

Memorandum



Date: July 17, 2013

To: Board of County Commissioners

From: Rapid Transit Developmental Impact Committee (RTDIC)
Executive Council

Subject: RTDIC Recommendation

APPLICANT: DT Miami, LLC (Z14-059)

SUMMARY OF REQUEST:

The applicant is requesting a special exception to permit approval of a general plan for a passenger rail system with 3,269,875 sq. ft. of development area consisting of a rail station mixed with commercial, office, residential, hotel, and open space.

LOCATION: West of NW 1st Avenue, between NW 1st Street and NW 8th Street and east of NW 1st Avenue, between NW 6th and NW 7th Street, Miami-Dade County, Florida.

COMMENTS:

This application went before the Developmental Impact Committee because the proposed development is located within the Rapid Transit Zone. Section 33-303.1(D)(7) of the Code of Miami-Dade County charges the Developmental Impact Committee (DIC) to address applications with respect to: (I) conformance with all applicable plans; (II) environmental impact; (III) impact on the economy; (IV) impact on essential services; and (V) impact on public transportation facilities and accessibility.

The meeting of the RTDIC Executive Council was held on July 2, 2014 and the attached Department memoranda were reviewed and considered by said Committee.

RTDIC RECOMMENDATION:

Approval with conditions, as set forth in the Department of Regulatory and Economic Resources' recommendation.

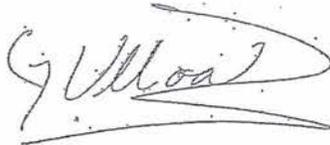
The Executive Council is of the opinion that this application will be in keeping with the Comprehensive Development Master Plan designation for the subject property. In addition, the Council found that the approval of this application with conditions will not be contrary to the public interest, is in keeping with the spirit of the regulations, and will permit the reasonable use of the premises. As such, the Executive Council finds that approval of this application will be **consistent** with the CDMP and **compatible** with the surrounding area.

APPLICATION NO. Z14-59
DT MIAMI, LLC

Respectfully Submitted,

DIC Executive Council
July 02, 2014

Giovannie Ulloa, Fire Chief
Miami-Dade Fire Rescue Department



AYE

Eric Silva, AICP
Sustainability, Planning and Economic Enhancement
Department



AYE

Antonio Cotarelo, Assistant Director
Public Works Department



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Jose Gonzalez, P.E., Assistant Director
Department of Environmental Resources Mgmt



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Bertha M. Goldenberg, Assistant Director
Miami-Dade Water and Sewer Department



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David Henderson, Bicycle/Pedestrian Specialist
Metropolitan Planning Organization



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Albert A. Hernandez, Deputy Director, Engineering
Miami-Dade Transit

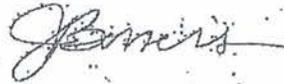


AYE

APPLICATION NO. Z14-59
DT MIAMI, LLC

July 02, 2014

John Bowers, Parks Property Management Supervisor
Parks, Recreation and Open Spaces



AYE

Irene Hegedus, Zoning Administrator
City of Miami



AYE

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



AYE

**Miami-Dade County Department of Regulatory and Economic Resources
Staff Report to the Developmental Impact Committee**

PH: 14-059

DIC Date: July 2, 2014

Recommendation Summary for DT Miami, LLC	
Miami-Dade Commission District	3 and 5
Applicant	DT Miami, LLC
Summary of Requests	This application is requesting a special exception to permit approval of a general plan for a passenger rail system with 3,269,875 sq. ft. of development area. The development will have approximately 70,600 sq. ft. of train related operational area located within the Rapid Transit Zone, and a combination of commercial and residential development consisting of a maximum of 1,111 residential multi-family units, a maximum of 177,400 sq. ft. of station retail, a 327-room hotel and a maximum 1,155,000 sq. ft. of office space.
Location	West of NW 1 st Avenue, between NW 1 st Street and NW 8 th Street and east of NW 1 st Avenue, between NW 6 th and NW 7 th Street.
Property Size	8.93 Acres
Existing Zoning	Downtown Intermodal District Corridor Sub-Zone of the Rapid Transit Zone
Existing Land Use	Surface parking lots
2020 - 2030 CDMP Land Use Designation	Regional Urban Center
Comprehensive Plan Consistency	Consistent with the urban center interpretative text, goals, objectives and policies of the CDMP
Applicable Zoning Code Section(s)	Section 33C-9(E) Initial Review of the Downtown Intermodal District Corridor Sub-Zone Section 33-311(A)(3) Special Exception (see attached Zoning Recommendation Addendum)
Recommendation	Approval with conditions of the special exception to permit a general plan for a passenger rail system and associated uses

REQUESTS:

SPECIAL EXCEPTION to permit approval of a general plan for a Passenger Rail System located within the Rapid Transit Zone. This request will also include a combination of Commercial, Residential, Hotel and Office Space.

PROPERTY HISTORY & DESCRIPTION:

The subject parcels, owned by DT Miami, LLC, are within the Downtown Intermodal District Corridor Sub-Zone of the Rapid Transit Zone (Chapter 33C). Resolution 353-14 approved an inter-local agreement ("the Agreement") between the City of Miami and Miami-Dade County in connection with the development of an intercity passenger rail system on the subject parcels. The Agreement allowed the jurisdictional transfer to Miami-Dade County of all zoning and permitting authority for the development of an intercity passenger rail system and associated uses on the subject parcels. Prior to this agreement, a major portion of the subject parcels jurisdiction was located in the City of Miami and therefore subject to the Miami 21 zoning requirements and review procedures. The Agreement stipulates that due to the regional significance of the proposed transportation system, providing train service from Miami to Orlando, and its integration with the local rapid transit systems, consisting of Metrorail, Metromover and bus service serving the metropolitan area, development coordination of the proposed train station and uses supporting the facility would be facilitated by Miami-Dade County and subject to Miami-Dade County standards and procedural rules. As such, parcels

previously under City of Miami jurisdiction are now within the boundaries of the Miami-Dade County Rapid Transit Zone known as Chapter 33C.

Chapter 33C (“the Chapter”), the Fixed-Guideway Rapid Transit System - Development Zone, not only authorizes the construction of the County’s rapid train system, known collectively as the Metrorail, but allows development of parcels immediately surrounding Metrorail stations with a variety of land uses, residential densities and building intensities consistent with the Miami-Dade County adopted Comprehensive Development Master Plan (CDMP) Urban Center text. Sections of Chapter 33C, which include standards for development of properties around stations in conformance with the thresholds of the CDMP are identified as station Subzones. Ordinance No. 14-37, adopted by the Board of County Commissioners on April 8, 2014, which created Section 33C-9 of Chapter 33C and is referred to as the Downtown Intermodal District Corridor Subzone, guides development of the subject parcels adjoining Government Center and Overtown/Historic Lyric Theater Metrorail Stations. The Downtown Intermodal District Corridor Subzone boundaries extend from NW 1st Street on the south to approximately NW 8th Street to the north and between the aforementioned Metrorail stations and NW 1st Avenue, with a small portion located between NW 1st Avenue and North Miami Avenue. Parcels included for development of the proposed train facility in this Subzone are currently vacant, but have been used as surface parking serving the predominant concentration of governmental uses in the area. This Subzone permits the development of an intercity passenger rail system, retail, office, hotel, multi-family, among other uses and provides the standards for building placement, open space allocation, building height, parking requirements, setbacks, plan review guidelines and approval process.

Further, development approval in the Downtown Intermodal District Subzone requires a two part project review process. The first part called the “Initial Review”, which is the subject application, requires approval of a general plan by the Miami-Dade Board of County Commissioners, indicating the proposed total development build-out program in the form of numerical calculations of building sizes, densities, building heights, open space area and graphical information illustrating the massing, scale, and architectural vision of the project. This process undertaken by representatives from the City of Miami and Miami-Dade County staff evaluates the maximum development thresholds of the proposal and the impacts it generates on existing infrastructure. Subsequent to the approval of the general plan, the applicant will submit detailed plans for review and approval by County and City of Miami agencies and representatives, respectively, in a process called the Administrative Site Plan Review Process (ASPR). The ASPR process requires detailed plans of proposed development in the Subzone, which show a high level of construction information that allows staff to address, among other things: life safety issues; aesthetic considerations; buffering of service and parking areas; technical aspects of vehicular and pedestrian circulation; landscaping; lighting; connectivity to adjoining streets and blocks; fire rescue set-up sites; and any information requested by staff to address the final project design. Completion of the ASPR review and approval allows the applicant to proceed to permitting and construction.

NEIGHBORHOOD CHARACTERISTICS		
	Zoning and Existing Use	Land Use Designation
Subject Property	RTZ –Downtown Intermodal District Corridor Subzone (Miami-Dade County): vacant	Regional Urban Center (Miami-Dade County land use plan map); Central Business District (City of Miami land use plan map)

North	T6-60A-O and Easement (City of Miami): FEC railway corridor; vacant land (former Miami Arena)	Regional Urban Center (Miami-Dade County land use plan map); Restricted Commercial (City of Miami land use plan map)
South	CI (City of Miami): Historical Museum of South Florida, Library and Civil Courthouse	Regional Urban Center (Miami-Dade County land use plan map); Major Institutional, Public Facilities and Transportation (City of Miami land use plan map)
East	T6-80-O, T6-60A-O and SD-16.3: federal courthouses, office buildings; retail and parking lots/garages; warehouses	Regional Urban Center (Miami-Dade County land use plan map); Central Business District (City of Miami land use plan map)
West	CI (City of Miami): Government Center offices, Children's Courthouse, State offices and garage, Miami-Dade County offices	Regional Urban Center (Miami-Dade County land use plan map); Major Institutional, Public Facilities and Transportation (City of Miami land use plan map)

NEIGHBORHOOD COMPATIBILITY:

The properties making up the 8.93-acre development area are improved with surface parking lots and vacant parcels abutting major institutional and transportation uses. Metrorail, Metromover, Miami-Dade County and State offices lie directly west of the subject properties and federal courthouses, retail, offices, parking areas and vacant properties lie to the east. South of the subject properties are the Historical Museum of South Florida, the Downtown Library and the Miami-Dade County Civil Courthouse. The federal courthouses, which are major downtown Miami focal points, are located east together with retail and general office uses. The properties are in close proximity to major access circulation corridors such as I-95 and I-395. Generally, the area is characterized with uses serving government and institutional needs of residents of Miami-Dade County and those living in the emerging residential neighborhoods along Biscayne Boulevard and in and around the Miami River to the south and west of the subject properties. The proposed train station facility is compatible and complements the existing Metrorail and Metromover transportation modes serving downtown Miami and the Metropolitan area. The scale of the proposal, consisting of high rises above a train station platform containing retail, office and hotel uses, among others is similar to the existing high scale development that characterizes the area and permitted by the City of Miami zoning code known as Miami 21. This development will provide a gateway into the City, increase Metrorail and Metromover ridership, stimulate and encourage development in Downtown Miami, serve as an alternative regional transportation mode and provide additional retail, office and services to the area.

SUMMARY OF THE IMPACTS:

The approval of this application will allow the development of an integrated regional transportation facility with retail, office, hotel, open space and residential uses among others. This will provide the Metropolitan area with an alternative mode of transport and add services to

the immediate neighborhoods which surround the facility. During construction and completion of the train station and subsequent phases, traffic impacts in the surrounding area will increase as the structural components of the facility emerge on the subject properties and those portions which cantilever over the street network extending from NW 3rd Street to approximately NW 8th Street. Parking demands are projected to increase due to services provided by the facility and proposed uses such as residential, office and retail making up the remaining building program. Office, residential, hotel and similar uses will impact water and sewer demands which are also projected to rise. Further, additional security may be necessary due to the nature of the development which will generate a high volume of pedestrians, visitors and train users.

MIAMI-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN ANALYSIS:

Staff is of the opinion that the proposed train station and accompanying land uses in the Downtown Intermodal District Corridor Subzone of the Rapid Transit Zone are, as analyzed below, **consistent** with the urban center interpretative text criteria provided by the 2020-2030 adopted Miami-Dade County Comprehensive Development Master Plan.

CDMP: *Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Such centers shall be characterized by physical cohesiveness, direct **accessibility by mass transit service**, and **high quality urban design**. Regional and Metropolitan Centers, as described below, should also have convenient, **preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility.***

Analysis: The subject properties making up the 8.93-acre development is designated as a **Regional Urban Center** in the adopted 2020-2030 Miami-Dade County Comprehensive Development Master Plan (CDMP) land use plan map (LUP). The intercity passenger rail system proposed on the subject property is accessible from I-95, I-395 and major corridors such as Biscayne Boulevard, Flagler Street and North Miami Avenue which are located ½ a mile away or closer. Metrorail, Metromover and buses will directly link to the proposed train station. This will allow residents and visitors to access the facility using different transit modes from neighborhoods located in south Dade, from Miami International Airport and nearby City of Miami neighborhoods such as Brickell, Downtown Miami, and the Omni area, among others. The train station acts as a gateway into the City of Miami and a Miami-Dade County destination.

CDMP: *According to the CDMP Urban Center text, centers shall be designed to create an identity and a distinctive sense of place through unity of design and **distinctively urban architectural character** of new developments within them. The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers.*

Analysis: The applicant is proposing a development where uses such as retail, residential, offices, hotel(s) and other uses would be integrated vertically and horizontally on the site and placed within an interconnected network of short blocks and streets adjoining the downtown Miami grid. The applicant is proposing a style that is modern but borrows from the emerging Downtown Miami and Brickell architectural characteristics such as abundant fenestration to take advantage of street, sky and ocean views, large eaves and balconies for weather protection and enjoyment of the outdoors. Moreover, the plan proposes, in addition to the station's retail and office components, residential, office, hotels and commercial uses that complement the uses

permitted by City of Miami regulations and found in Downtown Miami. The central location of the station in the core of Downtown Miami, will allow train users to easily access Downtown Miami services by foot or transit.

CDMP: *The urban center text further indicates that the design of developments and roadways within the centers emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and area wide traffic will be reduced in several ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of jobs, personal services and retailing within walking distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning or evening commute or lunch hour. The County will give special emphasis to providing a high level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the intensification of development at these centers over time.*

Analysis: Staff notes that the proposed train station and associated uses will promote transit use as potential passengers can easily access the County's Metrorail and Metromover system as well as bus service. The combination of the proposed train station with the County's Metrorail, Metromover and bus station adjoining and in most cases, linked to the train station site will create an intermodal transit hub in the City of Miami core. Likewise, the integration of different uses ranging from retail, hotel, and office within the same structure and the development's proximity to City services by transit reduces some dependence on the automobile to access immediate services. Due to the presence of transit adjoining the proposal, the applicant plans on developing an intense building program totaling 3,269,875 sq. ft. that will take advantage of and support transit use. In addition, the retail component proposed will be conveniently located to the employees working in the immediate area as well as those using the trains. Further, the submitted general plan indicates buildings in close proximity to the street which, as the submitted vision images illustrate, will be interconnected to the surrounding street network. The buildings are lined with habitable space and include uses that encourage their use by pedestrians. As a gateway into the City of Miami and Miami-Dade County, the development will incorporate signage, pedestrian connections, crosswalks and similar urban elements that facilitate its access and connections to land uses nearby. When completed, with or without the multi-phased building program of varying uses, the development will attract and deliver many people to the City, helping to support its business core and promote further growth in the area.

CDMP: *Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces. Incorporation of residential uses is encouraged, and may be approved, in all centers, except where incompatible with airport or heavy industrial activities. Residential uses may be required in areas of the County and along rapid transit lines where there exists much more commercial development than residential development, and creation of employment opportunities will be emphasized in areas of the County and along rapid transit lines where there is much more residential development than employment opportunity.*

Analysis: The proposed development plans, in future phases, to include a building(s) with approximately 1,130,000 sq. ft. of residential space incorporating a total of 1,111 units and build an approximately 210,000 sq. ft. mixed-use development that will include 327 hotel units. In

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staff's opinion, the mixing of residential uses in the station is in keeping with the already emerging residential uses occurring on the east and south areas of Downtown Miami. For most of the City's history, the downtown has had a large concentration of business and office uses, with some entertainment and cultural uses. This large concentration of commercial and office resulted in a downtown where the majority of the activities occurred during the day when workers were present. During the few years of the City's growth, residential uses have increased in the area and demand for cultural activities and entertainment have increased as well. The construction of significant cultural centers and museums has begun to address the cultural demands of people wishing to reside in Miami's urban core. The high density residential uses planned on the station site, consistent and in keeping with the urban center's Regional density thresholds, will help bring additional people to live in the downtown core that support those cultural uses currently in place and bring people closer to Miami's employment centers. Additional residential uses introduced by this project and others in combination with existing business and office uses in the area provides a balanced mix of uses for a more sustainable, active and culturally diverse downtown. In addition, the station incorporates two significant open spaces, one on the south side of the Subzone, fronting NW 1st Street and another between NW 6th Street and NW 7th Street, on the east side of NW 1st Avenue. These spaces act as entrance plazas into the station. Their large sizes potentially allow the accommodation of landscaping, furnishings, lighting, monuments and other appointments which encourage social activities in and around the station.

CDMP: *Emphasis in design and development of all centers and all of their individual components shall be to create active pedestrian environments through high-quality design of public spaces as well as private buildings; human scale appointments, activities and amenities at street level; and connectivity of places through creation of a system of pedestrian linkages. Urban Centers shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system, with variation, to create community focal points and termination of vistas. The street system should have frequent connections with surrounding streets and create blocks sized and shaped to facilitate incremental building over time, buildings fronting on streets and pedestrian pathways, and squares, parks and plazas defined by the buildings around them. The street system shall be planned and designed to create public space that knits the site into the surrounding urban fabric, connecting streets and creating rational, efficient pedestrian linkages. Streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility. The size of blocks and network of streets and pedestrian access ways shall be designed so that walking routes through the center and between destinations in the center are direct, and distances are short. Emphasis shall be placed on sidewalks, with width and street-edge landscaping increased where necessary to accommodate pedestrian volumes or to enhance safety or comfort of pedestrians on sidewalks along any high-speed roadways. Crosswalks will be provided, and all multi-lane roadways shall be fitted with protected pedestrian refuges in the center median at all significant pedestrian crossings. In addition, streets shall be provided with desirable street furniture including benches, light fixtures and bus shelters. Open spaces such as public squares and greens shall be established in urban centers to provide visual orientation and a focus of social activity.*

Analysis: The train station is proposed on six blocks connected to the City of Miami's street grid. All structures will be accommodated on the blocks linked to transit and with frontage to the surrounding street system. The blocks making up the Subzone are short and interconnected to the downtown street network; therefore, the routes to the proposed development are direct and distances to other destinations in the area are possible by bicycle or foot. Although the massing

and scale of the proposal permitted by urban centers is intense, portions of the building having street frontage will be treated with storefronts and glazing that permit views within. Blank walls will be avoided or mitigated with architectural elements similar to those used on proposed buildings to maintain a high quality pedestrian experience at street level. The train tracks are enclosed within a ribbed concrete and metal structure possessing a sculptural quality that is attractive and screens the trains and its tracks from street views. The station's glazing is a predominant feature of the station and its abundance allows, in addition to views, for light from proposed uses to spill onto the sidewalk and street. As one approaches the station from adjoining streets and streets that intersect the parcels, one will be able to appreciate the impact of the scale and architectural qualities of the development when considering the visual impact generated by the materials enveloping the structure such as the glass that allows more light on the street and the metal components of the train track elements that reflects the ambient light. The approach to the development is an important part of the pedestrian experience and the applicant is prepared to enhance this experience by fitting the sidewalks surrounding the station with landscaping, street lighting and textured paths and sidewalks. Awareness of the project and safe access to the project is significant for both vehicular users and pedestrians. In this regard, the applicant plans crosswalks mid-block and at street corners for pedestrians to safely walk to the proposal from adjoining streets. The existing street grid which bisects the development's parcels, allows options for automobiles to arrive and depart from the station and access station parking. Structural components of the station and building floors will cantilever over sidewalks and streets. Parts of the structural components that cantilever over station streets and sidewalks which reach the ground in the form of vertical or v-shaped concrete columns act as colonnades that protect station patrons from inclement weather. Buildings are placed in close proximity to the street to define sidewalks, blocks and open space thereby creating environments suitable for pedestrians. Open spaces will be interconnected with the station's pedestrian pathways and sidewalks to create a seamless relationship between station uses and potential parks, which are planned on the south side and east sides of the Subzone. Similar materials and landscaping used on sidewalks adjoining the station are planned inside open spaces for visual consistency and quality of space. It is envisioned that these open spaces are considered focal points of the development and as outdoor rooms where visitors and patrons of the station and its proposed uses will interact.

