

Application No. 6

Commission District 7

APPLICATION SUMMARY

Applicant/Representative:	Adler 13 th Floor Douglas Station, LP/Jeffrey Bercow, Esq.
Location:	Douglas Road Metrorail Station; Northwest corner of Douglas Road/SW 37th Avenue and South Dixie Highway/US-1
Total Acreage:	±7.54 acres
Current Land Use Plan Map Designation:	"Business and Office" and "Transportation" within a "Community Urban Center"
Requested Land Use Plan Map Designation and other changes:	<ol style="list-style-type: none">1. Change the Metrorail Station's Urban Center designation on the Land Use Plan map: From: Community Urban Center To: Metropolitan Urban Center2. Add language to the Urban Center text of the CDMP Land Use Element pertaining to the Douglas Road Metrorail Station, following the last paragraph under 'Density and Intensity' on page I-48.
Amendment Type:	Standard Amendment
Existing Zoning District/Site Condition:	T6-12-0 and Rapid Transit Zone (RTZ)/Douglas Road Metrorail Station, parking, and open space

RECOMMENDATIONS

Staff Initial:	TRANSMIT AND ADOPT (March 2017)
Community Council:	NOT APPLICABLE
Planning Advisory Board (PAB) acting as Local Planning Agency:	TRANSMIT AND ADOPT (March 20, 2017)
Board of County Commissioners:	TRANSMIT AND ADOPT (April 26, 2017)
Staff Final:	ADOPT AS TRANSMITTED (July 2017)
Final Action of Board of County Commissioners:	TO BE DETERMINED (July 19, 2017)

Staff recommends to **Transmit and Adopt** the proposed standard amendment to the Comprehensive Development Master Plan (CDMP) Adopted 2020 and 2030 Land Use Plan (LUP) map to redesignate the Douglas Road Metrorail Station from Community Urban Center to Metropolitan Urban Center and add language to the Urban Center text of the CDMP Land Use Element pertaining to the Douglas Road Metrorail Station for the following reasons:

Principal Reasons for Recommendation:

1. The Application proposes the intensification of transit oriented development on a ± 7.54 -acre site at the Douglas Road Metrorail Station, consistent with the provisions and intent of the CDMP. Objective LU-1, Policy LU-1A and Policy LU-10A of the CDMP Land Use Element require the County to give priority to redevelopment of substandard or underdeveloped environmentally suitable urban areas, moderate to high intensity activity centers, and mass transit supportive development, where urban services and facilities have the capacities to accommodate additional demand. The application proposes to change the urban center designation of the Douglas Road Metrorail Station from Community Urban Center to Metropolitan Urban Center and to add language to the CDMP Land Use Element text providing intensity standards for development within the Metrorail station (see Requested Text Amendment on page 6-5 herein). The Application seeks to facilitate the development of 1,878 multifamily units, 152,504 square feet of retail; 425,000 square feet of office use; and 400 hotel rooms on the ± 7.54 -acre site. As discussed in Principal Reason No. 3(ii), approval of the application would not cause a violation of the adopted level of service standards for public services and facilities.

The ± 7.54 -acre application site is within the City of Miami; however, development jurisdiction is retained by Miami-Dade County pursuant to “Section 33C – Fixed Guideway Rapid Transit System Development Zone” and “Section 33C-8 Rapid Transit Zones District Regulations for non-Metrorail development within the City of Miami” of Miami-Dade County Code. The Applicant proposes to develop the ± 7.54 -acre application site in accordance with Section 33C of the Code and in accordance with the intent of the CDMP for development within urban centers. The CDMP provides for urban centers to be developed with a variety of uses, including commercial and residential uses, which are cohesively designed, have direct accessibility to mass transit, and are integrated both vertically and horizontally to encourage convenient alternatives to travel by automobile and to achieve more efficient land use patterns.

2. The Application proposes transit oriented development at the Douglas Road Metrorail Station that would implement the objective of Miami-Dade Board of County Commissioners (Board) Resolution No. 731-16. On July 19, 2016, the Board adopted Resolution No. 731-16 awarding Contract No. RFP 00133, *Joint Development at Douglas Road Metrorail Station*, to Adler 13th Floor Douglas Station, LP, for the redevelopment of the Douglas Road Metrorail Station for the Department of Transportation and Public Works (DTPW). A stated intent of the contract award is to achieve the highest and best use of the Douglas Road Metrorail Station through a revenue generating mixed use development that promotes maximum patronage of the transit system. The multiphase redevelopment project includes upgrade and redesign of the Metrorail station facilities such as the passenger waiting areas and shelters, the bus driveways and bays, and parking lot. The contract requires the Applicant to submit design and construction documents to the Department of Transportation and Public Works for approval prior to each phase of development. The DTPW reviewed the application and expressed its support for the application in a Transit Impact Report dated February 2017 in which it is stated “...DTPW is supportive of maximizing the development potential of this

station in order to implement a well-designed Transit Oriented Development (TOD) that will reactivate the station area and promote ridership of the County's transit system."

3. Approval of the application would be generally consistent with the criteria for evaluating Land Use Plan map amendment applications pursuant to Policy LU-8E of the CDMP Land Use Element. Policy LU-8E requires LUP map amendment applications to be evaluated according to factors such as (i) the ability of the proposed amendment to satisfy a deficiency in the LUP map to accommodate projected population or economic growth of the County, (ii) impacts to County facilities and services, (iii) compatibility with abutting and nearby land uses, (iv) impacts to environmental and historical resources, and (v) the extent to which the proposed land use would promote transit ridership and pedestrianism pursuant to Objective LU-7 and associated policies. Each factor is discussed below.

- i. *Need to Accommodate Economic or Population Growth:* Approval of the application would allow development at higher intensities than currently allowed at the Metrorail station and would increase the capacity of residential land in the analysis area, Minor Statistical Area 5.3 (MSA 5.3) where the application site is located. The application, if approved, would increase the residential land capacity by approximately 939 multifamily units or by adding approximately 3 years of supply to the residential land capacity in MSA 5.3. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family units occurring in 2019 and for multi-family beyond 2030. The supply of residential land for both single-family and multi-family units is projected to be depleted by 2028. The annual average residential demand in MSA 5.3 is projected to increase from 235 units per year in the 2015-2020 period to 300 units in the 2025-2030 period. Approval of the application would extend the depletion year for residential land beyond the year 2030 (see "Supply and Demand Analysis" section on page 6-13).

In addition, MSA 5.3 contained 575.60 acres of in-use commercial uses in 2017 and an additional 14.3 acres of vacant land zoned or designated for commercial uses. The annual average absorption rate for the 2017-2030 period is 1.15 acres per year. At the projected rate of absorption, the subject MSA will deplete its supply of commercially zoned land beyond the year 2030. The application proposes to increase the allowable commercial development within the urban center by approximately 75,000 square feet, but would not have a significant impact on the supply of commercial land in the MSA.

- ii. *Public Facilities and Services:* With the possible exception of impacts on roadways, approval of the application would be generally consistent with the CDMP Capital Improvements Element Objective CIE-3 that requires CDMP land use decisions to not cause a violation in adopted level of standards for public facilities and services.

Staff conducted a short-term analysis of the applications impacts to roadways that demonstrate the projected traffic impacts from the maximum proposed development would not cause a violation in adopted level of service standards for the impacted roadways (see Roadways section on page 6-21 herein). In addition, the Applicant submitted a Traffic Impact Analysis that evaluated the short-term (2020) and long-term (2030) impacts of the proposed development on the roadway network and concludes that roadways impacted by the development would continue to operate within their respective adopted level of service standards. While staff generally agrees with the conclusion of the Applicant's short-term analysis, staff has several concerns and questions regarding the Traffic Impact Analysis that must be addressed by the applicant. Staff will continue to work with the Applicant to adequately address these questions and concerns. (See Appendix B: Applicant's

- iii. *Compatibility:* The requested Metropolitan Urban Center and the maximum development proposed on the Douglas Road Metrorail Station area (± 7.54 acres), if the application is approved, would be generally compatible with the surrounding uses. North of the site beyond Peacock Avenue is an 8-story, 262-unit multifamily apartment building and vacant lands. To the east beyond SW 137 Avenue are retail and automotive sales and service uses. To the south beyond US-1 are 3-story and 6-story multifamily apartments, a gas station, a County Department of Human Services facility, a motorcycle sale and several facility, two duplex and two single family residential units. Abutting to the west of the ± 7.54 -acre site is the County's 8-story Douglas Road Water and Sewer Department facility. Further west beyond SW 38 Street are offices (including a 13-story office building), warehouses, light manufacturing and automotive uses. To the southwest is the City of Coral Gables' Nat Winokur Park. Approval of the application would allow for the intensification of development at the Douglas Road Metrorail Station and its surroundings, generally compatible with development allowed within the existing community urban center.
- iv. *Environmental and Historic Resources:* The application, if approved, would not impact historic or archaeological resources, but could impact environmental resources. The application site contains specimen-sized trees (trunk diameter 18 inches or greater) that are to be preserved pursuant to Section 24-49.2(II) of the Code of Miami-Dade County.
- v. *Transit Ridership and Pedestrianism:* The application, if approved, would result in an increase in residential density and intensity of development allowed within the Douglas Road Metrorail Station area that would support transit ridership and pedestrianism. Policy LU-8E(v) states that if the proposed land use is located in a planned Urban Center, or within $\frac{1}{4}$ mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, it would be a use that promotes transit ridership and pedestrianism. The application proposes to change the Community Urban Center designation of the Douglas Road Metrorail Station to the more intense Metropolitan Urban Center designation, allowing properties within the urban center (up to $\frac{1}{2}$ mile from the station) to be developed at higher densities and intensities of transit oriented and/or supportive development.

