

Approved: _____ Mayor

Veto: _____

Override: _____

RESOLUTION NO. Z-13-14

WHEREAS, DT MIAMI, LLC applied for the following:

- (1) SPECIAL EXCEPTION to permit approval of a general plan for a passenger rail system located within the Rapid Transit Zone with a combination of commercial and multi-family residential development, retail, hotel, office space and ancillary uses.

Plans are on file and may be examined in the Department of Regulatory and Economic Resources entitled "All Aboard Florida Miami" as prepared by Zyscovich Architects, dated stamped received 5/21/14 and consisting of 12 sheets. Plans may be modified at public hearing.

SUBJECT PROPERTY: A portion of land in Section 37 (James Hagan Donation) Township 53 and 54 South, Range 41 East, being more particularly described as follows: Tracts "A", "B", "C", "C1", "C2", "D" and "E" per corrective special warranty dated Official Records Book 27674, Page 1862. That portion of land in the City of Miami, Miami-Dade County, Florida, located North of NW 1st Street, South of NW 8th Street, West of NW 1st Avenue and East of the Miami-Dade County Metrorail. FDG PARCEL: A portion of Block 57 N of "Miami", PB B-41, more particularly described in Official Records Book 26134, Page 3234, less an area of overlap with Tract "C" of the Plat of "Miami Arena Subdivision", PB 129-53.

LOCATION: Lying East of the North Corridor Metrorail right-of-way, between NW 1st Street & NW 8 Street, MIAMI-DADE COUNTY, FLORIDA, and

WHEREAS, a public hearing of the Board of County Commissioners was advertised and held, as required by the Zoning Procedure Ordinance, and all interested parties concerned in the matter were given an opportunity to be heard, and it was noted that, in addition to and within the scope of the advertised plans, the applicant submitted 4 sheets entitled "Perspectives," dated stamped received May 30, 2014, and

WHEREAS, this Board has been advised that the subject application has been reviewed for compliance with concurrency requirements for levels of services and, at this stage of the request, the same was found to comply with the requirements, and

WHEREAS, upon due and proper consideration having been given to the matter and the recommendation of the Developmental Impact Committee (DIC) and the recommendation of the Rapid Transit Developmental Impact Committee (RTDIC), it is the opinion of this Board that the requested special exception to permit approval of a general plan for a passenger rail system located within the Rapid Transit Zone with a combination of commercial and multi-family residential development, retail, hotel, office space and ancillary uses would be compatible with the area and its development and would conform with the requirements and intent of the Zoning Procedure Ordinance and would be consistent with the Comprehensive Development Master Plan, and would not have an adverse impact upon the public interest and should be approved, and that the 4 sheets entitled "Perspectives" dated stamped received May 30, 2014 should be accepted, and

WHEREAS, a motion to approve the special exception was offered by Commissioner Audrey M. Edmonson, seconded by Commissioner Bruno A. Barreiro, and upon a poll of the members present the vote was as follows:

Bruno A. Barreiro	aye	Barbara J. Jordan	aye
Lynda Bell	absent	Jean Monestime	absent
Esteban Bovo, Jr.	aye	Dennis C. Moss	aye
Jose "Pepe" Diaz	absent	Sen. Javier D. Souto	aye
Audrey M. Edmonson	aye	Xavier L. Suarez	absent
Sally A. Heyman	absent	Juan C. Zapata	aye
	Rebecca Sosa	aye	

NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners, Miami-Dade County, Florida, that the requested special exception to permit approval of a general plan for a passenger rail system located within the Rapid Transit Zone with a combination of commercial and multi-family residential development, retail, hotel, office space and ancillary uses be and the same are hereby approved, subject to the following conditions:

1. That a site plan be submitted to and meet with the approval of the Director of the Department of Regulatory and Economic Resources for Administrative Site Plan Review (ASPR), said plan must include, among other things but not limited to, all exhibits indicated by Section 33C-9(F)(3) and reviewed pursuant Section 33C-9(G).
2. That in the approval of the general plan, the same be substantially in accordance with that submitted for the hearing entitled "All Aboard Florida Miami – Rapid Transit Developmental Impact Committee (RTDIC) Initial Review for Special Exception Approval of a General Site Development Plan" by Zyscovich Architects, consisting of 12 sheets dated stamped received May 21, 2014. It is also provided that the 4 sheets entitled "Perspectives" dated stamped received May 30, 2014, may be modified during the ASPR Final Review process.
3. That the use be established and maintained in accordance with the approved general site development plan.
4. That development design guidelines entitled "All Aboard Florida Terminal Design Guidelines" addressing, among other things: the architectural style; landscaping of open spaces and the street; materials used on the building and horizontal surfaces such as sidewalks and pedestrian paths; street and building lighting; and buffering of garages and surface parking; submitted by the applicant be utilized by the Department of Regulatory and Economic Resources in the ASPR Final Review process for future development plans for the Downtown Intermodal District Corridor Sub-zone. In the event of conflicts between the All Aboard Florida Terminal Design Guidelines and the Chapter 33C-9 Plan Review Standards, the stricter of the two shall control.
5. That the applicant submit to the Director of RER for its review and approval a maintenance plan for the All Aboard train station portion of the development during the ASPR Final Review process for this application.
6. Developments shall provide direct pedestrian and vehicular connections to the adjacent block and street network. Pedestrian crosswalks providing safe passage from adjoining streets and blocks into the development project of the Subzone shall be installed at street corners and, if practicable, midblock locations. Crosswalks shall be distinguished from other street elements by the use of conspicuous materials, texture and color.
7. Public open space in the form of plazas, squares, greens, and landscaped areas shall be incorporated in the design of all development projects at grade or on above-grade surfaces and at station levels. The public opens spaces should have a scale that is compatible and complementary with the intensity of proposed development and seamlessly connect to transit stations, retail, entertainment and other uses proposed within and surrounding the Subzone. Landscaping, furniture, art, paved pedestrian paths, and lighting, and similar features shall be used to enhance the open spaces pedestrian experience.
8. Landscaping shall be planted in a manner that reduces, to the maximum extent possible, the heat island effect of the development.

9. All new development in the Subzone shall meet certification standards from Florida Green Building Coalition or a similar organization.
10. Developments shall be designed with a coordinated outdoor lighting and signage system that is an integral part of the project, compatible and harmonious with existing and proposed development in the Subzone and with surrounding uses. Signage shall clearly indicate locations and guide pedestrians and vehicles to proposed parking areas, transit facilities, permitted uses, and surrounding activities and uses.
11. Proposed development in the Subzone shall provide connections via bridges, paths, sidewalks, or a combination of such features to the Metrorail and Metromover systems that adjoin the property. That the applicant provide an elevated pedestrian connection between the proposed All Aboard Station and the Government Center Metrorail Station in Phase 1, subject to receiving approval from all agencies with jurisdiction over the area.
12. Pedestrian and vehicular circulation systems shall be designed to serve the needs of the development and are compatible with surrounding pedestrian and vehicular circulation systems.
13. Bicycle facilities, including bicycle racks shall be provided and reasonable connections to existing and planned greenways, paths shall be identified in the plans submitted for Administrative Site Plan Review (ASPR).
14. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Aviation Department as contained in its memorandum dated June 11, 2014 (Attachment 1).
15. The applicant shall address comments by the City of Miami as contained in their letter correspondence dated July 1, 2014, prior to final Administrative Site Plan Review approval. Except that regarding comment #1, the applicant will work with the City, County and MPO regarding various design concerns of the railroad connection to the surrounding area through the ASPR process, and regarding comment #3, to the extent practicable, the applicant will work with the developer of the Expo Center to provide an elevated bridge connection between the station and the Expo Center (Attachment 1).
16. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Fire Rescue Department as contained in its memorandum dated June 9, 2014 (Attachment 1).
17. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Water and Sewer Department as contained in its memorandum dated June 6, 2014 (Attachment 1).

18. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Department of Regulatory and Economic Resources – Division of Environmental Resources Management as contained in its memorandum dated July 7, 2014 (Attachment 1).
19. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Department of Public Works and Waste Management – Waste Operations as contained in its memorandum dated June 24, 2014 (Attachment 1).
20. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Police Department as contained in its memorandum dated June 13, 2014 (Attachment 1).
21. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Department of Public Works and Waste Management as contained in its memorandum dated June 23, 2014 (Attachment 1).
22. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Metropolitan Planning Organization (MPO) as contained in its memorandum dated July 2, 2014 (Attachment 1).
23. That the applicant complies with all of the applicable conditions, requirements, recommendations, requests and other provisions of the Miami-Dade County Transit Department as contained in its memorandum dated July 2, 2014 (Attachment 1).
24. That the applicant complies with all the applicable conditions, requirements, recommendations, requests and other provisions of the Internal Services Department as contained in its memorandum dated June 19, 2014 (Attachment 1).
25. Regarding Baylink, the applicant, to the extent practicable, will accommodate a stop– a bi-directional stop if feasible – for the proposed Baylink system on the west side of NW 1st Avenue.

BE IT FURTHER RESOLVED, notice is hereby given to the applicant that the request herein constitutes an initial development order and does not constitute a final development order and that one, or more, concurrency determinations will subsequently be required before development will be permitted.

The Director is hereby authorized to make the necessary notations upon the maps and records of the Miami-Dade County Department of Regulatory and Economic Resources and to issue all permits in accordance with the terms and conditions of this resolution.

THIS RESOLUTION HAS BEEN DULY PASSED AND ADOPTED this 17th day of July, 2014, and shall become effective ten (10) days after the date of its adoption unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

No. 14-7-CC-3
rd

HARVEY RUVIN, Clerk
Board of County Commissioners
Miami-Dade County, Florida

By CHRISTOPHER AGRIPPA
Deputy Clerk

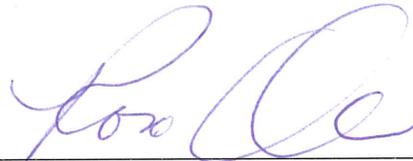
THIS RESOLUTION WAS TRANSMITTED TO THE CLERK OF THE BOARD OF COUNTY COMMISSIONERS ON THE 25TH DAY OF JULY, 2014.

STATE OF FLORIDA

COUNTY OF MIAMI-DADE

I, Rosa Davis, as Deputy Clerk for the Miami-Dade County Department of Regulatory and Economic Resources as designated by the Director of the Miami-Dade County Department of Regulatory and Economic Resources and Ex-Officio Secretary of the Board of County Commissioners of said County, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Resolution No. Z-13-14 adopted by said Board of County Commissioners at its meeting held on the 17th day of July, 2014.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this the 25th day of July, 2014.



Rosa Davis, Deputy Clerk (218345)
Miami-Dade County Department of Regulatory and
Economic Resources

SEAL

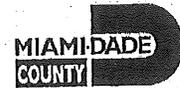


ATTACHMENT 1

Departmental and Agency Review Comments for the DT Miami, LLC Application (14-059)

Miami-Dade County Aviation Department Memorandum dated June 11, 2014	A-1
City of Miami Letter dated July 1, 2014	A-3
Miami-Dade County Fire Rescue Department Memorandum dated June 9, 2014	A-4
Miami-Dade County Water and Sewer Department as Memorandum dated June 6, 2014	A-5
Miami-Dade County Department of Regulatory and Economic Resources – Division of Environmental Resources Management (DERM) Memorandum dated July 7, 2014	A-8
Miami-Dade County Department of Public Works and Waste Management – Waste Operations Memorandum dated June 24, 2014	A-10
Miami-Dade County Police Department Memorandum dated June 13, 2014	A-13
Miami-Dade County Department of Public Works and Waste Management Memorandum dated June 23, 2014	A-15
Miami-Dade County Metropolitan Planning Organization (MPO) Memorandum dated July 2, 2014	A-22
Miami-Dade County Transit Department Memorandum dated July 2, 2014	A-24
Internal Services Department Memorandum dated June 19, 2014	A-31

Memorandum



Date: June 11, 2014

To: Jack Osterholt, Director
Department of Regulatory and Economic Resources

From: Ammad Riaz, P.E.
Chief of Aviation Planning *A.R.*
Aviation Department

Subject: RTDIC Application #14-059
DT Miami, LLC
MDAD DN-14-06-1396

As requested by the Department of Regulatory and Economic Resources, the Miami-Dade Aviation Department (MDAD) has reviewed Rapid Transit Developmental Impact Committee (RTDIC) Application Number 14-059. The applicant is requesting a special exception to permit a general site development plan. The site is generally bounded by NW 1st Street, NW 1st Avenue, NW 8th Street and the Metrorail Right-of-Way. The size of the property is approximately 8.31 acres.

Since the plans for this proposed development are conceptual at this time, please be advised that once plans are finalized, both MDAD and the Federal Aviation Administration (FAA) will need to study each individual proposed permanent structure associated with this development reaching or exceeding 200 feet Above Ground Level (AGL). The airspace review process is governed by two different regulations: The Miami-Dade County Code, Chapter 33, Article XXXVII, Miami International Airport (Wilcox Field) Zoning, and the Code of Federal Regulation (CFR) Title 14 Part 77. Each agency has its own independent airspace evaluation requirements, and issues airspace determinations for both permanent and temporary structures.

For planning purposes, the allowable heights for this area vary from approximately 650 feet Above Mean Sea Level (AMSL) on the north side of the site to approximately 900 feet AMSL on the extreme south-eastern portion of the site. The following data is required for an MDAD airspace and land-use analysis and letter of determination:

- Project name, address, folio number(s), proposed use, duration of project and site plans
- The GPS coordinates in State Plane North American Datum (NAD'83) for the four corners of each building must be provided.
- Site elevation stated in North American Vertical Datum of 1988 (NAVD88). This information may be obtained from a survey.
- Elevation Plans depicting the maximum elevation (the tallest element on the roof, such as the top of any elevator shafts, architectural features, lightning rods, flag poles or other appurtenances).
- Requisite fees

Our webpage at http://www.miami-airport.com/planning_forms_maps.asp contains the request forms for a MDAD-issued airspace/land-use letter of determination as well as airport zoning resources, including the Height Zoning Map for MIA.

As for the FAA's analysis, please be advised that in accordance with Code of Federal Regulation (CFR) Title 14 Part 77, any permanent structure meeting the requirements of Part 77.9 "Construction or

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Jack Osterholt
June 11, 2014
Page 2

Alteration Requiring Notice" requires the filing with the Federal Aviation Administration (FAA) using Form 7460-1 'Notice of Proposed Construction or Alteration'. The form is available on-line and can be "e-filed" through the FAA website: <https://oeaaa.faa.gov>. Alternatively, the form can also be mailed to: Federal Aviation Administration, Southwest Regional Office Obstruction Evaluation Group, 2601 Meacham Blvd, Ft. Worth, TX 76137-0520.

Please keep in mind that construction cranes reaching or exceeding 200' Above Ground Level (AGL) must also be studied by MDAD and the FAA. MDAD issues "Permissible Crane Height Determinations". The interactive Permissible Crane Height Determination request form is available on our website, http://www.miami-airport.com/planning_forms_maps.asp.

Please note, any proposed construction cranes at this location reaching or exceeding 200 feet AGL are required to be filed with the FAA using Form 7460-1 'Notice of Proposed Construction or Alteration'. It may take the FAA up to 90 days to issue a determination.