CDMP: Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create a public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Shared parking is encouraged. Reductions from standard parking requirements shall be authorized where there is a complementary mix of uses on proximate development sites, and near transit stations. **Parking areas should occur predominately in mid-block, block rear and on-street locations, and not between the street and main building entrances. Parking structures should incorporate other uses at street level such as shops, galleries, offices and public uses. Regional urban centers shall have an average floor area ratio (FAR) greater than 4.0 in the Core and a maximum residential density of 500 units per gross acre.**

Analysis: The structures housing the train station program and associated uses will occupy most of the blocks forming a compact urban condition that defines sidewalks that are planned to be aesthetically pleasing and comfortable for pedestrians. Habitable space will line garages and occupy the street frontage to fully engage the pedestrian visually with proposed uses and provide accessibility by foot to the uses and services provided. Submitted plans indicate a multi-level train structure with buildings housing a variety of uses on top of the station structure and one signature high rise on the south side of said station. The development totaling 3,269,875

sq. ft. of building area with a maximum of 1,111 residential units proposed is consistent with the high floor ratios permitted by the Regional Urban Center text and at 124 units per acre, in conformance with the residential thresholds permitted in said urban center.

ZONING ANALYSIS:

The applicant, DT Miami, LLC, is **requesting a special exception** to permit approval of a general plan for a passenger rail system with approximately 70,600 sq. ft. of operational area located within the Downtown Intermodal District Corridor Subzone of the Rapid Transit Zone with a combination of commercial, office, hotel and residential development. The 8.93-acre property is located in the Downtown Intermodal District Corridor Subzone of the Rapid Transit Zone extending between NW 1st Street and NW 8th Street and from the Government Center and Overtown/Historic Lyric Theater Metrorail stations to NW 1st Avenue, in the City of Miami, Florida. A triangular parcel located east of NW 1st Avenue, between NW 6th and NW 7th Streets is also part of the Subzone. To the west of the Subzone District lies the Miami-Dade Government Center and Overtown/Historic Lyric Theater Metrorail Stations, the Children's Courthouse, State of Florida service offices and Miami-Dade County Offices. East of the Subzone are the federal courthouses, offices, retail, parking garages, the Miami-Dade County Bar Association offices, Miami-Dade County ISD offices, surface parking lots, and vacant land once improved with the Miami Arena. The Historical Museum of South Florida, library, and Civil Courthouse, and parking lots are to the south.

The general plan documents submitted as part of the Initial Review under Chapter 33C-9, and labelled as the following: Downtown Miami Context: Intermodal Connections; Schematic Site Plan: Ground Level; Schematic Site Plan: Platform/Overbuild Levels; Aerial Isometric; Isometric: General Scale and Location of Concourses; Isometric: General Organization of Retail Uses; Isometric: Rail Infrastructure and Platforms; Isometric: Future Phase Permitted Mixed-use Towers; Floor Area Ratio, Residential Density, and Open Space; and Development Program; provide the location of the proposed train station and associated land uses, density, intensity of development, open spaces, scale of development, and maximum development square footage thresholds. The Initial Review of the general plan, the subject of this application, is only to evaluate the maximum development thresholds and its generated impacts on existing infrastructure. A more rigorous review of the project, where details of buildings, vehicular and pedestrian circulation, architecture, landscaping, among other criteria, will occur during the Final Review process indicated in Chapter 33C-9 and referred to as the Administrative Site Plan Review Process (ASPR). Other documents submitted by the applicant for this application to explain the proposal, which include perspectives, isometricss and aerial views indicate an above street multi-level train station structure occupying three of the six parcels located within the boundaries of the Subzone, between NW 2nd Street and NW 8th Street. Parts of the structure housing the train station, including rail lines, bridge over streets intersecting the parcels, except for NW 2nd and NW 3rd Streets. The lower levels of the station structure will house parking and mixed-use, the middle levels accommodate train operation functions such as terminal concourses, waiting areas, ticket sales, and retail, and the upper level accommodates the train lines in an enclosed 'viaduct' sheathed with metal and concrete components. Above the station, three multiple story buildings incorporating a hotel or office, multi-family units and office is planned as future phases. On a parcel located between NW 3rd Street and NW 2nd Street a multi-use signature high-rise containing mixed-use is proposed. The station and accompanying uses is proposed in phases with the train station and ancillary mixed-use component to be completed first. Subsequent to the completion of the station, the development above the station

platform and the signature high rise will follow as phased development. When the station portion of the development is completed, a total of 774,875 square feet of area consisting of parking structures, rail functions, and commercial uses will be in full operation. A total of 3,269,875 sq. ft. of development is expected at the completion of the multi-phased project with a 327 room hotel (210,000 sq. ft.), 1,155,000 sq. ft. of office, and 1,130,000 sq. ft. of multi-family use. It is expected that, at full capacity, a total of 32 trains will depart and arrive at the station.

Staff opines that when the special exception request is analyzed under Section 33-311(A)(3), said request would not generate excessive noise, traffic, provoke excessive overcrowding of people, tend to provoke a nuisance and would be **compatible** with the surrounding area for the reasons stated below. As part of this application, the applicant submitted a Traffic Impact Study for the Traffic Engineering Division (TED) of the Public Works and Waste Management to review. According to TED, NW 7th Avenue south of NW 20th Street has a maximum LOS "E+50" and when the 100 vehicle trips generated by this development is combined with the 1229 Peak Hour Period (PHP) vehicle trips assigned for this road and those previously approved through Development Orders, this segment will remain at LOS "A". NW 7th Avenue north of NW 20th Street has a maximum LOS "E+50". The 137 vehicle trips generated by this development combined with the road's 1822 PHP vehicle trips and those previously approved through Development Orders will cause this segment to remain at LOS "D". Biscayne Boulevard north of NE 71 Street and south of NE 6 Avenue has a maximum LOS "E+50" with current PHPs of 3123 and 1381, respectively. When combined with 591 vehicle trips generated by the development and combined with said road's 3123 and 1381 PHP vehicle trips and those previously approved through Development Orders, both street segments will remain at LOS "E+50". SE 13 Street west of Brickell Avenue has a maximum LOS "E+20" and a current PHP of 1236 vehicle trips. The 415 vehicle trips generated by this development when combined with the 1236 PHP vehicle trips and those previously approved through Development Orders will cause this segment to remain at LOS "C". Further, the Dolphin Expressway west of the NW 10 Avenue Bridge has a maximum LOS of "D" and a current PHP of 8277 vehicle trips. The 237 vehicle trips generated by this development when combined with the 8277 PHP vehicle trips and those previously approved through Development Orders will cause this segment to remain at LOS "D". The **Public Works and Waste Management Department** has **no objections** to the application and indicates that in accordance with 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. Based from the memorandum from TED the proposed development will not change the current LOS in area streets. The **Division of Environmental Resources Management of the Department of Regulatory and Economic Resources** memorandum indicates that **approval** will not result in a reduction in the LOS standards for potable water service, wastewater disposal, and flood protection.

The **Miami-Dade Fire Rescue Department** has **no objections** to the proposed rail station and indicates that in the event of an emergency, the Miami-Dade Fire Rescue Department is able to provide mutual aide to the City of Miami upon request. In the event of mutual aide, 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. Staff notes that the memorandum submitted by the **Parks, Recreation and Open Spaces Department** indicates that it has **no objection** to the application. Parks has no pertinent comments concerning impact or demand on existing County parks, proposed or budgeted service expansion, nor do they perform a concurrency review. The site of this application is located within the City of Miami and therefore the CDMP Open Spaces Spatial Standards do not apply. The **Water and Sewer Department** has **no objections** to the application and recommends approval with conditions based on resolution of

the conflict with the existing 30-inch water main along NW 6th Street and the 60-inch sanitary sewer force main along NW 4th Street. The applicant and Miami-Dade Water and Sewer are currently addressing the construction and cost of parallel pipes to bypass the conflict. The **Public Works and Waste Management Department's Waste Operations Section has no objections** to the application and indicates waste collection is available for the site. The applicant must comply with site circulation considerations for waste vehicle collection, waste storage considerations on site, and provide a recycling area/program for the development. **The Miami-Dade County Aviation Department (MDAD) has no objections** to the application. Aviation provided that both the Federal Aviation Administration (FAA) and MDAD study and issue airspace determinations for proposed structures are completed. Aviation notes that MDAD and FAA will review each permanent structure reaching 200 feet above ground level. **The Miami-Dade Police Department does not object** to the application but anticipates an increase in the volume of calls for service and as such, additional sworn police personnel, plus support staff and equipment will be required for the development. The Police Department recommends the applicant work closely with the Miami Police Department and the Miami-Dade County Police Department in considering security options for the site. **Miami-Dade Transit indicates no objection** to the application provided the application complies with the conditions indicated in their memorandum dated July 2, 2014. The Miami-Dade County **Metropolitan Planning Organization (MPO) has no objections** to the application subject to conditions which, among other things: provide during the final review elevation diagrams addressing the grade separation of the tracks as they proceed from north of and under I-395, past NW 11th, 10th, 9th, and 8th Streets, and arriving into the Miami Station; provide connections between the Miami Station and Government Center and Historic Overtown/Lyric Theater Metrorail Station, 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; bicycle and pedestrian connections shall be clearly shown to nearby existing and planned greenways and trails; provide pedestrian amenities and a bicycle commuter station and their locations; indicate taxi waiting areas in plans submitted for final review; provide an open space plan with shade trees and landscaping; address pedestrian and bicyclist safety and security for all phases of the development in the Subzone; include connections between the proposed bus terminal and proposed transit/pedestrian mall at NW 1st and 2nd Avenues; and consider pedestrian and bicycle friendly design for proposed parking garage and bus terminal. **The Miami-Dade County Internal Services Department (ISD) has no objections** to the application; however, they recommend the applicant take all of the necessary steps to minimize the vehicular and pedestrian access disruptions to the four County buildings impacted by the proposal. To that end, the applicant 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 construction period. **The City of Miami** has reviewed the application and in their letter dated July 1, 2014, requests that the applicant address in the Administrative Site Plan Review (ASPR) process, among other things, the following: connectivity (pedestrian, bicycle, vehicular, and similar) from the proposed station to Metrorail in Phase I and Metromover; connectivity (pedestrian, bicycle, vehicular, and similar) from the proposed station to the Government Center Metrorail; maintenance of train track viaduct due to architectural expression of materials and their exposure to the urban environment; connectivity (pedestrian, bicycle, vehicular, and similar) between the station and the proposed expo center in Downtown Miami; connectivity (pedestrian, bicycle, vehicular, and similar) to areas west of the station; and provisions of design documents showing the relationship and interaction between elevated train tracks and train structural components with NW 8th Street roads, pedestrian crossings, and buildings.

Based on the aforementioned department memoranda, staff opines that the requests will not result in, among other things, excessive noise or traffic or cause undue or excessive burden on public facilities. Staff opines that approval of these requests will allow the applicant to develop an intercity train station and mixed-use project that will stimulate the local economy by bringing visitors and residents to the urban core of the City of Miami and use its services and commerce. The project will support local transit such as the Metrorail and bus systems and act as a catalyst for further development in this area of the City of Miami. The applicant's vision contemplates an architecturally modern facility that will be designed to address the street and its open spaces in a manner that creates pedestrian activity. As proposed, the station, its anticipated circulation and pedestrian systems, height of buildings and proposed land uses complement the downtown area of the City of Miami with its historically interconnected block and street system and **compatible** with existing development surrounding the proposal consisting of multiple high rises, mid and low-rise buildings housing office, retail, government uses and residences. The conditions and recommendations by the reviewing agencies will be addressed by the applicant during the Administrative Site Plan Review Process (ASPR), to mitigate, among other criteria, traffic, security and infrastructure needs of the development. It is anticipated that the development will attract large numbers of people to its facilities and to the area; however, the station and its accompanying uses will be designed to properly accommodate large volumes of visitors, patrons, residents and workers. Most of the uses are housed vertically in a Regional Urban Center, which permits buildings with unlimited floor area ratios and heights restricted by the FAA. Staff opines that the requests will have a favorable effect on the economy of Miami-Dade County and will not result in excessive traffic, tend to create a fire or other equally or greater dangerous hazard, or provoke excessive overcrowding of people for the reasons indicated above. Therefore, when considering the necessity for and reasonableness of the applied for special exception in relation to the present and future development of the area and the compatibility of the applied for use with the area and its development, staff opines the proposed train station and accompanying uses is **compatible** with same based on the reasons stated above. As such, **staff recommends approval with conditions of the special exception request under Section 33-311(A)(3) Special Exceptions, Unusual Uses and New Uses.**

RECOMMENDATION:

Approval with conditions of the special exception to permit a general plan for a passenger rail system and associated uses

CONDITIONS FOR APPROVAL:

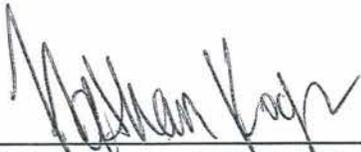
1. That a site plan be submitted to and meet with the approval of the Director of the Department of Regulatory and Economic Resources for Administrative Site Plan Review (ASPR), said plan must include, among other things but not limited to, all exhibits indicated by Section 33C-9(F)(3) and reviewed pursuant 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 SOM and Zyscovich Architects, consisting of 19 sheets dated stamped received May 21, 2014 and May 30, 2014. Except that the perspective sheets may be modified at ASPR.

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 open 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.
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.
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.
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.
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.
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.
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.
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.

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.
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.
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.
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.

ES:MW:NN:JV:GB



Nathan Kogon, AICP, Assistant Director
Development Services Division
Miami-Dade County
Department of Regulatory and Economic Resources

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NEIGHBORHOOD SERVICES PROVIDER COMMENTS*	
Division of Environmental Resources Management (RER)	No objection*
Public Works & Waste Management – Traffic Engineering Division	No objection*
Parks, Recreation and Open Spaces	No objection
Fire Rescue	No objection*
Police	No objection*
Schools	No objection
Miami-Dade Transit	No objection*
Water and Sewer	No objection*
Public Works & Waste Management – Waste Operations	
*Subject to conditions in the Department's attached memorandum	

COMPREHENSIVE DEVELOPMENT MASTER PLAN (CDMP) OBJECTIVES, POLICIES AND INTERPRETATIVE TEXT

<p>Urban Centers (Pg. I-45-48)</p>	<p><i>Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate- to high-intensity design-unified areas which will contain a concentration of different urban functions integrated both horizontally and vertically. Three scales of centers are planned: Regional, the largest, notably the downtown Miami central business district; Metropolitan Centers such as the evolving Dadeland area; and Community Centers which will serve localized areas. Such centers shall be characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design. Regional and Metropolitan Centers, as described below, should also have convenient, preferably direct, connections to a nearby expressway or major roadways to ensure a high level of countywide accessibility.</i></p> <p><i>The locations of urban centers and the mix and configuration of land uses within them are designed to encourage convenient alternatives to travel by automobile, to provide more efficient land use than recent suburban development forms, and to create identifiable "town centers" for Miami-Dade's diverse communities. These centers shall be designed to create an identity and a distinctive sense of place through unity of design and distinctively urban architectural character of new developments within them.</i></p> <p><i>The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses which serve, and draw from, the nearby community. Design of developments and roadways within the centers will emphasize pedestrian activity, safety and comfort, as well as vehicular movement. Transit and pedestrian mobility will be increased and area wide traffic will be reduced in several ways: proximity of housing and retail uses will allow residents to walk or bike for some daily trips; provision of jobs, personal services and retailing within walking distance of transit will encourage transit use for commuting; and conveniently located retail areas will accommodate necessary shopping during the morning or evening commute or lunch hour.</i></p> <p><i>Urban Centers are identified on the LUP map by circular symbols noting the three scales of planned centers. The Plan map indicates both emerging and proposed centers. The designation of an area as an urban center indicates that governmental agencies encourage and support such development. The County will give special emphasis to providing a high level of public mass transit service to all planned urban centers. Given the high degree of accessibility as well as other urban services, the provisions of this section encourage the</i></p>
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intensification of development at these centers over time. In addition to the Urban Center locations depicted on the Land Use Plan Map, all future rapid transit station sites and their surroundings shall, at a minimum, be developed in accordance with the Community Center policies established below.

Following are policies for development of Urban Centers designated on the Land Use Plan (LUP) map. Where the provisions of this section authorize land uses or development intensities or densities different or greater than the underlying land use designation on the LUP map, the more liberal provisions of this section shall govern. All development and redevelopment in Urban Centers shall conform to the guidelines provided below.

Uses and Activities. Regional and Metropolitan Centers shall accommodate a concentration and variety of uses and activities which will attract large numbers of both residents and visitors while Community-scale Urban Centers will be planned and designed to serve a more localized community. Uses in Urban Centers may include retail trade, business, professional and financial services, restaurants, hotels, institutional, recreational, cultural and entertainment uses, moderate to high density residential uses, and well planned public spaces. Incorporation of residential uses is encouraged, and may be approved, in all centers, except where incompatible with airport or heavy industrial activities. Residential uses may be required in areas of the County and along rapid transit lines where there exists much more commercial development than residential development, and creation of employment opportunities will be emphasized in areas of the County and along rapid transit lines where there is much more residential development than employment opportunity. Emphasis in design and development of all centers and all of their individual components shall be to create active pedestrian environments through high-quality design of public spaces as well as private buildings; human scale appointments, activities and amenities at street level; and connectivity of places through creation of a system of pedestrian linkages. Existing public water bodies shall also be incorporated by design into the public spaces within the center.

Streets and Public Spaces. Urban Centers shall be developed in an urban form with a street system having open, accessible and continuous qualities of the surrounding grid system, with variation, to create community focal points and termination of vistas. The street system should have frequent connections with surrounding streets and create blocks sized and shaped to facilitate incremental building over time, buildings fronting on streets and pedestrian pathways, and squares, parks and plazas defined by the buildings around them. The street system shall be planned and designed to create public space that knits the site into the surrounding urban fabric, connecting streets and creating rational, efficient pedestrian linkages. Streets shall be designed for pedestrian mobility, interest, safety and comfort as well as vehicular mobility. The size of blocks and network of streets and pedestrian access ways shall be designed so that walking routes through the center and between destinations in the center are direct, and distances are short. Emphasis shall be placed on sidewalks, with width and street-edge landscaping increased where necessary to accommodate pedestrian volumes or to enhance safety or comfort of pedestrians on sidewalks along any high-speed roadways. Crosswalks will be provided, and all multi-lane roadways shall be fitted with protected pedestrian refuges in the center median at all significant pedestrian crossings. In addition, streets shall be provided with desirable street furniture including benches, light fixtures and bus shelters. Open spaces such as public squares and greens shall be established in urban centers to provide visual orientation and a focus of social activity. They should be located next to public streets, residential areas, and commercial uses, and should be established in these places during development and redevelopment of streets and large parcels, particularly parcels 10 acres or larger. The percentage of site area for public open spaces, including squares, greens and pedestrian promenades, shall be a minimum of 15 percent of gross development area. This public area provided outdoor, at grade will be counted toward satisfaction of requirements for other common open space. Some or all of this required open space may be provided off-site but elsewhere within the subject urban center to the extent that it would better serve the quality and functionality of the center.

