

W-1

June 30, 2014

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**Alyce Robertson**  
Executive Director

**Javier Betancourt**  
Deputy Director

The Honorable Carlos Giménez, Mayor of Miami-Dade County  
Stephen P. Clark Center, Office of the Mayor  
111 NW 1st Street, Suite 2910  
Miami, FL 33128

Subject: Resolution supporting All Aboard Florida's (AAF) passenger rail service between Downtown Miami and Orlando

Dear Mayor Giménez:

The Miami Downtown Development Authority (DDA) Board of Directors on June 20, 2014 unanimously adopted a Resolution No. 19-2014 reaffirming the DDA's support for All Aboard Florida's (AAF) passenger rail service between Downtown Miami and Orlando and affirming support for the proposed Downtown Miami central station and associated development program.

On May 28, 2014 AAF publicly announced the unveiling of its Downtown Miami "multimodal hub... [featuring] mixed-use development with residential, office, commercial, and a retail concourse, while serving as a connector between AAF passengers and Miami's existing public transport systems."

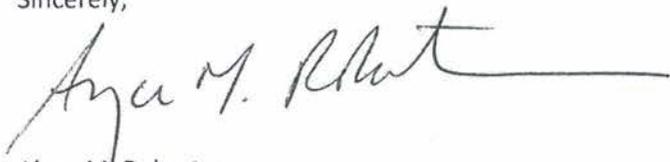
The DDA urged AAF to incorporate the following into the development:

- Seamless, user friendly, climate controlled transfers between the various public transit services, including AAF, Tri-Rail Coastal Link commuter rail, Metrorail, Metromover, and Baylink.
- A high-quality array of passenger support services, including through-checking of baggage and an integrated passenger notification system providing intercity, commuter, and local train timetables on all platforms.
- The proposed bus terminal/parking garage on County property should preserve existing open/green space, include a readily accessible green roof, a retail liner along the perimeter of the terminal, and limited street level vehicular driveway intrusions.
- Include trails, pathways and open spaces to the greatest extent possible in the planning, design and development of passenger rail while ensuring the preservation of existing/planned right-of-ways for planned freight/rail service along the corridor.
- The terminal should include a "robust" bicycle commuter station with amenities including secure bike storage, bike sharing facilities, lockers and showers, towel service, and a bike tune-up station with air for tires and tools for minor repairs.

The DDA is committed to promote the development of multiple and intermodal transportation options that ease the ability to get to and from Downtown, as well as the ability to move quickly and easily throughout the Downtown. Multiple transit options help to maximize the feasibility of doing business, shopping, working, and living downtown and ensures that employees, residents, visitors and customers can select the transportation options that best fit their needs, schedules, and financial means.

Please feel free to contact me at (305) 579-6675 or [robertson@miamidda.com](mailto:robertson@miamidda.com) with any questions or concerns. Thank you for your time and consideration.

Sincerely,



Alyce M. Robertson  
Executive Director

Enclosure: DDA Resolution No. 19-2014 – Supporting AAF passenger rail service between Downtown Miami and Orlando

cc. (via email)

Honorable Marc Sarnoff, DDA Chairman/Commissioner, District 2, City of Miami  
Mr. Jack Osterholt, Miami-Dade County Deputy Mayor, Director of Dept. of Regulatory & Economic Resources  
Mr. Nathan Kogon, Assistant Director, Department of Regulatory and Economic Resources

## RESOLUTION NO. 19/2014

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE MIAMI DOWNTOWN DEVELOPMENT AUTHORITY OF THE CITY OF MIAMI, FLORIDA (DDA) REAFFIRMING THE DDA'S SUPPORT FOR ALL ABOARD FLORIDA'S PASSENGER RAIL SERVICE BETWEEN DOWNTOWN MIAMI AND ORLANDO AND AFFIRMING SUPPORT FOR THE PROPOSED DOWNTOWN MIAMI CENTRAL STATION AND ASSOCIATED DEVELOPMENT PROGRAM.

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**WHEREAS**, on May 18, 2012 the Board of Directors of the Miami Downtown Development Authority (DDA) adopted Resolution No. 23-2012 "in support of the proposed All Aboard Florida privately owned, operated and maintained passenger rail service between downtown Miami and Orlando" (Exhibit 1); and

**WHEREAS**, on May 28, 2014 All Aboard Florida publicly announced the unveiling of its Downtown Miami "multimodal hub... [featuring] mixed-use development with residential, office, commercial, and a retail concourse, while serving as a connector between All Aboard Florida's passengers and Miami's existing public transport systems" (Exhibit 2); and

**WHEREAS**, All Aboard Florida and its parent company, FECI, are in discussion with Miami-Dade County regarding joint development of a parking structure and bus terminal pursuant to the Miami-Dade County Metropolitan Planning Organization's (MPO) Downtown Intermodal Terminal Feasibility Study, published in December 2013; and

**WHEREAS**, All Aboard Florida has expressed an interest in incorporating a bicycle commuter station into its Downtown Miami terminal pursuant to the Miami DDA's Downtown Bike Center Feasibility Study, published in July 2013; and

**WHEREAS**, on June 5, 2014 the Miami DDA Urban Design, Transportation, and CIP Committee reviewed plans for All Aboard Florida's Downtown Miami station and development program, and recommended that the DDA board adopt a resolution in support of the project; and

**WHEREAS**, the DDA urges All Aboard Florida and FECI to incorporate the following into its project:

- Transfers between the various services, including All Aboard Florida intercity rail, Tri-Rail Coastal Link commuter rail, Metrorail, Metromover, and Baylink should be seamless, user-friendly, and climate controlled;
- A high-quality array of passenger support services should be provided, including through-checking of baggage and an integrated passenger notification system providing intercity, commuter, and local train timetables on all platforms;

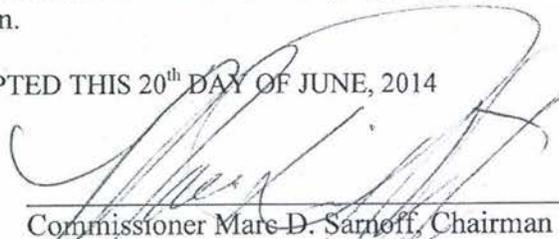
- In conjunction with the proposed bus terminal and parking garage on County property: (a) existing green space should be preserved and lost green space appropriately mitigated, (b) the terminal should have a green roof with readily accessible, useable green space, (c) retail liner should be maximized along the perimeter of the terminal, especially along NW 3 Street, and (d) the total linear footage of driveways should be kept to a minimum, as should the linear footage of any single driveway and/or any “cluster” of driveways;
- Trails, pathways and open spaces should be included to the extent possible in the planning, design and development of passenger rail service and adjacent transit oriented developments, including development of the proposed Flagler Trail from Downtown Miami to Orlando, while ensuring the preservation of right-of-way for existing and planned rail service along the corridor, including freight and passenger rail;
- The DDA urges All Aboard Florida and FECI to work collectively with the City of Miami and Miami-Dade County to secure approval of trail facilities in conjunction with the entitlement review processes;
- The All Aboard Florida terminal should include a “robust” bicycle commuter station with amenities including secure bike storage, bike sharing facilities, lockers and showers, towel service, and a bike tune-up station with air for tires and tools for minor repairs.

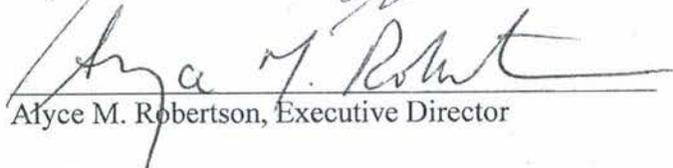
**NOW, THEREFORE,** be it resolved by the Board of Directors of the Miami Downtown Development Authority of the City of Miami, Florida:

Section 1. The recitals are true and correct and are adopted by reference and incorporated as if fully set forth in this Section.

Section 2. The Miami DDA reaffirms its support for All Aboard Florida’s passenger rail service between Downtown Miami and Orlando and affirms support for the proposed Downtown Miami central station and associated development program, as provided within the “Whereas” clauses of this resolution.