Upon completion of this project, no Certificate of Use or Certificate of Occupancy shall be issued by a municipal building official or Miami-Dade County until approval is obtained from MDAD after certifying that the structure was built no higher than the height approved. The approval shall be issued by this office after submittal by applicant of the required information as outlined in Article XXXVII, Section 33-349(A)(2) of the Code.

MDAD does not object to the conceptual development provided that both the FAA and MDAD study and issue airspace determinations for both the permanent and temporary structures associated with this development once plans are finalized. The development must comply with all applicable federal, state and local aviation regulations including the Code of Miami-Dade County, Chapter 33, as it pertains to airport zoning.

Should you have any questions, please do not hesitate to contact me at 305-876-7036.

C: J. Ramos
Jorge Vital, DIC Coordinator, Department of Regulatory and Economic Resources
Jose Gonzalez, Florida East Coast Industries

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City of Miami



DANIEL J. ALFONSO
City Manager

July 1st, 2014

Mr. Jorge Vital, DIC Coordinator
Miami-Dade County Department of Planning and Zoning
111 NW 1st Street, 11th Floor
Miami, Florida 33128

Re: Rapid Transit DIC (RTDIC): Lower Council Meeting 2nd July, 2014 / Process No. 14-059

Dear Mr. Vital:

Below please find the City of Miami's comments, at this time, regarding the subject development proposal:

1. The north end of the project as the tracks elevate and go over 8th Street will be of paramount importance. Whether or not this may fall outside the present scope, the city will require design documents showing relationship of tracks, roads, pedestrian crossings, column spacing and relationship to buildings adjacent to the project.
2. Connectivity of project to areas to the west is as important as it's connectivity to the east. There are alleys and back buildings predominantly as presently shown. Design documents conveying the configuration and appearance from adjacent area of these functional aspects of the project shall be submitted for further review that depict appropriate sensitivity masking functional components of the project and providing a pleasing frontage as seen from the west while addressing connectivity all-the-while.
3. Connectivity between project and the proposed exposition center is critical. This concern has been highlighted throughout and specific proposals as to how to achieve appropriate linkage and integration with the exposition center are required.
4. Cladding materials and form for the track channels need additional attention. This will become one of the gateways to the city and as such their appearance is critical. The City of Miami is concerned about the design's predisposition to gather soot especially from diesel engines. Maintenance difficulty is a concern as presented; consequently design documents addressing these concerns are required.
5. The documents presented appear to downplay connection to the government center station as greater emphasis is placed on the Overtown station. Design documents addressing specifically the means of connection to the government center station are required.
6. Design documents addressing the connection to Metrorail in phase I are required.
7. Design documents addressing the connection to Metro Mover are required.
8. There is a need for "specificity" or at least stated "intent" in this proposal. The project is "connected" to the context by virtue of its location. It is also important that the character of the pedestrian experience be more clearly defined. Design documents specifying the configuration and definition of open spaces at ground level as well as the means through which connectivity to surrounding development and other open space is achieved, both physically and esthetically, are required.

We remain available to provide additional feedback as appropriate.

Kind regards,

Francisco J. Garcia, Director
City of Miami Department of Planning and Zoning

- c. Marc David Sarnoff, Commissioner District 2, City of Miami
Daniel J. Alfonso, City Manager, City of Miami
Alice N. Bravo, P.E., Deputy City Manager / Chief of Infrastructure, City of Miami
Irene Hegedus, Zoning Administrator, City of Miami

Memorandum



Date: June 9, 2014

To: Jack Osterholt, Director
Regulatory and Economic Resources

From: Dave Downey, Fire Chief
Miami-Dade Fire Rescue Department

Subject: DIC 2014000059 -- All Aboard Florida Miami Passenger Rail Station
(Downtown Miami)

According to the letter of intent dated May 21, 2014, the applicant is seeking to develop an approximate 9-acre parcel of land located between NW 1st Avenue and the Metrorail corridor from NW 1st Street and NW 8th Street with a rail station intended to provide intercity passenger rail system in the State of Florida.

The applicant proposes to reinstate passenger rail service utilizing the same right-of-way corridor that originally brought intercity rail service to the State of Florida. The proposed rail station will consist of an elevated platform that will allow for pedestrian and vehicular circulation to be preserved. In addition to rail operation area, the platform will include a hotel, residential apartments, retail, and office space. The applicant is working with the Miami-Dade Transit Authority to include a transition from the Metrorail and Metromover into the proposed rail station.

The proposed rail station lies within the jurisdiction of the City of Miami. However, in the event of a major emergency, the Miami-Dade Fire Rescue Department is able to provide mutual aid to the City upon request. In the event of mutual aid, stations responding to the rail station include Station 39 located at 641 Europe Way in the Port of Miami and Station 2 located at 6460 NW 27 Avenue.

The Miami-Dade Fire Rescue Department has no objections to the proposed rail station and discloses that the Miami-Dade Fire Engineering and Water Supply Bureau has not reviewed plans in connection with the rail station.

For additional information, please contact Mr. Carlos Heredia, Planning Section Supervisor at 786-331-4544.

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Memorandum



Date: June 6, 2014

To: Jack Osterholt, Director
Department of Regulatory and Economic Resources (RER)

From: Maria A. Valdes, CSM, LEED® Green Associate
Chief, Comprehensive Planning & Water Supply Certification Section

Subject: DT Miami, LLC (Rapid Transit Development)
DIC Application No. Z2014000059

Below, please find the Miami-Dade Water and Sewer Department's (MDWASD) comments for the subject project.

Recommendation: Approval based on conditions noted below, and on resolution of the conflict with the existing 30-inch water main along NW 6th St. and the 60-inch sanitary sewer force main along NW 4th St.

Application Name: DT Miami, LLC (Rapid Transit Development)

Proposed Development: The applicant is requesting a review of the general site development plan for the rail station on +/- 9-acres of vacant land between NW 1st Ave. and the Metrorail ROW from NW 1st St. to NW 8th St.

The estimated total water demand in gallons per day (gpd) for this project is described below:

Projected Water Demand				
Uses	Unit	Total	Flow Rate (GPD)	Total GPD
Rail system Operational +Platform	Sq.ft	211,000	5 gpd / 100 SF	10,550
Residential multifamily units (apartments)	each	1,111	150/unit	166,650
Retail space	Sq.ft	177,400	10 gpd / 100 SF	17,740
Hotel	Rooms	327	100gpd / room	32,700
Office Space	Sq.ft	1,155,000	5 gpd / 100 SF	57,750
Total				285,390

Project Location: The subject property is approximately 9 acres of vacant land located between NW 1st Ave. and the Metrorail ROW from NW 1st St. to NW 8th St., in the City of Miami.

Water: The subject project is located within MDWASD's service area. The source of water for the project is the Hialeah Preston Water Treatment Plant. There is a 12-inch water main along NW 1st Ave. and along NW 3rd St., to where the developer may connect for water service for each of the development sites. In addition, there is a 30-inch water main along NW 6th St. which is in conflict with the proposed platform for the rail project. The applicant and MDWASD are currently addressing the construction and cost of a parallel pipe to bypass the conflict. Approval of this application is pending resolution of this issue. Please note that water main extensions may be required. All comments addressing water service are provided in accordance with CDMP policies WS-1A, WS-1B and WS-2A.

A Water Supply Certification (WSC) from Miami-Dade Water and Sewer Department will be required for the proposed development. Said Certification will be issued at the time the MDWASD Agreement is offered. The Certification is required to assure adequate water supply is available to all water users of the MDWASD

as required by Policy CIE-5D and WS-2C in the County's CDMP and in accordance with the permitted withdrawal capacity in the MDWASD's 20-year Water Use Permit.

MDWASD will be the utility providing water services subject to the following conditions:

- Adequate transmission and Plant capacity exist at the time of the applicant's request.
- Adequate water supply is available prior to issuance of a building permit or its functional equivalent.
- Approval of all applicable governmental agencies having jurisdiction over these matters is obtained.