Buildings. Buildings and their landscapes shall be built to the sidewalk edge in a manner that frames the adjacent street to create a public space in the street corridor that is comfortable and interesting, as well as safe for pedestrians. Architectural elements at street level shall have a human scale, abundant windows and doors, and design variations at short

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	<i>intervals to create interest for the passing pedestrian. Continuous blank walls at street level are prohibited. In areas of significant pedestrian activity, weather protection should be provided by awnings, canopies, arcades and colonnades.</i>
Land use Element Policy LU-4A (Pg. I-9)	<i>When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.</i>

PERTINENT ZONING REQUIREMENTS/STANDARDS

Section 33-304. Applications	All requests for a district boundary change, changes in the zoning regulations, appeals of administrative decisions, special exceptions or unusual uses, new uses, variances, approvals of or modifications to developments of regional impact ("DRI"), including substantial deviation determinations, and determinations that a DRI is essentially built out, shall be made by filing an application therefor with the Director on application forms prescribed by the Director or by rule and regulation of the Developmental Impact Committee. Forms shall include, but not be limited to, disclosure forms for corporations, trusts, and partnerships, and disclosure of information regarding contract purchasers and their percentage(s) of interest. Disclosure shall not be required of: i) any entity, the equity interests in which are regularly traded on an established securities market in the United States or another country; or ii) pension funds or pension trusts of more than five thousand (5,000) ownership interests; or iii) any entity where ownership interests are held in a partnership, corporation or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, and where no one (1) person or entity holds more than a total of five (5) percent of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in a partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation, or trust. Disclosure forms shall be established by administrative order to be approved by the Board of County Commissioners. Such disclosure forms shall be included in the agendas distributed in connection with the public hearing on the application. Where applicable, requests shall specify whether, and the extent to which, the requested change in land use or proposed development conforms to the Comprehensive Development Master Plan for Miami-Dade County, Florida.
Section 33-310. Notice and hearing prerequisite to action by the Community Zoning Appeals Boards or Board of County Commissioners.	<i>Applications filed hereunder shall be promptly transmitted to the appropriate board, together with the written recommendation of the Director. Where applicable the Developmental Impact Committee shall issue its recommendation, which shall include a statement of the Director as to the application's relationship to the Comprehensive Development Master Plan. All such recommendations shall state all facts relevant to the application, including an accurate depiction of known living, working, traffic and transportation conditions in the vicinity of the property that is the subject of the application, and also a description of all projected effects of the proposed zoning action on those conditions. Before reaching a conclusion, each recommendation shall list all known factors both in favor of and against each application. All such recommendations shall be signed and considered final no earlier than thirty (30) days prior to the public hearing to give the public an opportunity to provide information to the staff prior to the recommendations becoming final. This shall not preclude earlier, preliminary recommendations. All documents of the County departments evaluating the application, which documents pertain to the application, are open for public inspection to applicants or other interested persons.</i>
Section 33-311(A)(3.) Special Exceptions, Unusual Uses and New Uses	<i>The Board shall hear an application for and grant or deny special exceptions; that is, those exceptions permitted by regulations only upon approval after public hearing, new uses and unusual uses which by the regulations are only permitted upon approval after public hearing; provided the applied for exception or use, including exception for site or plot plan approval, in the opinion of the Community Zoning Appeals Board, would not have an unfavorable effect on the economy of Miami-Dade County, Florida, would not generate or result in excessive noise or disposal, recreation, transportation, streets, roads, highways or other such facilities which have been constructed or which are planned and budgeted for construction, are accessible b</i>

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	<p><i>private or public roads, streets or highways, tend to create a fire or other equally or greater dangerous hazards, or provoke excessive overcrowding or concentration of people or population, when considering the necessity for and reasonableness of such applied for exception or use in relation to the present and future development of the area concerned and the compatibility of the applied for exception or use with such area and its development.</i></p>
<p>Section 33C-1. Legislative intent, findings and purposes.</p>	<p><i>The Board further finds that the Stage I Fixed-Guideway Rapid Transit System has, since 1973, undergone extensive planning, review, analysis, and engineering design efforts. The Stage I System has received design approval from both the federal and State governments and is in the process of final design, procurement and construction activities. The Stage I System, including proposed improvements in other forms of surface transportation facilities, represents a concerted, coordinated effort to improve not only the transportation facilities within Miami-Dade County, but the overall quality of life enjoyed by citizens of and visitors to Miami-Dade County. Finally, the Stage I System represents one (1) of the largest public works projects ever undertaken in Miami-Dade County and the Southeastern United States. As such, the Stage I Fixed-Guideway Rapid Transit System may only be planned, engineered, implemented, and administered on a County-wide basis, in a manner which will:</i></p> <p><i>The Board further finds that the legislative intent, findings and purposes set forth herein also apply to public or private intercity Passenger Rail Systems.</i></p>
<p>Section 33C-2(2)(a). Other uses; procedures for approval of such uses within the Rapid Transit Zone.</p>	<p><i>Such other uses, including commercial, office, hotel, governmental, institutional, health care facilities, rental car facilities, and residential uses, as may be appropriate to and compatible with the operation of the Rapid Transit System or an Intercity Passenger Rail System and the convenience of the ridership thereof.</i></p>
<p>Section 33C-2(2)(b).</p>	<p><i>Intercity Passenger Rail Systems, both public and private, including all uses permitted for the Rapid Transit System pursuant to subparagraphs (1)(a) through (h) herein and including ancillary facilities associated with the maintenance and operations of a rail system. "Intercity Passenger Rail System" means a rail system that provides passenger service on a guideway system between two or more cities, between several destinations within one city, or both.</i></p>
<p>Section 33C-2(2)(e)(2). Process for City of Miami - Downtown Intermodal District Corridor</p>	<p><i>Notwithstanding any other provision of this code to the contrary, whenever uses authorized by subparagraphs (D)(2)(a) and (D)(2)(b) above are proposed within the Downtown Intermodal District Corridor Subzone of the Rapid Transit Zone as designated in subsection 33C-9 herein, the procedures and development standards adopted pursuant to subsection 33C-9 shall control.</i></p>
<p>Section 33C-3. Rapid Transit Developmental Impact Committee</p>	<p><i>There is hereby established a Rapid Transit Developmental Impact Committee Executive Council composed of the County's Developmental Impact Committee Executive Council (established by Section 33-303.1, Miami-Dade County Code) and two (2) representatives from each of the following municipalities: City of South Miami, City of Coral Gables, City of Miami, and the City of Hialeah. It is provided, however, that for developments located within the Downtown Intermodal District Corridor Subzone established by subsection 33C-9, however, the Rapid Transit Developmental Impact Committee shall be composed of the County's Developmental Impact Committee Executive Council and three (3) representatives from the City of Miami. In addition, there shall be an RTDIC Staff Council composed of members of the County Departments identified in Section 33-303.1(A) of this Code and three (3) representatives from the City of Miami. The Rapid Transit Developmental Impact Committee shall, subject to the procedures specified in 33-303.1, Miami-Dade County Code, perform the duties specified in Section 33C-2 and Section 33C-4 of this Chapter.</i></p>
<p>Section 33C-4(b). Rapid Transit Development Impact Zone</p>	<p><i>Except for the Downtown Intermodal District Corridor Subzone established by subsection 33C-9 herein, and notwithstanding anything to the contrary herein, mailed notice of hearings before the Rapid Transit Development Impact Committee pursuant to Section 33-2(D)(2)(e)(1) shall be provided in the same manner as hearings on applications filed before the Community</i></p>

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	<p>Zoning Appeals Board pursuant to Section 33-310(d)(3) for the special exceptions expressly enumerated in that subsection. Mailed notice of hearings shall also be provided simultaneously to the municipality in which the application is located. Applications shall comply with the procedural requirements of Section 33-304.</p>
<p>Section 33C-9(E). Initial Review</p>	<p>(1) Following the pre-application conference, a request for approval of a general site development plan for development within the Downtown Intermodal District Corridor Subzone of the Rapid Transit Zone as provided in subsection 33C-9 herein, shall be made by filing an application with the Rapid Transit Developmental Impact Committee (RTDIC) in accordance with the provisions of Section 33-304. Said application shall be considered a special exception for approval of a general site development plan to be considered and acted upon directly by the Board of County Commissioners pursuant to the development regulations established in Section 33C-9. Applications shall comply with the procedural requirements of Section 33-304 of this code. Within sixty (60) days after the filing of the application, the RTDIC Staff Council shall review the application, and the RTDIC shall issue a recommendation upon such application. The recommendation shall reflect the consensus of the members present. In the event that the City representatives present do not concur with a recommendation for approval, the recommendation shall be for denial. The recommendation shall be transmitted to the Board of County Commissioners for final action.</p> <p>(2) <i>Phased Development.</i> The intermodal characteristics of the DID Corridor Subzone serving the MetroRail, MetroMover, and MetroBus systems may require that the construction of infrastructure to serve future development be completed in phases. Where a phased development is requested, the Board of County Commissioners, in approving a phased site plan, shall specify building footprints, heights, density, intensity, and gross square footage of buildings that are identified on the site plan as future development parameters granted by the Board of County Commissioners. Specific land uses and design details of said future development may be reviewed and approved by the Rapid Transit Developmental Impact Committee pursuant to the Final Review criteria enumerated herein, provided the development parameters approved by the Board of County Commissioners in the phased site plan are not exceeded and the development regulations set forth herein are met.</p> <p>(3) <i>Required exhibits for Initial Development.</i> The following exhibits shall be submitted with the application for a general site development plan:</p> <p>(a) A narrative describing the project's scope, including but not limited to: vision statement, size of project and location, and prominent components of the development; phasing of the development if necessary; scale; relevance to the region; its connection to the surrounding urban context; economic impact on the local economy; design concepts; significance of the project as a gateway to the community; and any additional information necessary to explain the development.</p> <p>(b) Schematic site plan(s) at a scale of not less than one (1) inch equals one hundred (100) feet indicating: prominent structural components of the development; permitted land uses; existing and proposed streets; major points of egress/ingress of the development; public open space locations and area in square feet; floor area ratio; pedestrian circulation; residential density; and square feet of retail, office, institutional, governmental, and other proposed land uses not to exceed the development thresholds contained in the administrative site plan development parameters included herein.</p> <p>(c) Information on adjoining and adjacent uses on an plan at a scale no less than one (1) inch equals one hundred (100) feet to indicate the relationship(s) between the proposed development and adjacent areas including, but not limited to: existing land uses and their intensities; densities; vehicular and pedestrian circulation systems; blocks and lots; and unique geographical features.</p> <p>(d) Perspectives, isometrics, elevations and other drawings illustrating proposed development.</p> <p>(e) Any additional information specified by the Rapid Transit Developmental Impact</p>

ZONING RECOMMENDATION ADDENDUM

DT MIAMI, LLC

14-059

	<i>Committee at the pre-application conference to evaluate the character and impact of the proposed development.</i>
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4. DT MIAMI, LLC
(Applicant)

14-7-CC-3 (14-059)
BCC/District 03
Hearing Date: 07/17/14

Property Owner (if different from applicant) **NONE**

Is there an option to purchase /lease the property predicated on the approval of the zoning request? Yes No

Disclosure of interest form attached? Yes No

Previous Zoning Hearings on the Property:

<u>Year</u>	<u>Applicant</u>	<u>Request</u>	<u>Board</u>	<u>Decision</u>
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	Multiple zoning actions			
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Action taken today does not constitute a final development order, and one or more concurrency determinations will subsequently be required. Provisional determinations or listings of needed facilities made in association with this Initial Development Order shall not be binding with regard to future decisions to approve or deny an Intermediate or Final Development Order on any grounds.

Memorandum



Date: June 11, 2014

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

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

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

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

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

A handwritten signature in black ink, appearing to read "Jose Gonzalez". The signature is written in a cursive, flowing style.

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.

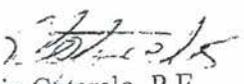
cc: Nathan Kogon, Department of Regulatory and Economic Resources

Memorandum



Date: June 23, 2014

To: Eric Silva
Development Coordinator
Regulatory and Economic Resource Department

From: 
Antonio Cotarelo, 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.

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](#)

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 PHF 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

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

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

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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 aide to the City upon request. In the event of mutual aide, 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.

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: July 2, 2014

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

FROM: Ysela Llorca
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 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.

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.



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

To: Jorge Vital
Department of Planning and Zoning

From: Susan Schreiber, Transportation Systems Analyst *S. Schreiber*
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: June 10, 2014

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

From:  Maria I. Nardi, Chief
Planning and Research Division
Parks, Recreation and Open Spaces Department

Subject: 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 8 STREET, within the municipal boundaries of the City of Miami, Miami-Dade County.

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 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 and 1,155,000 SF of office on 8.31 acres.

Impact and demand: Recreation and Open Space Element policies ROS-2a (i); (ii); (iii); (iv); and (v) provide for the establishment of Miami-Dade County's minimum Level of Service standard for the provision of local recreation open space within unincorporated areas of the county. The site of this application is located within the City of Miami and therefore the CDMP Open Space Spatial Standards do not apply.

Recommendation: PROS has no pertinent comments for this application concerning impact or demand on existing County parks, proposed or budgeted service expansion, nor do we perform a concurrency review. Based on our findings described herein **PROS HAS NO OBJECTION TO THIS APPLICATION.**

If you need additional information or clarification on this matter, please contact John Bowers at (305) 755-5447.

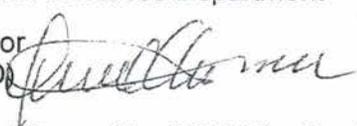
MN:jb
Cc: John M. Bowers, Parks Property Management Supervisor

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

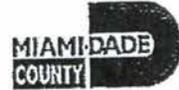
The County ISD recognizes that there will be many benefits to employees in these buildings and to visitors to these buildings once the project is completed, such as greater transportation access to these buildings and greater access to retail, office and residential amenities immediately adjacent to 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.

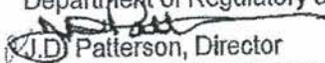
Cc: Robert Warren, ISD Real Estate Division

Memorandum



Date: June 13, 2014

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

From:  J.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 Intermodel 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.

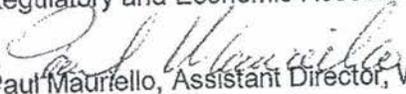
JDP/kh
Attachment

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

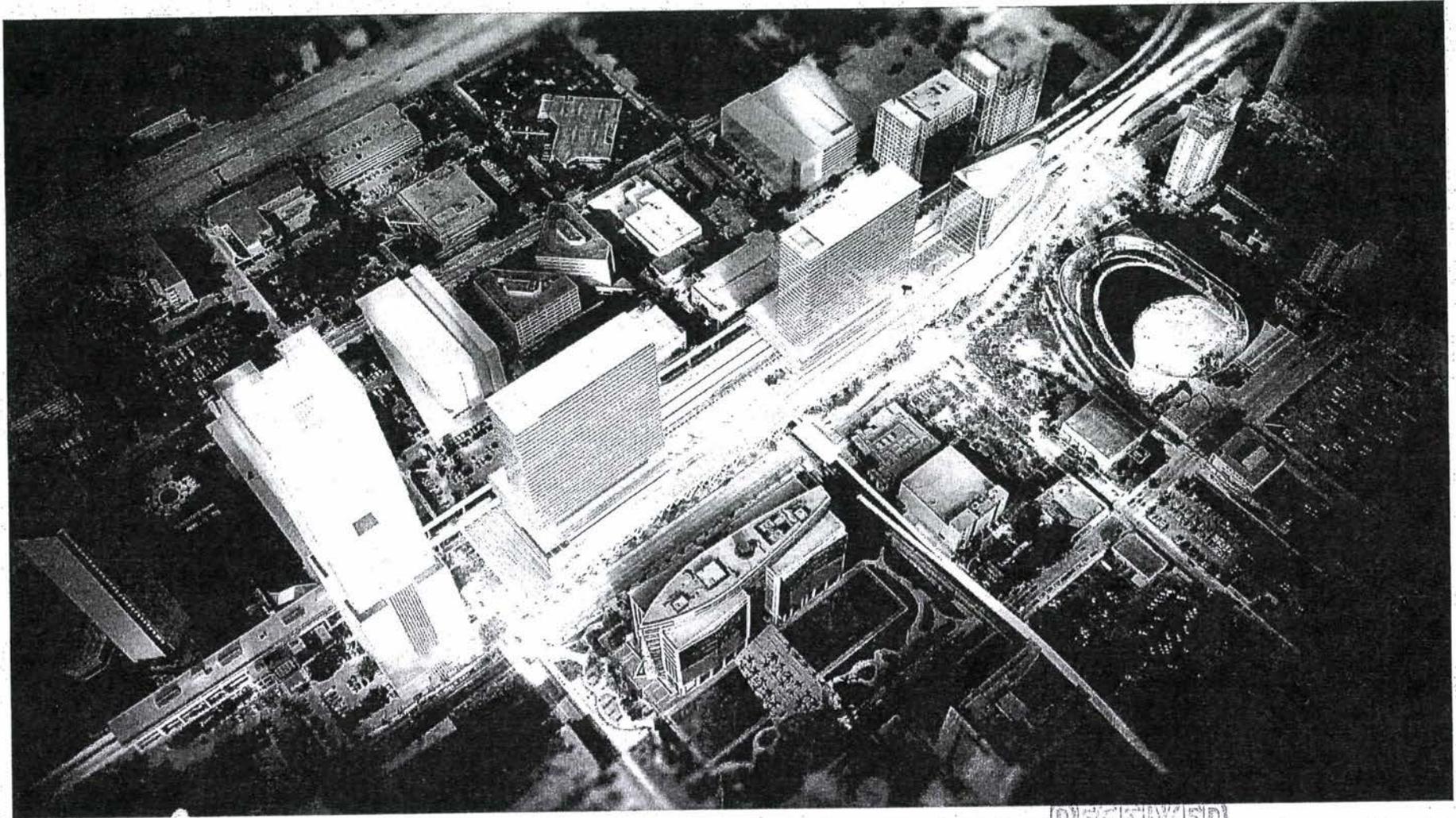
Section 15-4 of the Code requires that plans for storage and collection of solid waste be adequate before a building permit may be issued. Site plans must address location, accessibility, number and adequacy of solid waste collection and storage facilities. The site plan legend must contain the following 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.



ALL ABOARD FLORIDA MIAMI
RAPID TRANSIT DEVELOPMENTAL IMPACT COMMITTEE (RTDIC)
INITIAL REVIEW: SPECIAL EXCEPTION FOR APPROVAL OF A GENERAL SITE DEVELOPMENT PLAN

MAY 21, 2014

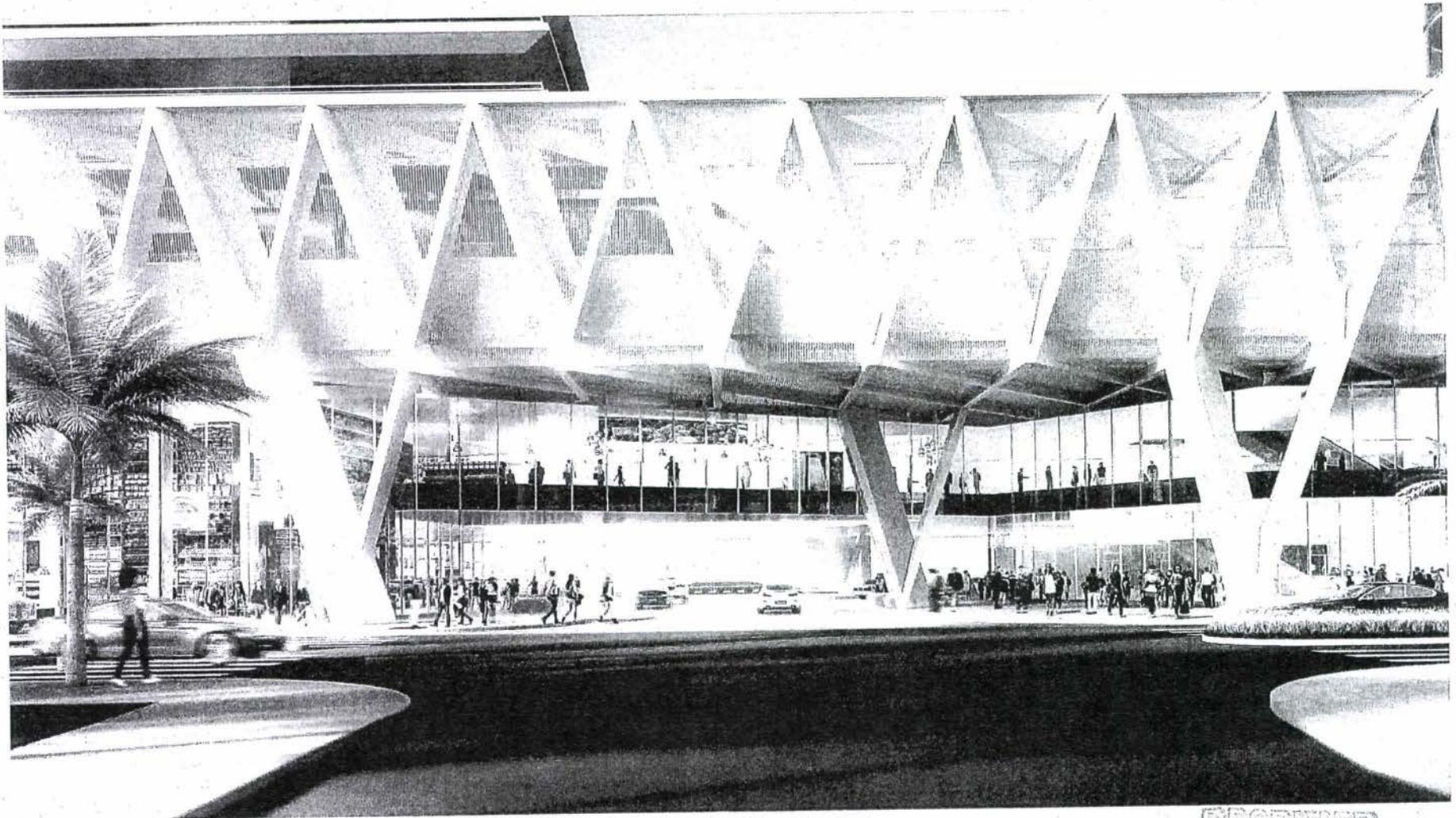
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CITY OF MIAMI
PLANNING DEPARTMENT
BY *HH*

