale rail station looks southwest across I-95. Major roadway fly-overs have been constructed to improve access to the station, a park and ride lot, and Broward Boulevard from I-95.

Station Description: The Fort Lauderdale station is a historic railroad station built by the Seaboard Air Line railroad over 70 years ago. It's platform tracks are used by both long distance travelers and commuters.

Location: 200 Southwest 21st Terrace, south of Broward Boulevard and west of I-95.

Political Jurisdiction: City of Fort Lauderdale, Broward County.

Transportation Providers: Amtrak intercity trains, Tri-Rail commuter trains and shuttle buses, Broward County Transit buses, South Florida Educational Campus Shuttle (SFEC) and on call taxi service.



The former Seaboard Air Line railroad station is used today by Amtrak and Tri-Rail.

Connecting Transit Services:

Tri-Rail Shuttle 53: 5:34 am to 8:49 pm weekdays. Peak 10 to 60 min; Off-Peak 25 to 70 min. Evenings 20 to 60 min. No Saturday or Sunday Service.

Broward County Transit Route 9: 6:20 am to 9:50 pm weekdays. Peak 40 min; Off-Peak 40 min. Evenings 50 to 75 min. Saturday 6:20 am to 8:50 pm, 60 min. Sunday 9:15 am to 7:25 pm, 80 min.

Broward County Transit Route 22: 5:45 am to 9:50 pm weekdays. Peak 30 min; Off-Peak 30 min. Evenings 20 to 35 min. No Saturday or Sunday service.

Broward County Transit Route 81: 6:15 am to 9:05 pm weekdays. Peak 30 min; Off-Peak 30 min. Evenings 30 min. Saturday 5:45 am to 9:05 pm, 30 min. Sunday 9:15 am to 5:40 pm, 60 min.

South Florida Educational Campus Shuttle: serves Nova University, Florida Atlantic University and Broward Community College on class days.

Parking: A surface lot adjacent to the station is for Amtrak patrons. Park and ride commuters must use a lot to the north on Broward Boulevard, a 50 yard walk from the commuter rail terminal.

Station Area Activities: CSX maintains a small freight yard south of the station. Several industries and warehouses are alongside the railroad to the south. A variety of retail shops and fast food restaurants are located to the west along

Broward Boulevard. To the immediate west of the station is a residential neighborhood. I-95 forms a barrier to the east.

Generalized Land Use: Industrial and warehouse uses prevail along the CSX railroad right-of-way. Commercial businesses are found on Broward Boulevard. To the west and south the neighborhood becomes more residential.

Station Area Property Values:

FT. LAUDERDALE Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	8	\$1.32	\$0.76	\$2.00	50 percent between \$1.00 and \$1.50
Buildings	108	\$24.09	\$2.65	\$180.91	85 percent between \$15.00 and \$35.00

Development Opportunities: This is a built-out area. Only limited redevelopment opportunities exist.

Vacant Land: No vacant land is available.



A cluster of single family homes borders the station to the west of 21st Terrace.



CSX maintains a small rail freight switching yard and industrial tracks, just to the south of Ft. Lauderdale Amtrak/Tri-Rail station.

Access Issues: There is poor pedestrian access from the parking lots into adjacent streets and neighborhoods. Automobile access to the commuter park and ride lot has been facilitated construction of a limited access fly-over connection to I-95.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- **FT. LAUDERDALE AIRPORT**
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



North view of the Ft. Lauderdale Airport Tri-Rail station. A mix of industrial uses, vacant land, and the Broward County Transit maintenance facility exist in the vicinity of the station.

Station Description: The Fort Lauderdale Airport station is a ground-level, double track, double platform station with canopied shelters.

Location: The station address is 2075 Tigertail Road, between Griffin Road and Stirling Road.

Political Jurisdiction: Broward County.

Transportation Providers: Tri-Rail trains and shuttle buses, Broward County Transit buses, on call taxi service.

Connecting Transit Services:

Tri-Rail Shuttle 63: 5:38 am to 8:07 pm weekdays. Peak 30 to 45 min; Off-Peak 40 to 50 min. Evenings 45 to 50 min. Saturday 7:42 am to 8:25 pm, 25 to 110 min. Sunday 7:42 am to 8:49 pm, 25 to 120 min.
Broward County Transit 6: 5:20 am to 8:35 pm weekdays. Peak 30 min; Off-Peak 30 min. Evenings 20 to 30 min. Saturday 5:20 am to 8:35 pm, 30 min. Sunday 10:15 am to 6:10 pm, 45 to 60 min.