Sewer: The subject project is located within MDWASD's service area. There are existing sanitary gravity sewer lines in the vicinity of the project on NW 6th St., NW 5th St., NW 4th St., NW 3rd St., NW 2nd St., NW 1st St. and along NW 1st Ave. south of NW 8th St. where the developer may connect for service. In addition, there is a 60-inch force main along NW 4th St., which is in conflict with the proposed platform for the rail project. The applicant and MDWASD are currently addressing the construction and cost of a parallel pipe to bypass the conflict. Approval of this application is pending resolution of this issue.

Pump Station: 0001
Yearly NAPOT: 7.16 Hrs
Projected NAPOT: 7.93 Hrs
Projected NAPOT including this project flows: 7.98 Hrs

The Central District Wastewater Treatment Plant (WWTP) is the facility for treatment and disposal of the wastewater. This WWTP is currently operating under a permit from the Florida Department of Environmental Protection. MDWASD will be the utility providing sewer services subject to the following conditions:

- Adequate transmission and plant capacity exist at the time of the owner's request consistent with policy WS-2A(2) of the CDMP. Capacity evaluations of the plant for average flow and peak flows will be required. Connection to the COUNTY'S sewage system will be subject to the terms, covenants and conditions set forth in court orders, judgments, consent orders, consent decrees and the like entered into between the COUNTY and the United States, the State of Florida and/or any other governmental entity, including but not limited to, the Consent Order entered on April 9, 2014 in the United States of America, State of Florida and State of Florida Department of Environmental Protection v. Miami-Dade County, Case No. 1:12-cv-24400-FAM, as well as all other current, subsequent or future enforcement and regulatory actions and proceedings.
- Approval of all applicable governmental agencies having jurisdiction over these matters are obtained.

DIC 14-049
DT Miami, LLC (Rapid Transit Development)
June 6, 2014

Water Conservation: All future development for the subject area will be required to comply with water use efficiency techniques for indoor water use in accordance with Section 8-31, 32-84 and 8A-381 of the Code of Miami-Dade County. In addition, the future development will be required to comply with the landscape standards in sections 18-A and 18-B of Miami-Dade County Code.

In addition, please note that Section 8A-381 (c) of the Miami-Dade County Code estates that, ***"Effective January 1, 2009, all permit applications for new multifamily residential developments shall be required to include a sub-meter for each individual dwelling unit."***

For more information about our Water Conservation Program please go to

<http://www.miamidade.gov/conservation/home.asp>

For information concerning the Water-Use Efficiency Standards Manual please go to

http://www.miamidade.gov/conservation/library/WUE_standards_manual_final.pdf

Should you have any questions, please call me at (786) 552-8198 or Alfredo B. Sanchez at (786) 552-8237.

Memorandum



Date: July 7, 2014

To: Jack Osterholt, Deputy Mayor/Director
Department of Regulatory and Economic Resources

From: Jose Gonzalez, P.E.
Department of Regulatory and Economic Resources 

Subject: BCC #Z2014000059
DT Miami, LLC
Generally bounded by NW 1st Street, NW 1st Avenue, NW 8th Street
and the Metrorail right-of-way.
Special Exception for site plan approval to wit a passenger rail train,
commercial and residential uses within the Rapid Transit Zone.
(8.31 Acres)
36-53-41

The subject application has been reviewed by the Department of Regulatory and Economic Resources – Division of Environmental Resources Management (DERM) for compliance with the requirements of Chapter 24 of the Miami-Dade County Code (the Code) and meets the minimum requirements of the Code. Accordingly, the application may be scheduled for public hearing.

Potable Water Service

The subject area is located within the Miami-Dade Water and Sewer Department (MDWASD) water franchise service area. There are water mains distributed through out the project area.

The source for this water supply is the MDWASD's Hialeah Preston Water Treatment Plant. This plant has sufficient capacity to provide current water demand. The plant is presently producing water that meets Federal, State, and County drinking water standards.

Wastewater Disposal

The subject property is located within the MDWASD sanitary sewer franchise service area. The property is abutting at the north side by a force main and at East West and South by gravity mains.

The gravity mains direct the flow to pump stations 30-0002 and 30-0001 and then to the Central District Wastewater Treatment Plant. The flow collected by the force main is directed to the Central District Wastewater Treatment Plant.

The aforementioned sanitary sewer pump stations, as well as the Central District Wastewater Treatment Plant, are owned and operated by MDWASD. These pump stations are currently working within the mandated criteria set forth in the New Consent Decree Case: NO. 1:12-cv-24400-FAM, effective Dec 6, 2013. At this time the Central District Wastewater Treatment Plant has sufficient capacity to treat current flows.

Stormwater Management

A Surface Water Management General Permit from the Florida Department of Environmental Protection (FDEP) may be required for the construction and operation of the required surface water management

system. This permit shall be obtained prior to any future development order approval. It is the applicant's responsibility to contact FDEP for further information regarding permitting procedures and requirements.

Stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage plans shall provide for full on-site retention of the stormwater runoff generated by a 5-year / 1-day storm event.

Site grading and development plans shall comply with the requirements of Chapter 11C of the Code, as well as with all state and federal criteria, and shall not cause flooding of adjacent properties.

Any proposed development shall comply with county and federal flood criteria requirements. The proposed development order, if approved, will not result in a reduction in the LOS standards for flood protection set forth in the CDMP subject to compliance with the conditions required for this proposed development order.

Tree Preservation

Portions of the subject project contain tree resources. Section 24-49 of the Code provides for the preservation and protection of tree resources. A Miami-Dade County Tree Removal/Relocation Permit is required prior to the removal and/or relocation of any tree that is subject to the Tree Preservation and Protection provisions the Code. Said permit shall meet the requirements of Sections 24-49.2 and 24-49.4 of the Code.

The applicant is required to comply with the above tree permitting requirements. DERM's approval of the subject application is contingent upon inclusion of said tree permitting requirements in the resolution approving this application.

The applicant is advised to contact the Tree Permitting Program at (305) 372-6574 for additional information regarding permitting procedures and requirements prior to site development.

Enforcement History

There are no open or closed enforcement records for violations of Chapter 24 of the Code for the subject properties.

Concurrency Review Summary

A concurrency review has been conducted for this application and has determined that the same meets all applicable LOS standards for an initial development order, as specified in the adopted CDMP for potable water supply, wastewater disposal, and flood protection. Therefore, the application has been approved for concurrency subject to the comments and conditions contained herein.

This concurrency approval does not constitute a final concurrency statement and is valid only for this initial development order, as provided for in the adopted methodology for concurrency review. Additionally, this approval does not constitute any assurance that the LOS standards would be met by any subsequent development order applications concerning the subject property.

This memorandum shall constitute written approval as required by Chapter 24 of the Code.

If you have any questions concerning the comments or wish to discuss this matter further, please contact Christine Velazquez at (305) 372-6764.

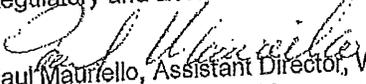
cc: Nathan Kogon, Department of Regulatory and Economic Resources

Memorandum



Date: June 24, 2014

To: Eric Silva, Development Coordinator
Regulatory and Economic Resources Department

From: 
Paul Mauriello, Assistant Director, Waste Operations
Public Works and Waste Management Department

Subject: DT Miami, LLC. (DIC #14_059)

The Department's review of the above-referenced item is provided below. Additional comments will be provided as needed. If you should have any questions, please do not hesitate to contact Stacey McDuffie, Manager of the Fiscal Management and Planning Division, at 305-514-6661. The PWWM has no objections to the proposed application.

