

Memorandum



DATE: July 2, 2014

TO: Jack Osterholt
Deputy Mayor
Director, Regulatory and Economic Resources Department

FROM: Ysela Llort
Director
Miami-Dade Transit

FOR

SUBJECT: DIC Project No. 14-059 DT Miami, LLC
MDT Project No. OSP006
FSC No. 41.04

Project Description

14-059 – DT Miami, LLC, All Aboard Florida (AAF), is requesting a Special Exception for site plan approval to permit a passenger rail train, commercial and residential uses within the Rapid Transit Zone. The proposed AAF Miami Station will consist of an elevated platform that will allow for at grade pedestrian and vehicular circulation to be preserved. Along with the AAF Miami Station the proposed mixed-use development will include 70,600 square feet of rail operational area, 177,400 square feet of station retail, up to 1,111 residential apartment units, 327 room hotel and 1,155,000 square feet of office uses. The subject property is approximately 8.93 acres in size and is located west of NW 1st Avenue, between NW 1st Street and NW 8th Street, Miami-Dade County, Florida.

MDT Comments/Recommendations

The proposed project will restore passenger rail service within the existing Florida's East Coast (FEC) corridor. The proposed new passenger rail service will be a 235-mile privately owned and operated intercity service that will connect Southeast Florida – Miami, Fort Lauderdale, and West Palm Beach to Orlando, Florida. The project site is located within the Rapid Transit Zone and the Downtown Intermodal Terminal Area, (i.e., Historic Overtown/Lyric Theater (OTV) and Government Center Metrorail stations, the Wilkie D. Ferguson, Jr. and the Government Center Metromover stations and the Central Business District (CBD) Downtown Miami Bus Terminal) and will connect to existing local MDT transit hubs/systems.

Miami-Dade Transit (MDT) is pleased to welcome All Aboard Florida (AAF) to the Downtown Intermodal Terminal Area and seeks to fully integrate the two transit systems for a state-of-the-art Downtown Intermodal Station featuring a smooth and seamless travel experience for all transit riders. MDT believes that the full integration of AAF intercity passenger rail service and the MDT system is key to the success of the rider experience for all passengers and will have a transformational effect on Downtown Miami, South Florida and the State of Florida.

Presently AAF and Miami-Dade County are planning the replacement of the existing CBD Downtown Miami Bus Terminal with a consolidated 27-bay Metrobus terminal, which is critical to the success of this development. MDT urges the applicant to continue to work with Miami-Dade County towards achieving this important component of the project. MDT recognizes that the integration of the AAF intercity passenger rail service and the MDT system will likely require upgrades and modernization of MDT facilities in the Downtown Intermodal Terminal Area that are directly impacted by the AAF development. At the time that more detailed information is available, MDT reserves the right to request improvements to said facilities as well as a shared financial contribution to operate and maintain the same.

The nature of this project is such that MDT property, facilities, and services are surrounded by, directly adjacent to and under various components of this private rail mixed-use development. The proposed project runs parallel to the MDT rail guideways from North of NW 8th Street to NW 1st Street, approximately 0.5 miles. To the west of the OTV Metrorail Station and OTV office buildings is the proposed AAF parking garage (AAF/CRA parcel). Immediately to the east of the OTV Metrorail station is the proposed AAF North Concourse and Overbuild 1 Office Building. To the south of the OTV Metrorail station and east of the rail guideways between NW 6th Street and NW 5th Street is the AAF proposed Mixed Use Overbuild 2 residential building. The proposed AAF platform runs over the metromover guideway along NW 5th Street between the Metrorail guideway and NW 1st Avenue. To the east of the MDT Government Center Metrorail and Metromover stations is the proposed AAF mixed use tower, and directly northeast, is the proposed AAF Overbuild 3 residential or office building. The applicant shall be required to obtain all necessary easements, agreements, and/or permits to utilize MDT Right-of-Way, air rights, or if any portion of the project encroaches into MDT property.

MDT opines that the size and characteristics of the proposed development will generate a significant number of residents, employees, and tourists, which is expected to result in a major increase in ridership for all MDT transit modes. Based on the projected increase in ridership and impact to the area, it is estimated that there is sufficient demand to warrant the improvement of the existing Downtown Intermodal Terminals, consisting of, but not limited to, the Historic Overtown/Lyric Theater (OTV) and Government Center Metrorail stations, the Wilkie D. Ferguson, Jr. and the Government Center Metromover stations and the Central Business District (CBD) Downtown Miami Bus Terminal, as herein described.