SOM

Prepared By:
ZYSCOVICH
100 N. Biscayne Blvd., 27th Fl.
Miami, FL 33132-2304

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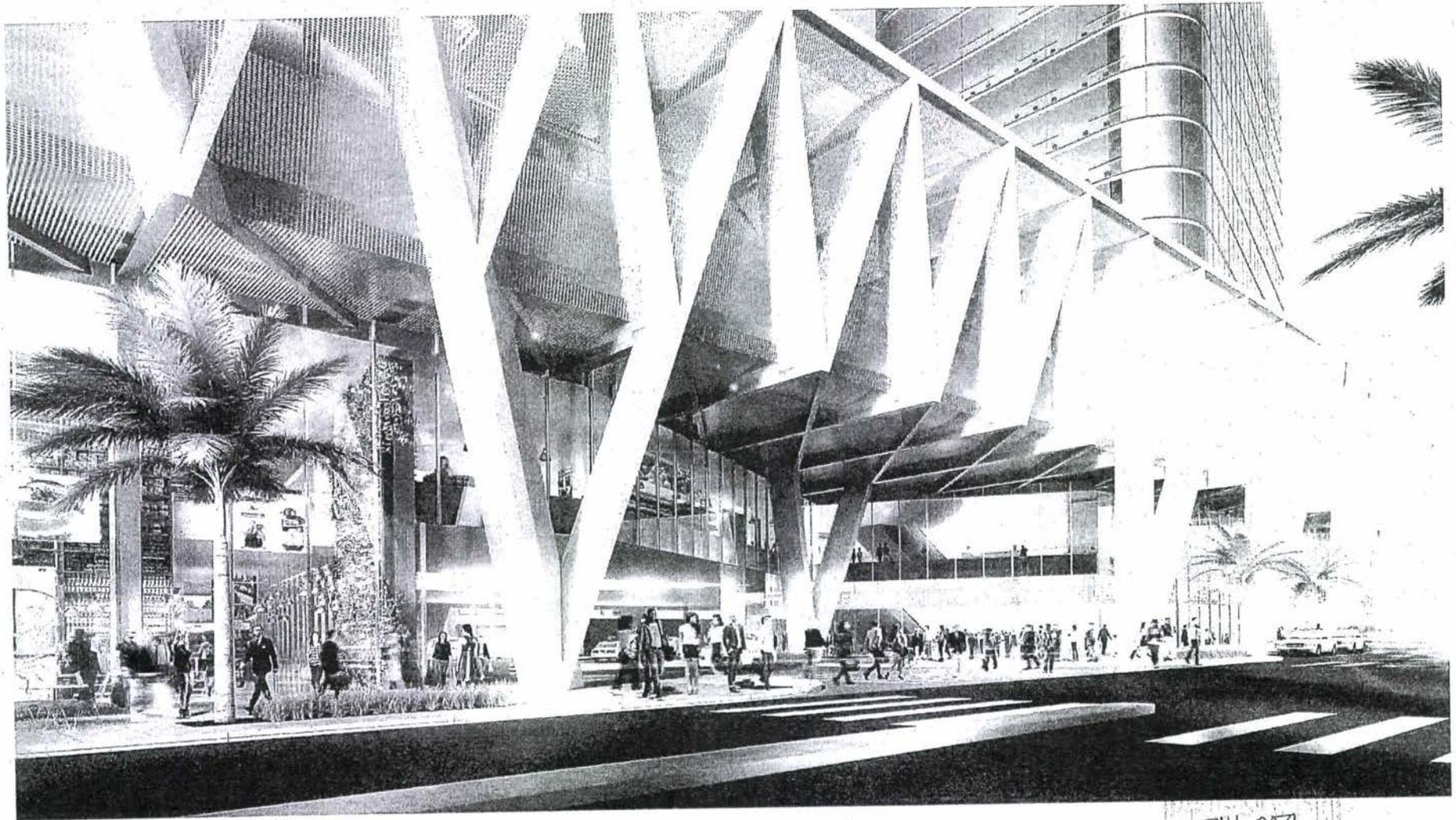
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PERSPECTIVE/ELEVATION (VIEWING WEST):
NORTH CONCOURSE AT NW 1ST AVE & NW 6TH ST

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ZYSOVICH
ARCHITECTS
100 N. Biscayne Blvd., 27th Fl.
Miami, FL 33132-2204



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MAY 21, 2014

PERSPECTIVE (VIEWING NORTHWEST):
 NORTH CONCOURSE AT NW 1ST AVE & NW 6TH ST

24-059

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Prepared by:
ZYSOYICH
 100 N. Biscayne Blvd., 27th Fl.
 Miami, FL 33132-2354

BY

AK

09

PENSACOLA

TALLAHASSEE

GAINESVILLE

JACKSONVILLE

DELAND

DAYTONA BEACH

ORLANDO AIRPORT TERMINAL

KISSIMMEE

TAMPA

ST PETERSBURG

CAPE CORAL

WEST PALM BEACH

FT LAUDERDALE

1 | MIAMI TERMINAL

KEY WEST

- ALL ABOARD FLORIDA (AAF)
- AAF FUTURE PHASE
- AMTRAK
- COMMUTER RAIL
- METRO RAIL

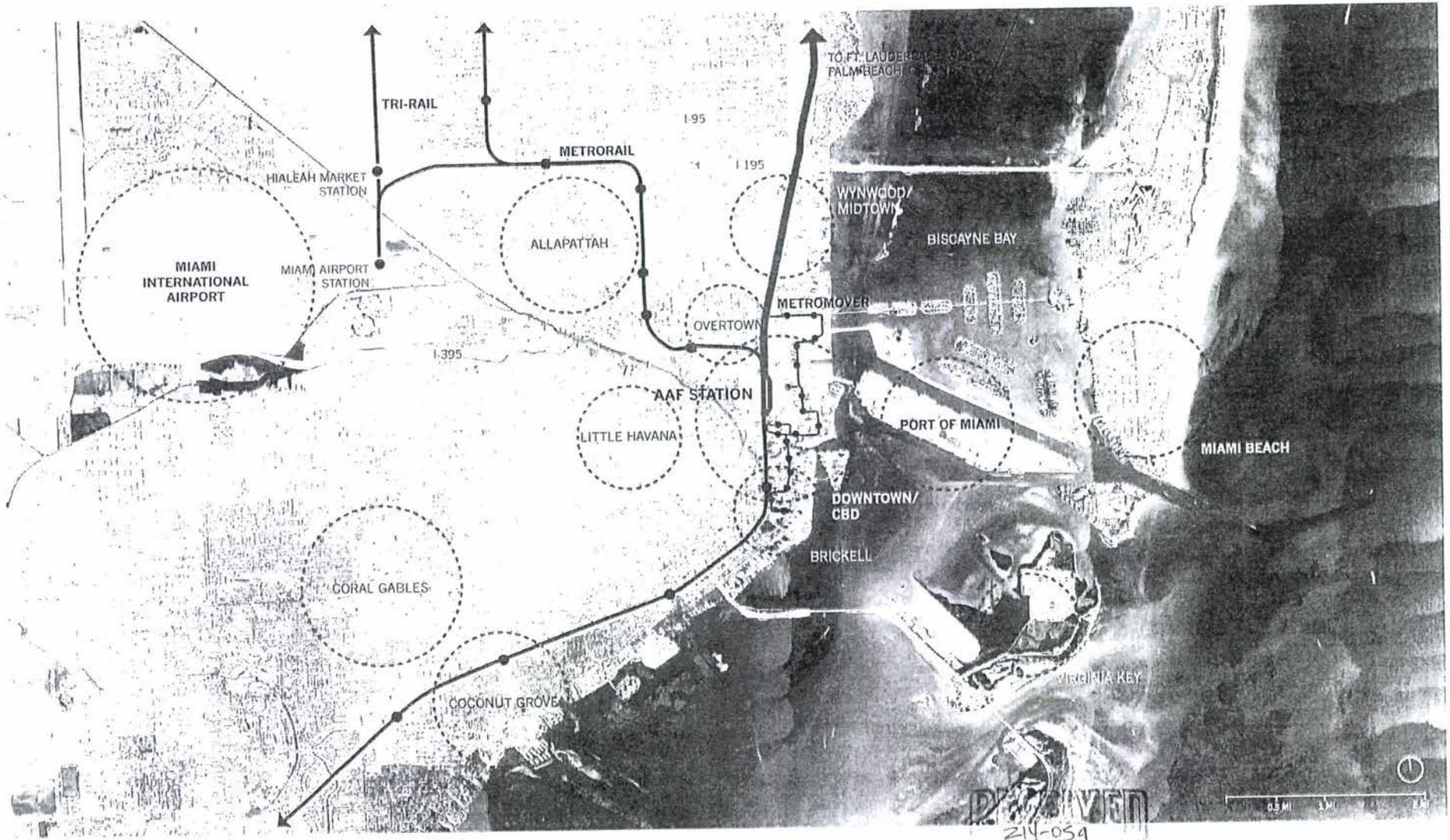
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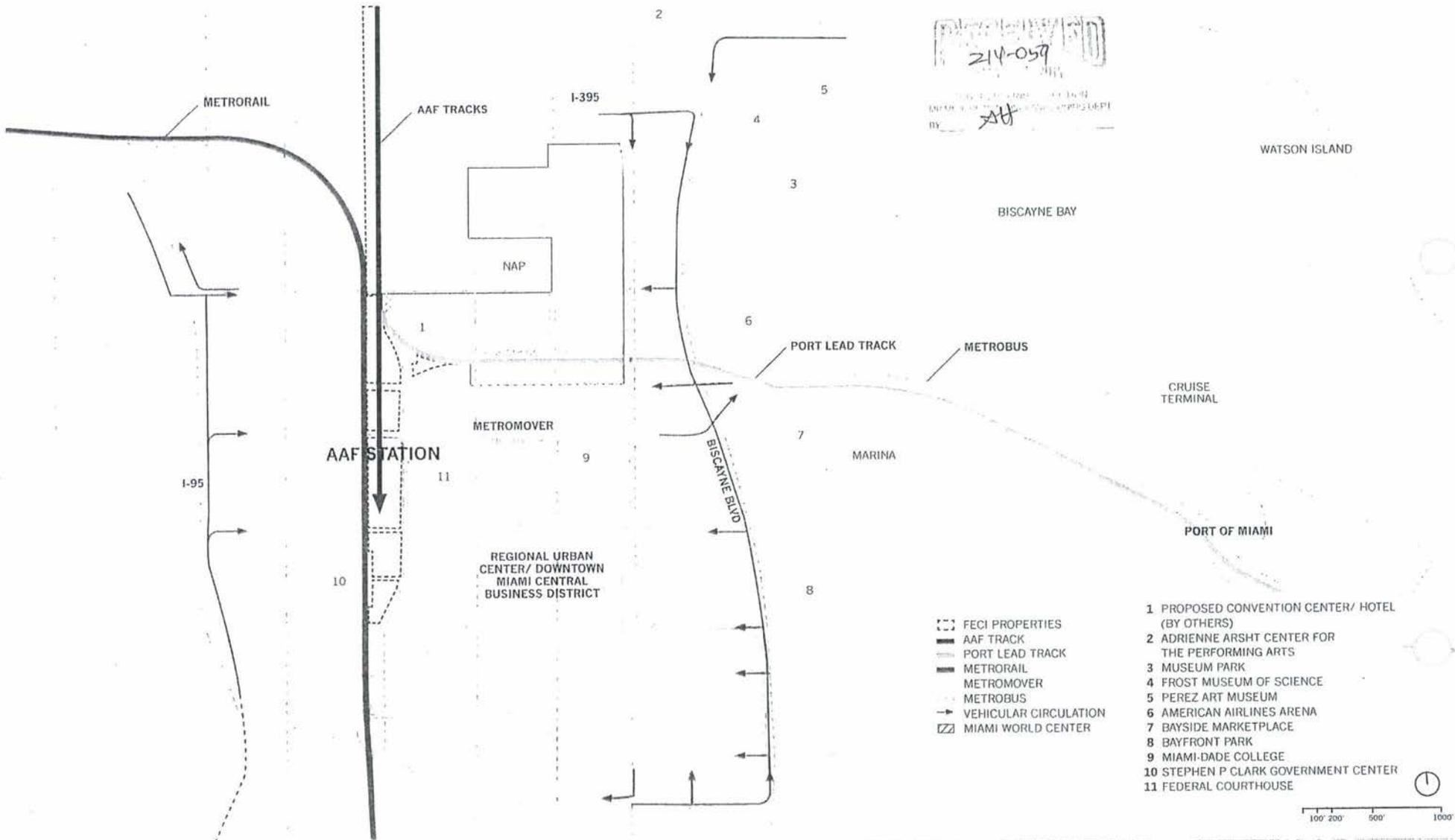
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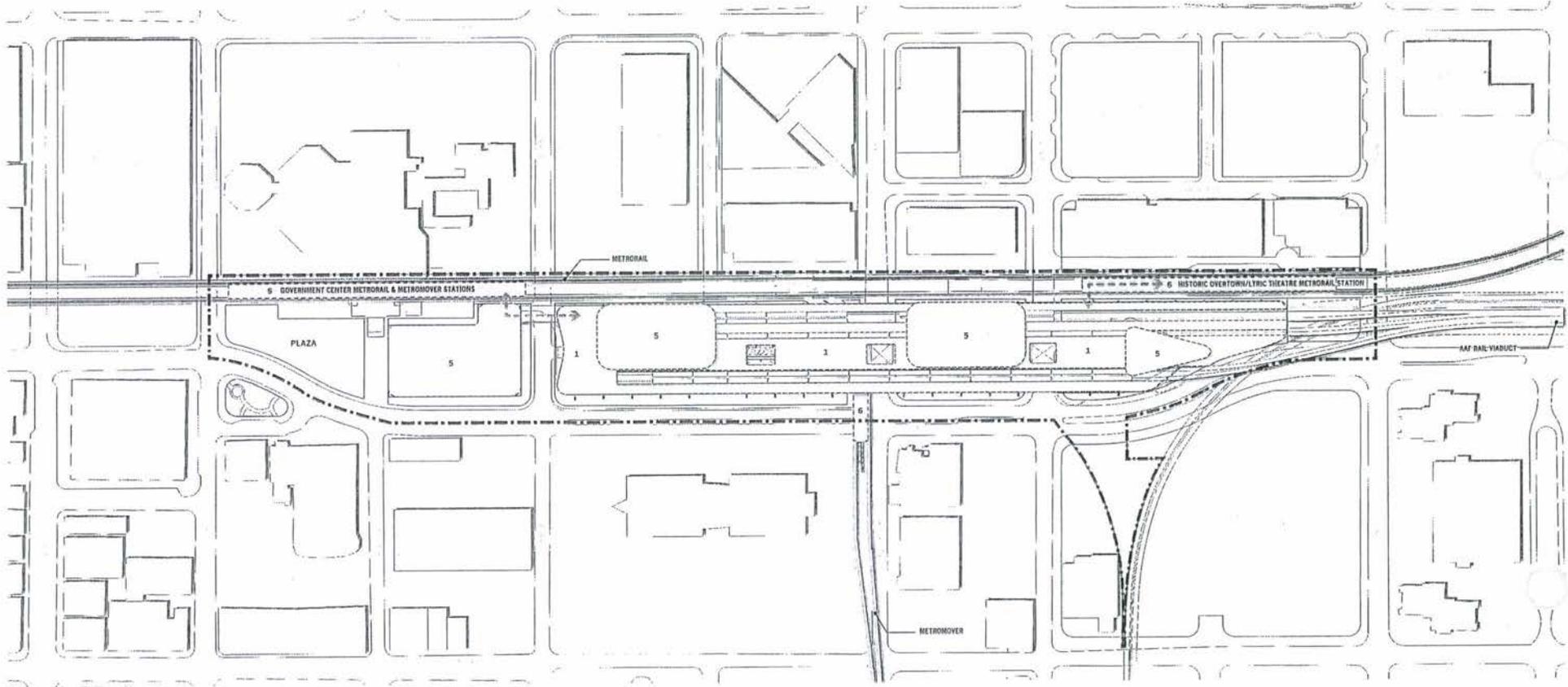
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- 1 PROPOSED CONVENTION CENTER/ HOTEL (BY OTHERS)
- 2 ADRIENNE ARSHT CENTER FOR THE PERFORMING ARTS
- 3 MUSEUM PARK
- 4 FROST MUSEUM OF SCIENCE
- 5 PEREZ ART MUSEUM
- 6 AMERICAN AIRLINES ARENA
- 7 BAYSIDE MARKETPLACE
- 8 BAYFRONT PARK
- 9 MIAMI-DADE COLLEGE
- 10 STEPHEN P CLARK GOVERNMENT CENTER
- 11 FEDERAL COURTHOUSE

- FOCI PROPERTIES
- ▬ AAF TRACK
- ▬ PORT LEAD TRACK
- ▬ METRORAIL
- ▬ METROMOVER
- ▬ METROBUS
- VEHICULAR CIRCULATION
- ▭ MIAMI WORLD CENTER

100' 200' 500' 1000'

63



- DOWNTOWN INTERMODAL DISTRICT (DID) CORRIDOR SUBZONE BOUNDARY
- 1 PASSENGER CONCOURSES (GENERAL SCALE AND LOCATION) AND PLATFORMS
- 2 PERMITTED MIXED USES AND VEHICULAR USE AREAS
- 3 OPEN SPACE (TOD PARCELS)
- 4 OPEN SPACE (PLAZAS, COURTYARDS, ARCADES/COLONNADES, PEDESTRIAN PATHS)
- 5 FUTURE PHASE PERMITTED MIXED-USE TOWER
- 6 EXISTING STATION
- ▶ MAJOR POINTS OF PEDESTRIAN INGRESS/EGRESS
- ▶ MAJOR POINTS OF VEHICULAR INGRESS/EGRESS
- GENERAL PEDESTRIAN CONNECTIVITY
- POTENTIAL CONNECTIVITY TO METRORAIL & METROOVER

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SCHMATIC SITE PLAN: PLATFORM/ OVERBUILD LEVELS

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SCALE: 1" = 100'
 Prepared for:
ZYSCOVICH
 ARCHITECTS
 1700 Biscayne Blvd #2000
 Miami, FL 33132-3864

BY _____

65

TOTAL SITE AREA	Area (GSF)	Area (acres)
	387,684	8.90

FLOOR AREA RATIO	Area (GSF)	FAR
AAF DEVELOPMENT PROGRAM: PHASE 1 TOTAL	546,525	1.41
AAF DEVELOPMENT PROGRAM: FUTURE PHASE TOTAL	2,723,350	7.02
AAF DEVELOPMENT PROGRAM: TOTAL	3,269,875	8.43

PERMITTED FLOOR AREA RATIO | Unlimited

RESIDENTIAL DENSITY	Area (GSF)	Units	Units per Acre
AAF RESIDENTIAL PROGRAM: PHASE 1 TOTAL	0	0	0
AAF RESIDENTIAL PROGRAM: FUTURE PHASE TOTAL	1,130,000	1,111	125
AAF RESIDENTIAL PROGRAM: TOTAL	1,130,000	1,111	125

PERMITTED RESIDENTIAL DENSITY | 500

OPEN SPACE	Area (GSF)	%
FDG Parcel	22,651	5.8%
COURTYARDS, ARCADES/COLONNADES, PEDESTRIAN PATHS	72,207	18.6%
TRANSIT PLATFORM AREAS	140,400	36.2%
BALCONIES, TERRACES, ROOFTOP GREEN SPACES	TBD	TBD
AAF OPEN SPACE: TOTAL	235,258	60.7%