Furthermore, the application proposes transit oriented development on ± 7.54 -acres of County-owned lands that includes the Metrorail station and abutting properties that currently are utilized for surface parking that serve the Douglas Road Metrorail Station. In addition to Metrorail service, the ± 7.54 -acres are well served by Metrobus Routes 37, 40, 42, 48, 136, 249 and 500, which provide local route service to the wider community and feeder service to the Metrorail station. Metrobus Route 40 provides 15-minute AM/PM peak period headways service; Metrobus Route 249 provides 20-minute AM/PM peak period headways service; Metrobus Routes 37 and 42 provides 30-minute AM/PM peak period headways service; Metrobus Route 136 provides 50-minute AM/PM peak period headways service; and Metrobus Route 48 provides 60-minute AM/PM peak period headways service. (See Transit section on page 6-25 herein)

The application supports the public/private partnership efforts of the County for transit oriented development at the Metrorail Station discussed in Principal Reason No. 2 above, and the Department of Transportation and Public Works supports maximizing the development of the Douglas Road Metrorail Station as proposed in the application.

Requested Text Amendment:

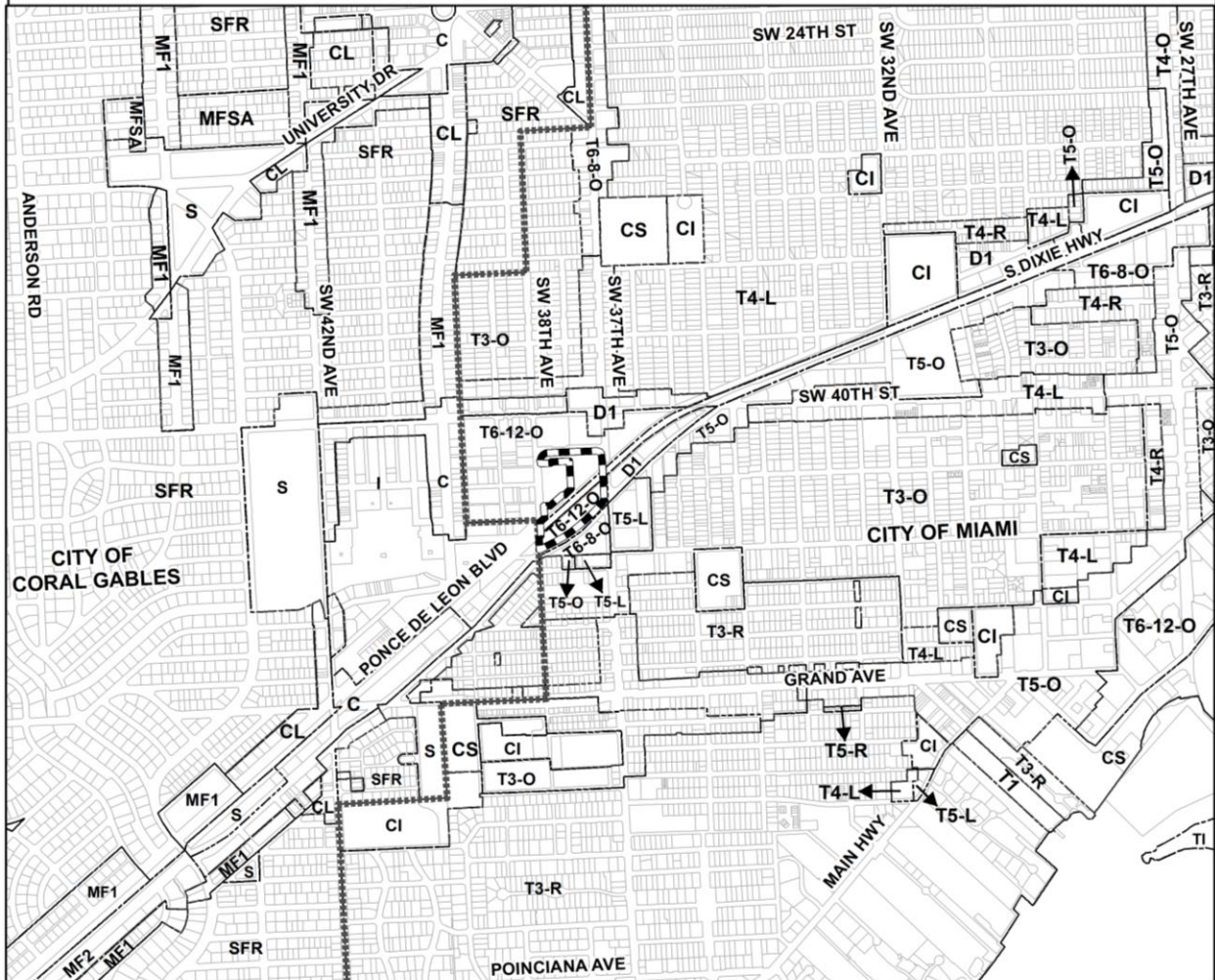
Add language to the Urban Center text of the CDMP Land Use Element pertaining to the Douglas Road Metrorail Station, following the last paragraph under 'Density and Intensity' on page I-48, as follows:

>>**Douglas Road Metrorail Station.** The policies for development for Urban Centers as set forth in this Land Use Element shall govern the Douglas Metrorail Station Metropolitan Urban Center (Douglas Station MUC) except as set forth herein. The CDMP Statement of Legislative Intent provides that the policies for development of Urban Centers are a fundamental CDMP growth management component, required for Miami-Dade County's central metropolitan government, and shall serve as minimum standards for zoning, service, and regulation for municipal governments to implement through their comprehensive plans and land development regulations. The Douglas Station MUC is located entirely within incorporated areas, and the County's Rapid Transit Zone land development regulations (Chapter 33C, County Code) govern the Douglas Road Metrorail Station property. Densities and intensities of developments located within the Douglas Station MUC should not be lower than those provided in Policy LU-7F. Further, development within the Douglas Station MUC core shall have a minimum Floor Area Ratio (FAR) of 3.0, and a maximum FAR of 8.0, and in the MUC edge an FAR of not less than 0.75 and a maximum FAR of 1.50; and a maximum density of 250 dwelling units per gross acre. The Douglas Road Metrorail Station property shall constitute the core of the Douglas Station MUC and be developed accordingly. However, properties outside of the Douglas station MUC core shall be developed in accordance with the following criteria: (1) The particular uses that are approved outside of the Douglas Station MUC core should, (a) respect the character of the nearby community, (b) strive to serve the needs of the community for housing and services, and, (c) promote a balance in the range of existing and planned land uses along the subject transit line; (2) where services and facilities are currently or projected to be inadequate, the municipality may approve development at a lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this paragraph; and (3) Development outside of the Douglas Station MUC core shall be developed in accordance with the applicable municipality's adopted comprehensive master plan and zoning, until such time as those municipalities amend their respective comprehensive plans and land development regulations to allow densities and intensities of developments within the Douglas Station MUC as set forth in this paragraph.<<