MDT staff has reviewed the subject application and has determined that the same meets the adopted mass transit level of service standards as prescribed by Policy MT-1A of the Mass Transit Sub-element of the Comprehensive Development Master Plan (CDMP). **As such, MDT has no objections to this application, looks forward to continuing to work with the applicant to create a fully integrated intermodal hub for Miami's urban core, subject to the following conditions:**

Conditions:

1. That Miami-Dade Transit (MDT) reviews and approves the site plans for the proposed project through the Administrative Site Plan Review (ASPR) process.

- a. MDT reserves the right to make revisions and/or add conditions at the time of ASPR review.
2. That MDT reviews and approves the portions of the AAF building permit plans that involve connections to MDT facilities or construction which spans over MDT facilities prior to the issuance of any AAF building permit.
3. The applicant shall be required to obtain all necessary easements, agreements, and/or permits to utilize MDT Right-of-Way, air rights, or if any portion of the project encroaches into MDT property.
4. The Metrorail and Metromover Systems were funded in part by the Federal Transit Administration (FTA) and the Florida Department of Transportation (FDOT). Consequently, all work and agreements affecting these systems must be approved by said agencies prior to the issuance of any AAF building permit. Approval of these agencies is beyond MDT's control; however, a typical review takes up to 60 days for approval.
5. That the applicant shall comply with all MDT conditions, prior to ASPR approval, including but not limited to:
 - a. That the applicant address the following comments made by MDT in its review of the 'Traffic Impact Analysis' dated May 2014:
 - i. The applicant shall coordinate with MDT prior to submittal of a revised Traffic Impact Analysis to further discuss inaccuracies and inconsistencies found by MDT.
 - ii. That the applicant not solely base future traffic growth on the transportation network upon historic growth trends, given that growth in the Miami Downtown area is currently increasing and will substantially increase as a direct result of this project. The applicants shall refer to other cities/urban centers with comparable projects of this magnitude to provide a more appropriate growth rate value. MDT also recommends that the applicant provide statistical historical and projected population and employment growth rates in the downtown area which account for a large number of the trips.
 - iii. That the applicant provide a revised trip generation table to include the modal split (auto, transit, paratransit (STS, taxis, jitneys, shuttles, etc.) bike and pedestrian) as a result of the maximum buildout of the development.
 - iv. That the applicant provide proposed trip generation and modal split of future pedestrian traffic conditions, including the Miami World Center and Miami's Children's Courthouse developments as background conditions for all MDT modes.
 - v. That the applicant provide projected ridership information for the proposed Tri-Rail Coastal Link, which will have its terminal station at the AAF Miami Station. This information is available from FDOT.
 - vi. The MDT routes listed in the analysis as serving the Downtown Intermodal Terminal Area do not accurately reflect the total number of routes or their respective headways.

12. The applicant shall provide additional security posts, roll-down gates, and security kiosks as needed.
13. Prior to the issuance of a building permit, the applicant shall be required to submit to MDT for review and approval a Settlement Monitoring and Mitigation Action Plan, which shall include the following information:
 - a. All MDT piers within 100 feet of any boundary of the proposed project will be surveyed at given intervals (i.e. monthly) to assess any settlement, rotations and displacement of the structural elements that may occur.
 - b. This plan shall contain corrective actions should the settlement limits to be established by MDT be reached; AAF is responsible for the cost of this plan, surveying and all remediation necessary to ensure MDT's safe and uninterrupted service.
 - c. All AAF structures shall be self-supporting; proposed structures shall not be supported by any MDT facilities and shall not interfere with the stability of MDT's structural foundations.
14. That the applicant shall be in compliance with the following:
 - a. Rapid Transit System Extensions Compendium of Design Criteria.
 - b. MDT Construction Safety Manual.
 - c. MDT Adjacent Construction Safety Manual.
 - d. MDT Rail Fixed Guideway System Safety Program Plan.
 - e. National Fire Protection Association (NFPA) codes and standards.
15. Construction and development shall not interfere with MDT operation or system components, such as but not limited to train control, traction power, and all communications.

