



## Legislation Text

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**File #:** 18-681, **Version:** 1

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**TO:** Mayor and Commissioners  
**FROM:** Timothy R. Stillings, Development Services Department  
**THROUGH:** Mark R. Lauzier, City Manager  
**DATE:** November 6, 2018

RESOLUTION NO: 100-18: A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELRAY BEACH, FLORIDA, ADOPTING THE DELRAY BEACH TRI-RAIL COASTAL LINK TRANSIT -ORIENTED DEVELOPMENT MASTER PLAN

**Recommended Action:**

Motion to Approve Resolution No. 100-18.

**Background:**

In August 2017, the City and Community Redevelopment Agency (CRA), in collaboration with the Treasure Coast Regional Planning Council (TCRPC) and the South Florida Regional Transportation Authority (SFRTA), held a public charrette to study ways to improve mobility, quality of life, and economic vitality around the planned Tri- Rail Coastal Link station in downtown Delray Beach. The goal of the study was to propose strategies to improve transit-oriented development (TOD) conditions around the planned station to reflect the character of Delray Beach, facilitate future mobility, and support system ridership. This planning effort was also designed to advance the implementation of "Complete Streets," which is a local, regional, and national initiative to improve transportation facilities using multi-modal designs that provide the best and safest accommodations for all users - motorists, cyclists, pedestrians, and transit users. The results and recommendations of the study are presented in the master plan.

The Delray Beach Tri-Rail Coastal Link Master Plan (Master Plan) outlines potential infrastructure improvements, including the location and potential design elements of the station. In addition, four different redevelopment scenarios for the adjacent block (which is largely City-owned) were designed and financially modeled to help inform the potential program for adjacent TOD development.

**Key Recommendation of the Master Plan**

The City should prepare for the new transit service by constructing a station and improving the pedestrian connection/experience of the surrounding area, and then take time to prioritize the community's needs, experience the new transit service, and capture the full economic benefit of the new transit service prior to undertaking significant TOD redevelopment and related initiatives. Considerations are:

1. Commit to the station location identified and begin design and financial planning for the station. The City will be required to construct and maintain the station.
2. Develop detailed streetscape plans for the surrounding area to improve bicycle and pedestrian infrastructure (see pages 23-25). Improving conditions along the FEC tracks should be a

top priority.

3. Finalize the overall downtown parking strategies.
4. Consider utilizing off-site parking at the Old School Square Garage to accommodate parking future development of the TOD site.
5. Create a TOD District (zoning overlay) within ½ mile of the station location to support the train service
6. Allow golf cart (Neighborhood Electric Vehicle - NEV) parking to replace a certain percentage (up to 30%) of required vehicular parking provided in surface parking lots for non-residential uses in the TOD District as a direct support of local travel.

**Review by Others:**

Initial comments were collected from the following advisory boards:

DDA: September 10, 2018

PZB: September 17, 2018

**City Attorney Review:**

Approved as to form and legal sufficiency.

**Funding Source/Financial Impact:**

There is no financial impact for the Master Plan. Future financial/funding commitments will be presented to the City Commission regarding design, funding, construction of the station as well as projects to enhance the pedestrian experience in and around the station site.

**Timing of Request:**

There is no immediate time sensitivity. However, adoption will provide direction for capital improvement planning.