APPLICATION NO. 6 AERIAL PHOTO



APPLICATION 6 ZONING MAP



APPLICATION AREA



MUNICIPALITY

Source: Department of Regulatory and Economic Resources
January 2017

CITY OF CORAL GABLES ZONING DISTRICTS

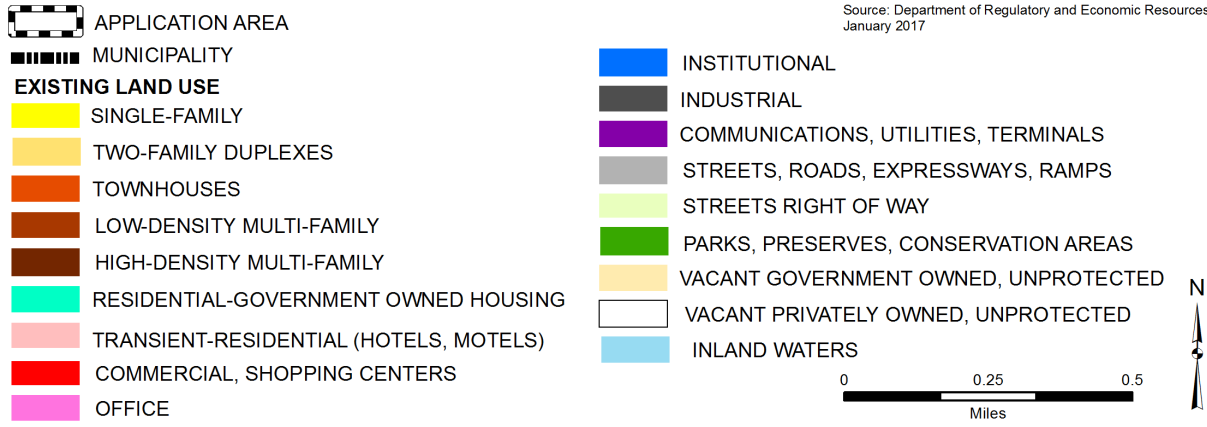
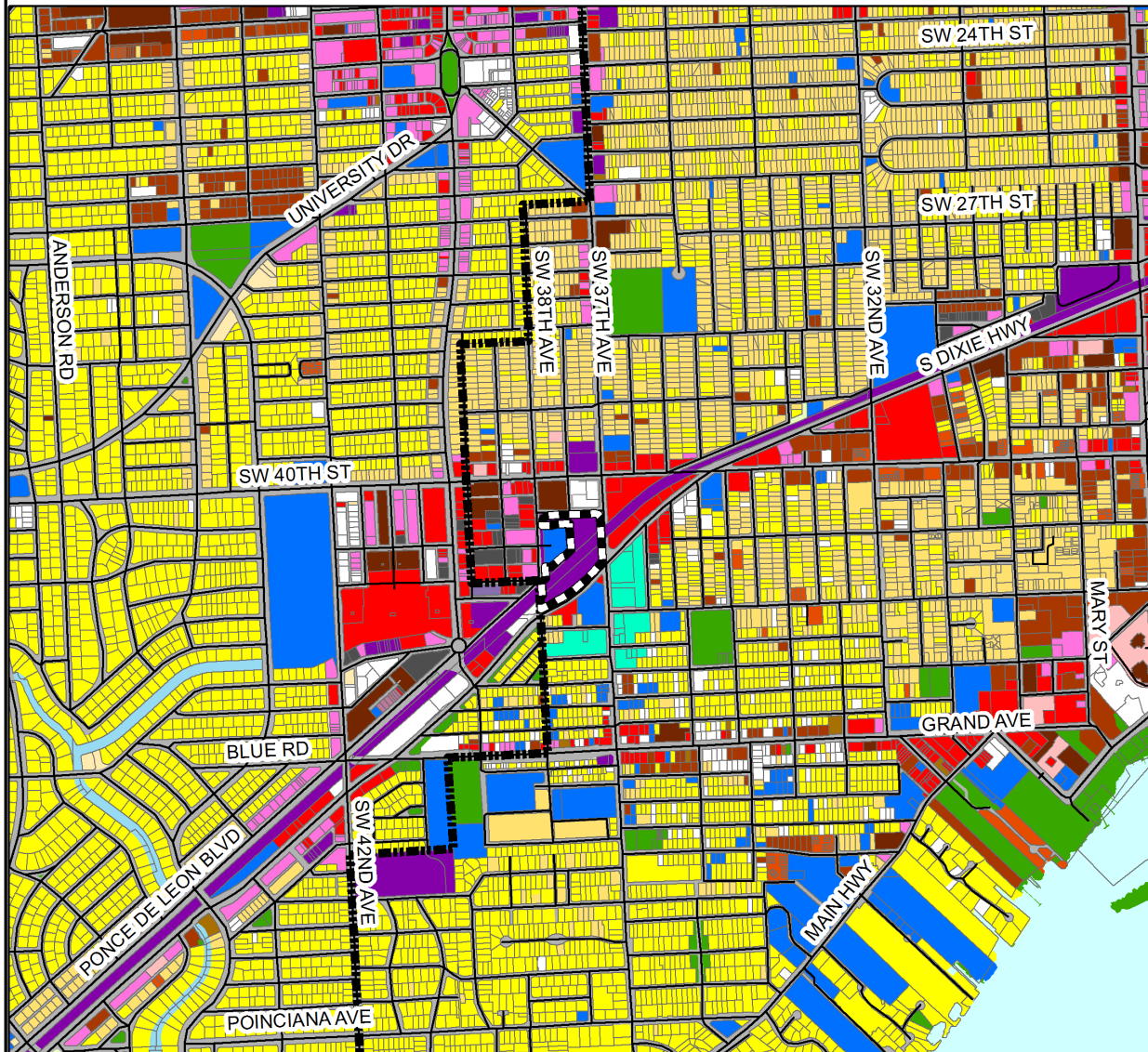
C	COMMERCIAL DISTRICT
CL	COMMERCIAL LIMITED DISTRICT
I	INDUSTRIAL DISTRICT
MF1	MULTI-FAMILY 1 DUPLEX DISTRICT
MF2	MULTI-FAMILY 2 DISTRICT
MFSA	MULTI-FAMILY SPECIAL DISTRICT
S	SPECIAL USE DISTRICT
SFR	SINGLE FAMILY RESIDENTIAL DISTRICT

CITY OF MIAMI ZONING DISTRICTS

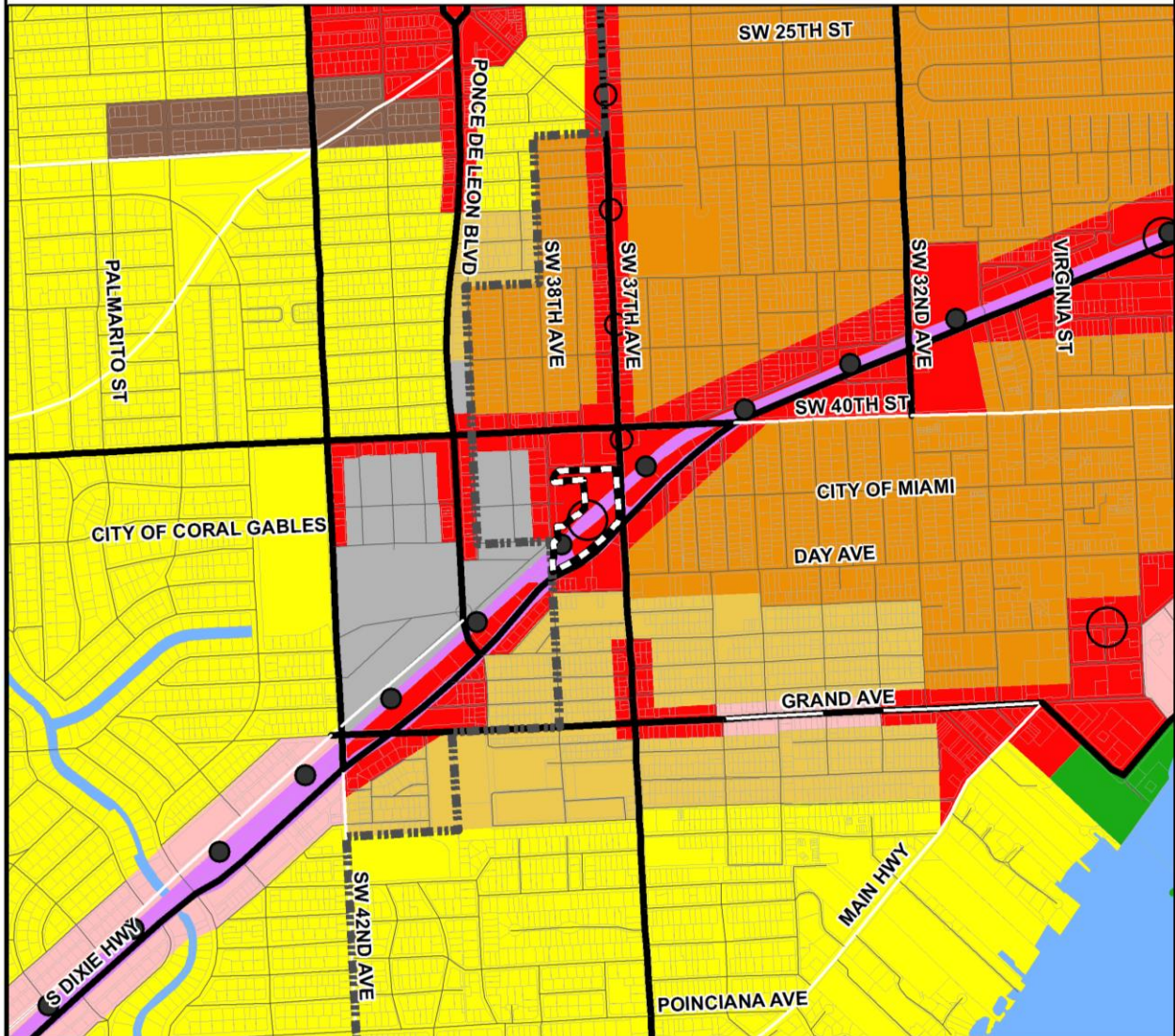
C1	CIVIC INSTITUTION
CS	CIVIC SPACE ZONE
D1	WORK PLACE DISTRICT ZONE
T1	NATURAL ZONE
T3-0	SUBURBAN ZONE
T3-R	SUBURBAN ZONE
T4-L	GENERAL URBAN ZONE
T5-L	URBAN CENTER ZONE
T5-0	URBAN CENTER ZONE
T6-8-0	URBAN CORE ZONE
T6-12-0	URBAN CORE ZONE



APPLICATION NO. 6 EXISTING LAND USE



APPLICATION NO. 6 CDMP LAND USE



Source: Department of Regulatory and Economic Resources
January 2017



APPLICATION AREA



MUNICIPAL BOUNDARY

CDMP LAND USE

- LOW DENSITY (2.5-6 DU/AC)
- LOW-MEDIUM DENSITY (6-13 DU/AC)
- MEDIUM DENSITY (13-25 DU/AC)
- MEDIUM-HIGH DENSITY (25-60 DU/AC)
- INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- OFFICE/RESIDENTIAL



