



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

**F.M. NO. 417031-1-22-01**

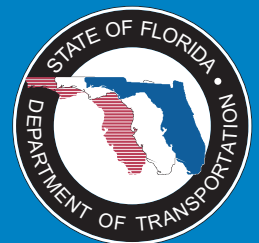
**CONTRACT: C-8F66**

***Initial Corridor Encroachment  
Inventory Memo***

*Prepared by:*



***Gannett Fleming***



***December 2009***



## MEMORANDUM

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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 Encroachment Inventory Memorandum

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This memorandum summarizes preliminary research and field reviews conducted to observe and document encroachments 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 remove encroachments from the corridor that conflict with transit uses or lease those areas which do not conflict. This work has been completed per Task 3.1.4.4, Phase 2 Initial Corridor Encroachment Inventory Memorandum. Other Technical Memoranda include: Phase 2 Initial Corridor Utility, Telephone, Fiber Optic and Cellular Usage Inventory Memorandum, Phase 2 Initial Corridor Public and Private Lease 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:**

For the purpose of this technical memorandum, an encroachment is defined as the illegal use of the corridor by individuals or private companies. These uses may include fencing, parking, paving, structures, signs and/or landscaping.

Two forms of verification methods were utilized. First, all areas were desk reviewed using GoogleEarth and each County's Property Appraiser website aerial maps.

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

Surveys will be necessary to confirm the exact location of potential encroachments.

## **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 along the corridor, there are numerous possible encroachments, 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 an encroachment or lease.

Land surveys and sub-surface locating will be necessary to determine exact locations and to re-verify possible encroachments located within the corridor.

For the purpose of this Technical Memorandum, items found pertaining to: back flow preventers, monitoring wells, outdoor advertising signs, other signs, structures, parking, paving, fencing, landscaping and/or irrigation and other miscellaneous items have been quantified.

There were over 11,600 field observations throughout the corridor with 2,905 categorized to the subject uses shown below:

<b>Item</b>	<b>Number of Field Observations</b>
Back flow preventers	28
Fencing	460
Landscaping and/or irrigation	297
Miscellaneous	1,100
Monitoring wells	29
Outdoor advertising signs	27
Parking	160
Paving	215
Signs	37
Structures	552
<b>TOTAL</b>	<b>2,905</b>

22 memorials were observed, but have been excluded from the encroachment quantifications.

Copies of the marked maps and spreadsheets have been provided for inclusion into the GIS database for the project. Encroachments were located throughout the entire corridor and observed consistently on both the east and west sides of the corridor. Examples of significant areas of encroachments include residential areas in Northwest Miami and commercial areas throughout the cities of El Portal, Hollywood, Oakland Park, Lake Worth and West Palm Beach.

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 Encroachment Inventory Memorandum.