REQUIRED OPEN SPACE | 15.0%

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PHASE 1		
PERMITTED USE	Area (GSF)	Units/Spaces
All Aboard Florida Intercity Passenger Rail System Rail Operational Area	70,600	
All Aboard Florida Intercity Passenger Rail System Platform Area	140,400	
Commercial/Retail	177,400	
Office Infrastructure (Related to Overbuild 1)	16,700	
Residential Infrastructure (Related to Overbuild 2)	26,400	0
Residential or Office Infrastructure (Related Overbuild 3)	31,300	0
Sub-Total	462,800	0 units
Parking Lots and Parking Structures	83,725	197 spaces
Sub-Total	83,725	
PHASE 1 TOTAL	546,525	197 spaces

ALL PHASES		
PERMITTED USE	Area (GSF)	Units/Spaces
All Aboard Florida Intercity Passenger Rail System Rail Operational Area	70,600	
All Aboard Florida Intercity Passenger Rail System Platform Area	140,400	
Commercial/Retail	177,400	
Office	1,155,000	
Residential	1,130,000	1,111 units
Mixed-Use Tower: Hotel	210,000	327 keys
Parking Lots and Parking Structures	386,475	1,107 spaces
TOTAL (ALL PHASES)	3,269,875	

FUTURE PHASES		
PERMITTED USE	Area (GSF)	Units/Spaces
Office (Overbuild 1)	103,300	
Residential (Overbuild 2)	398,600	400 units
Residential (Alternate Overbuild 3)	393,700	400 units
Office (Alternate Overbuild 3)	425,000	
Mixed-Use Tower: Office	610,000	
Mixed-Use Tower: Hotel	210,000	327 keys
Mixed-Use Tower: Residential	280,000	311 units
Sub-Total	2,420,600	1,111 units 327 keys
Parking Lots and Parking Structures	302,750	910 spaces
Sub-Total	302,750	910 spaces
FUTURE PHASES TOTAL	2,723,350	1,111 units 910 spaces

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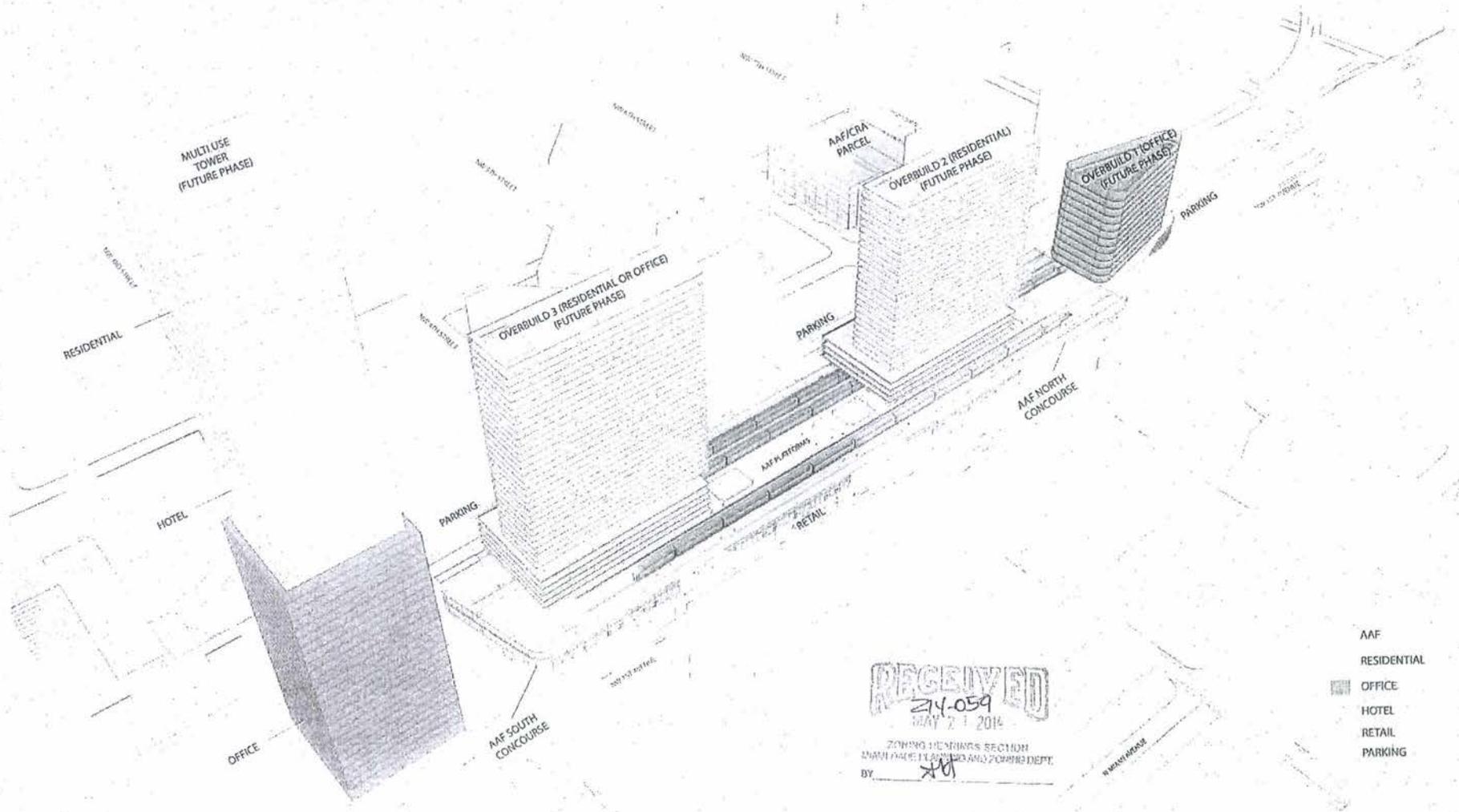
MIAMI-DADE COUNTY
DEPT. OF PLANNING & ZONING
DEVELOPMENTAL IMPACT COMMITTEE

BY _____

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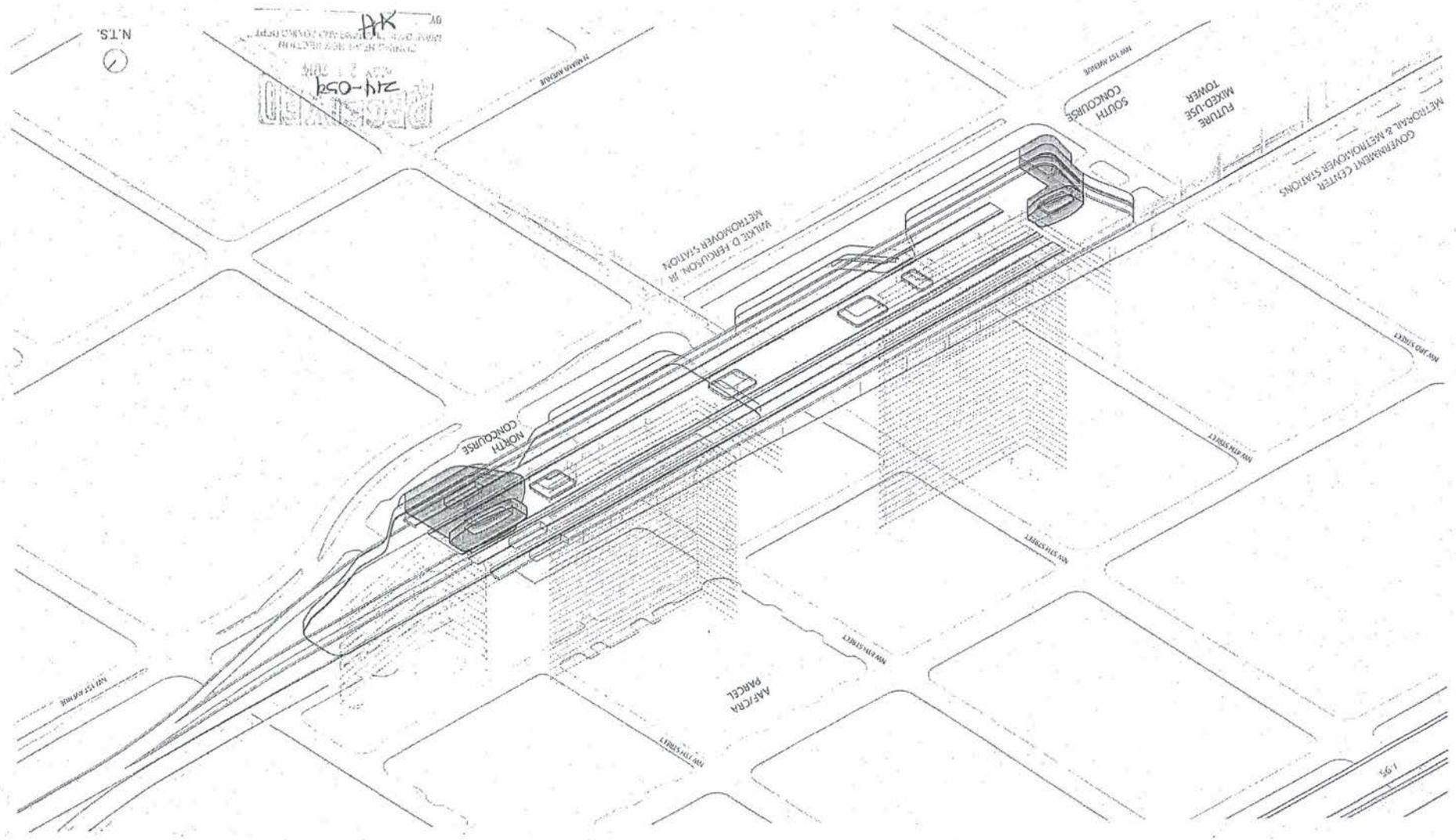
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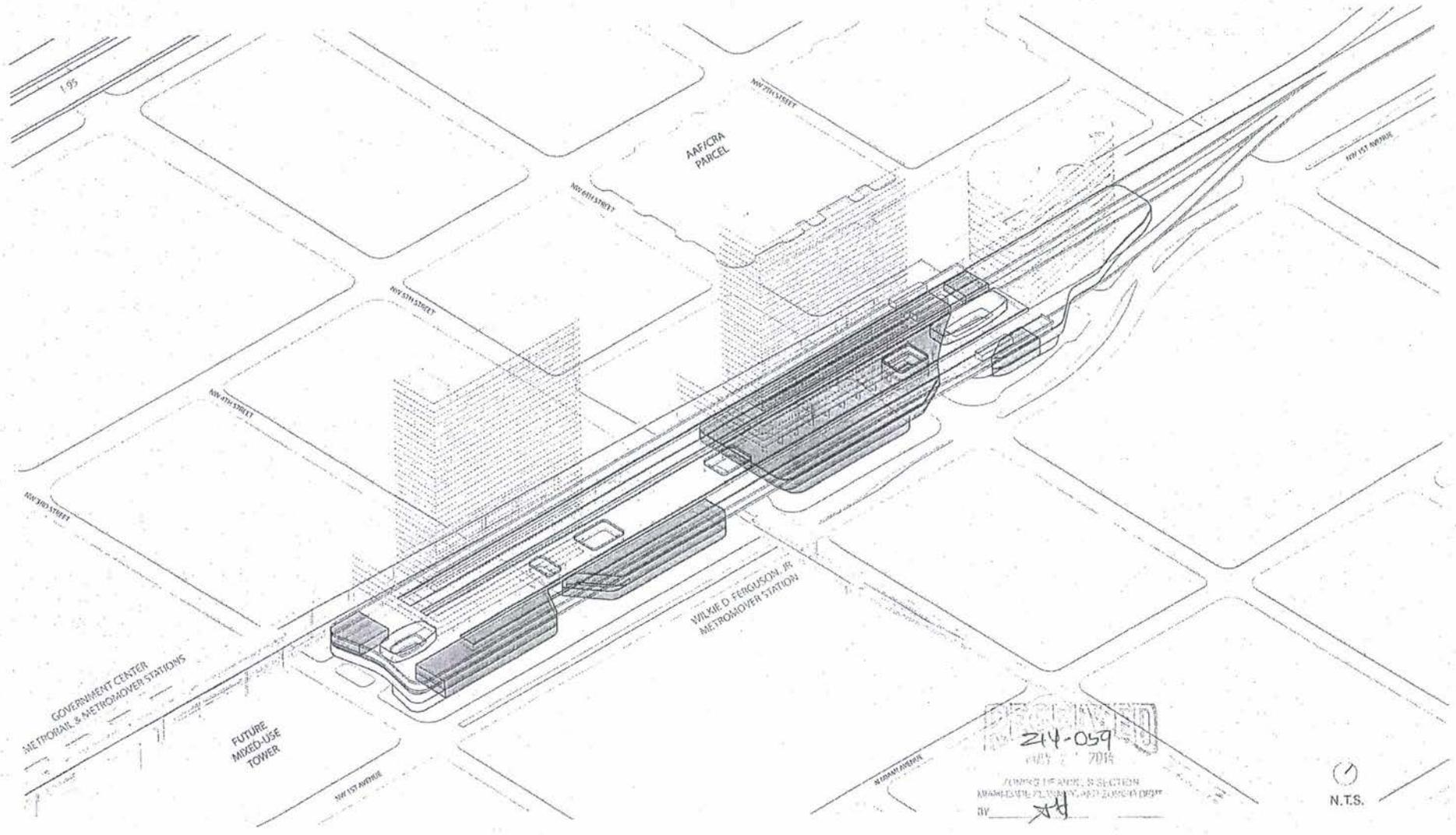
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- AAF
- RESIDENTIAL
- OFFICE
- HOTEL
- RETAIL
- PARKING





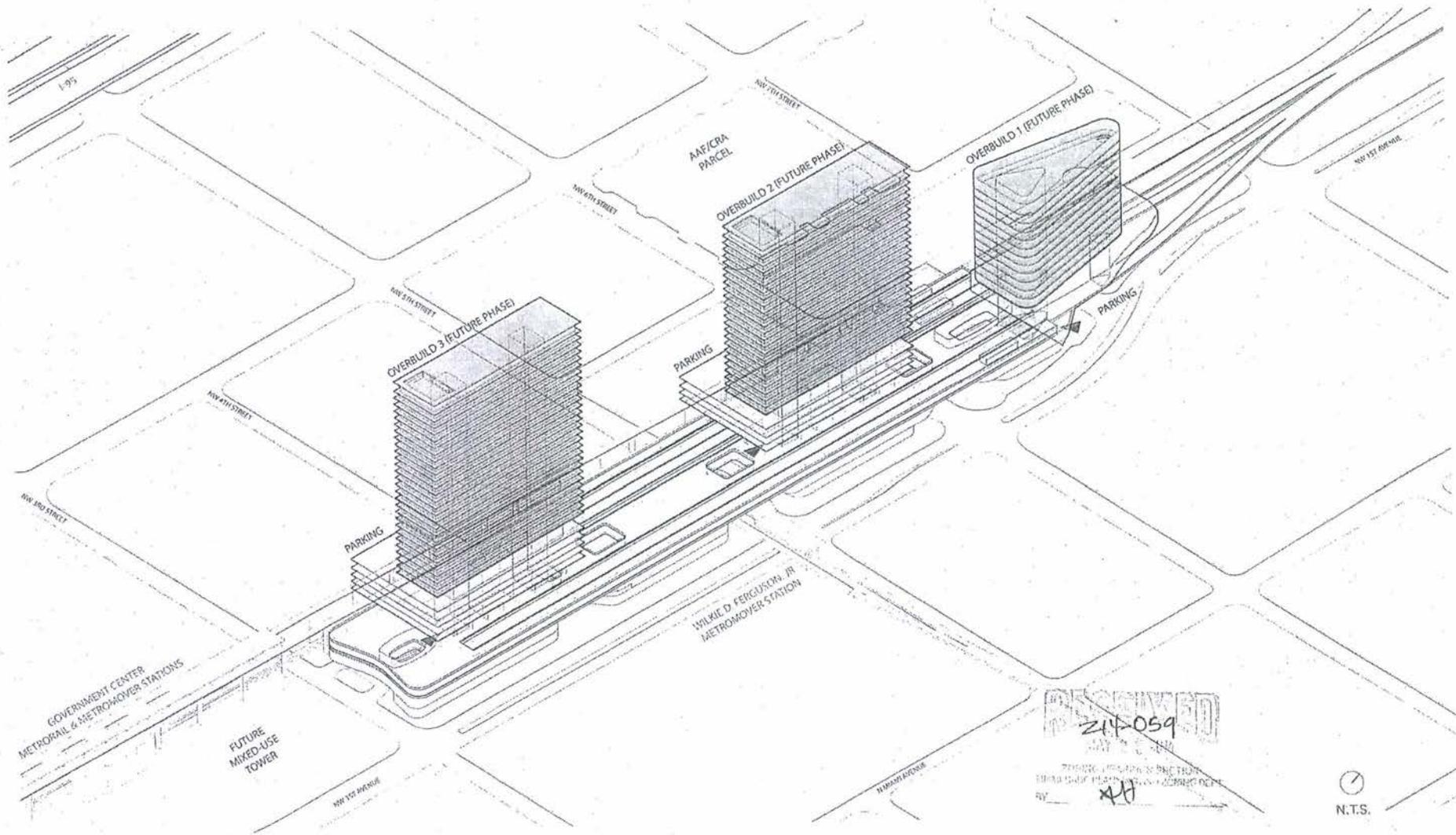
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MAY 21, 2014

ISOMETRIC:
 GENERAL ORGANIZATION OF RETAIL USES

SOM Prepared by:
ZYSCOVICH
 100 St. Augustine Blvd., Suite 200
 Miami, FL 33132-2301

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MAY 21, 2014

ISOMETRIC:
 FUTURE PHASE PERMITTED MIXED-USE TOWERS

SOM
 Prepared by:
 ZYSCOVICH
 19014 Biscayne Blvd. 27th Fl.
 Miami, FL 33132-2102

72



ALL ABOARD FLORIDA MIAMI TERMINAL STATION DESIGN GUIDELINES

The following design criteria provide guidelines for the All Aboard Florida Miami Terminal Station facilities (AAF), AAF associated uses and all proposed development in the Downtown Intermodal District (DID) Corridor Subzone. They are intended to compliment the Plan Review Standards provided in Section 33C-9(H) of the Miami-Dade County Code. If these design guidelines are found to be in conflict with the provisions of the DID Corridor Subzone, the DID Corridor Subzone provisions shall prevail.

Architectural Style and Building Materials

Development in the Downtown Intermodal District (DID) Corridor Subzone, including the Miami Terminal Station and associated uses should be designed in a contemporary 21st century architectural style prevalent in the emerging high rise buildings found in the Downtown area of the City of Miami. Additionally, the architecture should be responsive to the area's sub-tropical climate and reflect its primary function as a 21st century transportation facility. Therefore, buildings should:

- Provide contemporary streamline compositions that evoke movement and connectivity. This may be accomplished through any combination of organic, angular, regular and irregular geometries and shapes.
- Utilize contemporary building materials that are durable and easy to maintain against the local urban environment. To the maximum extent possible, exterior building materials should have light colors with high albedo to reduce heat gain.
- Ground floor uses and storefronts fronting streets should be protected against the elements by the uses and/or rail platform areas above or include weather protection elements.

Building Facades and Treatments

Building facades should:

- Provide frequent pedestrian entrances at street level and abundant fenestration on all floors.
- Incorporate a high percentage of transparent glazing on all floors, especially those used for retail, office, and areas of high pedestrian traffic.
- Avoid blank walls. When present, blank walls should be treated with architectural detailing, streetscreens, landscaping, sculpture, art, and similar elements to mitigate their negative visual impact.

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- Have storage, electrical equipment, plumbing, mechanical equipment, communications equipment, and similar elements screened from street views by habitable space, liner buildings, walls, landscaping, or other similar device or methods.
- Screen parking garages, surface parking, loading zones, and service areas. When parking garages are exposed to the street or open space, their facades should incorporate architectural elements and detailing complementary to that used in buildings. When possible, surface parking should be screened with a combination of landscaping and walls to lessen its visual impact at street level.
- Provide modulations, rhythms, proportions, and shapes that yield contemporary, streamlined compositions. The use of cantilevers, shading devices, balconies, and similar elements should be used when needed, to express a building's horizontal lines.
- Avoid the use of security doors and screens on storefronts and facades fronting streets having a high level of pedestrian traffic. When used, security door and screen hardware and operating mechanisms should be concealed from view.
- All buildings and structures in the Subzone should be maintained to prevent accumulation of dirt, soot, droppings and other elements prevalent in the urban environment.
- Development in the Subzone should strive to reach a LEED (Leadership in Energy and Environmental Design) certified rating or similar organization.