PASSED AND ADOPTED THIS 20<sup>th</sup> DAY OF JUNE, 2014

  
 Commissioner Mare D. Sarnoff, Chairman

  
 Alyce M. Robertson, Executive Director

ATTEST:  
  
 Madelyne Rayburn  
 Secretary to the Board of Directors

**RESOLUTION NO. 23/2012**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE MIAMI DOWNTOWN DEVELOPMENT AUTHORITY (“DDA”) OF THE CITY OF MIAMI, FLORIDA IN SUPPORT OF THE PROPOSED “ALL ABOARD FLORIDA” PRIVATELY OWNED, OPERATED AND MAINTAINED PASSENGER RAIL SERVICE BETWEEN DOWNTOWN MIAMI AND ORLANDO BEING DEVELOPED BY FLORIDA EAST COAST INDUSTRIES, INC; FURTHER ENCOURAGING FLORIDA EAST COAST INDUSTRIES, INC. TO SUPPORT A SEPARATE COMMUTER RAIL SERVICE WITH STATIONS AT HIGH DENSITY / HIGH COMMERCIAL INTENSITY AREAS ALONG THE ROUTE IN ORDER TO BETTER CONNECT DOWNTOWN MIAMI TO OTHER PARTS OF THE REGION; AND FURTHER URGING THE FLORIDA DEPARTMENT OF TRANSPORTATION AND OTHER REGULATORY/FUNDING AGENCIES TO SUPPORT THESE PROJECTS AS NECESSARY.**

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WHEREAS, Downtown Miami is South Florida’s largest, most utilized transit-oriented neighborhood, featuring the State’s largest employment center, a growing high-density residential community, major cultural and entertainment destinations, and an existing premium transit infrastructure that includes three Metrorail stations, three Metromover loops, and two major Metrobus terminals; and

WHEREAS, despite these facts, Downtown Miami is not currently served directly by regional or intra-state passenger rail; and

WHEREAS, the 2025 Downtown Miami Master Plan supports directly linking Downtown to other Florida cities along the FEC corridor (provided herein as Exhibit A); and

WHEREAS, Florida East Coast Industries, Inc., owners of the FEC corridor, has announced plans to develop privately owned, operated and maintained passenger rail service between Downtown Miami and Orlando, with additional stops at Ft. Lauderdale and West Palm Beach (provided herein as Exhibit B); and

WHEREAS, the DDA finds that this proposed service is consistent with and furthers the Downtown Miami Master Plan’s expressed goals for such service; and

WHEREAS, the DDA wishes to encourage Florida East Coast Industries, Inc. to support a separate commuter rail service with stations at high density / high commercial intensity areas along the route in order to better connect Downtown Miami to other parts of the region.

NOW, THEREFORE, be it resolved by the Board of Directors of the Miami Downtown Development Authority of the City of Miami, Florida.

Section 1. The recitals are true and correct and are adopted by reference and incorporated as if fully set forth in this Section.

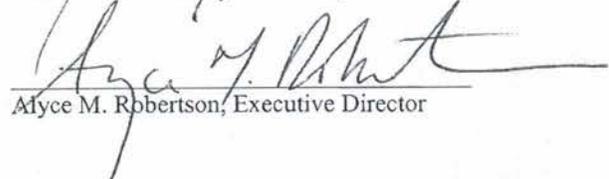
Section 2. The DDA Board of Directors supports the proposed “All Aboard Florida” privately owned, operated and maintained passenger rail service between Downtown Miami and Orlando being developed by Florida East Coast Industries, Inc.

Section 3. The DDA Board of Directors encourages Florida East Coast Industries, Inc. to support a separate commuter rail service with stations at high density / high commercial intensity areas along the route in order to better connect Downtown Miami to other parts of the region.

Section 4. The DDA Board of Directors urges the Florida Department of Transportation and other regulatory/funding agencies to support these projects as necessary.

**PASSED AND ADOPTED this 18<sup>th</sup> day of May 2012.**

  
\_\_\_\_\_  
Commissioner Marc D. Sarnoff, Chairman

  
\_\_\_\_\_  
Alyce M. Robertson, Executive Director

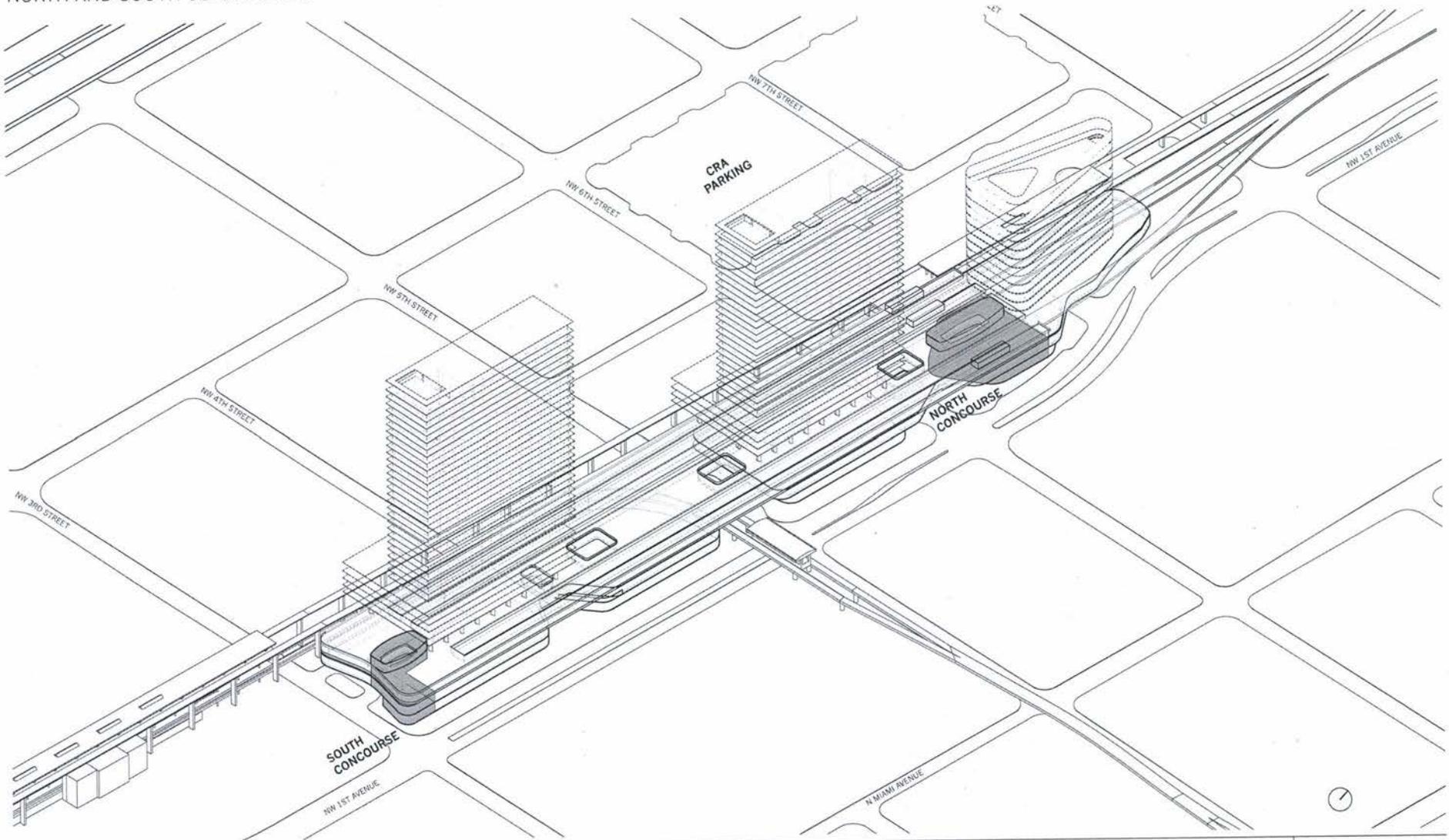
ATTEST:

  
\_\_\_\_\_  
Madelyne S. Raybourn  
Secretary to the Board of Directors



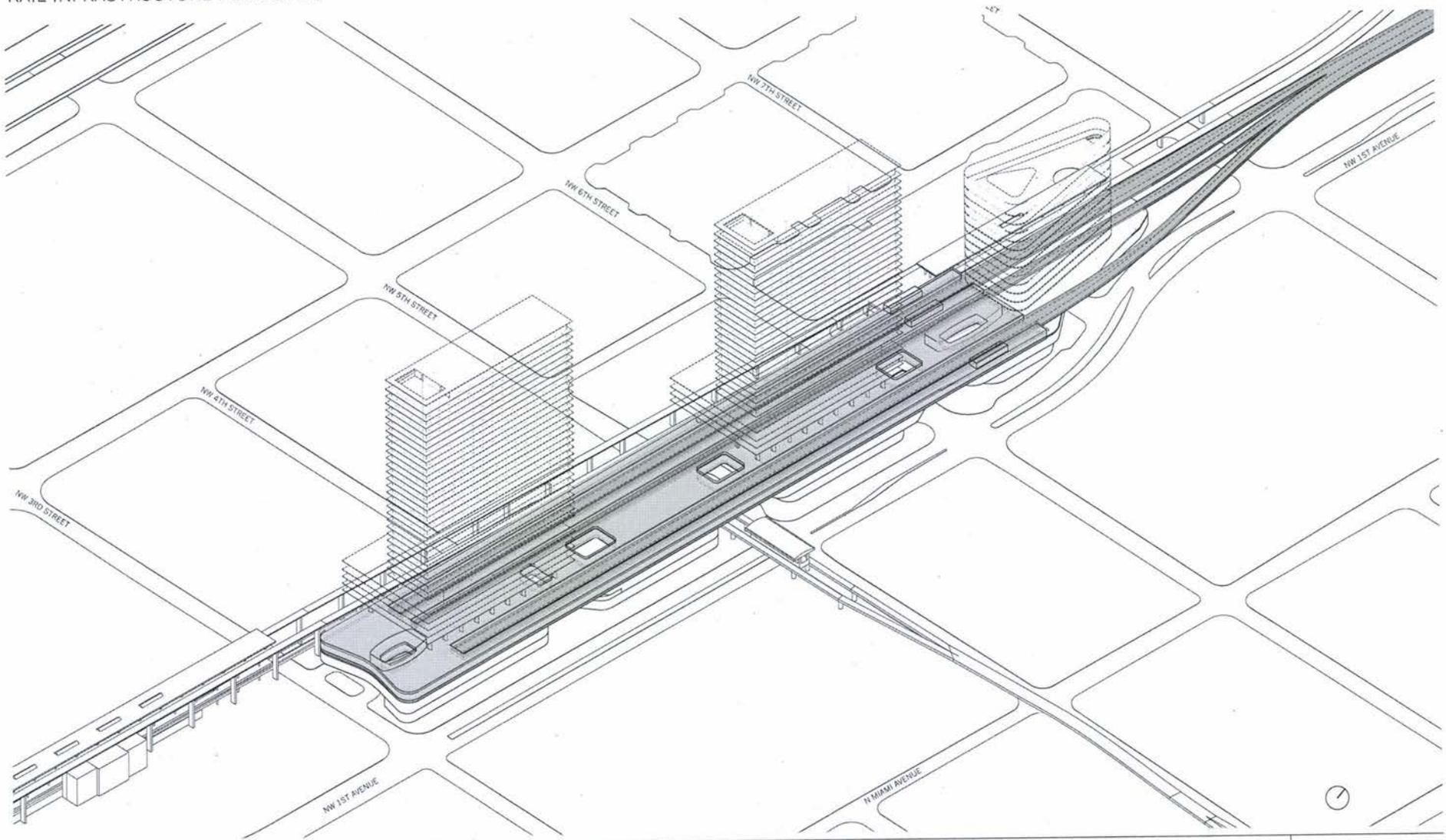
***ALL ABOARD FLORIDA***

STATION ORGANIZATION  
NORTH AND SOUTH CONCOURSES

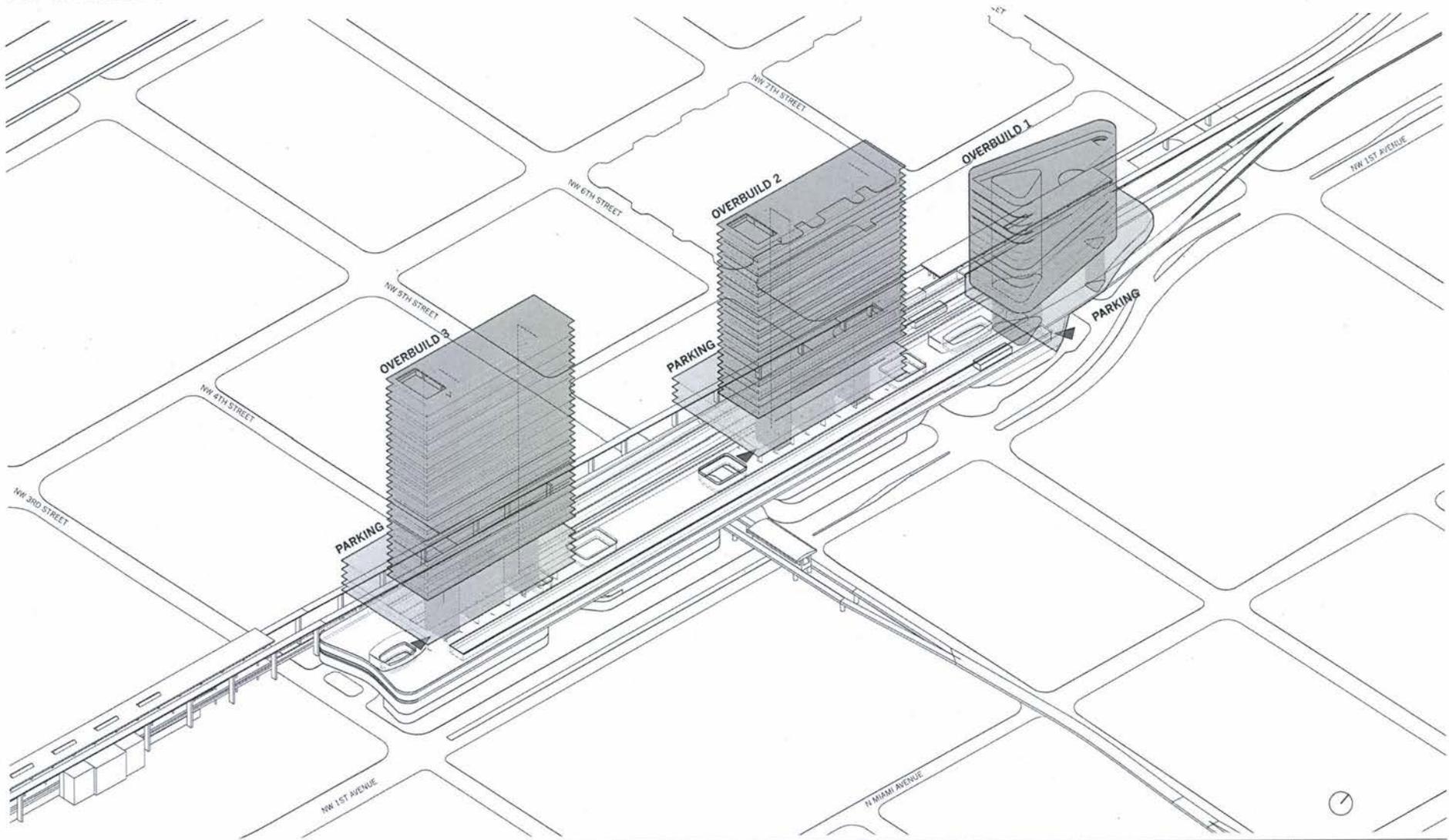




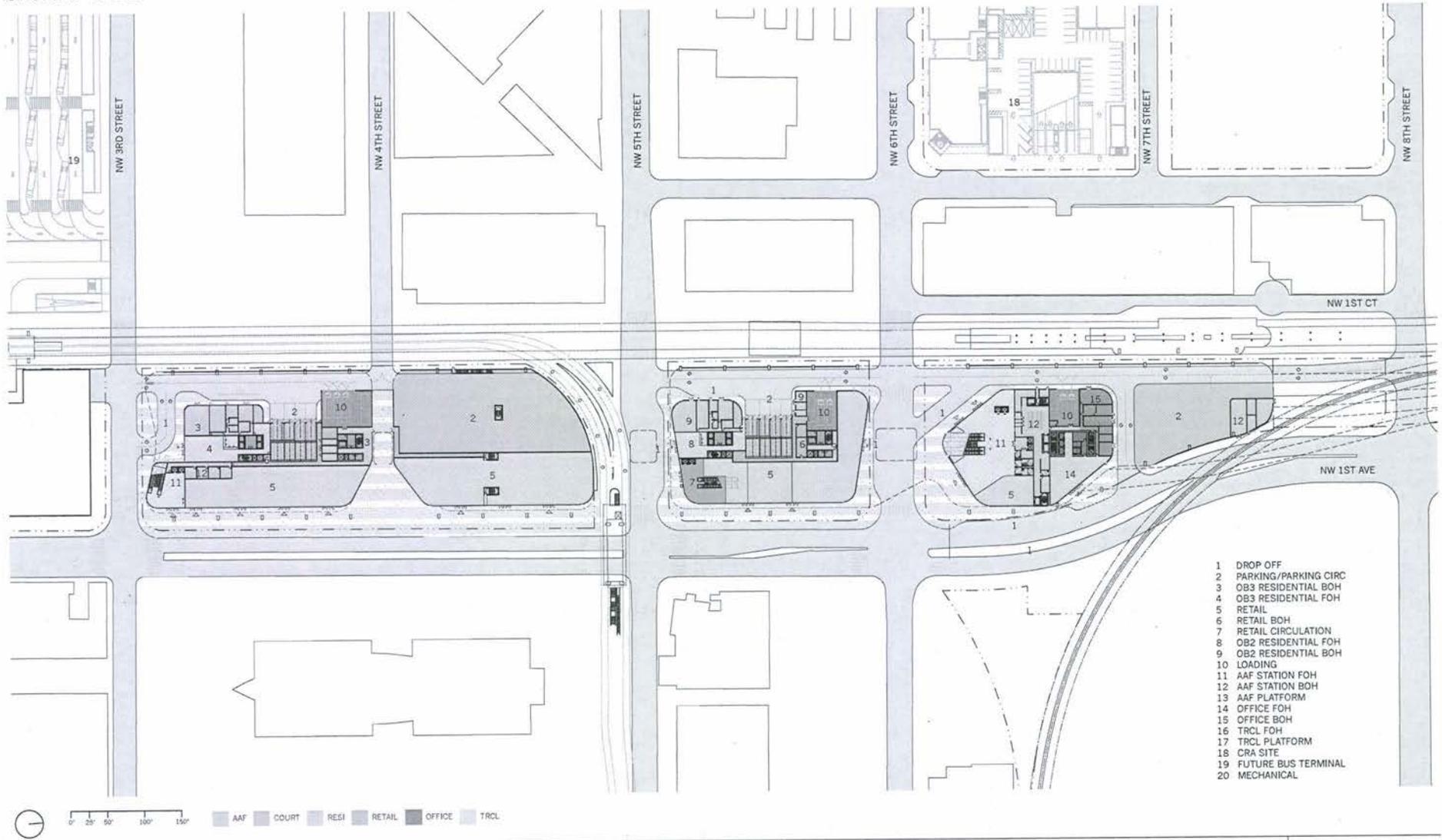
STATION ORGANIZATION  
RAIL INFRASTRUCTURE PLATFORMS



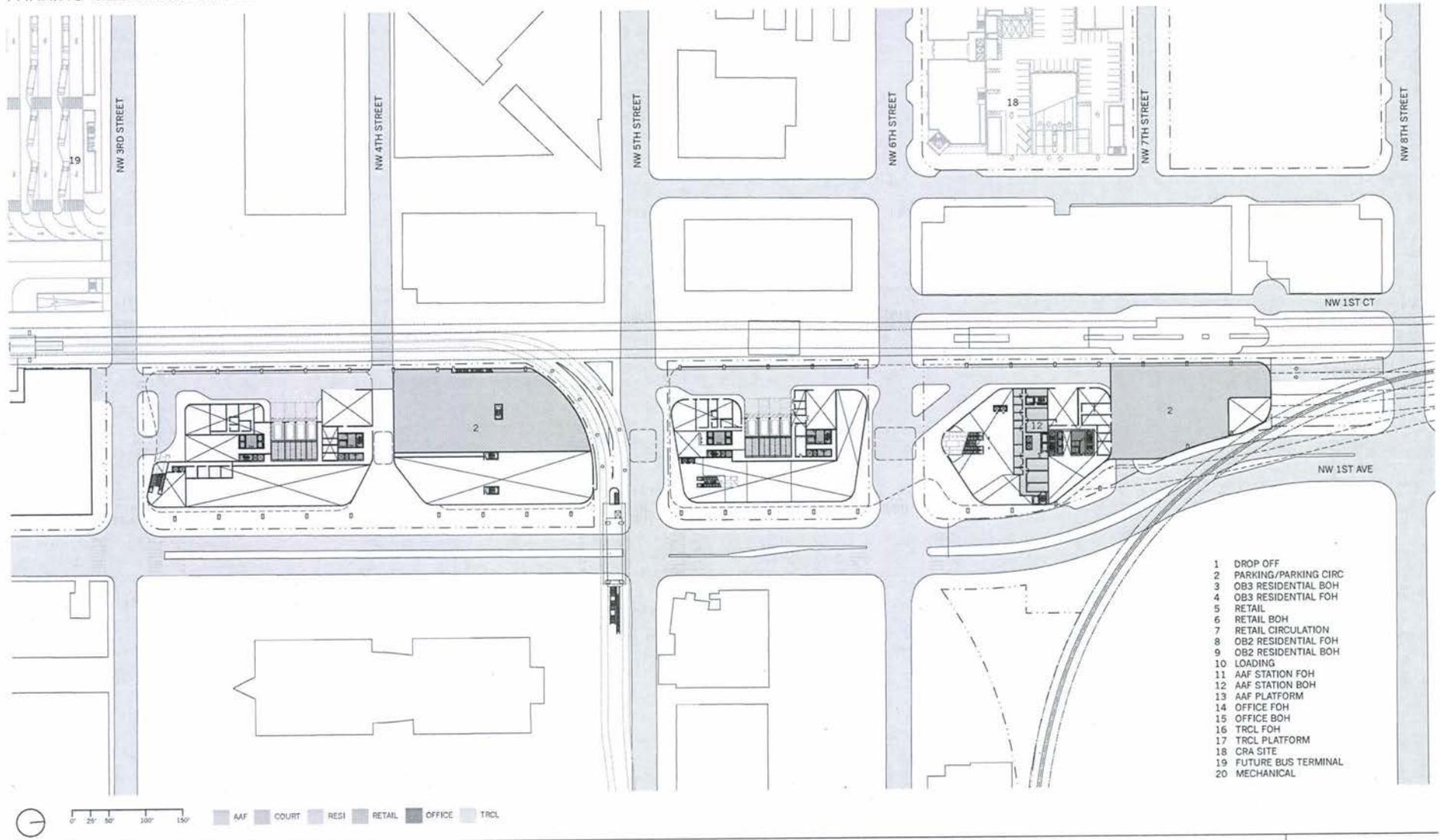
STATION ORGANIZATION  
TOD OVERBUILDS



PHASE 1 DEVELOPMENT PLANNING  
GROUND LEVEL

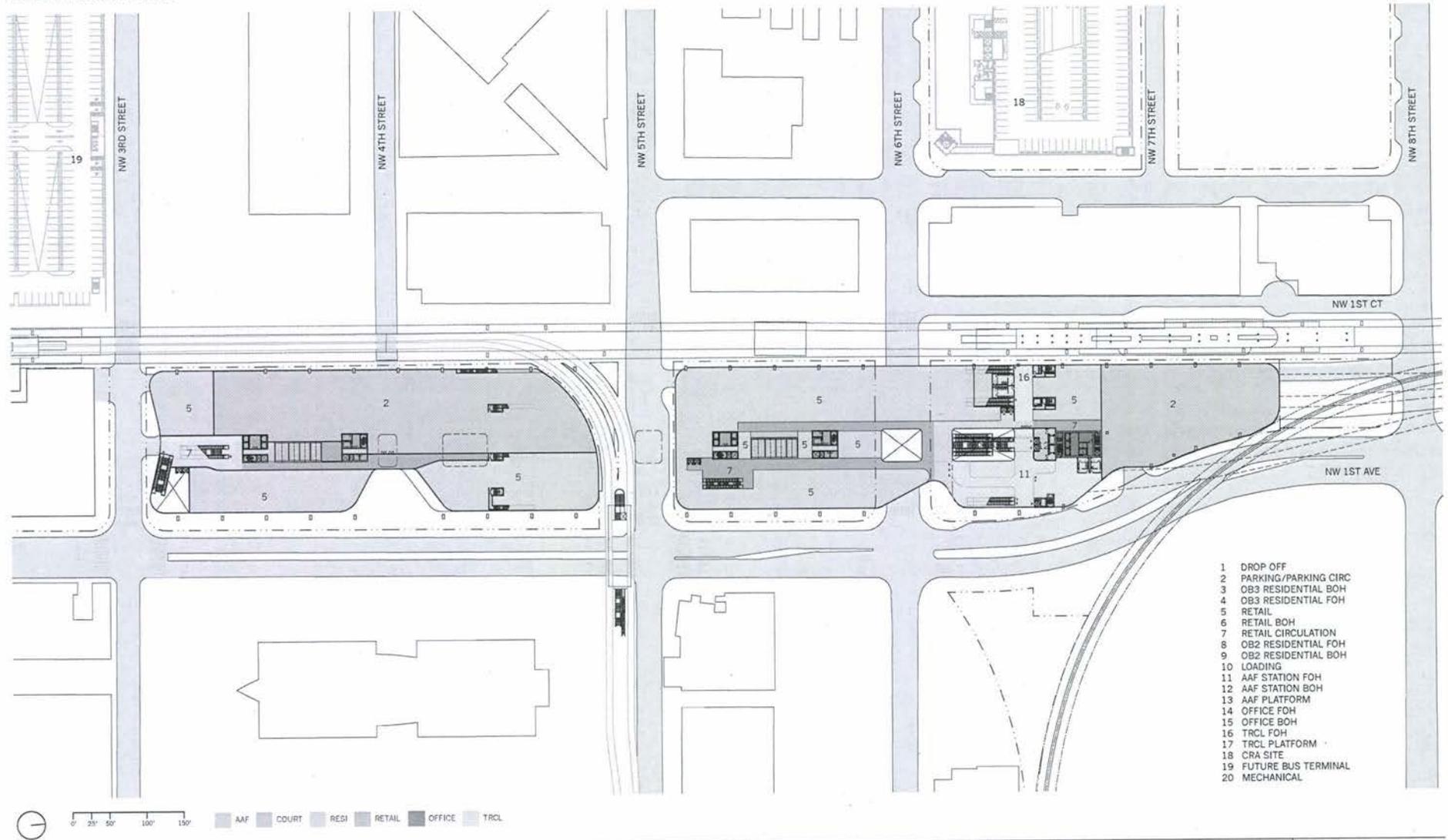