Application: *DT Miami, LLC* is requesting a special exception for approval of a general site development plan. The plan proposes an elevated platform for a rail station consisting of 70,600 square feet of rail operational area, 177,400 square feet of station retail, up to 1,111 residential apartment units, a 327 room hotel and 1,155,000 square feet of office uses. The present zoning classification is Fixed-Guideway Rapid Transit System-Development Zone.

Size: The subject property is 9 acres.

Location: The subject property is approximately located between NW 1st Avenue and the Metrorail ROW from NW 1st Street to NW 8th Street, in Miami-Dade County, Florida.

Analysis:

1. Solid Waste Disposal

The Miami-Dade County Solid Waste Management System consists of both County facilities and private facilities under contract as follows: three Class I landfills (two owned by Waste Management Inc., of Florida) a Class III landfill, a Resources Recovery Facility waste to energy plant and associated ash monofill, and three regional transfer facilities. The Public Works and Waste Management Department (PWWM) does not assess or adjust estimated capacity requirements based on the impacts of individual developments. Instead, the Department maintains sufficient disposal capacity to accommodate five years of waste flows committed to the system through long-term interlocal agreements or contracts with municipalities and private waste haulers and anticipated non-committed waste flows. The latest Concurrency Status Determination issued on September 25, 2013, which is valid for one year, shows sufficient disposal system capacity to exceed the County's adopted level of service (five years of capacity). This determination, which is on file with the Regulatory and Economic Resources Department (formerly the Department of Planning and Zoning) is contingent upon the continued ability of the County to obtain and renew disposal facility operating permits from the Florida Department of Environmental Protection, as needed.

2. Garbage and Trash Collection Services

Pursuant to Chapter 15 of the Miami-Dade County Code (Code), entitled Solid Waste Management, the proposed development of retail, office, and hotel uses proposed will meet the County Code definition of commercial establishments, while the development of apartments will meet the definition of multi-family residential establishments.

Per the Code the following is required of multi-family residential and commercial establishments located in unincorporated Miami-Dade County:

"Every commercial and multi-family residential establishment shall utilize the solid waste collection services of either the proper governmental agency able to provide such services, or that of a licensed solid waste hauler authorized to perform such services by the Director of the Department." The property is on residential waste collection route 3105 therefore, the landlord or property owner may fulfill the requirement, either through the PWWM, which can provide commercial waste cart service or through a private hauler to provide waste and recycling collection service.

3. Recycling: Multi-family Residential Establishments

Regarding multi-family units, Section 15-2.2a of the Code requires "every multi-family residential establishment shall provide for a recycling program which shall be serviced by a permitted hauler or the appropriate governmental agency and shall include, at a minimum, the five (5) materials listed in Section 15-2.2 below."

- 1) Newspaper
- 2) Glass (flint, emerald, amber)
- 3) Aluminum cans
- 4) Steel cans
- 5) Plastics (PETE, HDPE-natural, HDPE-colored)

Section 15-2.2b of the Code states the failure of a multi-family residential establishment to provide a recycling program or a modified recycling program pursuant to Section 15-2.4 hereof shall constitute a violation of this section for which the property owner(s) shall be liable, provided, however, that in the case of a condominium or cooperative apartment having a condominium association or cooperative apartment association, said association, rather than individual unit owners, shall be liable for any such violation.

Applicants are **strongly** advised to incorporate adequate space and facilities in their building plans to accommodate the required recycling program. Requests for approval of modified recycling programs must be made directly to the Department at 305 514-6666.

4. Recycling: Commercial Establishments

The following language from Section 15-2.3a of the Code requires commercial establishments "to provide for a recycling program, which shall be serviced by a permitted hauler or the appropriate governmental agency. The recycling program for commercial establishments must include a minimum of three (3) materials chosen from the following:

- | | |
|----------------------------------|--|
| 1) High grade office paper | 6) Steel (cans, scrap) |
| 2) Mixed paper | 7) other metals/scrap production materials |
| 3) Corrugated cardboard | 8) Plastics (PETE, HDPE-natural, HDPE-colored) |
| 4) Glass (flint, emerald, amber) | 9) Textiles |

- 5) Aluminum (cans, scrap) 10) Wood

Section 15-2.3 of the Code states the failure of a commercial establishment to provide a recycling program or a modified recycling program pursuant to Section 15-2.4 hereof shall constitute a violation of this section for which the property owner and the owner(s) and operator(s) of the commercial establishment shall be jointly and severally liable.

5. Waste Storage/Setout Considerations

Section 15-4 of the Code requires that plans for storage and collection of solid waste be adequate before a building permit may be issued. Site plans must address location, accessibility, number and adequacy of solid waste collection and storage facilities. The site plan legend must contain the following statement: "Facilities for the collection and storage of solid waste are shown in accordance with Section 15-4 of the Miami-Dade County Code."

6. Site Circulation Considerations

It is required that development plans associated with this project incorporate at least one of the following traffic circulation criteria to minimize the reversing of waste vehicles and hence, provide for the safe circulation of service vehicles:

- a. Cul-de-sac with a minimum 49 foot turning radius (no "dead-ends")
- b. "T" shaped turnaround 60 feet long by 10 feet wide
- c. Paved throughway of adequate width (minimum 15 feet)

In addition, any and all alleyways designed with utilities, including waste collection, provided at the rear of the property should be planned in accordance with standard street specifications with sufficient width and turning radii to permit large vehicle access. Additionally, there should be no "dead-end" alleyways developed. Also, a sufficient waste set-out zone should be preserved (between the edge of the pavement and any possible obstructions such as parked cars, fencing, etc.) that would interrupt or preclude waste collection.

Memorandum



Date: June 13, 2014

To: Eric Silva, AICP, Assistant Director
Development Services Division
Department of Regulatory and Economic Resources

From: ~~Eric Silva~~
E.D. Patterson, Director
Miami-Dade Police Department

Subject: Review -- Developmental Impact Committee - Zoning Application
Case: No. Z2014000059 -- DT Miami, LLC.

APPLICATION

The applicant, DT Miami, LLC., is requesting a public hearing for a Special Exception to permit approval of the general site development plan for a passenger rail system/station that links Miami, Fort Lauderdale, West Palm Beach, and Orlando. The request also comprises a combination of commercial and residential development to include 70,600 square feet of rail operational area, a maximum of 1,111 residential multi-family units, a maximum of 177,400 square feet of retail business space, a 327 room hotel, a maximum of 1,107,000 square feet of office space, and parking garages. The property is located on approximately 8.31 acres west of NW 1 Avenue, between NW 1 Street and NW 8 Street, located in the city of Miami, within Miami-Dade County.

CURRENT POLICE SERVICES

The rail station is proposed to be built within the jurisdictional boundaries of the city of Miami. Any incidents requiring law enforcement services to the location will be provided by the Miami Police Department. However, any criminal incident that may occur on/in the train while in transit from one train station to another within Miami-Dade County, that requires law enforcement response and investigation, where specific jurisdiction cannot be immediately established (e.g. city of Miami), then the responsibility of the investigation will be that of the Miami-Dade Police Department (MDPD). While in transit, initial emergency response to these incidents shall be that of the closest available jurisdiction.

While the Miami Police Department will provide police services to the proposed development, the Miami Intermodal Center, Rental Car Center, Stephen P. Clark Center, Metrorail, and Metromover would directly be impacted. These locations are serviced by our Police Operations Section, located at 140 West Flagler Street, Miami, Florida, and Airport District, located at the Miami International Airport. Our current staffing allows for an average emergency response time of eight minutes or less.

REVIEW

A review of the application and related documents was conducted to predict the impact on the MDPD's resources and the impact that the location could have on the proposed zoning modification changes. A police check of crimes/calls for service of the area was completed and has been provided in the attached documents for your Department.