Ft. Lauderdale Airport station is located on a double track segment of line and has platforms on both tracks. Shuttle service links the station to Ft. Lauderdale/Hollywood International Airport.

Parking: A small surface lot provides about 30 spaces. Limited on street parking is available close by.

Station Area Activities: Development such as the Bass Pro Shop Plaza, a major outlet mall, is close to this station, but not reachable by walking. A metal fabrication plant is across the tracks to the northeast. Other industry is to the southeast. Broward County Transit has its bus maintenance facility immediately northwest of the station. The Emerald Lake Mobile Home Park, the only residential property in the vicinity, is located west of the station. Ft. Lauderdale International Airport is to the east. The station and airport terminal are linked by Tri-Rail shuttle buses.

Generalized Land Use: Industrial and commercial wholesale, and retail, uses dominate the area around Ft. Lauderdale Airport station. Vacant wooded areas and retention ponds add to the land use mix.

Station Area Property Values:

FT. LAUDERDALE AIRPORT Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	11	\$300	\$2.00	\$5.50	70 percent between \$2.00 and \$4.00
Buildings	7	\$39.14	\$23.76	\$110.11	70 percent between \$25.00 and \$45.00



Metal fabrication is one of the industries located to the northeast of the station.



Broward County Transit (BCT) has a bus garage and maintenance shop to the northwest of the Tri-Rail station.

Development Opportunities: Some redevelopment potential exists in this already built up area. For example, there is 2,400 square feet in a vacant building/warehouse southeast of the station, available for lease.

Vacant Land: Several wooded parcels, each less than one acre, may hold some development potential.

Access Issues: There is only access to the industries to the southeast, and to the west of the station for the mobile home park. There is no pedestrian access to a major retail attraction within walking distance of the station.



A retail outlet mall is located across the CSX tracks and beyond an industrial yard. No direct access is available from the Tri-Rail station.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- **SHERIDAN ROAD**
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



This Tri Rail station occupies the southeast quadrant of the intersection of I-95 and Sheridan Road in Hollywood. A large park and ride lot is east of the station. Across the tracks are industrial and warehouse uses, with residential further west.

Station Description: The Sheridan Street station is a single track, ground-level, single-platform covered station.

Location: 2900 Sheridan Street, west of I-95.

Political Jurisdiction: City of Hollywood, Broward County.

Transportation Providers: Tri-Rail trains and feeder buses, Broward County Transit (BCT) buses, and on call taxi service.

Connecting Transit Services:

Tri-Rail Shuttle 74: 5:41 am to 8:45 am, 4:08 pm to 7:27 pm weekdays. Peak 20 to 40 min; No off-peak service. Evenings 45 min. No Saturday or Sunday service.

Broward County Transit 3: 5:55 am to 7:50 pm weekdays. Peak 60 min; Evenings 60 min. No off-peak, Saturday, or Sunday service.

Broward County Transit 12: 6:10 am to 7:35 pm weekdays. Peak 45 min; Off-Peak 45 min. Evenings 45 min. Saturday 6:10 am to 7:35 pm, 40 to 45 min. Sunday 10:15 am to 7:15 pm, 60 min.

Broward County Transit 17: 6:05 am to 8:35 pm weekdays. Peak 45 min; Off-Peak 45 min. Evenings 40 to 60 min. Saturday 6:45 am to 8:35 pm, 40 min. Sunday 10:35 am to 6:05 pm, 75 min.

Parking: The entire block to the east of the station is a surface park and ride lot with a capacity of over 450 vehicles..

Station Area Activities: Motels (Days Inn and Holiday Inn) and eating establishments are nearby at the I-95 interchange. Warehousing and light industry provide both employment and traffic in the area, primarily to the northeast, west and southwest. There is a mobile home park to the southeast and another northwest of the station. Further west on Sheridan Road is an area of single family homes. To the northwest of the station is a county park.

Generalized Land Use: Commercial uses predominate to the east around the Sheridan Street interchange with I-95. To the south and west the area grades into a mixture of small offices and housing, predominantly single family, but with



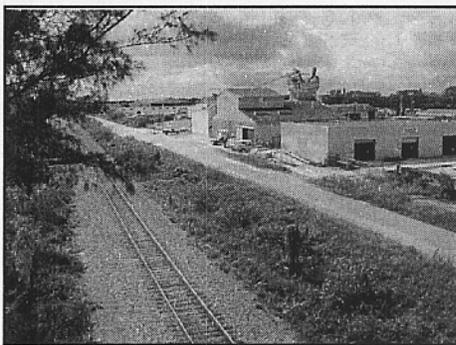
Sheridan Road station is a new facility, built by Tri-Rail in 1996. It was the agency's first station with completely covered platforms.

occasional duplexes and small apartments. Two mobile home parks are located nearby. A major public park is located north of Sheridan Street to the west of the Tri-Rail station.