Current Transit Service

Existing transit service is provided to the Downtown Intermodal Terminal Area by twenty-three (23) MDT bus routes, the Metromover and Metrorail transit services. The alignments for these routes and systems are illustrated on the attached maps. In addition, the Broward County Transit system also provides service to the project area.

The service headways for the MDT bus routes (in minutes) are as follows:

**Metrobus Route Service Summary
 DT Miami, LLC**

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8pm)	Overnight	Saturday	Sunday		
2	20	20	30	n/a	20	30	0	L
3	18	18	30	60	15	20	0	L
6	60	60	n/a	n/a	60	60	0	L
7	15	20	30	n/a	20	20	0	L
8	10	15	20	n/a	15	20	0	L
9	12	30	30	n/a	30	30	0	L
11	8	12	20	60	12	15	0	L
21	30	30	60	n/a	40	40	0	L
51	15	30	30	n/a	n/a	n/a	0	E
77	8	12	30	n/a	15	30	0	L
93	15	30	n/a	n/a	n/a	n/a	0	E
95	5	n/a	n/a	n/a	n/a	n/a	0	E
103 (C)	20	20	30	n/a	20	30	0	L
119 (S)	12	12	12	60	15	15	0	L
120	12	12	30	n/a	15	30	0	E
195	15	n/a	n/a	n/a	n/a	n/a	0	E
207	15	20	20	n/a	20	20	0	L
208	15	20	20	n/a	20	20	0	L
211	45	45	n/a	n/a	n/a	n/a	0	L
243	30	n/a	n/a	n/a	n/a	n/a	0	L
246 (OWL)	n/a	n/a	n/a	60	60	60	0	O
277	18	n/a	n/a	n/a	n/a	n/a	0	E
500 (OWL)	n/a	n/a	n/a	60	60	60	0	O

Notes: L means Metrobus local route service
 F means Metrobus feeder service to Metrorail
 E means Express or Limited-Stop Metrobus service

November 2013 Line Up

The service headways for the Metrorail and Metromover services (in minutes) are as follows:

**Metrorail and Metromover Service Summary
 DT Miami, LLC**

Mode	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8pm)	Overnight	Saturday	Sunday		
Metrorail	5	7.5	15	n/a	15	15	0	R
Metromover	1.5	1.5	1.5	n/a	1.5	1.5	0	M

Notes: R means Metrorail service
 M means Metromover service

November 2013 Line Up

Future Transportation/Transit Improvements

MDT's Transit Development Plan and Transit Service Evaluation Study identify the following improvements/adjustments on the existing routes serving the vicinity of the project:

**Metrobus Route Service Summary
 DT Miami, LLC**

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8pm)	Overnight	Saturday	Sunday		
2	15	15	60	n/a	20	30	0	L
3	30	30	60	60	60	60	0	L
3M (93)	10	15	30	n/a	15	20	0	E
7	15	15	30	n/a	20	20	0	L
8	15	30	n/a	n/a	60	60	0	L
8M	15	15	30	n/a	15	20	0	E
9	15	30	30	n/a	30	30	0	E
11	8	12	20	60	12	15	0	L
11M (51)	8	10	60	n/a	12	15	0	E
77	30	30	60	60	60	60	0	L
77M (277)	7	10	30	n/a	20	30	0	E
95	5	n/a	n/a	n/a	n/a	n/a	0	E
120 (S)	20	20	20	20	30	30	0	L
120M	7	7	30	n/a	12	15	0	E
195	5	n/a	n/a	n/a	n/a	n/a	0	E
207	15	20	20	n/a	20	20	0	L
208	15	20	20	n/a	20	20	0	L
211	45	45	n/a	n/a	n/a	n/a	0	L
246 (OWL)	n/a	n/a	n/a	60	60	60	0	O
295	15	n/a	n/a	n/a	n/a	n/a	0	E

Notes: L means Metrobus local route service
 F means Metrobus feeder service to Metrorail
 E means Express or Limited-Stop Metrobus service
 O means overnight service

c: Albert Hernandez, P.E., Assistant Director
 Monica D. Cejas, P.E., Senior Professional Engineer