



**SOUTH FLORIDA EAST COAST (FEC)
ALTERNATIVES ANALYSIS**

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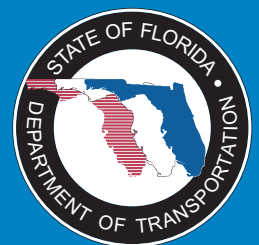
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***Initial Corridor Public &
Private Lease Inventory Memo***

Prepared by:



Gannett Fleming



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MEMORANDUM

Date: December 9, 2009

To: Jim Schwarzwald and Rob McMullen

From: Richard R. Glass

Subject: South Florida East Coast Corridor Transit Analysis (SFECCTA) Study -
Phase 2 Initial Corridor Public and Private Lease Inventory Memorandum

This memorandum summarizes preliminary research and field reviews conducted to observe and document Public and Private Lease locations within the existing Florida East Coast (FEC) Railway as part of the South Florida East Coast Corridor Transit Analysis (SFECCTA) Study. Ultimately, this and other information collected in subsequent phases of the study will be used to establish the reasonable need to cancel, modify, re-negotiate or convert any leases that may exist that conflict with the transit use or other facility uses of the corridor. This work has been completed per Task 3.1.4.3, Phase 2 Initial Corridor Public and Private Lease Inventory Memorandum. Other Technical Memoranda include: Phase 2 Initial Corridor Utility, Telephone, Fiber Optic and Cellular Usage Inventory Memorandum, Phase 2 Initial Corridor Encroachment Inventory Memorandum, Phase 2 Initial Corridor Outdoor Advertising (ODA) Location Inventory Memorandum, and the Regional Conceptual Relocation Analysis Technical Memorandum.

For the Project Description, Study Area and Study Area Map, please refer to the General Project Description Technical Memorandum, dated December 9, 2009.

Narrative:

Within the corridor study area, there are a significant number of residential neighborhoods consisting of single family homes, duplexes, triplexes, apartment buildings, condominium high-rises and other residential dwelling units.

Also, within the corridor study area, there are a significant number of commercial and industrial use properties; many of which were or are current customers of the FEC Railway.

Historically, since the FEC corridor was the catalyst for development, residential dwelling units and businesses were established on both sides of the corridor. Many of the businesses were freight customers of the FEC and with or without consent, built loading docks and other structures within the corridor for ease of loading and off-loading.

Methodology:

Two forms of verification methods were utilized. First, during Phase 1, the FEC provided a spreadsheet of Licensees within the corridor, however, files were unavailable for review.

The second form of verification was by visual inspection of the entire length of the corridor included in the study area. A field team walked the corridor and detailed observations on field sheets and full color aerial maps while collecting digital photographic documentation.

For ease of sorting, these field observations were then converted into Excel spreadsheets detailing:

- Map station number
- Inspection date
- Corridor location (east or west of the tracks)
- Users name (if available)
- General comments (if any)

For additional ease of sorting and quantification, each item found was categorized into one of the following:

- Fiber optic/cable
- FEC equipment
- Backflow preventers
- Monitoring wells
- Outdoor Advertising Signs
- Signs
- Traffic signal equipment
- NOAA survey marker
- Miscellaneous survey markers
- Wells
- Electric (Transmission and Distribution)
- Telecom buildings
- Gas pipeline
- Oil pipeline
- Water line
- Sewer line
- Un-identified utility
- Overhead powerlines
- Structures, walls and other
- Parking
- Paving
- Fencing
- Drainage
- Landscaping and/or irrigation
- Memorials
- Cellular tower
- Telephone
- Miscellaneous

Findings and Next Steps:

As anticipated, given the urbanized nature of the areas along the corridor study area and the proximity of FEC freight customers, there are numerous possible lease areas as well as encroachments within corridor, particularly in the case of: parking, structures, walls, fencing, landscaping and/or irrigation and others. However, once official FEC lease files are available for extensive review, a determination can be made as to whether an observed item is a lease or an encroachment.

Surveys will be necessary to confirm the exact location of the leased area based on the legal description contained in the lease.

There were over 11,600 field observations throughout the corridor. For the purpose of this Technical Memorandum, without the availability of lease files for review, a quantification cannot be determined.

Copies of the marked maps and spreadsheets have been provided for inclusion into the GIS database for the project without notation as to whether items are leased or encroachments. Once files are reviewed, items will be reclassified.

Additional information will be collected in Phase 3 of the SFECCTA Study to build upon this preliminary assessment including, but not limited to: copies of use permits, use agreements, leases or other instruments or agreements existing within the corridor.

It is anticipated that formal survey activities will be conducted at a later date. Combined, this information will allow for the development of a Final Corridor Public and Private Lease Inventory Memorandum.