Station Area Property Values:

SHERIDAN STREET Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	21	\$3.37	\$1.49	\$9.45	60 percent between \$2.00 and \$4.50
Buildings	16	\$34.00	\$8.13	\$143.06	75 percent between \$10.00 and \$25.00



The Rinker cement operation, west of the Sheridan Road station, is typical of industrial uses in the area.



Along Sheridan Road, a Holiday Inn and Denny's restaurant typify development of a highway interchange. The Tri-Rail park and ride lot entrance is to the right of the restaurant.

Development Opportunities: Reuse of existing property for higher return is the most likely development opportunity in the Sheridan Road station area. Residential zoning west of the railroad tracks will limit further commercial development in the near term.

Vacant Land: A limited amount of vacant land, usually isolated parcels of less than 5,000 square feet, is found near the Sheridan Road station.

Access Issues: There is no direct pedestrian access to any of the motels, industries, or mobile home parks. Sheridan Street is three lanes in each direction. Crossing it requires a detour to traffic signals two or more blocks away.

Special Notes: This is a new (1996) station site. It was planned as a replacement for the Hollywood station, but community leaders successfully argued for the existence of both stations. Sheridan Road contains a longer covered platform area, and more amenities, than the original standard Tri-Rail station designs.



A Broward County park, north of Sheridan Road and west of the railroad, provides for camping and other recreational opportunities.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- **HOLLYWOOD**
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



Hollywood station is located just west of I-95 at Hollywood Boulevard. To the immediate west of the station is a city park that is the transition to a residential neighborhood of single family homes.

Station Description: The Hollywood station is a restored former Seaboard Airline Railroad facility with two platforms, one partially covered, and used by both Amtrak and Tri-Rail.

Location: 3001 Hollywood Boulevard, just to the west of the intersection of Hollywood Boulevard and I-95.

Political Jurisdiction: City of Hollywood, Broward County.

Transportation Providers: Amtrak intercity trains, Tri-Rail commuter trains, BCT buses and on call taxi service.

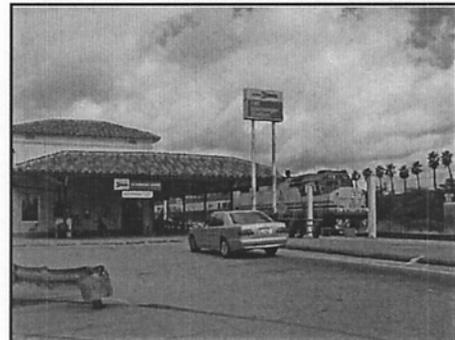
Connecting Transit Services:

Broward County Transit 7: 5:05 am to 11:25 pm weekdays. Peak 30 min; Off-Peak 30 min. Evenings 30 min. Saturday 5:55 am to 9:25 pm, 30 to 60 min. Sunday 9:45 am to 6:45 pm, 45 min.

Parking: There is very limited parking at this station. Of the 35 spaces, a dozen are reserved for Amtrak patrons using the six intercity trains a day.

Station Area Activities: There are single family residential homes on both sides of Hollywood Boulevard to the west. Retail stores and fast food outlets are mixed with houses to the east on Hollywood Boulevard. Stan Goldman Memorial Park, operated by the City of Hollywood, is adjacent to the station.

Generalized Land Use: The land use around the station is mainly residential, with some commercial activity on Hollywood Boulevard. A public park is immediately adjacent to the station on the west.



Both Tri-Rail and Amtrak trains use Hollywood station which was originally built by the Seaboard Airline Railroad.

Station Area Property Values:

HOLLYWOOD Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	8	\$3.20	\$1.84	\$6.25	50 percent between \$3.00 and \$5.00
Buildings	66	\$25.35	\$3.58	\$63.22	65 percent between \$20.00 and \$30.00



Hollywood Boulevard passes south of the station and links the center of the city, about a half mile to the east and residential neighborhoods to the west of the railroad.



Rambling, single-story homes with broad lawns set on winding streets typify the residential neighborhood adjoining the Hollywood station.

Development Opportunities: Some potential for redevelopment exists along Hollywood Boulevard. The older, established patterns of Hollywood have left very little vacant land.