PARKS AND RECREATION



WATER



TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)



MAJOR ROADWAYS (3 OR MORE LANES)



MINOR ROADWAYS (2 LANES)



EXISTING RAPID TRANSIT



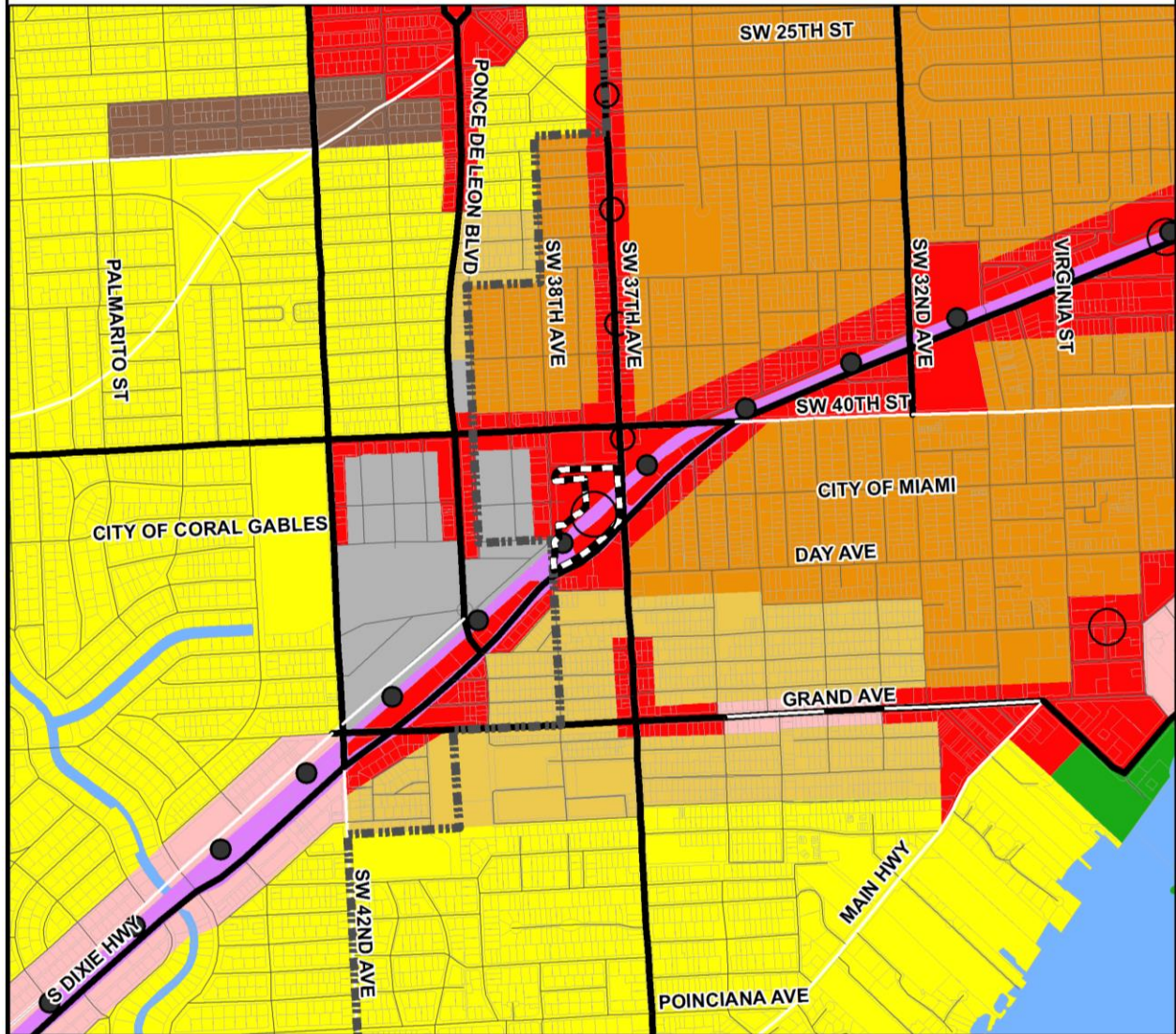
FUTURE RAPID TRANSIT



COMMUNITY URBAN CENTER



APPLICATION NO. 6 PROPOSED CDMP LAND USE



APPLICATION AREA
 MUNICIPAL BOUNDARY

CDMP LAND USE

LOW DENSITY (2.5-6 DU/AC)
 LOW-MEDIUM DENSITY (6-13 DU/AC)
 MEDIUM DENSITY (13-25 DU/AC)
 MEDIUM-HIGH DENSITY (25-60 DU/AC)
 INDUSTRIAL AND OFFICE
 BUSINESS AND OFFICE
 OFFICE/RESIDENTIAL
 PARKS AND RECREATION
 WATER

TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
 MAJOR ROADWAYS (3 OR MORE LANES)
 MINOR ROADWAYS (2 LANES)
 EXISTING RAPID TRANSIT
 FUTURE RAPID TRANSIT
 COMMUNITY URBAN CENTER
 METROPOLITAN URBAN CENTER

Source: Department of Regulatory and Economic Resources
January 2017

0 0.125 0.25
Miles



STAFF ANALYSIS

Application Site

Background

On September 5, 2014, Miami-Dade County solicited a *Request For Proposal* (RFP) from experienced developers to achieve the highest and best use of the Douglas Road Metrorail Station in order to maximize patronage. On July 19, 2016, Miami-Dade Board of County Commissioners (Board) approved Resolution No. 731-16 awarding Contract No. RFP 00133 *Joint Development at Douglas Road Metrorail Station*, to Adler 13th Floor Douglas Station, LP for the redevelopment of the Douglas Road Metrorail Station for the Department of Transportation and Public Works (DTPW). In general, the project is to achieve the highest and best use of the Douglas Road Metrorail Station through a revenue generating mixed use development that promotes maximum patronage of the transit system. The multiphase redevelopment project also includes an upgrade and redesign of the Metrorail station facilities such as the passenger waiting areas and shelters, the bus driveways and bays, and parking lot.

Location

The Application site is a ±7.54-acre County owned property encompassing the Douglas Road Metrorail Station (±1.95 acres) and three abutting parcels (±5.59 acres) located at the northwest corner of SW 37 Avenue/Douglas Road and South Dixie Highway/US-1, within the City of Miami. The western portion of the application site is adjacent to the City of Coral Gables and the site is within the County's Urban Infill Area where urban infill and redevelopment are prioritized and promoted. (See Aerial Photo on page 6-6.)

Existing Land Use

The Application site Douglas Road Metrorail Station is one of 23 Metrorail station sites within the County's 25-mile dual track, elevated rapid transit system that provides service to Miami International Airport (MIA) and runs from Kendall through South Miami, Coral Gables, and downtown Miami; to the Civic Center/Jackson Memorial Hospital area; and to Brownsville, Liberty City, Hialeah, and Medley in northwest Miami-Dade, with interconnections with Tri-Rail and Amtrak. The northern portion of the application site is developed as a surface parking lot for the Metrorail station, and on the south side of the station is open space traversed by the County's M-Path bicycle and pedestrian trail that runs generally along the Metrorail guideway and the northern footing of a pedestrian bridge over US-1 (see Existing Land Use map on page 6-8.)

Zoning

The application site is zoned T6-12-0 by the City of Miami in the City's Miami 21 Zoning Code. The T6-12 Transect Zone permits residential (single, two-family, multi-family structures and community residences), lodging, office, commercial, civic, civil support and educational type of uses; it also permits building structures of up to 12 stories in height. The maximum residential density permitted in this transect zone is 150 dwelling units per net acre. Notwithstanding the fact that the ±7.54-acre application site is within the City of Miami, development jurisdiction is retained by Miami-Dade County pursuant to "Section 33C – Fixed Guideway Rapid Transit System Development Zone" and "Section 33C-8 Rapid Transit Zones District Regulations for non-Metrorail development within the City of Miami" of Miami-Dade County Code. (See Zoning map on page 6-7)

CDMP Land Use Plan Map Designation

The application site is currently within a CDMP Adopted 2020 and 2030 Land Use Plan (LUP) map designated Community Urban Center and is designated “Business and Office” (±5.59 acres) and “Transportation (ROW, Rail, Metrorail, Etc.)” on the ±1.95-acre Metrorail station and guideway parcel (see “CDMP Land Use” map on pages 6-9). The “Business and Office” CDMP land use category allows the full range of sales and service activities that includes retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, entertainment and cultural facilities, and residences. The “Transportation” CDMP land use category allows and contains the major components of Miami-Dade County’s existing and future transportation network. Included are roadways, rapid transit corridors, railways and major switching yards, and such major terminals as the County airports and the Miami-Dade Seaport (see CDMP, page I-57).

The CDMP Land Use Element text provides that urban centers are to be developed for moderate- to high-intensity design-unified areas that contain a diversified number of land uses. Uses allowed within 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.