Current data of police staffing, population, and crimes/calls for service was examined to project any increase in calls for service. Based on this data and due to the nature of the request, which includes but is not limited to, an increase in residents, visitors/tourists, pedestrian and vehicle traffic, it cannot be predicted as to a specific number of projected increase in calls for service. Experience lends itself to anticipate that when additional people are present, traffic increases, and calls for police service will rise.

Present MDPD staffing would not accommodate the anticipated increase in the volume of calls for service. Nonetheless, as the project is developed, it is projected that a minimum of 27 additional sworn police personnel, plus support staff and equipment will be required at the Police Operations Section and the Airport District to maintain current levels of service. The anticipated enhancement in staffing should be increased as the project is developed to provide a smooth and safe transition. However, should demand for police services increase beyond current levels, additional sworn personnel, support staff, and equipment may be required to maintain current levels of service. Additionally, it is recommended that DT Miami, LLC., (All Aboard Florida) work closely with the Miami Police Department and the MDPD in considering security options for the site.

While the MDPD does not object to any proposed zoning modifications to complete this project, we strongly recommend the following to be implemented if the proposed zoning modifications are approved.

- Meet regularly with business owners, County and city officials, and residents in the surrounding area to discuss and remedy issues of mutual concern.
- Work with the Public Works and Waste Management Department regarding pedestrian traffic, vehicle traffic, speed zones, parking areas, and related signage along bordering streets.
- Provide continual licensed and uniform security personnel throughout the development and on the trains.
- Install internal and exterior security cameras throughout the project with electronic archiving capabilities of a minimum of 90 days.
- Regularly meet with the MDPD and Miami Police Department in order to address matters of mutual concern as it relates to the development.
- Consult with the MDPD and Miami Police Department to develop and maintain incident plans and protocols for hurricane and other emergency situations. The plans shall be inclusive of the entire development and reviewed annually by the law enforcement officials.
- Consult with the MDPD and Miami Police Department and local homeless advocacy groups to establish protocols to best address matters concerning the local homeless population.
- In order to accommodate the citizens, businesses, and police resources operating within the development area, an indoor/secured police work station is requested to be located within the train station. The work station should include, but not be limited to, a desk/work table, telephone, computer terminal, restroom, and a "Police Only" parking space located near the work station.

The applicant is encouraged to work with police during any future application changes to determine the best possible solutions or security options.

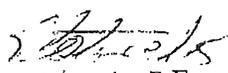
Should you have any questions or require additional information, Sergeant Keith Hedrick, of the Strategic Planning and Development Section, may be contacted at (305) 471-1990.

JDP/kh
Attachment

A-14

Memorandum



Date: June 23, 2014
To: Eric Silva
Development Coordinator
Regulatory and Economic Resource Department
From: 
Antonio Côtarelo, P.E.
County Engineer
Public Works and Waste Management Department
Subject: DIC 14-059
Name: DT Miami, LLC
Section 36 Township 53 South Range 41 East

I. PROJECT LOCATION:

Property is located between NW 1 Avenue and the Metrorail Right-of-Way from NW 1 Street to NW 8 Street

II. APPLICATION REQUEST:

This application requests a rail station on the 9-acres of land.

III. EXISTING ROADWAYS SERVICEABLE TO THIS APPLICATION:

This application is being served from the North and the South by I-95, NW 1 Avenue and Biscayne Boulevard and from the East and the West by the Dolphin Expressway, SW 8 Street, NW 36 Street, I-195 and Flagler Street.

IV. RECOMMENDATION:

This project is located within the jurisdiction of Miami-Dade County. Pursuant to Chapter 33G-5(1)(a)1 of the Miami-Dade County Code, this application will be granted concurrency approval since the project is located within the Urban Infill Area. No vehicle trips have been reserved by this application. This project is subject to the payment of Road Impact Fees. Additional improvements may be required at time of permitting/platting. It is recommended that the applicant further coordinate with Florida Department of Transportation pursuant to the attached emails. **Public Works and Waste Management Department (PWWM) recommends approval of this application.**

V. ANTICIPATED TRAFFIC GENERATION AND CONCURRENCY:

A. Trip Generation (Based on Institute of Transportation Engineers 8th Edition)

1480 PM Peak Hour trips are generated by this development.

A-15

B. Cardinal Distribution

North	30%	East	17%
South	20%	West	33%

VI. IMPACT ON EXISTING ROADWAYS:

A. CONCURRENCY:

Station 9336 located on NW 7 Avenue south of NW 20 Street, has a maximum LOS "E+50" of 4290 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 1229 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station 9330** with its PHP and assigned vehicles is at LOS "A". The 100 vehicle trips generated by this development when combined with the 1229 and those previously approved through Development Orders, 0, equal 1329 and will cause this segment to remain at LOS "A" whose range is 1 to 1990.

Station F-5005 located on NW 7 Avenue north of 20 Street, has a maximum LOS "E+50" of 4380 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 1822 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-5005** with its PHP and assigned vehicles is at LOS "D". The 137 vehicle trips generated by this development when combined with the 1822 and those previously approved through Development Orders, 0, equal 1959 and will cause this segment to remain at LOS "D" whose range is 1311 to 2920.

Station F-5065 located on Biscayne Blvd north of NE 71 Street, has a maximum LOS "E+50" of 4380 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 3123 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-5065** with its PHP and assigned vehicles is at LOS "E+50". The 399 vehicle trips generated by this development when combined with the 3123 and those previously approved through Development Orders, 0, equal 3522 and will cause this segment to remain at LOS "E+50" whose range is 2921 to 4380.

Station F-522 located on Biscayne Blvd south of NE 6 Avenue, has a maximum LOS "E+50" of 4380 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 1381 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-522** with its PHP and assigned vehicles is at LOS "E+50". The 192 vehicle trips generated by this development when combined with the 1381 and those previously approved through Development Orders, 0, equal 1573 and will cause this segment to remain at LOS "E+50" whose range is 2921 to 4380.

Station F-86 located on SE 13 Street west of Brickell Avenue, has a maximum LOS "E+20" of 4296 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 1236 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-86** with its PHP and

assigned vehicles is at LOS "C". The 415 vehicle trips generated by this development when combined with the 1236 and those previously approved through Development Orders, 0, equal 1651 and will cause this segment to remain at LOS "C" whose range is 1 to 3420.

Station F-2240 located on Dolphin Expressway west of Bridge NW 10 Avenue, has a maximum LOS "D" of 10060 vehicles during the PM Peak Hour. It has a current Peak Hour Period (PHP) of 8277 vehicles and 0 vehicles have been assigned to this section of the road from previously approved Development Orders. Furthermore, **Station F-2240** with its PHP and assigned vehicles is at LOS "C". The 237 vehicle trips generated by this development when combined with the 8277 and those previously approved through Development Orders, 0, equal 8514 and will cause this segment to operate at LOS "D" whose range is 8371 to 10060.

VII. SITE PLAN CRITIQUE:

- This land requires platting in accordance with Chapter 28 of the Miami-Dade County Code. Any right-of-way dedications and/or improvements required will be accomplished thru the recording of a plat.

Development Improvements Required for This Project:

The following improvements are required based on the revised traffic impact study, dated June 2014, to alleviate the project impacts:

- It should be noted that additional traffic analysis will be required for different components of the development during later phases of the application.
- The right-of-way dedication may be required upon review of the future phases of the project.
- The future level of service analysis for NW 1 Avenue and NW 8 Street intersection shown in Appendix K, revealed failing operational conditions for northbound left-turn lane. Therefore, the northbound left-turn storage capacity must be extended.
- The pedestrian infrastructure deficiencies (sidewalks, ramps, pedestrian countdown signal heads) as discussed in Table 22 on page 48, should be mitigated by the developer for safe and efficient pedestrian circulation around the project site.
- Optimization of following signals should be provided and signal timing coordination should be carried out with the Traffic Signals and Signs Division, Miami-Dade County Public Works and Waste Management Department:
 - a. NW 2 Avenue and NW 3 Street
 - b. NW 2 Avenue and NW 6 Street
- Bicycle routing on street and on site need to be included in addressing non-motorized access to the proposed site and between transit modes.