Vacant Land: Very little vacant land is available. Only an occasional small lot, usually less than 6,000 square feet, in the residential area, can be found.

Access Issues: The City of Hollywood has provided, and maintains, sidewalks on both sides of Hollywood Boulevard, and on adjacent residential streets. Crossing the boulevard can be done safely at a signaled intersection only a block from the station.

Special Notes: The historic railroad station is a potential restoration/rehabilitation site.



Stan Goldman Memorial Park provides a quiet respite from freeway traffic and other urban noise, just west of the Hollywood station.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- **GOLDEN GLADES**
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



Hollywood station is located just west of I-95 at Hollywood Boulevard. To the immediate west of the station is a city park that is the transition to a residential neighborhood of single family homes.

Station Description: The Golden Glades station is a single track, ground-level, single-platform covered station.

Location: 16000 North State Road 9, at the confluence of the Florida Turnpike, I-95, U.S. 441, and State 826.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: Tri-Rail trains, BCT buses, Metro Dade Transit (MDTA) buses, and on call taxi service.

Transit Services:

Broward County Transit 18: 6:00 am to 9:20 am, 3:50 pm to 7:30 pm weekdays. Peak 20 min;. Evenings 20 min. No off-peak, Saturday, or Sunday service.

Metrobus E: 5:48 am to 8:29 pm weekdays. Peak 45 to 60 min; Off-Peak 60 min. Evenings 60 min. Saturday 9:18 am to 7:19 pm, 60 min. Sunday 9:20 am to 7:19 pm, 60 min.

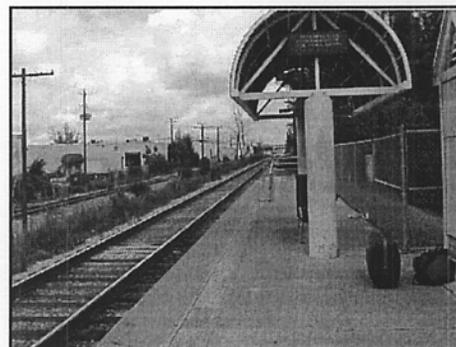
Metrobus V: 8:37 am to 5:27 pm weekdays. Peak 60 min; Off-Peak 60 min. No evening, Saturday or Sunday service.

Metrobus 22: 4:44 am to 12:22 am weekdays. Peak 10 to 30 min; Off-Peak 30 min. Evenings 45 to 60 min. Saturday 5:18 am to 11:56 pm, 30 to 70 min. Sunday 5:16 am to 10:40 pm, 60 min.

Metrobus 42: 4:44 am to 8:48 pm weekdays. Peak 60 to 70 min; Off-Peak 60 min. Evenings 50 min. Saturday 7:00 am to 5:27 pm, 45 to 60 min. Sunday 7:42 am to 6:16 pm, 45 to 60 min.

Metrobus 77: 4:44 am to 1:46 am weekdays. Peak 5 to 15 min; Off-Peak 10 to 15 min. Evenings 15 to 60 min. Saturday 5:13 am to 1:45 am, 20 to 60 min. Sunday 5:15 am to 1:45 am, 30 to 60 min.

Metrobus 95X: 6:15 am to 8:45 am, 4:03 pm to 6:38 pm weekdays. Peak 5 to 15 min; No off-peak, evening, Saturday, or Sunday service.



The platform of Golden Glades station faces an industrial area where rail access via freight sidings is still important.

Parking: There is extensive parking at this station, reached by an overhead pedestrian walkway that crosses from the surface lot across State Road 9.

Station Area Activities: There is industry west of the station, and there is the Golden Lakes apartments and office buildings southeast of the station. The parking lot, associated with the rail station and in the middle of this complex roadway interchange, is used by rail and bus travelers, and by car and van pools as a staging site or pick-up and drop-off point.

Generalized Land Use: Industrial and warehouse uses are found to the northwest across State Road 9 and north of the CSX railroad tracks. An apartment complex is on the southern periphery of the station area. The balance of the station area is in transportation uses: roads, parking lots, railroad lines; or in vacant land, including some wetland preserve.