PHASE 1 DEVELOPMENT PLANNING  
 PARKING MEZZANINE LEVEL

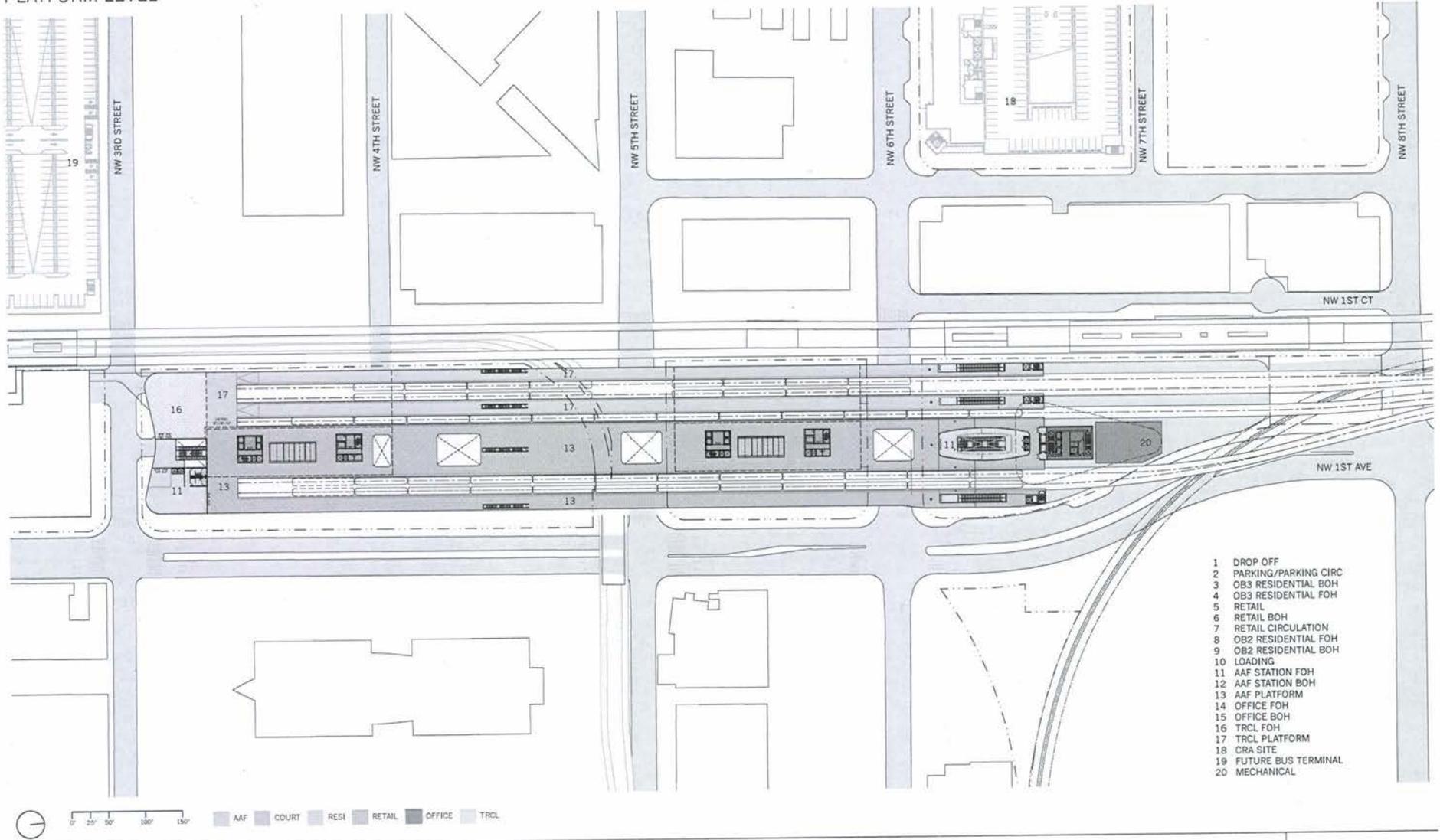


- 1 DROP OFF
- 2 PARKING/PARKING CIRC
- 3 OB3 RESIDENTIAL BOH
- 4 OB3 RESIDENTIAL FOH
- 5 RETAIL
- 6 RETAIL BOH
- 7 RETAIL CIRCULATION
- 8 OB2 RESIDENTIAL FOH
- 9 OB2 RESIDENTIAL BOH
- 10 LOADING
- 11 AAF STATION FOH
- 12 AAF STATION BOH
- 13 AAF PLATFORM
- 14 OFFICE FOH
- 15 OFFICE BOH
- 16 TRCL FOH
- 17 TRCL PLATFORM
- 18 CRA SITE
- 19 FUTURE BUS TERMINAL
- 20 MECHANICAL

PHASE 1 DEVELOPMENT PLANNING  
MEZZANINE LEVEL



PHASE 1 DEVELOPMENT PLANNING  
PLATFORM LEVEL



- 1 DROP OFF
- 2 PARKING/PARKING CIRC
- 3 OB3 RESIDENTIAL BOH
- 4 OB3 RESIDENTIAL BOH
- 5 RETAIL
- 6 RETAIL BOH
- 7 RETAIL CIRCULATION
- 8 OB2 RESIDENTIAL FOH
- 9 OB2 RESIDENTIAL BOH
- 10 LOADING
- 11 AAF STATION FOH
- 12 AAF STATION BOH
- 13 AAF PLATFORM
- 14 OFFICE FOH
- 15 OFFICE BOH
- 16 TRCL FOH
- 17 TRCL PLATFORM
- 18 CRA SITE
- 19 FUTURE BUS TERMINAL
- 20 MECHANICAL