The Applicant requests that the “Community Urban Center” centered on the Douglas Road Metrorail Station be redesignated to “Metropolitan Urban Center” and has proposed language that provide development intensity standards to guide development within the proposed Douglas Road Metropolitan Urban Center (see Requested Text Amendment on page 6-5 herein). The proposed intensity standards include Floor Area Ratio (FAR) Metropolitan Urban Center at a minimum of 3.0 and a maximum of 8.0 at the core, with a maximum allowable residential density of 250 dwelling units per gross acre. The proposed FAR at the edge of the MUC is a minimum of 0.75 and a maximum of 1.50. Community Urban Centers have a radius of 700 to 1,800 feet but may be extended to a radius of one-half mile where recommended in a professional area plan for the center. Metropolitan Urban Centers extend from not less than one-quarter mile from the core of the urban center or central transit stop, to a one-half mile from such core or transit stop.

The Applicant proposes a transit oriented development on ±7.54 acres, including the Metrorail Station site and three abutting parcels, of 1,878 multifamily units; 152,504 square feet of retail; 425,000 square feet of office use; and 400 hotel rooms. Development within the ±7.54 acre application site is subject to all applicable land development regulations and compatibility standards. It is noted that total permissible development may be significantly less than the maximum allowed under the CDMP due to land use compatibility and other site-related considerations. These development parameters are proposed for inclusion in the “Urban Centers” section of the CDMP Land Use Element text. See *Comprehensive Development Master Plan Amendment Transportation Analysis for Submittal to Miami-Dade County (October 2016)*, page 6.

Planning Within Incorporated Areas

According to the CDMP Statement of Legislative Intent, ‘the right of all municipalities within Miami-Dade County to enact and administer comprehensive planning and land development regulation programs to govern development-related activities solely within their respective incorporated jurisdictional boundaries as provided by Chapter 163, Part 2, Florida Statutes, is generally reserved and preserved to the municipalities’ (see CDMP page 4). The CDMP does not supersede the authority of incorporated municipalities to exercise all powers relating solely to their local affairs, as provided by the Miami-Dade County Charter; provided that certain

necessary fundamental growth management components of the CDMP serve as minimum standards for zoning, service, and regulation to be implemented through all municipal comprehensive plans and land development regulations. One of such standards is the CDMP policy for Development of Urban Centers, which are contained in the text of the CDMP Land Use Element. However, and as discussed under 'Zoning' section above, the ±7.54-acre application site is with the County's Rapid Transit Zone and development jurisdiction over the site is thereby retained by Miami-Dade County.

Adjacent Land Use and Zoning

Existing Land Uses

North of the site beyond Peacock Avenue is an 8-story, 262-unit multifamily apartment and vacant lands. To the east beyond SW 137 Avenue are retail and automotive sales and service uses. To south beyond US-1 are 3-story and 6-story multifamily apartments, a gas station, a County Department of Human Services facility, a motorcycle sale and several facility, two duplex and two single family residential units. Abutting to the west of the ±7.54-acre site is the County's 8-storey Douglas Road Water and Sewer Department facility. Further west beyond SW 38 Street are offices (including a 13-story office building), warehouses, light manufacturing and automotive uses. To the southwest is the Nat Winokur Park within the City of Coral Gables.

Land Use Designations

The adjacent properties to the north, east and south of the application site are depicted on the LUP map as "Business and Office". The area further south, beyond Day Avenue, is depicted "Low-Medium Density Residential" (6 to 13 dwelling units per gross acre) and the area to the southeast is depicted as "Medium Density Residential" (13 to 25 dwelling units per gross acre). The properties to the west of the site are depicted as "Business and Office" and "Industrial and Office". The Metrorail guideway and US-1 corridor are depicted as "Transportation" (see CDMP Land Use map on page 6-9). The properties adjacent to the application site are within the City of Miami, however, and are designated on the City's 2020 Future Land Use Map as "Restricted Commercial" and "General Commercial". Lands to the southwest within the City of Coral Gables are designated Industrial on the City's Future Land Use Map.

Zoning

Properties adjacent to the north of the application site are zoned T6-12-O and D1 (Work Place). Properties to the east are zoned D1 (Work Place), T6-12-O, and T5-L. Properties adjacent to the south are zoned T6-8-O, T4-O (General Urban Zone), and T5-O (Urban Center Zone). The T4 Transect Zone allows for a transition of building massing between single family and multi-family housing and permits row houses (townhouses), small apartment buildings, live/work units, and bungalow courts. The T5 Transect Zone is located at the core of the municipality and permits limited mixed use developments and multi-family residential uses. Properties adjacent to the west of the application site are zoned T6-12. There are properties adjacent to the west and southwest of the application site, within the City of Coral Gables, that are zoned I (Industrial), S (Special Use District), C (Commercial) and SFR (Single family Residential).

Supply and Demand

The capacity of the LUP map to accommodate population or economic growth is generally expressed in acres of vacant land zoned or designated for residential and non-residential development. In the context of this standard CDMP amendment application, land capacity is analyzed at the localized or Minor Statistical Area (MSA) level.

Residential

The combined vacant land for single-family and multi-family residential development in Minor Statistical Area 5.3 (Analysis Area) in 2017 was estimated to have a capacity for about 2,980 dwelling units, with about 87 percent of these units intended as multi-family. The annual average residential demand in this Analysis Area is projected to increase from 235 units per year in the 2015-2020 period to 300 units in the 2025-2030 period. An analysis of the residential capacity by type of dwelling units shows the depletion of single-family units occurring in 2019 and for multi-family beyond 2030 (see "Residential Land Supply/Demand Analysis" below). The supply of residential land for both single-family and multi-family units is projected to be depleted by 2028. The application, if approved, would increase the residential land capacity by approximately 939 multifamily units or by adding approximately 3 years of supply to the residential land capacity in MSA 5.3.

Residential Land Supply/Demand Analysis
2015 to 2030: (MSA 5.3)

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE			
	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTIFAMILY	BOTH TYPES
CAPACITY IN 2017	175	2,605	2,980
DEMAND 2015-2020	158	77	235
CAPACITY IN 2020	0	2,374	2,275
DEMAND 2020-2025	175	85	260
CAPACITY IN 2025	0	1,949	975
DEMAND 2025-2030	202	98	300
CAPACITY IN 2030	0	1,459	0
DEPLETION YEAR	2019	2030+	2028

Residential capacity is expressed in terms of housing units. Housing demand is an annual average figure based on population projections.

Source: Department of Regulatory and Economic Resources, Planning Division, Planning Research Section, February 2017.

Commercial

The Analysis Area contained 575.60 acres of in-use commercial uses in 2017 and an additional 14.3 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2017-2030 period is 1.15 acres per year. At the projected rate of absorption, the Analysis Area will deplete its supply of commercially zoned land beyond the year 2030 (see "Projected Absorption of Land for Commercial Uses" table below). The application proposes to increase the allowable commercial development within the urban center by approximately 75,000 square feet, but would not have a significant impact on the supply of commercial land in the MSA.

Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data

Analysis Area	Vacant Commercial Land 2017 (Acres)	Commercial Acres in Use 2017	Annual Absorption Rate 2017-2030 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2020	2030
MSA 5.3	14.3	575.60	1.15	2030+	4.4	4.2

Source: Miami-Dade County, Regulatory and Economic Resources Department, Planning Division, Research Section, February 2017

Environmental Conditions

Flood Protection

Federal Flood Zone	X
Stormwater Management Permit	SFWMD Surface Water Management Permit
County Flood Criteria, National Geodetic Vertical Datum (NGVD)	7 feet

Biological Conditions

Wetlands Permit Required	No
Native Wetland Communities	No
Specimen Trees	Yes
Endangered Species Habitat	No DERM records
Natural Forest Community	No

Other Considerations

Within Wellfield Protection Area	No
Contaminated Site	No DERM records

Pollution Remediation

There are no DERM records of current or historical contamination issues on the property or on sites directly abutting the application site.

Drainage and Flood Protection

The proposed development will require a Surface Water Management Permit from the South Florida Water Management District (SFWMD) for the construction and operation of the required surface water management system. The permit must be obtained prior to development of the site, final plat, and/or prior to obtaining approval of paving and drainage plans.

The application site is located within Zone X in FEMA Flood Insurance Rate Maps (FIRM). Any development will have to comply with the requirements of Chapter 11C of the Code for flood protection.

The site shall be filled to a minimum elevation of 7 feet, NGVD (County Flood Criteria). For construction of habitable structures within the subject application, the Lowest Floor Elevation requirement shall be the highest elevation in NGVD of the following references:

- Average crown of road fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- County Flood Criteria 7 feet NGVD, plus 8 inches for residential, or plus 4 inches for commercial.
- Elevation of the back of the sidewalk (if any) fronting the property, plus 8 inches for residential, or plus 4 inches for commercial.
- The stage generated by retention on-site of the 100-year rainfall event according to stage-storage calculations must be equal or less than the Base Flood Elevation.

For compliance with stormwater quality requirements, all stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage must be provided for the 5-year/1-day storm event.

For compliance with stormwater quantity requirements designed to prevent flooding of adjacent properties, the site grading and development shall provide for the full on-site retention of the 25-

year/3-day storm event and shall also comply with the requirements of Chapter 11C of the Code and all State and Federal Criteria.

Natural Resources

The subject property contains tree resources including specimen tree resources and is located in the City of Miami. Although the City has a Tree Permitting Program, because the property is owned by Miami-Dade County, tree resources will be regulated by DERM. Specimen trees are protected by Section 24-49.2(II) of the Code and CDMP Policy CON-8A. DERM approval of future site plans must be consistent with the requirements to preserve specimen trees except in cases where DERM has determined that a specimen tree cannot be preserved pursuant to Section 24-49.2(4)(II)(2) of the Code. The approval of this land use designation application shall not be construed as an approval to remove specimen trees due to a determination of unreasonable loss of usable space pursuant to Section 24-49.2(4)(II)(2)(b) of the Code.