Station Area Property Values:

GOLDEN GLADES Station Area Property Values in \$ per square foot

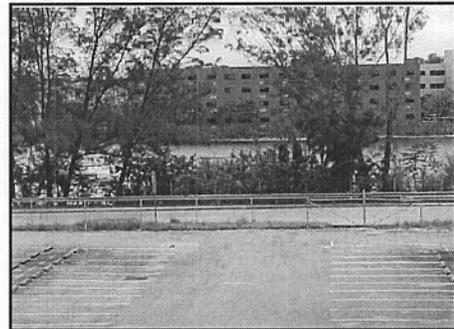
	No of parcels	Average	Low	High	Dominant Range of Values
Land	28	\$3.99	\$0.45	\$4.75	75 percent between \$2.75 and \$4.25
Buildings	23	\$19.11	\$8.73	\$50.25	80 percent between \$15.00 and \$25.00

Development Opportunities: Land to the southwest along State Road 9 offers some potential for expansion of apartments that were first constructed nearby in 1997. Although the convergence of key roads provides good regional access, the nature of the roadway network with its limited access points diminishes the potential for development of much of the unused land around Golden Glades station. Given the size of the parking area and its outstanding location vis-a-vis the convergence of I-95, the Florida Turnpike and the Palmetto Expressway, there is a prime opportunity for joint development.

Vacant Land: Very little vacant land is in the area. A few parcels to the north lack direct access from Golden Glades.

Access Issues: There is no pedestrian access to any of the industries or office buildings. There is a significant bridge linking the parking lot and the train station over a highway. This solution is worthy of consideration at other Tri-Rail stations.

Special Notes: This is an important intermodal hub for rail, bus and automobile travelers. Tri-Rail is soliciting joint development proposals for a portion of the parking facility space.



A new apartment complex, built in close proximity to Golden Glades station is accessible only by automobile on a circuitous route on roads and local streets.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- **OPA-LOCKA**
- 79th Street/Metrorail
- Hialeah Market
- Miami Airport



Looking northeast towards the center of Opa-Locka, the Tri-Rail station is in the center of the photograph, and just to the north is the shell of the former railroad station. Ali Baba Avenue runs diagonally across the left parallel to the tracks.

Station Description: The Opa-Locka station is a new single track, ground-level, single-platform covered station put in service in 1996.

Location: 480 Ali Baba Avenue, west of N.W. 27th Avenue.

Political Jurisdiction: City of Opa-Locka, Miami Dade County.

Transportation Providers: Tri-Rail trains, MDTA buses, and on call taxi service.

Connecting Transit Services:

Metrobus E: 6:08 am to 8:47 pm weekdays. Peak 60 min; Off-Peak 60 min. Evenings 60 min. Saturday 9:01 am to 7:22 pm, 60 min. Sunday 9:03 am to 7:22 pm, 60 min.

Metrobus 32: 5:23 am to 12:00 am weekdays. Peak 20 min; Off-Peak 30 min. Evenings 30 to 60 min. Saturday 6:05 am to 10:50 pm, 30 to 55 min. Sunday 6:12 am to 10:41 pm, 60 min.

Metrobus 42: 5:00 am to 8:31 pm weekdays. Peak 50 to 65 min; Off-Peak 60 min. Evenings 50 min. Saturday 6:17 am to 7:02 pm, 40 to 60 min. Sunday 7:01 am to 7:47 pm, 60 to 85 min.

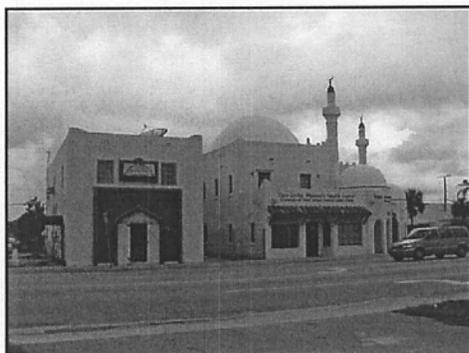
Parking: Opa-Locka station has a new parking lot with 50 spaces available for Tri-Rail patrons.

Station Area Activities: This station is surrounded by single family homes. There are a few small stores, a municipal building, community center, and a post office nearby.

Generalized Land Use: The land use around Opa-Locka station is primarily residential, with several businesses scattered along Ali Baba Avenue.



Tri-Rail built the new Opa-Locka station set back from the existing track in anticipation of the double tracking project which will get under way in 2000.



The unique Arabic architecture of Opa-Locka is reflected in several public buildings, including this social service agency cluster on Ali Baba Avenue, a hundred yards east of the station.



Single family homes and multi-family units give a residential character to the community's main thoroughfare, across from the Tri-Rail station.

Station Area Property Values:

OPA LOCKA Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	207	\$1.86	\$1.00	\$6.14	75 percent between \$1.50 and \$2.50
Buildings	158	\$25.38	\$4.48	\$50.01	70 percent between \$20.00 and \$30.00

Development Opportunities: Opa-Locka offers redevelopment opportunities. Several commercial buildings have undergone rehabilitation and new uses over the past decade. Additional housing may be needed in the near future.