- The proposed Baylink light rail system should be integrated into the development frontage. If the Baylink routing adopts a westbound to northbound right turn from NW 2 Street to NW 1 Avenue, it would be preferred if both directions of track can be placed on the west side of NW 1 Avenue. This will achieve a bi-directional stop to be placed on the same side of the avenue as the AAF station entrance. A sliver of right of way and/or easement may be needed on the west side of NW 1 Avenue between NW 2 Street and NW 3 Street if the Avenue's right of way is insufficient.

VIII. ACCESS IMPROVEMENTS REQUIRED FOR THIS PROJECT:

Review of the traffic impact study and roadway network revealed the following additional required improvements:

- Future level of service analysis for NW 1 Avenue and NW 8 street intersection shown in Appendix K is failing operational conditions for the northbound left-turn lane. Therefore, the northbound left-turn storage capacity must be extended.

IX. STANDARD CONDITIONS:

A letter or a plan containing the following certification signed and sealed by a State of Florida registered engineer shall be submitted as part of the paving and drainage plans: "I hereby certify that all of the roads for the subject project comply with all of the applicable portions of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) regarding: design speed, lane widths, horizontal alignment, vertical alignment, stopping sight distance, sight distance, horizontal clearance, vertical clearance, superelevation, shoulder widths, grades, bridge widths, etc."

- c: Raul A. Pino, PLS, Department of Regulatory and Economic Resources
Joan Shen, Ph. D., P.E., PTOE, Chief, Traffic Engineering Division, PWWM
Jeff Cohen, P.E., Assistant Chief, Traffic Engineering Division, PWWM

Garcia, Marlene (RER)

From: Lyn, Neil <Neil.Lyn@dot.state.fl.us>
Sent: Friday, June 20, 2014 8:58 AM
To: Chow, LeeFang
Cc: Meitin, Omar; Sierra, Ramon; Legcevic, Evelin; Llamas, Hugo; Vilches, Mary T.
Subject: RE: ISD Review Comments: Methodology Letter for AAF Traffic Study

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning LeeFang,

We have reviewed the All Aboard Florida -- Miami Station Traffic Impacts Analysis Study and provide the comments here below.

1. Page 6, Second paragraph, second sentence: Explain LOS E+50, add details to what +50 entails.
2. Page 7, Table 2 LOS column: Are those LOS optimized? And
3. Page 8, Second paragraph bullets: Explain why did you used count stations 877044 and 877062 instead of using counts stations within the study area (878156 and 878254)
4. Page 9, Committed Developments: Have the team coordinated with the Miami-Dade County Public Work . Department, The Metropolitan Planning Organization or the Miami Downtown Development Authority on proposed projects in the area. For example, the MPO recently completed an study for the Downtown Miami Intermodal Terminal which proposes potential closure of a segment of NW 1 Street.
5. Page 9, Third paragraph: consider revising first sentence to "The Port of Miami Tunnel has been completed and will be open to traffic Summer 2014.
6. Page 12, Trip Generation Section, second paragraph: Explain why a 23% reduction and a 10% reduction average multimodal and pedestrian reduction factors were chosen for the study.
7. Page 15, Table 5: How the percentage of trips was developed? They are too evenly distributed. Explain and revised as needed.
8. Page 18, Future Total Traffic Section: Why the study does not include a 20 year projection. How the development will impact the area for horizon years 2024 and 2034.
9. For Appendix K, SYNCHRO Future Conditions Analysis – Please check the Outputs & make sure the HCM 2010 version is being used, noticed 1 or 2 cases that showed HCM 2000 was being used. Revise as needed.

Please include our ISD comments within Traffic Operation's response comments. Let us know if you have any questions.

Thanks,

Neil Lyn
District Statistics Administrator
Intermodal Systems Development (ISD) Office
Florida Department of Transportation - District 6
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111-A
Miami, FL 33172
Phone: 305-470-5373
Email: Neil.Lyn@dot.state.fl.us

- * 18 KIP ESAL Request Form
- * General Data Request Form
- * District 6 Statistics Sharepoint for Maps and Publications

Miami. For example, to take NW 5th Street to access downtown then a motorist would have to take SR 7 or the



eastbound SR 836 off ramp to NW 3rd Court.

- 4) A review of the Trip Generation Calculations revealed that a 10% of the total daily boarding/alighting data was assumed to be the trip generation of the train station (see pages 334 and 335 of the PDF). The report should indicate the reasons for assuming 10% only. If this area is supposed to encourage more transit use and trips performed by walking or riding a bike, then, the trip generation of the train station may be higher during the peak hours.
- 5) Queuing analyses: It is understood that at this time there are some issues that could be changing in the future during the design of the project. For example, at this time the study assumes a ticket dispenser. It is recommended to mention that the queuing analyses will have to be submitted again when the final design is completed to verify that queues would not impact traffic operations on the roadway network.
 - a) The queuing analyses assumed a ticket dispenser (push button) system. Consider indicating if the service rate of the ticket dispenser is similar to that of a proximity card reader.
 - b) Consider verifying if valet parking operations are planned for the residential, hotel and shopping land uses.
 - c) Please verify the calculation shown on page 539 since it does not appear to match the trip generation values presented on page 334. For example, the volume for "station" shown on page 539 is 79 in the morning but page 334 shows 95 vph after applying the multimodal and pedestrian reductions. It is likely that the overall result may not change, but it is better to verify.
- 6) The study should include the intersections of NW 3rd Street with NW 8th St and NW 6th St.

I will call you later to discuss,

Nelson

Nelson Castillo, PE, PTOE | Senior ITS/Traffic Engineer

Gannett Fleming, Inc. | 7300 Corporate Center Drive, Suite 701, Miami, FL 33126-1233

† 786.845.9540 | c 305.407.5737 | <mailto:ncastillo@gfnet.com>

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Garcia, Marlene (RER)

From: Castillo, Nelson <ncastillo@gfnet.com>
Sent: Tuesday, June 17, 2014 6:26 AM
To: Chow, LeeFang
Subject: Contract C9299 - TWO No. 24, Assignment No. 29: Review TIA for All Aboard Florida; Miami Station

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Leefang,

I reviewed the TIA prepared by Kimley-Horn and Associates, Inc, and offer the following comments for the Department's consideration:

1) Operational analyses:

- a) A review of the operational analyses for all the intersections used a Heavy Vehicle (HV) percentage of 5%. However, the report does not indicate how the HV of 5 % was obtained. A brief review of the HV values provided in pages 309 through 332 show that some movements have a HV greater than 5%. The operational analyses should utilize the HV obtained from the TMCs.
- b) Also, it was observed that some of the operational analyses do not include the HV percentage for certain approaches where the through movement is shared with left and/or right-turn movements. For example, on page 220 it can be observed that a HV of 5% was used for WBT but not for WBRT and WBLT movements.
- c) The study should include the calculations of the PIIF utilized in the operational analysis since the PHF utilized in the analyses cannot be verified based on the TMCs included in Appendix C.
- d) Since the trips are reduced by approximately 33% (because of multimodal and pedestrian reduction factors), consider evaluating or discussing the impact of the pedestrians in the operational analyses. Please note that the accessibility of pedestrians/bicyclists should be documented since the TIA considers a considerable reduction in the number of trips because of the pedestrian trips.

2) On page 13, under "Programmed Roadway Improvements":

- a) The report states that "...the majority of through truck traffic on ...will utilize the [Port Miami] tunnel instead of the local street network" However, it appears that 100% of the truck volume was removed from the through traffic (e.g., see page 348 where 10 vehicles were deleted from WBT). Please note that a study conducted by FDOT has indicated that approximately 12% of the trucks that go to the Port will not be able to enter into the tunnels because of their cargo. The traffic study should not remove 100% of the truck traffic at the selected intersections.