In accordance with Chapter 24-49.9 of the Code and CON-8I of the CDMP, all plants prohibited by Miami-Dade County shall be removed from all portions of the property prior to development or redevelopment and developed parcels shall be maintained to prevent the growth or accumulation of prohibited species.

Endangered Species

The subject property and adjacent properties are not located within a federally designated critical habitat area. DERM is not aware of any documented threatened and endangered species on this or adjacent properties.

Water and Sewer

Water Treatment Plant Capacity

The County's adopted LOS standard for potable water treatment facilities requires that the regional water treatment system, consisting of Miami-Dade Water and Sewer Department (WASD) Hialeah Reverse Osmosis, Hialeah, Preston, and Alexander Orr District Treatment Plants, shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. The water must also meet all applicable federal, state, and county primary drinking water standards.

The rated treatment capacity of the Miami-Dade Water and Sewer Department regional water treatment system is 449.74 million gallons per day (MGD). To maintain sufficient capacity in accordance with the level of service standard outlined in CDMP Policy WS-2A, the regional system shall operate with a rated maximum daily capacity no less than two percent above the maximum daily flow for the preceding year and an average two percent above the average daily flow for the preceding five years. Therefore, the total available water treatment plant capacity based on CDMP Policy WS-2A is 76.4 MGD. This is calculated using the available plant capacity (449.74 MGD), subtracting 102% of the maximum day flow (343 MGD) and subtracting the water that is reserved through development orders (30.35 MGD).

As noted in the "Estimated Water Demand/Sewer Flow for Proposed Development by Land Use Scenario" table below, the maximum water demand for mixed use development (Scenario 1) under the current CDMP Land Use designation is estimated at 208,600 gallons per day (gpd). The maximum water demand for mixed-use development (Scenario 1) under the Requested CDMP Land Use designations is estimated at 358,200 gpd. This represents an increase of up to 149,600 gpd over the demand under the current CDMP land use designations. A Water Supply

Certification Letter will be required at the time of development, at which time the proposed project will be evaluated for water supply availability and a water supply reservation will be made.

Estimated Water Demand/Sewer Flow
For Proposed Development by Land Use Scenario

Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
Current CDMP Potential				
1	Retail	152,504 sq. ft.	10gpd/100 sq. ft.	15,250 gpd
1	Multi-family	939 units	150gpd/unit	140,850 gpd
1	Office	350,000 sq. ft.	5 gpd/100 sq. ft.	17,500 gpd
1	Hotel	350 rooms	100 gpd/room	35,000 gpd
SUBTOTAL				208,600 gpd
Requested CDMP Designation				
1	Multi-family	1,878 units	150gpd/unit	281,700 gpd
1	Retail	152,504 sq. ft.	10gpd/100 sq. ft.	15,250 gpd
1	Office	425,000 sq. ft.	5 gpd/100 sq. ft.	21,250 gpd
1	Hotel	400 rooms	100 gpd/room	40,000 gpd
SUBTOTAL				358,200 gpd

Source: Miami-Dade Water and Sewer Department; Department of Regulatory and Economic Resources, Planning Division; January 2017

Water Supply and Connectivity:

The application site is located within the WASD franchised water service area. The source of potable water for this area is the Alexander Orr Water Treatment Plant which is owned and operated by WASD. At the present time, there is adequate treatment and water supply capacity for this application consistent with Policy WS-2 A (1) of the CDMP. The plant is presently producing water that meets Federal, State, and County drinking water standards.

The proposed land use would be required to connect to the public water system pursuant to Chapter 24 of the Code. There are existing 12-inch water mains along SW 38 Avenue, along Peacock Avenue, and along the southern boundary of the Metrorail station. There is also an existing 10-inch water main along SW 37 Avenue, and an existing 12-inch water main along SW 37 Court, within the proposed development area. Per WASD's Rules and Regulations, a new 16-inch water main will be required along SW 37 Avenue abutting the eastern boundary of the site (approximately 400 feet). Any public water main extension within the property shall be 12-inch minimum diameter. If two or more fire hydrants are to be connected to a public water main extension within the property, then the water system shall be looped with two (2) points of connection.

At this time, there are two planned projects within close proximity to this application site, WASD's Agreement Nos. 23035 and 22163. Agreement No. 23035 is for new construction of

28,500 sq. ft. office space, 22,798 sq. ft. retail use and 191 apartment units while Agreement No. 22163 is for a 359 unit apartment building. There is also a development under construction north of Peacock Avenue with Agreement No. 21841 for the development of 181 apartments.

Sewer Treatment Plant Capacity

The County's adopted LOS standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system, consisting of North, Central, and South District Wastewater Treatment Plants, operate with a capacity that is two percent above the average daily flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow.

The Miami-Dade County Water and Sewer Department regional wastewater treatment system capacity is the sum of the daily treatment capacity of the three wastewater treatment plants. The regional wastewater treatment system can treat up to 375.5 MGD. The Sanitary Sewer Level of Service (LOS) standard presented in the CDMP requires the regional system to have sufficient capacity to treat 102% of the average daily sewage demand of the preceding 5 years. The available capacity is calculated by subtracting 102% of the annual average flow (310.45 MGD) for the preceding 5 years and the capacity reserved for development orders (37.51 MGD) from the system capacity (375.5 MGD). Therefore, the available wastewater treatment plant capacity is 27.54 MGD.

Sewer System Connectivity:

The application site 6 is located within the WASD franchised sewer service area. The wastewater flows for this application will be transmitted to the Central District Wastewater Treatment Plant (CDWWTP) for treatment and disposal. Currently, there is average wastewater treatment capacity for this application consistent with Policy WS-2A(2) of the CDMP.

The proposed land use would be required to connect to the public sanitary sewer system pursuant to Chapter 24 of the Code. There is a 10-inch gravity sewer abutting the proposed development along US1, SW 38 Avenue, and Peacock Avenue, to which the developer may connect to provide sewer service for the proposed development. There is also a 36-inch gravity sewer along SW 37 Avenue to which the developer may connect to provide sewer service. This gravity system discharges the sewage flow to pump stations 30-0011, 30-0001 and then to the Central District Wastewater Treatment Plant. In addition, there is an existing 10-inch gravity sewer within the development site that will need to be relocated if in conflict with the proposed development. Any proposed gravity sewer extension inside the developer's property may be required to be 12-inch minimum diameter. Upgrades to the existing gravity sewers mentioned above may be required. In addition, gravity sewer upgrades in the downstream gravity system of the development may also be required. At the time a WASD Agreement is requested and a site plan is provided with detailed information on building locations and flow distribution for the proposed development, a hydraulic capacity analysis will be performed, and the necessary upgrades to the sewer system will be identified.

The aforementioned sanitary sewer pump station as well as the Central District Wastewater Treatment Plant are owned and operated by WASD; in addition, they are currently working within the mandated criteria set forth in the Consent Decree Case: No. 1:12-cv-24400-FAM, effective December 6, 2013.

All future development for the subject application 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.

Parks

The Miami-Dade County Parks, Recreation and Open Space Department has three Park Benefit Districts (PBDs). The subject application site is located inside Park Benefit District 2 (PBD-2), which generally encompasses the area of the County from SW 8 Street south to SW 184 Street.

Level of Service Standard

CDMP Policy ROS-2A establishes the adopted minimum Level of Service (LOS) standard for the provision of recreation open space in the Miami-Dade County. This CDMP policy requires the County to provide a minimum of 2.75 acres of local recreation open space per 1,000 permanent residents in the unincorporated areas of the County and a County-provided, or an annexed or incorporated, local recreation open space of five acres or larger within a three-mile distance from residential development. The acreage/population measure of the LOS standard is calculated for each Park Benefit District. A Park Benefit District is considered below LOS standard if the projected deficiency of local recreation open space is greater than five acres. Currently, PBD-1 has a surplus capacity of 401.52 acres of parkland, when measured by the County's concurrency LOS standard of 2.75 acres of local recreation open space per 1,000 permanent residents.

The "County Local Parks" table below lists the parks within a 3-mile radius of the application site; one park (Biscayne Shores and Gardens) is larger than the required five acre park.

County Local Parks
Within a 3-Mile Radius of Application Site

Park Name	Acreage	Classification
Coral Villas Park	0.36	Mini Park
Schenley Park	1.68	Neighborhood
San Jacinto Park	0.90	Mini Park

Source: Miami-Dade County Parks, Recreation and Open Space Department, January 2017.

Application Impacts

The potential development of the site under the existing CDMP land use designation has a potential population of up to 1,352 resulting in an impact of 3.71 acres based on the minimum Level of Service standard for the provision of local recreation open space.

The potential for residential development under the proposed land use designation is estimated at 1,878 multi-family dwelling units with an estimated population of 2,704 residents. The concurrency analysis for this scenario results in an impact of 7.43 acres based on the minimum Level of Service standard for the provision of local recreation open space and therefore meets concurrency.