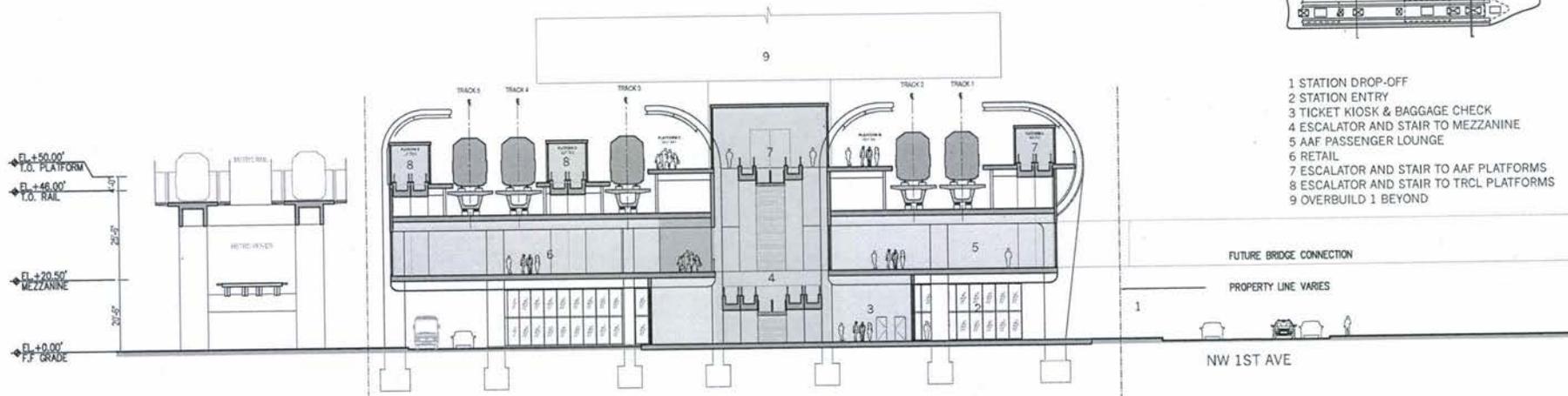
AAF COURT RESI RETAIL OFFICE TRCL

Exhibit 2

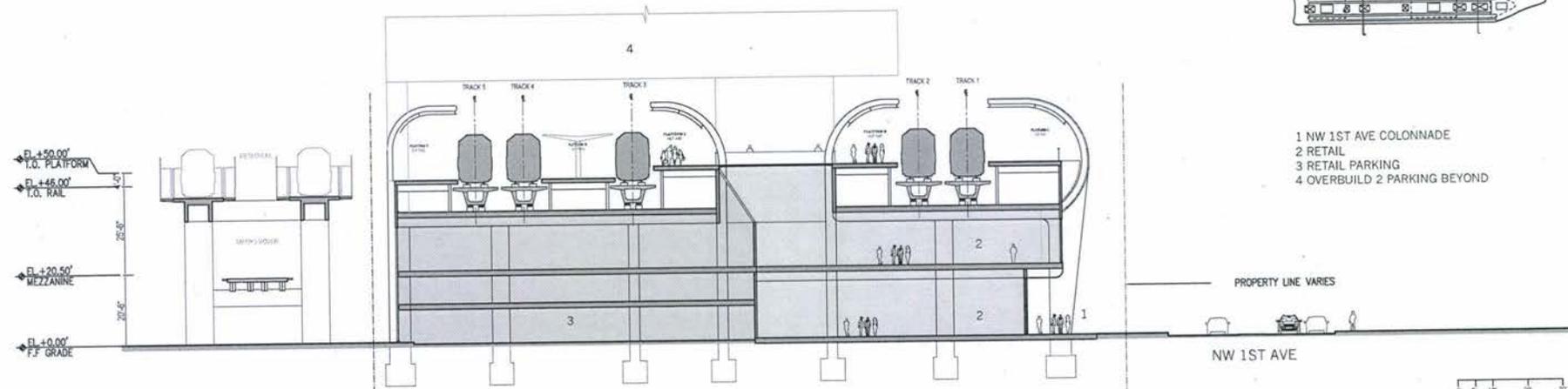
PHASE 1 DEVELOPMENT PLANNING  
CROSS SECTIONS



- 1 STATION DROP-OFF
- 2 STATION ENTRY
- 3 TICKET KIOSK & BAGGAGE CHECK
- 4 ESCALATOR AND STAIR TO MEZZANINE
- 5 AAF PASSENGER LOUNGE
- 6 RETAIL
- 7 ESCALATOR AND STAIR TO AAF PLATFORMS
- 8 ESCALATOR AND STAIR TO TRCL PLATFORMS
- 9 OVERBUILD 1 BEYOND