3) On page 20: The trip distribution shows that 14% of the entering traffic would utilize NW 5th Street. This assumption appears to be too high for NW 5th Street considering the layout of the arterials in downtown



Date: June 19, 2014 (Rev 7-2-14)

To: Jorge Vital
Department of Planning and Zoning

From: Susan Schreiber, Transportation Systems Analyst 
Miami-Dade County Metropolitan Planning Organization

Subject: Rapid Transit DIC (RTDIC) Lower Council Meeting 6-13-14
Process # 14-059, DT Miami, LLC – Request Special Exception to permit approval of general plan for passenger rail and other uses

Regarding RTDIC Process # 14-059, DT Miami, LLC request, the Metropolitan Planning Organization (MPO) staff requests that:

1. Elevation diagrams be shown for the grade separation of the tracks as they proceed from north of and under I-395 (as planned), past NW 11th, 10th, 9th, and 8th Streets, and arriving into the Miami Station. The applicant shall work with the MPO regarding their concerns about the various design aspects of the grade separation of the tracks as they proceed north of NW 8th Street through the Administrative Site Plan Review (ASPR) process.
2. Connections between All Aboard Florida (AAF) Station and Government Center and Historic Overtown/Lyric Theater Metrorail Stations, Metromover Stations (Government Center and Wilkie D. Ferguson, Jr.), the Miami Trolley, the proposed Downtown Bus Terminal Facility as well as planned rail lines such as the Tri-Rail Coastal Link and the Beach Corridor Transit Connection, be provided and clearly illustrated.
 - a. To the degree possible, protection from the elements be provided for all transfers.
3. Bicycle and pedestrian connections be provided and shown clearly including connections to any nearby existing and currently planned greenways and trails. The applicant shall show pedestrian connections to greenways and trails through the ASPR process.
4. Pedestrian amenities and a bicycle commuter station be provided, and the location of the latter be illustrated.
5. Taxi waiting areas be included and clearly shown.
6. Open space be landscaped appropriately, with shade trees where space permits; and for the larger irregular open space parcel at the northeast end of the development, that a proper park be provided with adequate shade and amenities for adults and children.
7. For the proposed bus terminal and parking garage, a design be considered which is very pedestrian and bicycle friendly and minimizes driveways to the extent possible; which maximizes natural lighting; preserves some landscaped open space around and in the center of the building, the latter of which would reduce daytime internal lighting requirements, and help minimize exhaust gases; and where other removed green space is mitigated for off-site, if it cannot be accommodated on site.
8. Due to the vehicular movement, safety and security of the pedestrians and bicyclists be addressed.
9. Connections between the proposed bus terminal and the proposed transit/pedestrian mall at NW 1st Street between NW 1st and 2nd Avenues be provided and illustrated. The applicant shall illustrate how the Project connects to the proposed bus terminal and the

proposed transit/pedestrian mall when those projects are at the ASPR stage of development through the ASPR process.

10. AAF provide a presentation to the MPO's Transportation Aesthetics Review Committee (TARC), which reviews high visibility transportation projects for their aesthetic impacts on the community.

Thank you for the opportunity to comment on this application.

C. Irma San Roman, Miami-Dade County MPO Executive Director
Jesus Guerra, MPO Acting Deputy Director
David Henderson, MPO Bicycle Pedestrian Program Manager

Memorandum



DATE: July 2, 2014

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

FROM: Ysela Llorc
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

Memorandum



Date: June 19, 2014

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

From: Leland Salomon, Assistant Director
Internal Services Department (ISD) 

Subject: Rapid Transit Development Impact Committee (RTDIC) – Zoning Application
No. Z2014000059 – DT Miami, LLC

Application Name: DT Miami, LLC

Project Location: The site is located in that area LYING WEST OF NW 1ST AVENUE, BETWEEN NW 1ST STREET & NW 8TH STREET, within the municipal boundaries of the City of Miami, Miami-Dade County, Florida

Proposed Development: The request is for a special exception to permit approval of a general plan for a passenger rail system with approximately 70,600 SF of rail operational area within the Rapid Transit System Development Zone. This application includes a mixed-use development with a maximum of 1,111 multi-family dwelling units, 177,400 SF of station retail, a 327 room hotel, 1,155,000 SF of office space and parking garages on 8.93 acres.

Impact on County Facilities: There are currently four (4) County owned and operated office buildings located immediately to the west to this proposed development. These buildings are as follows:

Stephen P. Clark Center – 111 NW 1st. Street
Children's Courthouse – 155 NW 3rd. Street
Overtown Transit Village South – 601 NW 1st Court
Overtown Transit Village North – 701 NW 1st. Court

The County ISD recognizes that there will be many benefits to employees in these buildings and to visitors to these buildings once the project is completed, such as greater transportation access to these buildings and greater access to retail, office and residential amenities immediately adjacent to these buildings. However, it should be noted that there will be possible short term disruptions to pedestrian and vehicle access to these buildings during the construction period.

Recommendation: ISD has no objection to this application. However, ISD would recommend that DT Miami, LLC take all the necessary steps to minimize the disruptions in access to these four (4) County owned buildings. To that end, DT Miami, LLC should coordinate with ISD personnel at the earliest possible date prior to construction on how to minimize disruption in access to these buildings during the entire construction period.

If you need additional information or have any questions, please contact me directly at 305-375-4421 or Robert Warren at 305-375-5843.

Cc: Robert Warren, ISD Real Estate Division

A-31



Department of Regulatory and Economic Resources
Development Services Division
111 NW 1st Street • Suite 1110
Miami, Florida 33128-1902
T 305-375-2640
www.miamidade.gov/economy

July 25, 2014

DT MIAMI, LLC
c/o Jose Gonzalez
2855 Le Jeune Road, 4th Floor
Coral Gables, FL 33134

Re: Hearing No. 14-7-CC-3 (14-059)
Location: Lying East of the North Corridor Metrorail Right-of-Way, Between NW 1st Street & NW 8 Street, Miami-Dade County, Florida.

Dear Applicant:

Enclosed herewith is Resolution No. Z-13-14, adopted by the by the Board of County Commissioners which approved your application on the above described property. Please note the conditions under which said approval was granted, inasmuch as strict compliance therewith will be required. Failure to comply with stipulated conditions, if any, will result in the immediate issuance of a civil violation notice for each condition violated. Each notice issued may require payment of a daily monetary fine.

If stipulated in the resolution that building permits and/or use, occupancy or completion certifies will be required, please note that permits must be obtained and final inspection approvals received for construction work done or required prior to issuance of the applicable certifies(s) pursuant to Section 33-8 of the Zoning Code. Payment of certificates may be subject to annual renewal by this Department. Application for required permits and/or certificates may be subject to annual renewal by this Department. Application for required permits and/of certificates related to use, occupancy or completion should be made with this Department as appropriate. At time of permit application you must provide a copy of this resolution.

If there are anticipated changes from any plan submitted for the hearing, a plot use plan is to be submitted to this Department in triplicate before any detailed plans are prepared, in as much as building permits will not be issued prior to the approval of said plan.

The Board's decision may be appealed by an aggrieved party to Circuit Court within 30 days of the date of transmittal of the resolution to the Clerk of the Count Commission. The transmittal date is **July 25, 2014**. In the event an appeal is filed, any building permit sought shall be at the risk of the party seeking said permit. Copies of any court filings concerning this matter should be served upon both my office and:

R.A. Cuevas, Jr.,
County Attorney
111 N.W. 1st Street, Suite 2811
Miami, Florida 33128-1993

The County Attorney is not permitted to accept official service of process.

Sincerely,

Rosa Davis,
Deputy Clerk

Enclosure