Due to its close proximity to the Metrorail Station and the Underline, the proposed project has the potential to improve the County's transportation infrastructure and help encourage transit ridership, bicycling and walking. The Underline is currently under design and is an important segment of the County's greenways and trails network. Initially, the Underline will transform 10-

miles of land beneath the Metrorail from Dadeland to the Miami River into an iconic greenway, urban trail and living art destination. Therefore, the design of the project resulting from this application should be done in coordination with the Miami-Dade County Department of Transportation and Public Works, the nonprofit organization Friends of The Underline, as well as the Parks, Recreation and Open Spaces Department in order to maximize potential mutual benefits.

Fire and Rescue Service

The application site is within the City of Miami and is thereby outside of the jurisdiction of the Miami-Dade Fire Rescue Department. Therefore there would be no impact to the fire and rescue services of the Miami-Dade Fire Rescue Department.

Public Schools

Level of Service Standard

The adopted Level of Service (LOS) standard for all public schools in Miami-Dade County is 100% utilization of Florida Inventory of School Houses (FISH) capacity with relocatable classrooms (CDMP Policy EDU-2A). This LOS standard, except for magnet schools, shall be applicable in each public school concurrency service area (CSA), defined as the public school attendance boundary established by Miami-Dade County Public Schools.

A planning level review, which is considered a preliminary school concurrency analysis, was conducted on this application based on the adopted LOS standard for public schools, the Interlocal Agreement (ILA) for Public Facility Planning between Miami-Dade County and Miami-Dade County Public Schools, and current available capacity and school attendance boundaries. If capacity is not available at the school of impact, the development's impact can be shifted to one or more contiguous CSA that have available capacity, located either in whole or in part within the same Geographic Area, as defined in CDMP Policy EDU-2C.

Section 7.5 of the ILA provides for "Public Schools Planning Level Review" (Schools Planning Level Review), of CDMP amendments containing residential units. This type of review does not constitute a public school concurrency review and, therefore, no concurrency reservation is required. Section 7.5 further states that "...this section shall not be construed to obligate the County to deny or approve (or to preclude the County from approving or denying) an application."

Application Impact

This application, if approved, may increase the student population of the schools serving the application site by an additional 187 students. This number includes a reduction 24.18% to account for charter and magnet schools (schools of choice). Of the 187 students, 85 are expected to attend elementary schools, 46 are expected to attend middle schools and 56 are expected to attend senior high schools. The students will be assigned to those schools identified in the "Concurrency Service Area (CSA) Schools" table below. At this time, the schools have sufficient capacity available to serve the application.

Section 9 of the ILA discusses implementation of school concurrency, indicating the test for school concurrency is at the time of a final subdivision, site plan or functional equivalent, not at the time of CDMP amendment application for land use. Miami-Dade County Public Schools is required to maintain the adopted LOS standard throughout the five-year planning period. In the event that there is not sufficient capacity at the time of final subdivision, site plan or functional

equivalent, the ILA and the Educational Element of the CDMP describe a proportionate share mitigation process.

Concurrency Service Area (CSA) Schools

Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
Frances S Tucker Elementary	78	85	78	No	Current CSA/5 Year Plan
Ponce De Leon Middle	-77	46	0	No	Current CSA/5 Year Plan
Coral Gables Senior	-605	56	0	No	Current CSA/5 Year Plan
Adjacent Concurrency Service Area Schools					
Silver Bluff Elementary	109	7	7	Yes	Adjacent CSA
West Miami Middle	397	46	46	Yes	Adjacent CSA
Miami Jackson Senior	317	56	56	Yes	Adjacent CSA

Source: Miami-Dade County Public Schools, March 2017

Miami-Dade County Department of Regulatory and Economic Resources, March 2017

Note: CSA means Concurrency Service Area

Aviation

Miami-Dade County Aviation Department (MDAD) does not object to the proposed CDMP amendment provided that all uses comply with federal, state and local aviation regulations, including Chapter 33, Zoning, of the Code of Miami-Dade County as it pertains to airport zoning.

Roadways

The application site is a ±7.54-acre property, the Metrorail Douglas Road Station, located on the Northwest corner of the intersection between SW 37 Avenue and US-1/Dixie Highway. Access to the site is via Peacock Avenue, a two-lane divided roadway on the north and SW 38 Avenue, a two-lane divided roadway on the west. SW 38 Avenue provides access on the north to SW 40 Street/Bird Road, a major east-west arterial which provides access to the Palmetto Expressway/SR-826, the Homestead Extension of Florida's Turnpike (HEFT) to the west and to US-1/South Dixie Highway to the east. The SR-826, the HEFT and US-1/South Dixie Highway are major corridors which provide access to other areas in the County.

The subject application site lies within the County's Urban Infill Area (UIA), the County's designated Transportation Concurrency Exception Area (TCEA), and meets the requirement of condition 3(a) of the Concurrency Management Program. Also, the application site's location fulfills condition 3(d) of the Concurrency Management Program requirements which state:

"The proposed development is located inside the UDB, and directly and significantly promotes public transportation by incorporating within the development a Metrorail, Metromover or TriRail Station, or a Metrobus terminal for multiple Metrobus routes, or is an office, hotel or residential development located within one-quarter mile of a Metrorail, Metromover or TriRail station, or a Metrobus terminal for multiple Metrobus routes...." (CDMP, page IX-16).

Both the Concurrency Management Program requirements 3(a) and 3(d) state that if either of these conditions are met, then the “proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted Comprehensive Development Master Plan....” (CIE page IX-17).

Traffic conditions are evaluated by the level of service (LOS), which is represented by one of the letters “A” through “F”, with A generally representing the most favorable driving conditions and F representing the least favorable.

Existing Conditions

Existing traffic conditions on major roadways adjacent to and in the vicinity of the application site, which are currently monitored by the State (Year 2015) and the County (Year 2015), are operating at acceptable levels of service. See “Traffic Impact Analysis on Roadways Serving the Amendment Site” Table below.

Trip Generation

One potential development scenario under the existing and requested CDMP Land Use Plan designations was analyzed for traffic impacts. Under the current CDMP land use designation of “Business and Office,” “Transportation” and “Community Urban Center” the application site is assumed to be developed with 939 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 350 hotel rooms, and 350,000 sq. ft. office uses. Under the CDMP land use designations of “Business and Office” and “Transportation” and the requested “Metropolitan Urban Center” designation, the application site is assumed to be developed as proposed by the applicant with 1,878 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 400 hotel rooms, and 425,000 sq. ft. office uses. The proposed development is projected to generate approximately 1,526 PM peak hour trips, or approximately 359 more PM peak hour trips than under the current CDMP designation. See “Estimated PM Peak Hour Trip Generation” Table below.

Estimated PM Peak Hour Trip Generation By Current and Requested CDMP Land Use Designations			
Application No. 6	Current CDMP Designation and Assumed Use/ Estimated No. Of Trips	Requested CDMP Designation and Assumed Use/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
Scenario 1	“Business and Office”, “Transportation” and “Community Urban Center” ^{1/} 939 MF 152,504 sq. ft. retail 350 hotel rooms 350,000 sq. ft. office /	“Business and Office”, “Transportation” and “Metropolitan Urban Center” ² 1,878 MF 152,504 sq. ft. retail 400 hotel rooms 425,000 sq. ft. office /	
	1,167	1,526	+359

Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012; Miami-Dade County Department of Regulatory and Economic Resources, February 2017.

Notes: ¹ Scenario 1 under the current CDMP land use designation assumes the application site developed with its maximum potential development of 939 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 350 hotel rooms, and 350,000 sq. ft. office uses.

² Scenario 2 under the requested CDMP land use designation assumes the application site developed with the maximum potential development of 1,878 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 400 hotel rooms, and 425,000 sq. ft. office uses.

Traffic Impact Analysis of Roadways Serving the Amendment Site Under the Requested CDMP Designation
Roadway Lanes, Existing and Concurrency PM Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Total Trips With D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Scenario 1: "Business and Office", "Transportation" and "Metropolitan Urban Center - 1,878 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 400 hotel rooms, and 425,000 sq. ft. office uses.													
9680	SW 37 Ave.	US-1 to Ingraham Highway	2 UD	E	1,000	818	C	0	818	C	92	910	C
521	US-1	Granada Blvd. to SW 37 Ave.	6 DV	E+50%	8,085	4,760	C	0	4,760	C	537	5,297	D
5200	US-1	SW 37 Ave. to SW 27 Ave.	6 DV	E+50%	8,085	4,670	C	0	4,670	C	89	4,759	C
9624	Ponce de Leon Blvd.	Almeria Ave. to SW 40 St.	4 DV	E+20%	2,712	1,217	B	0	1,217	B	201	1,418	C
82	SW 40 St.	US-1 to Ponce de Leon Blvd.	4 DV	E+20%	4,296	2,327	C	0	2,327	C	274	2,601	C
9104	SW 40 St.	SW 27 Ave. to US-1	2 DV	E	1,350	941	C	0	941	C	89	1,030	C
8264	SW 37 Ave.	US-1 to Coral Way	4 DV	E+20%	4,296	1,313	C	0	1,313	C	244	1,557	C

Source: Compiled by the Miami-Dade County Department of Regulatory and Economic Resources and Florida Department of Transportation, February 2017.

Notes: DV= Divided Roadway; UD=Undivided Roadway.

