



---

**From:** *Curbed Miami*, Wednesday, November 7, 2012  
**Subject:** **Miami's New Train Station Will Be Big, Grand, Up In The Sky**  
**Provided by:** Jenine Spoliansky, Kommunikatz  
[jspoliansky@kommunikatz.com](mailto:jspoliansky@kommunikatz.com)

---

<http://miami.curbed.com/archives/2012/11/07/all-aboard-florida-station-layouts.php>

### **Miami's New Train Station Will Be Big, Grand, Up In The Sky**

*By Sean McCaughan*

Can't wait for All Aboard Florida to roll into Miami? Hopefully it'll come with a name change to something more dignified, like the Florida East Coast Railway (now there's a name nobody's ever thought of before), but whether it does or not, at least the stations will be damn nice. How nice? Well...

**Preferred Station Locations:** Trolling around All Aboard Florida's Environmental Assessment Report, which listed the various station alternatives along the FEC line, we found a few juicy tidbits that we'd missed before. (Hey, it's a giant report) First, there are two alternative schemes for each station in play, but the Preferred Alternatives are the South Option in West Palm Beach, the North Option in Fort Lauderdale, and the Central Elevated Option (pictured above) in Miami.

**Station Layouts:** The Fort Lauderdale and West Palm Stations (schematics are here) will each be centered around a great hall, with an elevated waiting room and concourse above the tracks connecting to a 35 foot wide central platform. Each station will be about 30,000 square feet with 10,000 for retail.

**The Miami Station:** A railroad viaduct 45 feet above ground and parallel to Metrorail will pass over city streets, the Peoplemover, and the spur to PortMiami. Approaching the station the viaduct will widen to four tracks. Four passenger platforms will stretch 1000 feet between approximately 7th and 4th streets. The main entrance to the station will be across the street from the new Federal Courthouse on NE 1st Avenue, leading to a double-height grand hall below the tracks. Vertical access (elevators, escalators, etc.) will lead to waiting rooms and platforms. A buffer of retail spaces will separate the hall from the public street.

The 60,000 square foot depot will have 30,000 square feet of retail, compared to 10,000 square feet at the other stations. The "Transit-Oriented Development" (basically all the shit next to the station) will consist of 75,000 square feet of retail, 300,000 square feet of office space, a 200 room hotel, and 400 residential units.