Streetscape and Landscape

Landscape architectural components such as trees, shrubs, groundcover, lighting, street furniture, art, fountains, sculpture, crosswalks, pavers, and similar elements, should be used to furnish streets and open space for pedestrian comfort, visual interest, aesthetically enhance the urban environment, compliment the Subzone's building design, and help to clearly and seamlessly connect development within the Subzone and to the surrounding urban context. Such components, which are subject to the approval of the City and County Public Works Departments, should include:

- Crosswalks at all street intersections, and when required to enhance pedestrian safety, at mid-block locations.
- Plant species that are resilient to the harsh urban environment and require minimal irrigation. Native plant species are encouraged. Plants should also be drought tolerant, salt tolerant and resilient to the impacts generated by the urban environment. Due to the high intensity of development expected in the Subzone, the scale of landscape material, at planting time, should complement the anticipated scale of development in the Subzone and surrounding area.
- Landscaping should be used to shade and buffer pedestrians from traffic, define street edges, define open space, and enhance building architecture.

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- Paving with textures, materials, colors and designs that complement the anticipated building architecture and is incorporated in pedestrian paths, sidewalks, and open spaces.
- Sidewalks, pedestrian paths and vehicular circulation designed as an integral part of the Subzone's development. A high level of connectivity between buildings, open spaces and the surrounding area is highly desirable. Considering the intensity of development allowed in the Subzone and the surrounding area, sidewalks, pedestrian paths and vehicular circulation should be designed to accommodate a high volume of people.
- Street furniture such as benches or seating elements and trash receptacles that are contemporary and complement the prevalent architectural pattern expressed in the Subzone. These elements should be securely fastened and located in areas that are conspicuous to pedestrians.
- Fences and walls used to screen undesirable building functions and made of materials similar to those used in Subzone development. Walls and fences should not only be used to mitigate undesirable impacts generated by parking areas, loading zones, and the like, but designed in a manner that enhances the architecture and public spaces of the Subzone.

Lighting, Way-finding and Signage

Lighting and signage, including way-finding should be designed as unifying and complementary components of the development within the Subzone.

- Lighting fixtures should be used to illuminate significant architectural elements and create highly visible and inviting spaces in the Subzone. Lighting with a high degree of glare from normal viewing angles should not be specified.
- Provide lighting fixtures that are compatible with the overall building and open space design of Subzone development. Lighting fixtures, contemporary in design and of appropriate scale by application, should be selected to address: the exterior aspects of a building; open space; pedestrian paths; streets; vehicular circulation areas; and parking garages.
- Provide luminaires and poles of a scale that is consistent with building architecture, the intended application, and that acknowledge adjacent properties and their uses.
- Façade, structure and parking lot lighting luminaires will be designed to constrain light trespass onto non-zone property in accordance with applicable ordinances. Rooftop parking lighting fixtures should be concealed from street views by parapets, landscaping, or similar elements wherever possible.
- Signage and way-finding should be designed to be an integral part of the overall design of Subzone development. Signage design should be used to unify overall development in the Subzone.

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DEVELOPMENTAL IMPACT COMMITTEE

BY _____

DISCLOSURE OF INTEREST*

If a CORPORATION owns or leases the subject property, list principal stockholders and percent of stock owned by each. [Note: Where principal officers or stockholders consist of other corporation(s), trust(s), partnership(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

CORPORATION NAME: _____

<u>NAME AND ADDRESS</u>	<u>Percentage of Stock</u>
_____	_____
_____	_____
_____	_____
_____	_____

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MIAMI-DADE PLANNING AND ZONING DEPT.
BY: *AK*

If a TRUST or ESTATE owns or leases the subject property, list the trust beneficiaries and the percent of interest held by each. [Note: Where beneficiaries are other than natural persons, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

TRUST/ESTATE NAME _____

<u>NAME AND ADDRESS</u>	<u>Percentage of Interest</u>
_____	_____
_____	_____
_____	_____
_____	_____

If a PARTNERSHIP owns or leases the subject property, list the principals including general and limited partners. [Note: Where the partner(s) consist of another partnership(s), corporation(s), trust(s) or other similar entities, further disclosure shall be made to identify the natural persons having the ultimate ownership interest].

PARTNERSHIP OR LIMITED PARTNERSHIP NAME: DT Miami, LLC

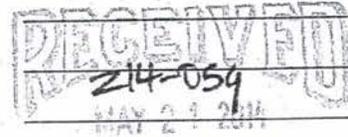
<u>NAME AND ADDRESS</u>	<u>Percentage of Ownership</u>
<u>Florida East Coast Industries</u>	<u>see attached</u>
<u>2855 Le Jeune Road, 4th floor, Coral Gables, FL 33134</u>	_____
_____	_____
_____	_____

If there is a CONTRACT FOR PURCHASE, by a Corporation, Trust or Partnership list purchasers below, including principal officers, stockholders, beneficiaries or partners. [Note: Where principal officers, stockholders, beneficiaries or partners consist of other corporations, trusts, partnerships or other similar entities, further disclosure shall be made to identify natural persons having the ultimate ownership interests].

NAME OF PURCHASER: _____

NAME, ADDRESS AND OFFICE (if applicable)

Percentage of Interest



ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY: AK

Date of contract: _____

If any contingency clause or contract terms involve additional parties, list all individuals or officers, if a corporation, partnership or trust.

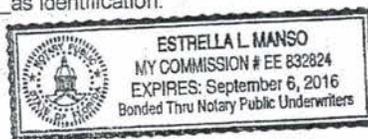
NOTICE: For any changes of ownership or changes in purchase contracts after the date of the application, but prior to the date of final public hearing, a supplemental disclosure of interest is required.

The above is a full disclosure of all parties of interest in this application to the best of my knowledge and belief.

Signature: DT Miami LLC
By [Signature] (Applicant) Kathleen Cobble, Vice President

Sworn to and subscribed before me this 20 day of May, 2014. Affiant is personally know to me or has produced _____ as identification.

[Signature]
(Notary Public)



My commission expires: September 6, 2016

Seal

*Disclosure shall not be required of: 1) any entity, the equity interests in which are regularly traded on an established securities market in the United States or another country; or 2) pension funds or pension trusts of more than five thousand (5,000) ownership interests; or 3) any entity where ownership interests are held in a partnership, corporation or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership and where no one (1) person or entity holds more than a total of five per cent (5%) of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in a partnership, corporation, or trust consisting of more than five thousand (5,000) separate interests, including all interests at every level of ownership, shall only be required to disclose those ownership interest which exceed five (5) percent of the ownership interest in the partnership, corporation or trust.

Disclosure of Interest for DT Miami, LLC:

DT Miami, LLC. is wholly owned by Florida East Coast Industries, LLC, a Delaware Limited Liability Company.

Florida East Coast Industries, LLC is owned by investment funds managed by affiliates of Fortress Investment Group, LLC, a publicly traded entity on the New York Stock Exchange (NYSE: FIG).

FLORIDA EAST COAST INDUSTRIES, LLC.

100%

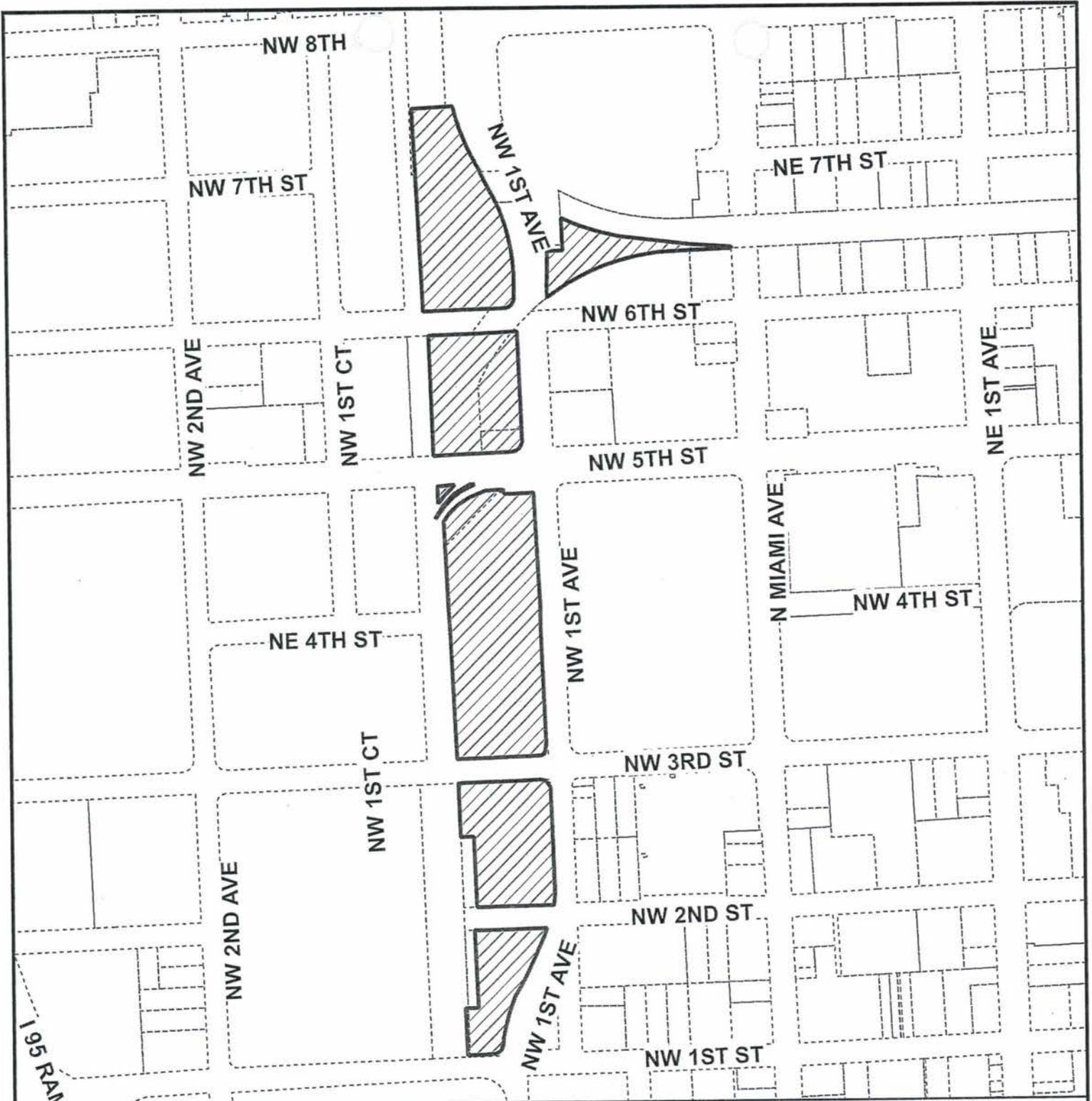
DT MIAMI, LLC.

RECEIVED
214-059
MAY 21 2014

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.

BY

AT



MIAMI-DADE COUNTY
HEARING MAP

Process Number

Z2014000059



Section: 36 Township: 53 Range: 41
 Section: 01 Township: 54 Range: 41
 Applicant: DT MIAMI, LLC
 Zoning Board: BCC
 Commission District: 5/3
 Drafter ID: JEFFER GURDIAN
 Scale: NTS

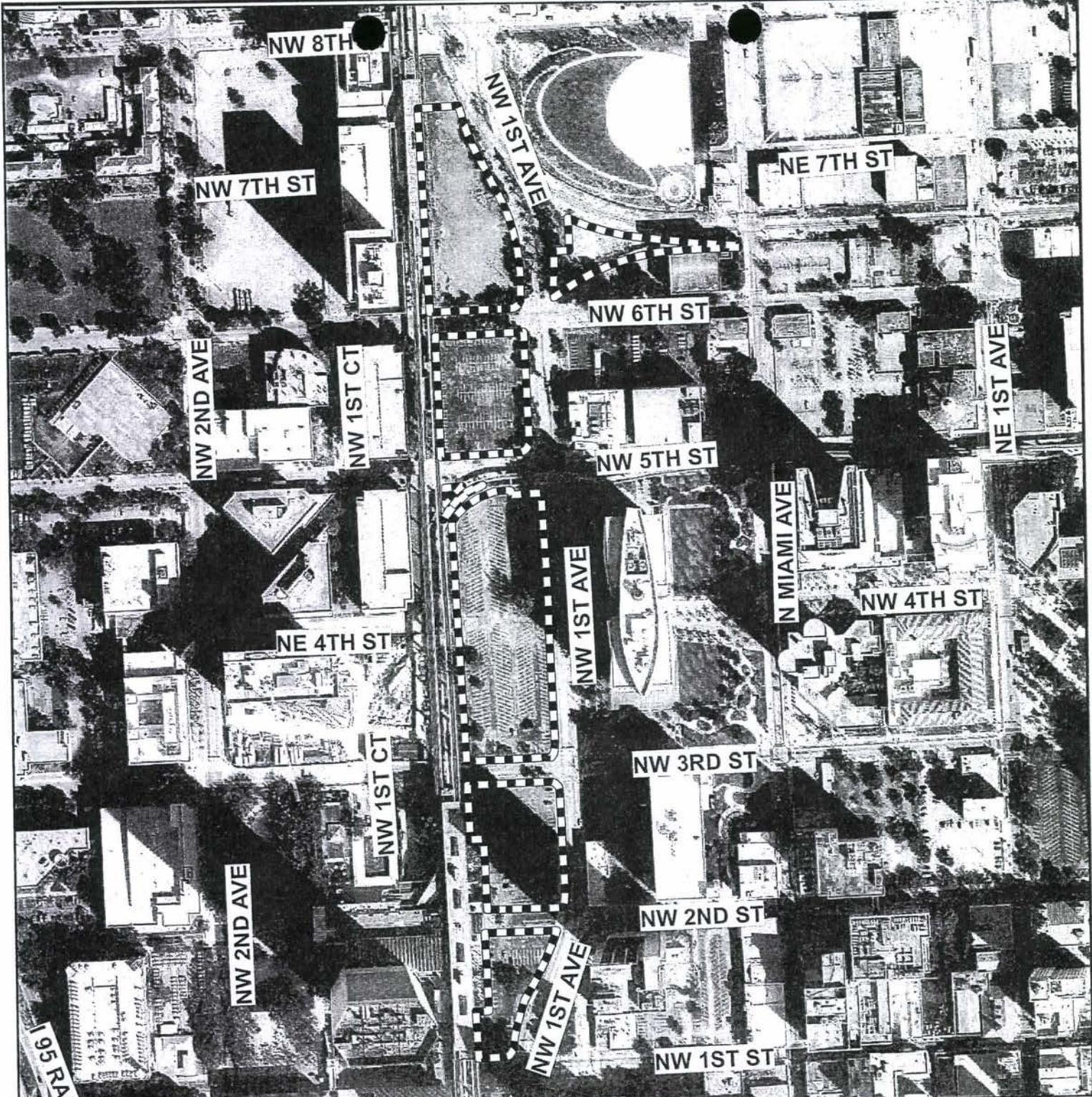
Legend

 Subject Property Case



SKETCH CREATED ON: Thursday, June 5, 2014

REVISION	DATE	BY
	7/9	



MIAMI-DADE COUNTY
AERIAL YEAR 2013

Process Number

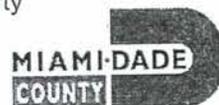
Z2014000059



Section: 36 Township: 53 Range: 41
 Section: 01 Township: 54 Range: 41
 Applicant: DT MIAMI, LLC
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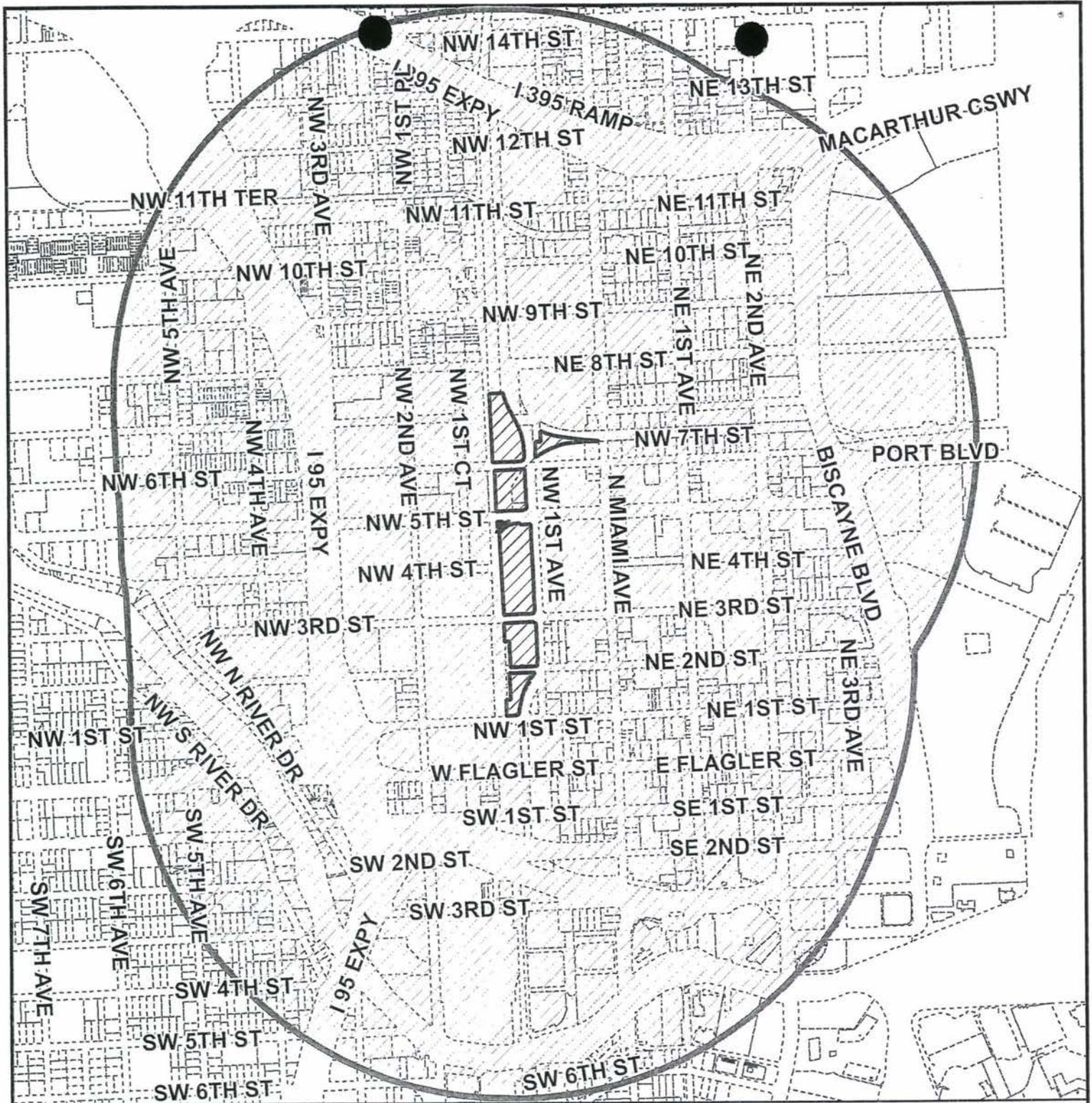
Legend

 Subject Property



SKETCH CREATED ON: Thursday, June 5, 2014

REVISION	DATE	BY
	80	



MIAMI-DADE COUNTY
RADIUS MAP

Section: 36 Township: 53 Range: 41
 Section: 01 Township: 54 Range: 41
 Applicant: DT MIAMI, LLC
 Zoning Board: BCC
 Commission District: 5/3
 Drafter ID: JEFFER GURDIAN
 Scale: NTS