Vacant Land: Several parcels of vacant land are available on Ali Baba Avenue, and on intersecting streets to the north. Most of these are extremely small lots, less than 5,000 square feet.

Access Issues: Sidewalks are adequate along Ali Baba Avenue, but there is a need for them on several residential streets. The nearest intersections with traffic signals are three blocks to the east, creating a hazardous situation for persons walking to and from the north.

Special Notes: The former historic Opa Locka railroad station is adjacent to the new Tri-Rail station. It was heavily damaged during Hurricane Andrew and has been proposed for restoration as a community facility or museum.



The Tri-Rail Opa-Locka station provides parking for automobiles and bays for bus transit.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- **79TH STREET/METRORAIL**
- Hialeah Market
- Miami Airport



Looking south at the station linking Tri-Rail and Metrorail trains, which is tightly packed into an industrial, commercial, and warehouse district along 79th Street in the northern suburbs of Miami.

Station Description: The 79th Street/Metrorail station is a single track, ground-level station area for Tri-Rail and is an elevated, double track, side-platform station area for Metrorail.

Location: 2567 East 11th Avenue, just north of N.W. 79th Street.

Political Jurisdiction: Town of Hialeah, Miami-Dade County.

Transportation Providers: Tri-Rail trains, MDTA Metrorail and Metrobus service, and on call taxi service.

Connecting Transit Services:

Metrobus 42: 5:19 am to 8:10 pm weekdays. Peak 55 min; Off-peak 60 min. Evenings 60 min. Saturday 6:38 am to 6:39 pm, 40 to 60 min. Sunday 7:02 am to 7:27 pm, 30 to 60 min.

Metrobus L: 4:47 am to 12:31 am weekdays. Peak 20 min; Off-peak 24 min. Evenings 30 to 60 min. Saturday 4:44 am to 10:18 am, 20 to 70 min. Sunday 6:07 am to 10:33 pm, 35 to 50 min.

Parking: A very limited number of short-term parking spaces are available for Tri Rail patrons. This is primarily a transfer station with auto drop off.

Station Area Activities: West of the station is very heavily populated with many commercial and industrial buildings. East of the station, there are many warehouses and small businesses close to the station. Small homes are located behind the businesses. Nearby East 25th Street has numerous small commercial establishments. Hialeah Hospital is 1/4 mile to the west.

Generalized Land Use: The land use surrounding the station is



Tri-Rail commuter trains stop at the ground level platform at the Metrorail station. MDTA Metrorail trains use the upper level elevated station in the background.



Heavy traffic and mixed small retail businesses line 79th Street alongside Metrorail's guideway.

predominantly industrial, commercial retail and wholesale, and warehousing. A few blocks of single family and duplex residential exist to the east and north.

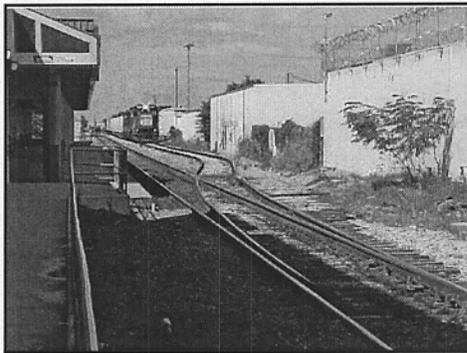
Station Area Property Values:

MIAMI AIRPORT Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	43	\$7.18	\$0.71	\$12.00	70 percent between \$6.00 and \$8.50
Buildings	23	\$42.65	\$0.44	\$305.02	50 percent between \$20.00 and \$45.00

Development Opportunities: Potential is very limited because of the lack of available land. There is no evidence of pending development. Some redevelopment of older buildings possible.

Vacant Land: Only a few small parcels can be found, generally less that 4,000 square feet. One vacant parcel exists along the CSX track south of the combined Metrorail/Tri-Rail station.



Freight spurs access industrial buildings and warehouses across from the Tri-Rail/Metrorail station.



Automobile parts and repair shops abound along 79th Street next to the intermodal station.

Access Issues: Pedestrian access to adjacent commercial and residential areas is poor. Sidewalks are lacking on many side streets. Heavy traffic on 79th Street, and the lack of a signaled crossing close to the station creates problems for pedestrians.

Special Notes: This is primarily an intermodal transfer station between Tri-Rail commuter trains and Metrorail. Travelers to and from Broward and Palm Beach counties can access downtown Miami by transferring at this station.