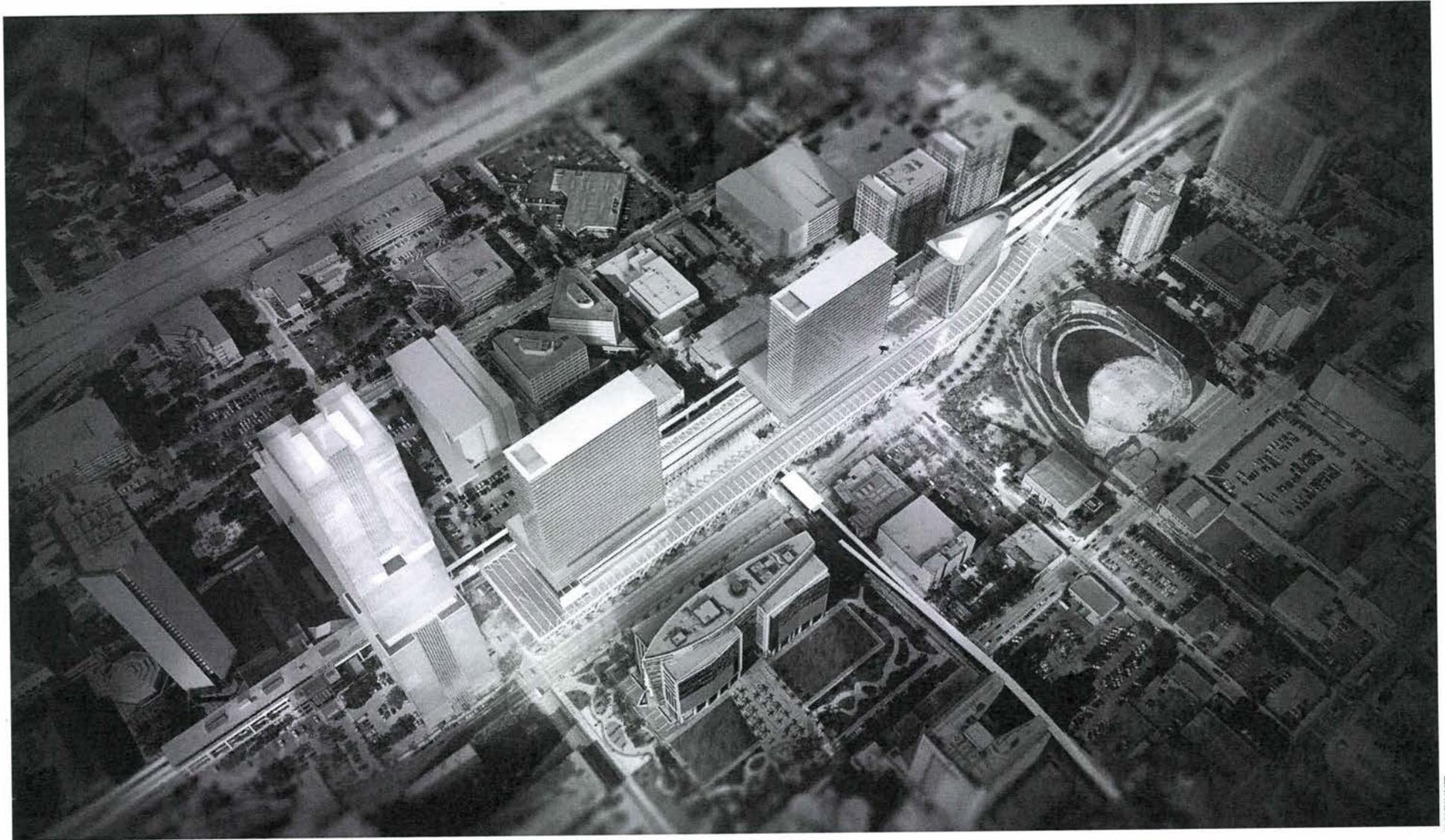


- 1 NW 1ST AVE COLONNADE
- 2 RETAIL
- 3 RETAIL PARKING
- 4 OVERBUILD 2 PARKING BEYOND

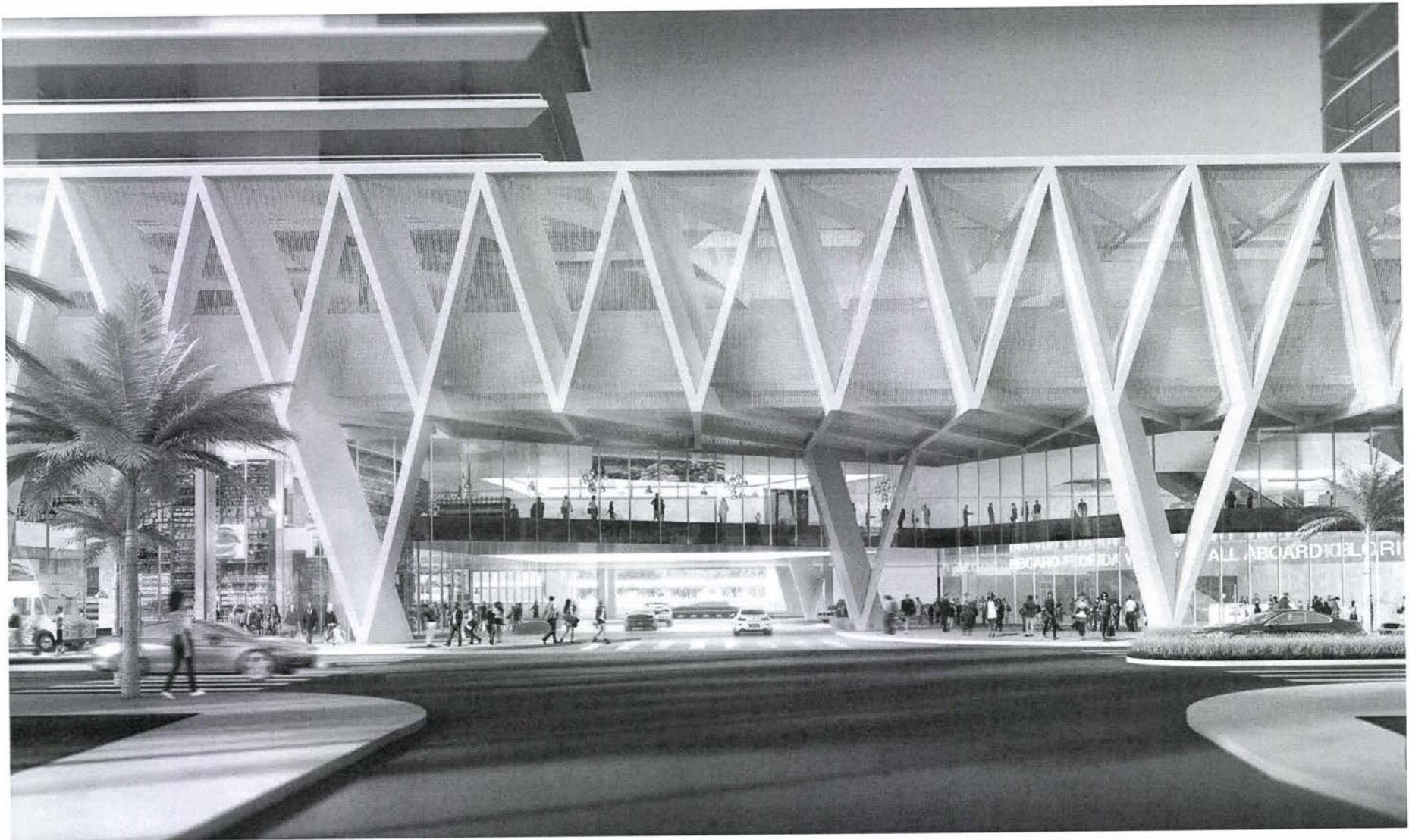


AAF COURT RESI RETAIL OFFICE TRCL

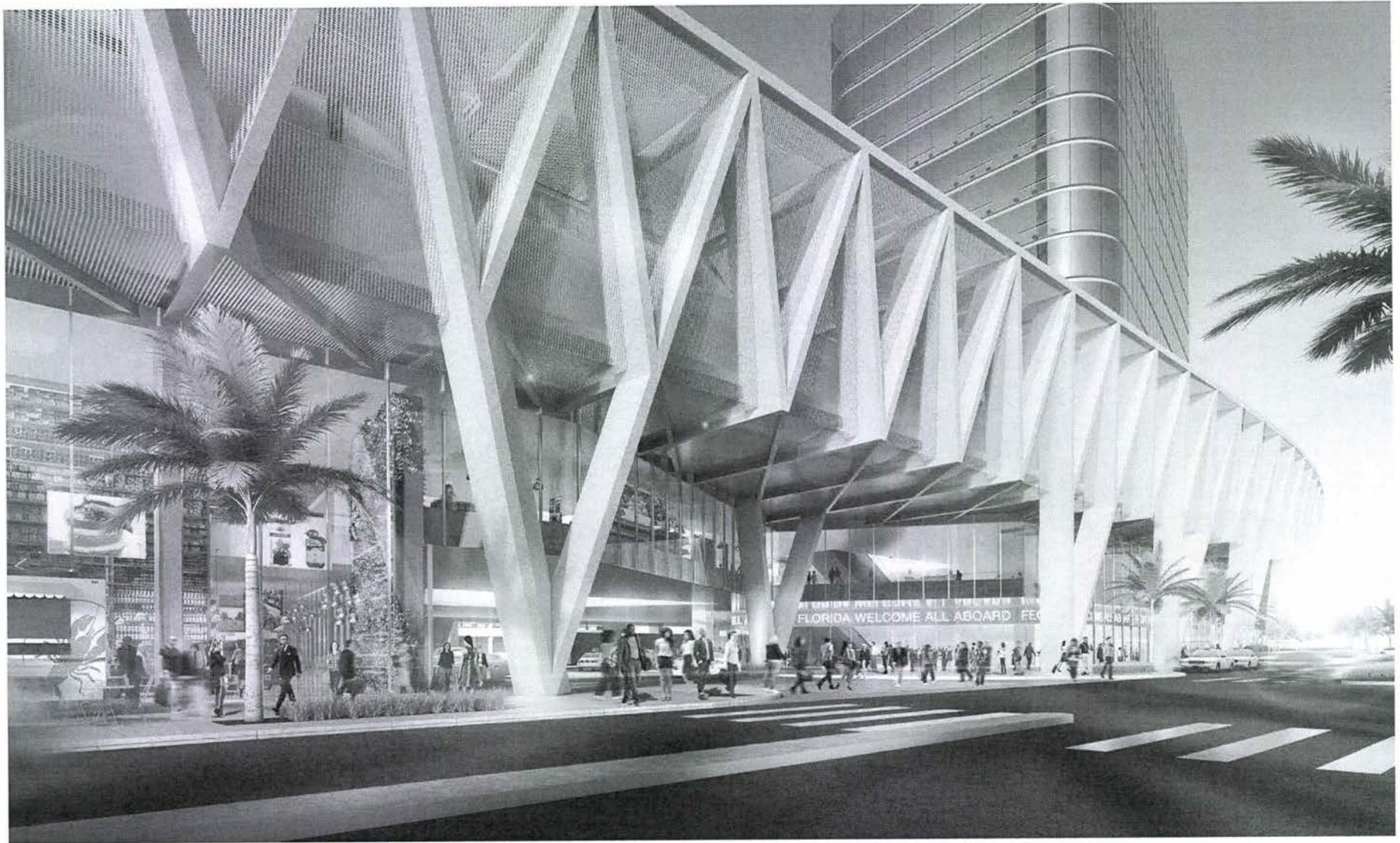




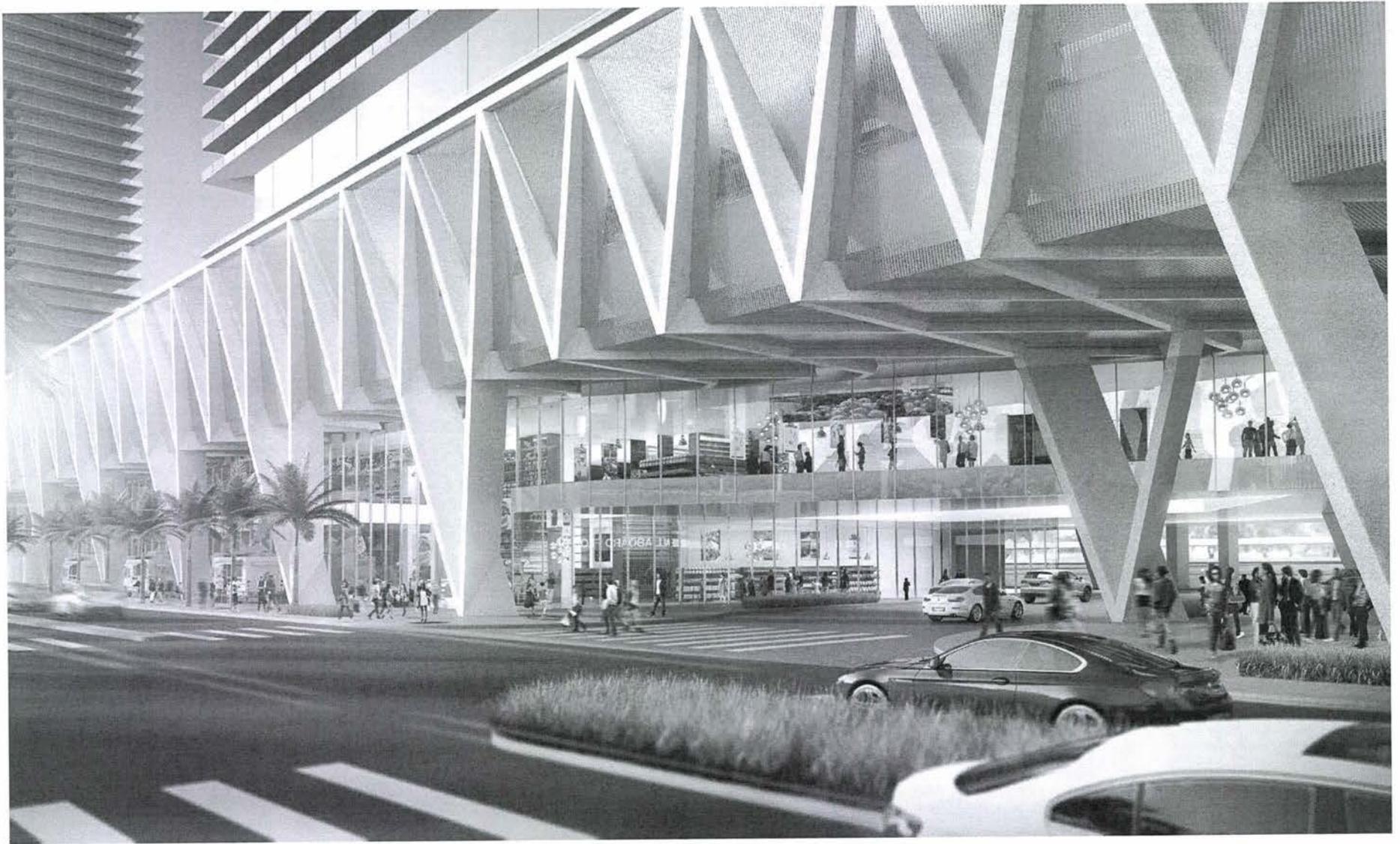
AERIAL VIEW



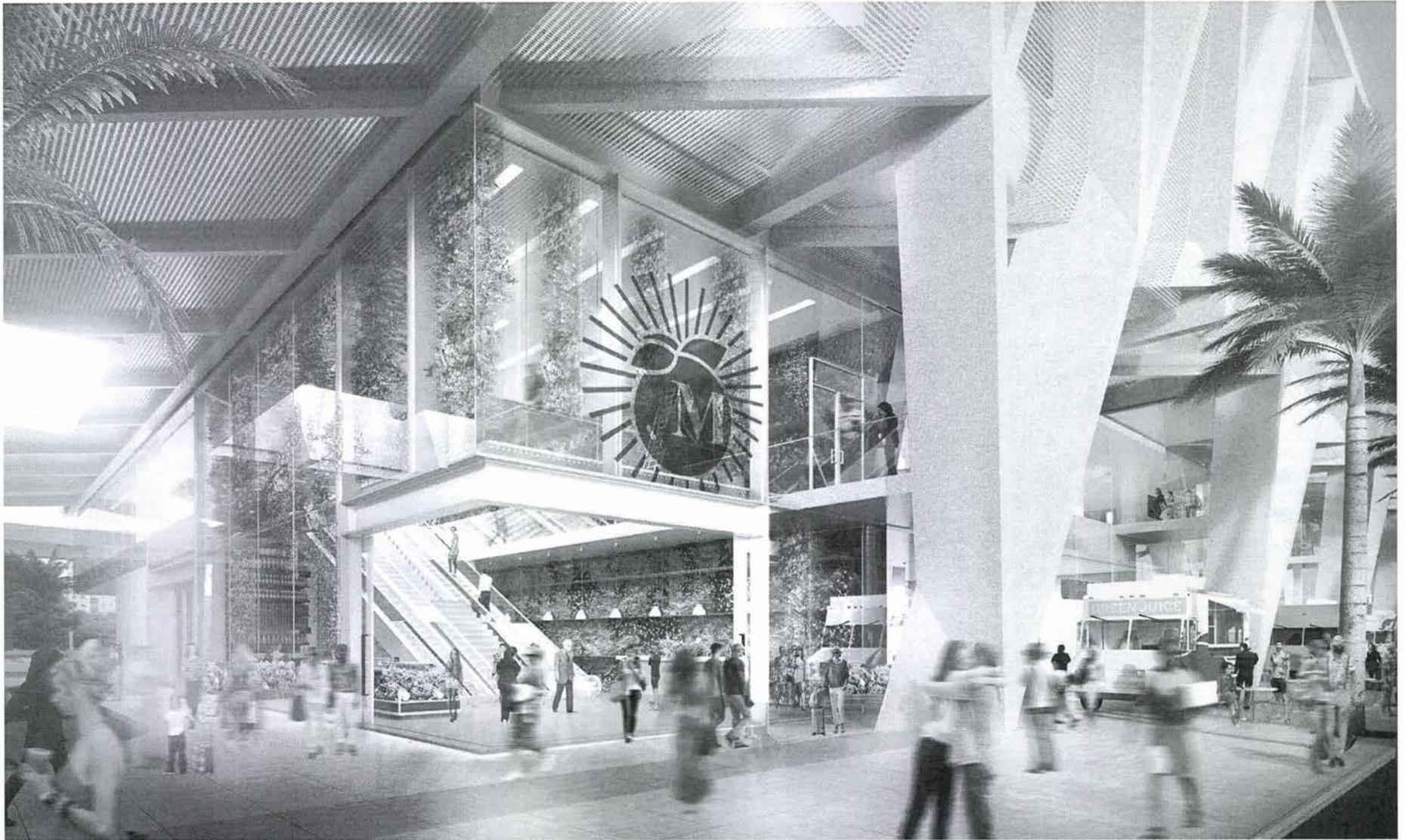
MIAMI STATION MAIN ENTRY WITH PLATFORMS ABOVE



VIEW OF MIAMI STATION LOOKING NORTH - NW FIRST AVE



VIEW OF MIAMI STATION LOOKING SOUTH - NW FIRST AVE



URBAN MARKET



VIEW OF RETAIL



STATION RETAIL / TRAIN LOBBY MEZZANINE LEVEL



VIEW OF STATION RETAIL - MEZZANINE LEVEL



VIEW OF STATION RETAIL FROM PLATFORMS



VIEW OF OVERTOWN DEVELOPMENT - SECOND AVE



VIEW OF OVERTOWN DEVELOPMENT - SIXTH ST