Process Number
Z2014000059
 RADIUS: 2640

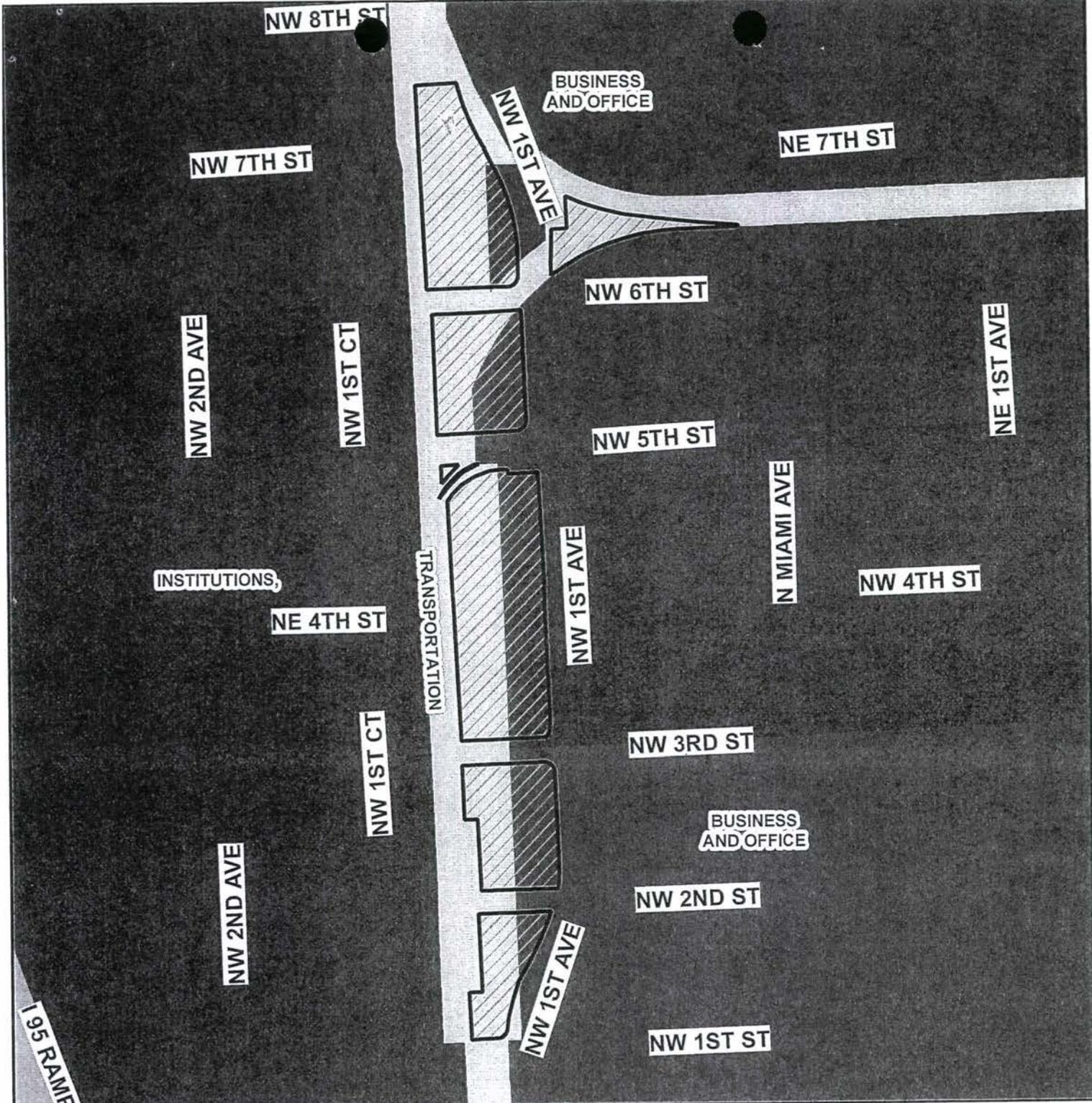
Legend

-  Subject Property
-  Buffer



SKETCH CREATED ON: Thursday, June 5, 2014

REVISION	DATE	BY
	8/1	



MIAMI-DADE COUNTY
CDMP MAP

Process Number
Z2014000059



Section: 36 Township: 53 Range: 41
 Section: 01 Township: 54 Range: 41
 Applicant: DT MIAMI, LLC
 Zoning Board: BCC
 Commission District: 5/3
 Drafter ID: JEFFER GURDIAN
 Scale: NTS

Legend

 Subject Property Case



SKETCH CREATED ON: Thursday, June 5, 2014

REVISION	DATE	BY



Miami-Dade County
Department of Regulatory and Economic Resources

PHOTOGRAPH OF SIGN POSTED FOR ZONING HEARING



#1

HEARING NUMBER: Z2014000059

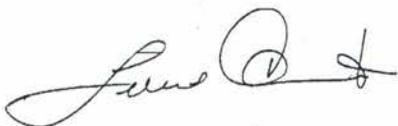
BOARD: BCC

LOCATION OF SIGN: LYING EAST OF THE NORTH CORRIDOR METRORAIL RIGHT-OF-WAY, BETWEEN NW 1ST STREET & NW 8 STREET, MIAMI-DADE COUNTY, FLORIDA.

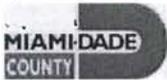
Miami Dade County, Florida

Date of Posting: 25-JUN-14

This is to certify that the above photograph is true and correct and that the sign concerning a Zoning Hearing application was posted as indicated above.

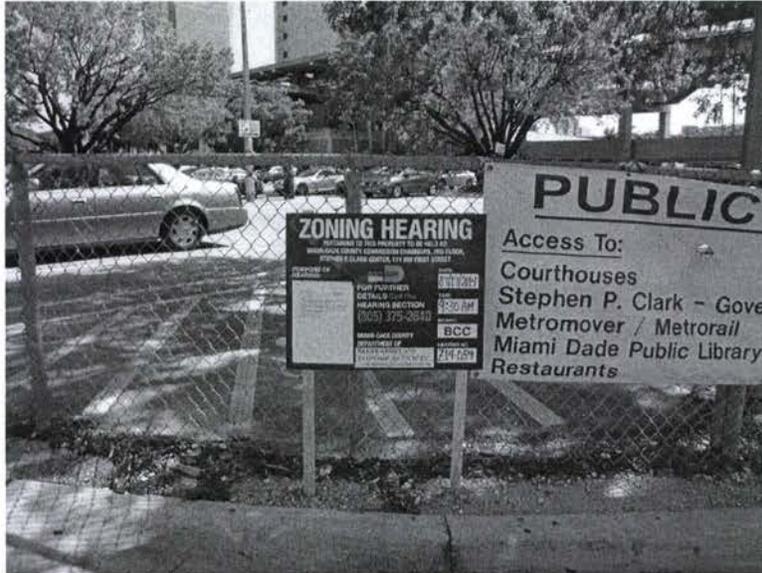
SIGNATURE: 

PRINT NAME: FELIX ACOSTA



Miami-Dade County
Department of Regulatory and Economic Resources

PHOTOGRAPH OF SIGN POSTED FOR ZONING HEARING



2

HEARING NUMBER: Z2014000059

BOARD: BCC

LOCATION OF SIGN: LYING EAST OF THE NORTH CORRIDOR METRORAIL
RIGHT-OF-WAY, BETWEEN NW 1ST STREET & NW 8
STREET, MIAMI-DADE COUNTY, FLORIDA.

Miami Dade County, Florida

Date of Posting: 25-JUN-14

This is to certify that the above photograph is true and correct and that the sign concerning a Zoning Hearing application was posted as indicated above.

SIGNATURE: 

PRINT NAME: FELIX ACOSTA



Miami-Dade County
Department of Regulatory and Economic Resources

PHOTOGRAPH OF SIGN POSTED FOR ZONING HEARING



HEARING NUMBER: Z2014000059

BOARD: BCC

LOCATION OF SIGN: LYING EAST OF THE NORTH CORRIDOR METRORAIL RIGHT-OF-WAY, BETWEEN NW 1ST STREET & NW 8 STREET, MIAMI-DADE COUNTY, FLORIDA.

Miami Dade County, Florida

Date of Posting: 25-JUN-14

This is to certify that the above photograph is true and correct and that the sign concerning a Zoning Hearing application was posted as indicated above.

SIGNATURE: 

PRINT NAME: FELIX ACOSTA



Miami-Dade County
Department of Regulatory and Economic Resources

PHOTOGRAPH OF SIGN POSTED FOR ZONING HEARING



HEARING NUMBER: Z2014000059

BOARD: BCC

LOCATION OF SIGN: LYING EAST OF THE NORTH CORRIDOR METRORAIL
RIGHT-OF-WAY, BETWEEN NW 1ST STREET & NW 8
STREET, MIAMI-DADE COUNTY, FLORIDA.

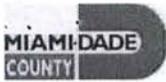
Miami Dade County, Florida

Date of Posting: 25-JUN-14

This is to certify that the above photograph is true and correct and that the sign concerning a Zoning Hearing application was posted as indicated above.

SIGNATURE: 

PRINT NAME: FELIX ACOSTA



Miami-Dade County
Department of Regulatory and Economic Resources

PHOTOGRAPH OF SIGN POSTED FOR ZONING HEARING



#5

HEARING NUMBER: Z2014000059

BOARD: BCC

LOCATION OF SIGN: LYING EAST OF THE NORTH CORRIDOR METRORAIL
RIGHT-OF-WAY, BETWEEN NW 1ST STREET & NW 8
STREET, MIAMI-DADE COUNTY, FLORIDA.

Miami Dade County, Florida

Date of Posting: 25-JUN-14

This is to certify that the above photograph is true and correct and that the sign concerning a Zoning Hearing application was posted as indicated above.

SIGNATURE: 

PRINT NAME: FELIX ACOSTA



Miami-Dade County
Department of Regulatory and Economic Resources

PHOTOGRAPH OF SIGN POSTED FOR ZONING HEARING



HEARING NUMBER: Z2014000059

BOARD: BCC

LOCATION OF SIGN: LYING EAST OF THE NORTH CORRIDOR METRORAIL RIGHT-OF-WAY, BETWEEN NW 1ST STREET & NW 8 STREET, MIAMI-DADE COUNTY, FLORIDA.

Miami Dade County, Florida

Date of Posting: 25-JUN-14

This is to certify that the above photograph is true and correct and that the sign concerning a Zoning Hearing application was posted as indicated above.

SIGNATURE: 

PRINT NAME: FELIX ACOSTA

HEARING NO. 14-7-CC-3 (14-59)

37-53-41/37-54-41
Council Area BCC
Comm. Dist. 3 & 5

APPLICANT: DT MIAMI, LLC

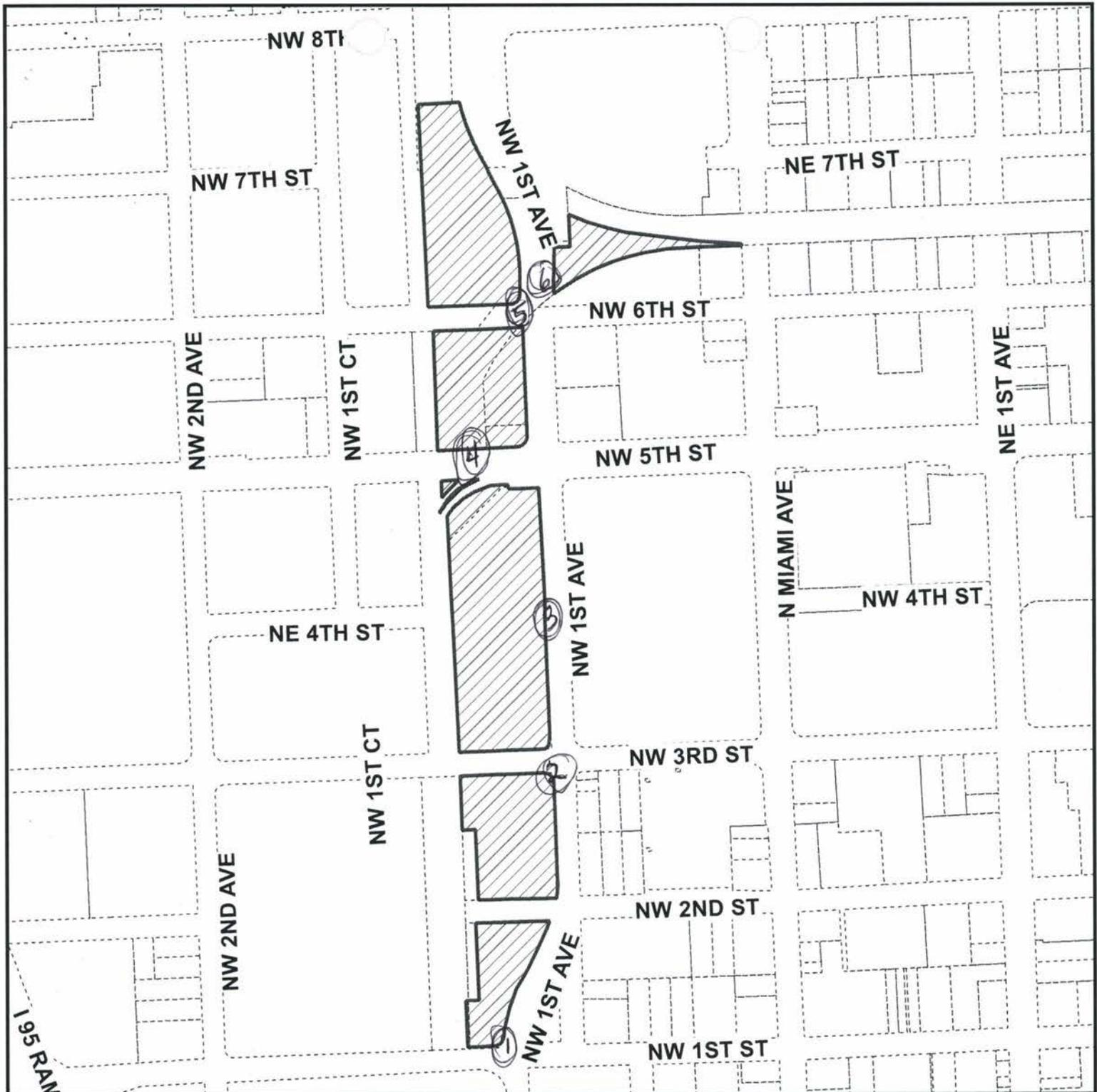
- (1) SPECIAL EXCEPTION to permit approval of a general plan for a passenger rail system located within the Rapid Transit Zone with a combination of commercial and multi-family residential development, retail, hotel, office space and ancillary uses.

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.

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

SIZE OF PROPERTY: 8.93 +/- Acres

PRESENT ZONING: RTZ (Rapid Transit Zone)



MIAMI-DADE COUNTY
HEARING MAP

Process Number
Z2014000059



Section: 36 Township: 53 Range: 41
 Section: 01 Township: 54 Range: 41
 Applicant: DT MIAMI, LLC
 Zoning Board: BCC
 Commission District: 5/3
 Drafter ID: JEFFER GURDIAN
 Scale: NTS

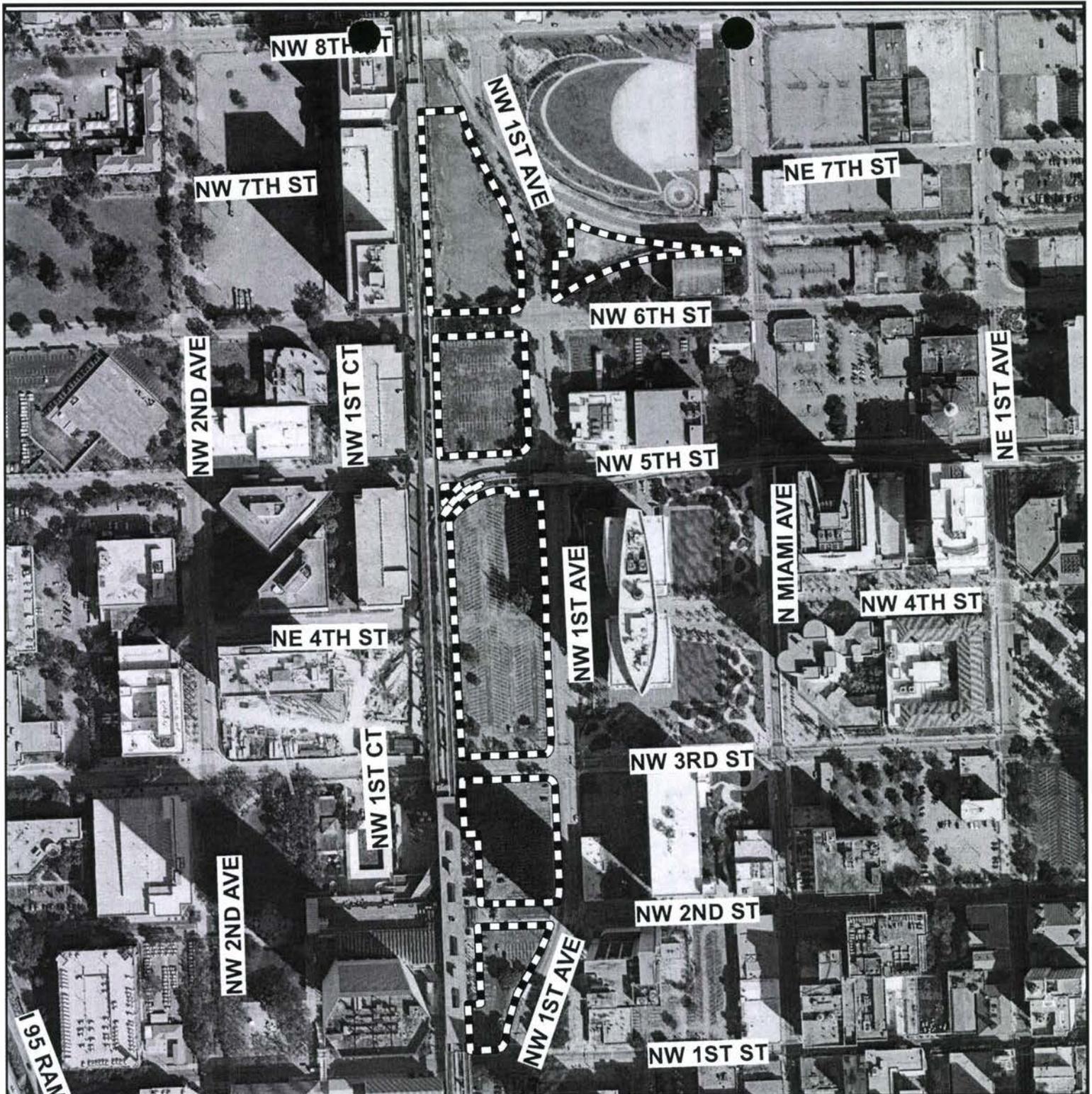
Legend

 Subject Property Case



SKETCH CREATED ON: Thursday, June 5, 2014

REVISION	DATE	BY



MIAMI-DADE COUNTY
AERIAL YEAR 2013

Process Number

Z2014000059



Section: 36 Township: 53 Range: 41
 Section: 01 Township: 54 Range: 41
 Applicant: DT MIAMI, LLC
 Zoning Board: BCC
 Commission District: 5/3
 Drafter ID: JEFFER GURDIAN
 Scale: NTS