Amtrak's Miami station is a few blocks north of 79th Street, but not connected directly to either Tri-Rail or Metrorail.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- **HIALEAH MARKET**
- Miami Airport



Looking north across Hialeah Market station. Until 1998 this was the southern terminal of Tri-Rail commuter trains. The station is an island in a sea of industrial and commercial activity.

Station Description: The Hialeah Market station is a single track, ground-level, single-platform covered station. Adjacent to the Tri-Rail station is the former Seaboard Air Line Hialeah station which has not been used as a passenger station since the 1940s.

Location: 1200 Southeast 11th Avenue, to the north of the Airport Expressway.

Political Jurisdiction: Town of Hialeah, Miami-Dade County.

Transportation Providers: Tri-Rail trains and shuttle bus, MDTA Metrobus and on call taxi service.

Connecting Transit Services:

Metrobus J: 4:47 am to 12:24 am weekdays. Peak 15 to 25 min; Off-Peak 25 to 30 min. Evenings 30 to 60 min. Saturday 6:06 am to 1:10 am, 20 to 65 min. Sunday 5:14 am to 10:42 pm, 60 to 80 min.

Metrobus 36: 5:06 am to 9:29 pm weekdays. Peak 10 to 25 min; Off-Peak 10 to 30 min. Evenings 10 to 40 min. Saturday 6:21 am to 8:25 pm, 20 to 40 min. Sunday 6:20 am to 8:27 pm, 25 to 50 min.

Metrobus 42: 5:31 am to 7:57 pm weekdays. Peak 55 to 65 min; Off-Peak 50 to 60 min. Evenings 50 to 65 min. Saturday 6:42 am to 6:26 pm, 45 to 60 min. Sunday 6:51 am to 7:16 pm, 60 to 90 min.

Tri-Rail Shuttle 36/Koger Route: 6:13 am to 8:35 am, 4:25 pm to 6:48 pm weekdays. Peak 60 to 70 min; No off-peak, evening, Saturday, or Sunday service.

Parking: There is surface level parking lot with space for 80 vehicles.

Station Area Activities: Warehousing and industrial processing and offices are dominant activities near the Hialeah Market station. Food packaging and waste management recycling are two of the nearby industrial activities. Rail freight service is important to industries in this area. To the south is the Miami Jai Alai fronton.



Hialeah Market Tri-Rail station is a typical platform and shelter facility located in front of the historic Seaboard Air Line Hialeah depot.

Generalized Land Use: With the exception of the Miami Jai Alai fronton, land use around the Hialeah Market station is predominantly industrial and commercial. Transportation uses are also important as evidenced by the several important roads in the area, the railroad line with many industrial spurs, and the proximity of Miami International Airport.

Station Area Property Values:

HIALEAH MARKET Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	68	\$2.63	\$0.10	\$4.00	80 percent between \$1.90 and \$3.50
Buildings	48	\$15.87	\$2.92	\$29.52	70 percent between \$10.00 and \$20.00



A food processing plant is situated immediately west of the Tri-Rail station.



Warehouses served by railroad freight sidings lie to the northeast of Hialeah Market station.

Development Opportunities: There is limited opportunity for new development. Recycling of warehouse buildings is a possible option.

Vacant Land: Only a few very small parcels, generally less than 4,000 square feet, can be found, primarily along the CSX railroad line, and on some east-west streets.

Access Issues: Sidewalks are lacking beyond the immediate station area. The Airport Expressway is a formidable barrier for pedestrian movements to the south.

Special Notes: Until early 1998 this station was the southern terminal of Tri Rail commuter service, and was designated as Miami Airport. With completion of the extension south to a new station closer to Miami International Airport, the former station was renamed Hialeah Market. Today rather than serve as the major transfer point for rail travelers to the airport, it functions as an access point to jobs in the immediate area.



Although the Miami Jai Alai fronton is only a short distance south of the Hialeah Market station, getting there on foot is difficult.

- Mangonia Park
- West Palm Beach
- Lake Worth
- Boynton Beach
- Delray Beach
- Boca Raton
- Deerfield Beach
- Pompano Beach
- Cypress Creek
- Ft. Lauderdale
- Ft. Lauderdale Airport
- Sheridan Road
- Hollywood
- Golden Glades
- Opa-locka
- 79th Street/Metrorail
- Hialeah Market
- MIAMI AIRPORT



Looking south across the Miami Airport station site during early stages of construction in 1997. The Hertz garage is on the left, the Wyndham Hotel across the cleared space.