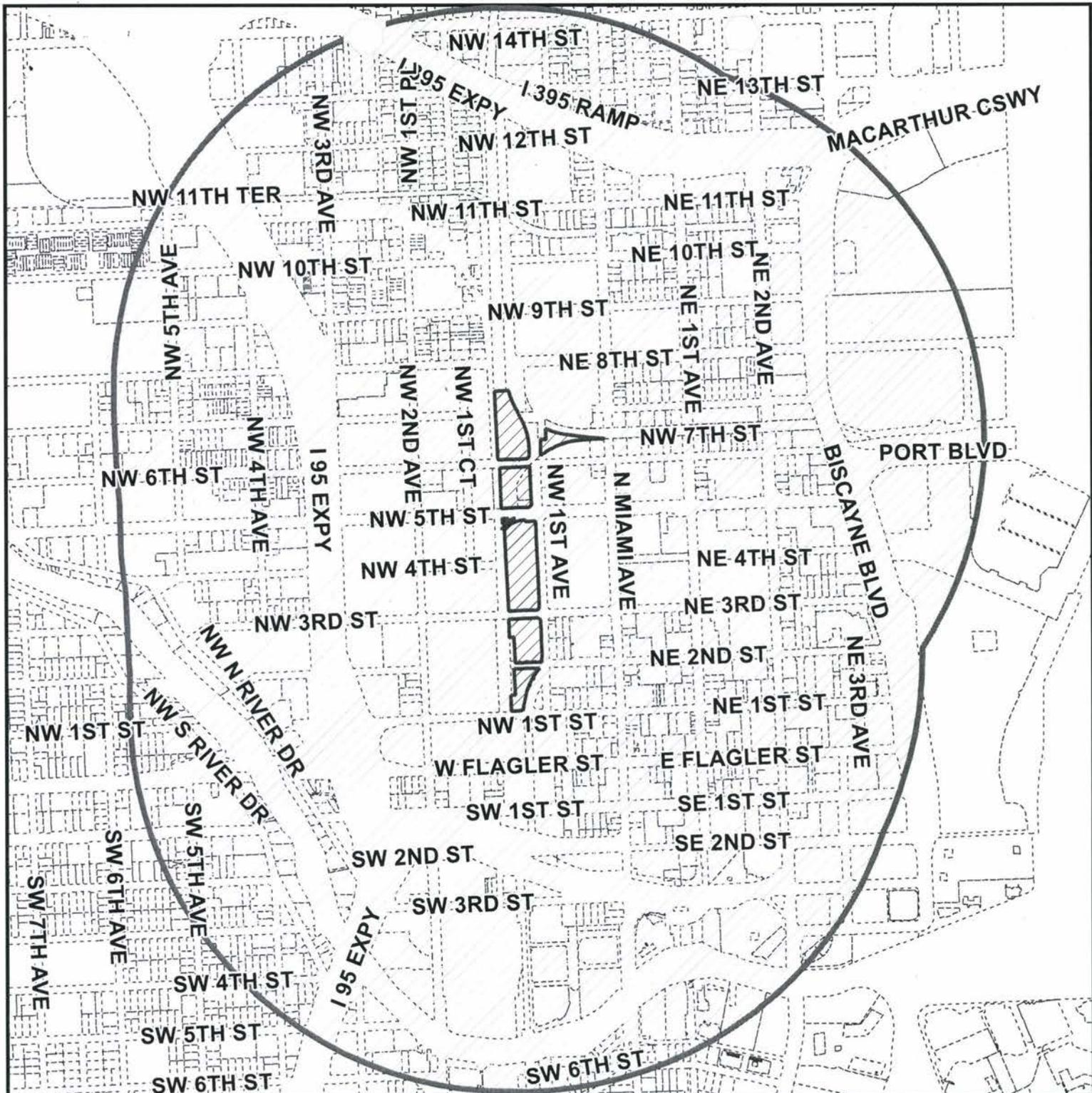
Legend

 Subject Property



SKETCH CREATED ON: Thursday, June 5, 2014

REVISION	DATE	BY



**MIAMI-DADE COUNTY
RADIUS MAP**

Section: 36 Township: 53 Range: 41
 Section: 01 Township: 54 Range: 41
 Applicant: DT MIAMI, LLC
 Zoning Board: BCC
 Commission District: 5/3
 Drafter ID: JEFFER GURDIAN
 Scale: NTS

Process Number
Z2014000059
 RADIUS: 2640

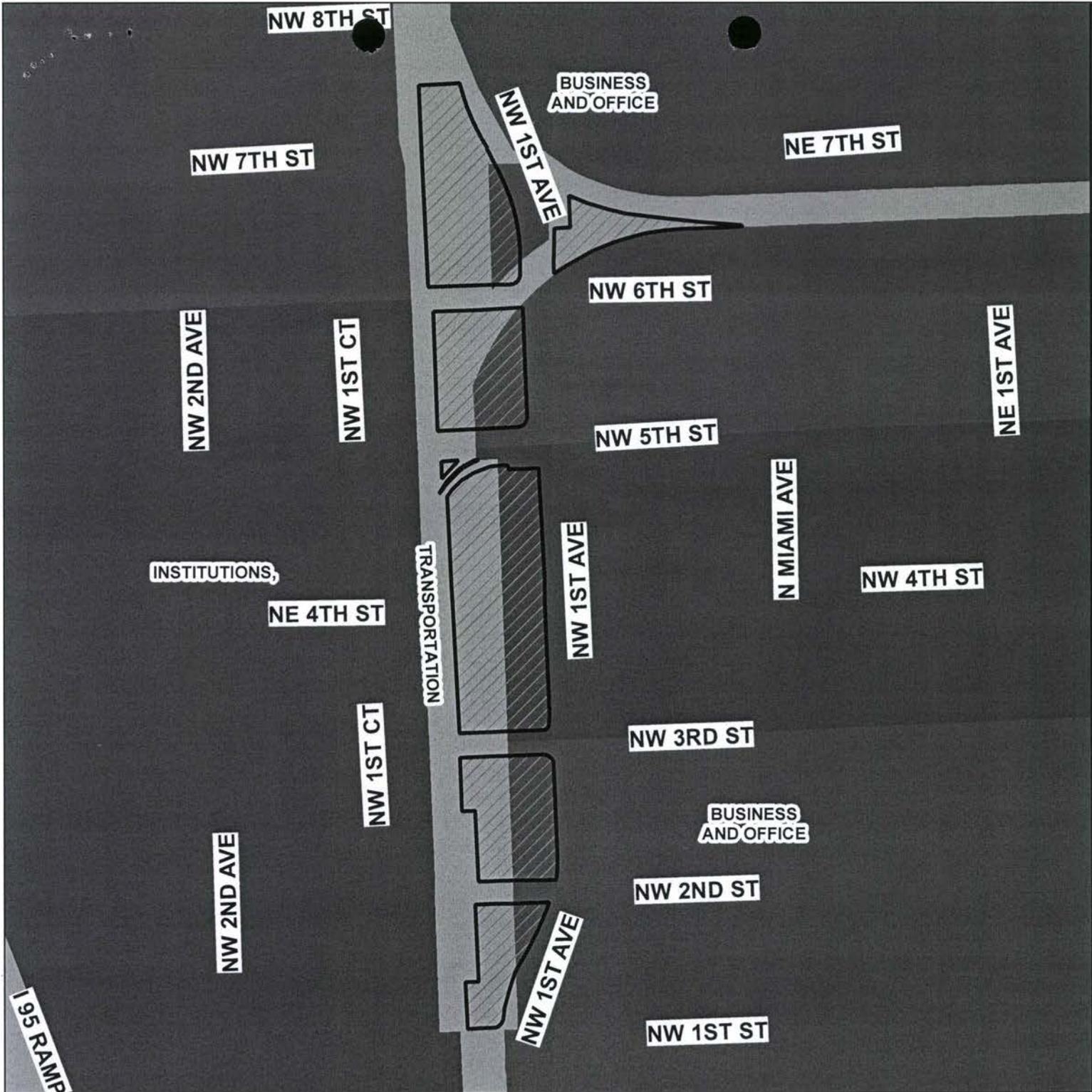
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-  Subject Property
-  Buffer



SKETCH CREATED ON: Thursday, June 5, 2014

REVISION	DATE	BY



MIAMI-DADE COUNTY

CDMP MAP

Section: 36 Township: 53 Range: 41
 Section: 01 Township: 54 Range: 41
 Applicant: DT MIAMI, LLC
 Zoning Board: BCC
 Commission District: 5/3
 Drafter ID: JEFFER GURDIAN
 Scale: NTS

Process Number

Z2014000059



Legend

 Subject Property Case



SKETCH CREATED ON: Thursday, June 5, 2014

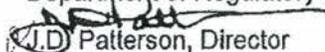
REVISION	DATE	BY

Memorandum



Date: June 13, 2014

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

From:  J.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

Memorandum



Date: September 21, 2013

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

From: *GN*
9/20 - Jack Kardys *[Signature]*
Director, Parks, Recreation and Open Spaces Department

Subject: Blanket Concurrency Approval for Recreation and Open Space

This memorandum updates the blanket concurrency approval memo of September 26, 2012. There is an adequate level of service within each of the three Park Benefit Districts for all unincorporated areas, as shown on the attached table, and we project that there will be sufficient surplus capacity to maintain an adequate level of service for one additional year. Nevertheless, on a case-by-case basis, this Department will additionally evaluate the capacity of existing parks to support projected residential populations created by new development.

This approval is valid until September 30, 2014. If conditions change prior to that, I will inform Helen Brown, Concurrency Administrator of your department.

Attachment

JK: jb

c: Helen Brown, Metropolitan Planning, RER
Maria I. Nardi, Chief, Planning and Research Division, MDPROS



Miami-Dade County
Park and Recreation Department
LOS-2013

Report # 4 Table 34
Local Recreation Open Space Level of Service

PBD	Estimated 2013 UMSA Population	Standard @ 2.75 Acres Per 1000 People (Acres)	Public Local Park Acres	Concurrency* Acres	Total Local Park acres	School Acres	Private Open Space Acres	Total Recreation Open Space Acreage	Surplus (Deficient) Acres	Percentage of Standard %
1	377,389	1,037.82	347.46	291.00	638.46	299.82	267	1205.28	167.46	1.16
2	596,796	1,641.19	721.61	595.00	1316.61	356.3	473	2145.91	504.72	1.31
3	156,544	430.50	231.06	232.93	463.99	96.62	89	649.61	219.11	1.51
Total	1,130,729	3,109.50	1300.13	1118.93	2419.06	752.74	829	4000.80	891.30	1.29

Note:
Public Local Park Acres is Miami-Dade Parks Only
Private Recreation Open Space Updated 1/9/09
*Concurrency Acres are District park Acres utilized for local Recreation

Memorandum



Date: September 25, 2013

To: Mark R. Woener, AICP, Assistant Director for Planning
Department of Regulatory and Economic Resources

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

Subject: Solid Waste Disposal Concurrency Determination

A handwritten signature in cursive script, appearing to read "Paul Mauriello", written in black ink over the typed name in the "From:" field.

The Public Works and Waste Management Department determines compliance with the County's adopted level-of-service (LOS) standard for solid waste disposal based on the ability of the County Solid Waste Management System (System) to accommodate projected waste flows for concurrency. Only those System facilities that are constructed or subject to a binding executed contract for construction are included in this determination, in accordance with Chapter 33G of the Miami-Dade County Code, Service Concurrency Management Program.

The attached spreadsheet presents the projected utilization of the System's remaining disposal capacity over a period of nineteen (19) years. The projection is based on the demand generated by those parties (municipalities and private haulers) who have committed their waste to the System through interlocal agreements or long-term contracts and anticipated non-committed waste flows, in accordance with the LOS standard. The analysis shows adequate System capacity to meet the LOS through Fiscal Year 2031-32 or fourteen (14) years beyond the minimum five (5) year standard. This determination is contingent upon the continued ability of the County and its disposal service contract provider to obtain and renew disposal facility operating permits from the applicable federal, state and local regulatory agencies. Therefore, please be advised that the current LOS is adequate to issue development orders. This determination shall remain in effect for a period of one (1) fiscal year (ending September 30, 2014), at which time a new determination will be issued. If, however, a significant event occurs that substantially alters the projection, the Department will issue an updated determination.

Attachment

- c: Aneisha Daniel, Assistant Director, Administration
- Asok Ganguli, Assistant Director, Technical Services
- Michael Moore, Assistant Director, Disposal Operations
- Deborah Silver, Division Director, Fiscal Management & Planning

Public Works and Waste Management Department (PWWM)
Solid Waste Management Disposal Facility Available Capacity
From Fiscal Year 2013-14 Through Fiscal Year 2031-32

FISCAL YEAR PERIOD	WASTE PROJECTION NET TONS DISPOSED	RESOURCES RECOVERY ASHFILL *			SOUTH DADE LANDFILL **			NORTH DADE LANDFILL ***			WMI ****	CONTRACT DISPOSAL	TOTAL TO BE LANDFILLED	TO BE INCINERATED AND RECYCLED
		Beginning Capacity	Landfilled	Ending Capacity	Beginning Capacity	Landfilled	Ending Capacity	Beginning Capacity	Landfilled	Ending Capacity				
OCT. 1, 2013 TO SEPT. 30, 2014	1,543,000	2,873,330	127,900	2,745,430	6,122,095	301,000	5,821,095	1,735,051	111,400	1,623,651	250,000	790,300	752,700	
OCT. 1, 2014 TO SEPT. 30, 2015	1,543,000	2,745,430	127,900	2,617,530	5,821,095	301,000	5,520,095	1,623,651	111,400	1,512,251	250,000	790,300	752,700	
OCT. 1, 2015 TO SEPT. 30, 2016	1,543,000	2,617,530	127,900	2,489,630	5,520,095	301,000	5,219,095	1,512,251	111,400	1,400,851	250,000	790,300	752,700	
OCT. 1, 2016 TO SEPT. 30, 2017	1,543,000	2,489,630	127,900	2,361,730	5,219,095	301,000	4,918,095	1,400,851	111,400	1,289,451	250,000	790,300	752,700	
OCT. 1, 2017 TO SEPT. 30, 2018	1,543,000	2,361,730	127,900	2,233,830	4,918,095	301,000	4,617,095	1,289,451	111,400	1,178,051	250,000	790,300	752,700	
OCT. 1, 2018 TO SEPT. 30, 2019	1,543,000	2,233,830	127,900	2,105,930	4,617,095	301,000	4,316,095	1,178,051	111,400	1,066,651	250,000	790,300	752,700	
OCT. 1, 2019 TO SEPT. 30, 2020	1,543,000	2,105,930	127,900	1,978,030	4,316,095	301,000	4,015,095	1,066,651	111,400	955,251	250,000	790,300	752,700	
OCT. 1, 2020 TO SEPT. 30, 2021	1,543,000	1,978,030	127,900	1,850,130	4,015,095	301,000	3,714,095	955,251	111,400	843,851	250,000	790,300	752,700	
OCT. 1, 2021 TO SEPT. 30, 2022	1,543,000	1,850,130	127,900	1,722,230	3,714,095	301,000	3,413,095	843,851	111,400	732,451	250,000	790,300	752,700	
OCT. 1, 2022 TO SEPT. 30, 2023	1,543,000	1,722,230	127,900	1,594,330	3,413,095	301,000	3,112,095	732,451	111,400	621,051	250,000	790,300	752,700	
OCT. 1, 2023 TO SEPT. 30, 2024	1,543,000	1,594,330	127,900	1,466,430	3,112,095	301,000	2,811,095	621,051	111,400	509,651	250,000	790,300	752,700	
OCT. 1, 2024 TO SEPT. 30, 2025	1,543,000	1,466,430	127,900	1,338,530	2,811,095	301,000	2,510,095	509,651	111,400	398,251	250,000	790,300	752,700	
OCT. 1, 2025 TO SEPT. 30, 2026	1,543,000	1,338,530	127,900	1,210,630	2,510,095	301,000	2,209,095	398,251	111,400	286,851	250,000	790,300	752,700	
OCT. 1, 2026 TO SEPT. 30, 2027	1,543,000	1,210,630	127,900	1,082,730	2,209,095	301,000	1,908,095	286,851	111,400	175,451	250,000	790,300	752,700	
OCT. 1, 2027 TO SEPT. 30, 2028	1,543,000	1,082,730	127,900	954,830	1,908,095	301,000	1,607,095	175,451	111,400	64,051	250,000	790,300	752,700	
OCT. 1, 2028 TO SEPT. 30, 2029	1,543,000	954,830	127,900	826,930	1,607,095	348,349	1,258,746	64,051	64,051	0	250,000	790,300	752,700	
OCT. 1, 2029 TO SEPT. 30, 2030	1,543,000	826,930	127,900	699,030	1,258,746	412,400	846,346	0	0	0	250,000	790,300	752,700	
OCT. 1, 2030 TO SEPT. 30, 2031	1,543,000	699,030	127,900	571,130	846,346	412,400	433,946	0	0	0	250,000	790,300	752,700	
OCT. 1, 2031 TO SEPT. 30, 2032	1,543,000	571,130	127,900	443,230	433,946	412,400	21,546	0	0	0	250,000	790,300	752,700	
REMAINING YEARS			19			19			15			19		

ANNUAL DISPOSAL RATE (in tons)	
RESOURCES RECOVERY ASHFILL	127,900
SOUTH DADE LANDFILL	301,000
NORTH DADE LANDFILL	111,400
WMI CONTRACT	250,000
TOTAL TO BE LANDFILLED	<u>790,300</u>

* Ashfill capacity is for Cell 20.

** South Dade includes Cells 4 and 5. Assumes unders from Resources Recovery consumes capacity whether or not it is used as cover.

*** North Dade capacity represents buildout of the facility. When North Dade Landfill capacity is depleted, trash goes to South Dade Landfill and WMI.

**** Maximum Contractual Tonnage per year to WMI is 500,000 tons, 250,000 tons to the Medley Landfill and 250,000 tons to the Pompano Landfill in Broward County. The initial term of the WMI disposal contract ends September 30, 2015 and the contract contains two 5-year renewal terms. The Department anticipates contract renewal in 2015.

***** All beginning capacity figures are derived from the Capacity of Miami-Dade County Landfills draft report prepared by the Malcolm Pirnie based on the actual July, 2013, survey with actual tons from July 2013, through August 2013, and projected tons for September 2013.

Memorandum



Date: October 1, 2013

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

From: Ysela Llort, Director
Miami-Dade Transit

Subject: FY14 Blanket Concurrency Approval for Transit

2013 SEP -6 P 4: 41

DEPT. OF REG. & ECON. RESOURCES
METROPOLITAN TRANSIT AUTHORITY SECT

Miami-Dade Transit (MDT) has been charged with the responsibility of reviewing and approving concurrency applications for mass transit levels of service as stated in County Ordinance 89-66, Administrative Order 4-85, and Section 33-G of the Miami-Dade County Code. Based on the latest socio-economic information provided by your department's Research Division, and a review of the June 2013 Metrobus/Metrorail service area we find that MDT meets or exceeds the Level-of-Service Standards (LOS) for mass transit established in Policy MT-1A of the County's Comprehensive Development Master Plan for Miami-Dade County.

With this memo we re-authorize your Department to review and approve concurrency applications in all areas of unincorporated Miami-Dade County.

This authorization is intended to continue the arrangement between our respective Departments, and is effective for the period October 1, 2013 to September 30, 2014, or until canceled by written notice from my office.

Should your staff need further assistance with mass transit concurrency information, they may contact Nilia Cartaya, Principal Planner, in our Department. Thank you for your continued cooperation on these important matters.

- c: Albert A. Hernandez, P.E., MDT
- Monica D. Cejas, P.E., MDT
- Gerald E. Bryan, MDT
- Eric Zahn, MDT
- Nilia Cartaya, MDT
- Douglas K. Robinson, MDT
- Mark R. Woerner, RER
- Helen A. Brown, RER

Memorandum



Date: April 21, 2005

To: Alberto J. Torres, Assistant Director for Zoning
Department of Planning and Zoning

From: Manuel C. Mena, Chief
MDFR Fire Prevention Division

Subject: Concurrency Approval

Subject to compliance with Article XIV a. "Water Supply for Fire Suppression" of the Miami-Dade County Code, blanket approval for "Initial Development Orders" for any proposed use is hereby granted until further notice.

A subsequent review to assess compliance with Miami-Dade County Fire Flow Standards addressed under the concurrency requirements, as stated in Chapter 163, part 2, Florida Statute, will be necessary during the building permit process.

When zoning use variances are permitted the fire flow standards for the zone permitting the use will be applied.

MCM:skr

c: Control File

Received by
Zoning Agenda Coordinator

JUL 27 2010

Memorandum



Date: September 5, 2012

To: Jack Kardys, Director
Park and Recreation Department

From: *Mark R. Woerner*
Mark R. Woerner, AICP, Assistant Director for Planning
Department of Regulatory and Economic Resources

Subject: Blanket Concurrency Approval for Recreation and Open Space

The blanket level of service/concurrency authorization for recreation and open space issued by your department last year will expire on September 30, 2012. This authorization must be re-issued prior to September 30, 2012, so that the Department of Regulatory and Economic Resources (DRER) may continue reviewing concurrency applications for recreation and open space concurrency requirements on your behalf. If such authorization is not received, DRER will have to refer all zoning and permit applications to your department for concurrency review.

Park and Recreation's re-authorization for blanket concurrency authorization should be effective for a one-year period beginning on October 1, 2012 and should be based on sufficient surplus capacity to sustain projected development for one year. If there is not sufficient surplus capacity for one year, please advise this department immediately.

If you or any member of your staff needs further information on this request, please contact Helen A. Brown, Concurrency Administrator at (305) 375-2835. Thank you for your attentions to this matter.

MRW:NS:hab

cc: James Byers, Zoning Division Chief, West Dade Office, DRER
Ronald Connally, Supervisor, Zoning Hearings/Administrative Review Section, DRER
Nick Nitti, Supervisor, Zoning Evaluation Section, DRER
Helen A. Brown, Concurrency Administrator, DRER