Station Description: The new Miami Airport station is a two-track, stub-end, ground-level, single covered platform station with a ticket/information office and restrooms. It opened in April 1998 as the new southern terminal of Tri-Rail commuter train service.

Location: 3797 N. W. 21st Street, at the intersection of N. W. 37th Avenue.

Political Jurisdiction: Miami-Dade County.

Transportation Providers: Tri-Rail trains, MDTA Metrobus, and on call taxi service.

Connecting Transit Services:

Metrobus 37: 5:20 am to 11:40 pm weekdays. Peak 30 min; Off-Peak 30 min. Evenings 25 to 60 min. Saturday 6:25 am to 11:27 pm, 60 to 80 min. Sunday 6:28 am to 10:44 pm, 60 min.



A Tri-Rail commuter train, operating in push mode is ready to head north for Broward and Palm Beach county destinations.



The full-service design of the station is a new approach for Tri-Rail.

Parking: A new surface parking lot opened as part of the station project providing space for about 75 cars.

Station Area Activities: A new Wyndham Hotel opened south of the station, while Rinker Materials and Dobbs International Services are industries to the northwest. East of the station is garage parking for Hertz car rental; west is surface parking for Tri-Rail patrons.

Generalized Land Use: Commercial, industrial and transportation functions dominate the pattern of land use around the new Miami Airport station.

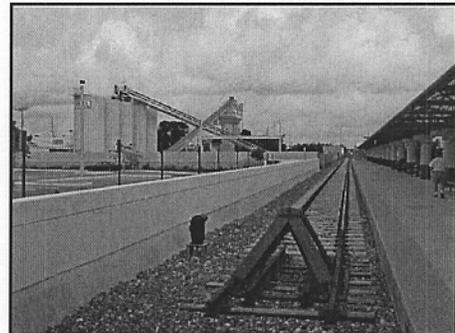
Station Area Property Values:

MIAMI AIRPORT Station Area Property Values in \$ per square foot

	No of parcels	Average	Low	High	Dominant Range of Values
Land	43	\$7.18	\$0.71	\$12.00	70 percent between \$6.00 and \$8.50
Buildings	23	\$42.65	\$0.44	\$305.02	50 percent between \$20.00 and \$45.00



The new Wyndham Hotel is directly across from the Miami Airport station. A MDTA shuttle bus links the station and the airline terminals at Miami International Airport.



Industrial activity is a part of the airport neighborhood; Rinker maintains a cement operation alongside CSX tracks just north of the Tri-Rail station.

Development Opportunities: New development is very evident in the vicinity of the Miami Airport station. The hotel, rental car garage, and the Tri-Rail facility have opened since 1997. The entire area is part of a planned major transportation center.

Vacant Land: A three-quarters of an acre site is available west of the station. Other property will be redeveloped as part of the Miami Intermodal Center (MIC).

Access Issues: There is limited pedestrian access outside of the immediate station area. However, long range plans for the MIC will provide for improved circulation using a variety of modes.

Special Notes: The Miami Airport station is the first transportation facility built in the planned major intermodal center for the airport area. Tri-Rail, Amtrak, intercity bus service, an east-west Metrorail line, Metrobus routes, a people mover connection to the various airline terminals, rental car facilities, and related commercial and residential activities are all part of a master plan for a phased, multi-billion dollar development here.



Hertz maintains its airport auto rental fleet in this multi-story garage next to the Tri Rail station.

RESOURCES

The following agencies and organizations were used as sources of information in compiling the material used in this inventory:

- American Public Transit Association
- Amtrak
- BRW, Inc.
- Center for Urban Transportation Research, University of South Florida
- Central Florida Regional Transportation Authority
- Florida Department of Community Affairs State of Florida
- Florida Department of Transportation
- Ft. Lauderdale Planning and Economic Development Department
- Glattig, Jackson, Kercher, Anglin, Lopez and Reinhart
- Greyhound Lines, Inc.
- Hillsborough Area Regional Transit
- Hillsborough County City-County Planning Commission
- Jacksonville Planning and Development Department
- Jacksonville Transportation Authority
- Metro Dade Planning Department
- Metro Dade Transit Agency
- Orange County Convention Center
- Orange County Planning Department
- Metropolitan Orlando
- Parsons Transportation Group, Inc.
- Pinellas Suncoast Transit Authority
- South Miami Planning and Zoning Department
- Tampa Downtown Partnership
- Tampa Department of Public Works, Transportation Division
- Tampa Port Authority
- Tri-County Commuter Rail Authority
- U.S. Environmental Protection Agency
- West Palm Beach Department of Planning, Zoning and Building