* County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity); E+20% (120% capacity); E+50% (150% capacity) for roadways serviced with mass transit having 20 minutes or less headways in the Urban Infill Area (UIA).

The application site is assumed to be developed with 1,878 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 400 hotel rooms, and 425,000 sq. ft. office uses.

Application Impact

One potential development scenario under the existing and requested CDMP Land Use Plan designations was analyzed for traffic impacts. Under the current CDMP land use designation of “Business and Office,” “Transportation” and “Community Urban Center” the application site is assumed to be developed with 939 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 350 hotel rooms, and 350,000 sq. ft. office uses. Under the requested CDMP land use designation of “Business and Office,” “Transportation” and “Metropolitan Urban Center” the application site is assumed to be developed with 1,878 multi-family residential housing units (apartments), 152,504 sq. ft. retail, 400 hotel rooms, and 425,000 sq. ft. office uses. Under the requested CDMP land use designation of “Business and Office,” “Transportation” and “Metropolitan Urban Center” it is expected to generate approximately 1,526 PM peak hour trips, or approximately 359 more PM peak hour trips than under the current CDMP designation. See “Estimated PM Peak Hour Trip Generation” Table above.

The traffic concurrency evaluation determined that all roadways adjacent to and in the vicinity of the application site analyzed have available capacity to handle the additional traffic impacts that would be generated by the application and are projected to operate at acceptable levels of service. See “Traffic Impact Analysis of Roadways Serving the Amendment Site Under the Requested CDMP Designation” table above.

Applicant's Traffic Impact Analysis

The County's *Instructions for Preparing Applications Requesting Amendments to the Miami-Dade County Comprehensive Development Master Plan October 2016-2017 Amendment Cycle* report (*Instructions Report*) requires that applicants of any Standard CDMP application to submit a traffic impact analysis (TIA) report in support of the application. The TIA report shall be prepared by a professional engineer registered in the State of Florida and conducted using a professional methodology accepted by the Department. The TIA must include the following: a study area (area of influence); existing roadway conditions; future roadway conditions; a short-term and a long-term traffic level of service analyses; background traffic; list of roadway capacity improvements contained in the adopted *2017 Transportation Improvement Program (TIP)* and in Priorities I through IV of the adopted *2040 Long Range Transportation Plan (LRTP)* Cost Feasible Plan; trip generation using the *ITE Trip Generation Handbook*; trip distribution using the *Miami-Dade 2040 Long Range Transportation Plan Directional Distribution Report*. The short-term and long-term traffic level of service analyses should be performed using the most current State and County traffic counts. The future long-term conditions analysis must be performed for the project's buildout year, CDMP long term planning horizon (Year 2030), or the County's LRTP planning horizon (Year 2040). The TIA must also include the need for new/expansion of facilities; a mitigation analysis; and maps/exhibits (pages 6 and 7 of the *Instructions Report*). Kimley-Horn and Associates, Inc., (KHA) submitted on October 30, 2016 the “Douglas Road Metrorail Station Proposed Metropolitan Urban Center (MUC)” traffic study report (October 2016) to the Department. A copy of the Traffic Impact Analysis is available online at the Department of Regulatory and Economic Resources website at:

<http://www.miamidade.gov/planning/cdmp-amendment-cycles.asp>.

The traffic impact study report addresses the impacts that the Douglas Road Metropolitan Urban Center project will have on the roadways adjacent to and in the vicinity of the application site. The proposed project is a mixed-use development with a Metropolitan Urban Center land use intended to serve the central areas of Miami-Dade County. The project is generally bounded by Peacock Avenue to the north, US-1/Dixie Highway to the south, SW 38th Avenue to the west, and Douglas Road to the east. The application site is within the County's Urban Infill Area (UIA) and the County's designated Transportation Concurrency Exception Area (TCEA). The Traffic

Study used the development program listed below to determine the impact on the existing and future roadway network within the impact area (study area).

<u>Land Use</u>	<u>Intensity</u>
Multifamily Residential	1,878 dwelling units
Retail	152,500 sq. ft. of Gross Leasable Area
Office	425,000 sq. ft. of Gross Floor Area
Hotel	400 rooms

The Traffic Study includes a Short Term (2020) analysis and a Long Term (2030) analysis as required for a Standard amendment application. The short term portion of the study was conducted based on the methodology established by Miami-Dade County currently used for roadway concurrency analysis, and the Future condition was analyzed with and without the project's impacts.

The 2020 Short Term analysis requires that the applicant review the programmed roadway improvements within the impact area. Based on the applicant's review, the City of Miami does not have any roadway improvement projects within the impact area, Miami-Dade MPO's Transportation Improvement Program (TIP) has two PD&E projects for SR 976/Bird Road and SR 5/US-1, Miami-Dade MPO's 2040 Long Range Transportation Plan has no projects within the study area, and Florida Department of Transportation's Five-Year Program has two road surfacing projects in US-1 and Bird Road. The outcome of the two PD&E projects are yet to be determined, hence staff is unsure if these projects would have an impact on roadway capacity. It should be noted that since this proposed development would be in the Metropolitan Urban Center at the Douglas Road Metrorail Station, a 10% multi-modal reduction factor was applied and since it is a mixed use development, an internal capture rate of 21.7% was utilized in the analysis. To analyze the short term and long term traffic conditions, FDOT traffic counts at the nearby count stations were analyzed to understand the 5-year and 10-year historical growth trends, which showed either negative or minimal growth trend. Hence, to be conservative, a growth rate of 0.5% was applied to the existing counts to arrive at the short term and long term traffic volumes. Tables 4 and 5 show the short term traffic impacts on the surrounding roadway network with and without the project trips. Tables 6 and 7 show the long term traffic impacts on the surrounding roadway network with and without the project trips. The analysis shows that the short term and long term traffic conditions on major roadways adjacent to and in the vicinity of the application site would operate at acceptable levels of service.

While staff generally agrees with the conclusion of the Applicant's short-term analysis, staff has several concerns and questions regarding the Traffic Impact Analysis that must be addressed by the applicant. Staff will continue to work with the Applicant to adequately address these questions and concerns. (See Appendix B: Applicant's Transportation Impact Analysis on Appendices Page 25 and Appendix C: Staff Comments on Applicant's Transportation Impact Analysis on Appendices Page 47.)

Transit

Existing Service

The application site and surrounding areas are currently served by Metrobus Routes 37, 40, 42, 48, 136 and 249. There is a Metrobus bus-only access road from SW 37 Avenue/Douglas Road west to the bus stop located on the application site. In addition, Metrobus Route 500 is within walking distance of the application site. The service frequencies of these Metrobus routes are shown in the "Metrobus Route Service Summary" table below.

Metrobus Route Service Summary

Routes	Service Headways (in minutes)					Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8 pm)	Saturday	Sunday		
87	30	30	30	30	30	0.1	L/F
40	15	30	30	60	60	0.1	L/F
42	30	30	60	40	60	0.1	L/F
48	60	60	n/a	n/a	n/a	0.1	L/F
136	50	n/a	n/a	n/a	n/a	0.1	L/F
249	20	20	30	24	24	0.1	L/F
500	n/a	n/a	n/a	60 ovn	60 ovn	0.2	L/F

Source: 2016 Transit Development Plan, Miami-Dade Transit (December 2015 Line Up), February 2017.

Notes: L means Metrobus local route service, F means Metrobus feeder service to Metrorail; ovn means overnight service only.

Recent Service Improvements

Five of the seven routes that serve the application site implemented service changes in 2016. The "Metrobus Recent Service Improvements" table below details these changes.

Metrobus Recent Service Improvements

Route(s)	Improvement Description
37	Weekday running time adjustments
40	Weekday running time adjustments
42	Eliminate Miami Springs segment
48	Northbound route use Coral Way to NW 2 Avenue and enter on the west side of Brickell Station
249	Eliminate deviation to City Hall

Source: 2016 Transit Development Plan, Miami-Dade Transit (December 2015 Line Up), February 2017.

Future Service Improvements

2017 service adjustments and improvements are currently under development.

Long-Term Vision: Major Transit Projects

Based on the *2016 Transit Development Plan (TDP)*, an Enhanced Bus Service (EBS) is proposed for the Douglas Road Corridor, which is currently unfunded. The limits for this proposed project are between the Douglas Road Metrorail Station and the Miami Intermodal Center (MIC). This project is ultimately meant to be phased from an EBS service to either a Light Rail or Metrorail service, with implementation dates to be determined. This project is listed in Priority II in the MPO's *2040 Long Range Transportation Plan (LRTP)*.

Recommendations

Approval of this application will increase the residential and employment densities allowed on County-owned lands that currently are utilized for surface parking that serve the Douglas Metrorail Station, which will increase transit ridership of the Metrorail system and overall demand for transit services. DTPW notes that the Douglas Road Metrorail Station is uniquely located at the intersection of two major roadways and the border between City of Miami and the City of Coral Gables. Because of this, DTPW is supportive of maximizing the development potential of this station in order to implement a well-designed Transit Oriented Development (TOD) that will reactivate the station area and promote ridership of the County's transit system.

In addition, it should be noted that the subject application provides a unique opportunity for DTPW to further expand its Transit Oriented/Joint Development Program and is therefore consistent with the following policies of the Mass Transit Subelement of the CDMP:

Policy MT-3A. Miami-Dade County shall strive to establish, through legislative or electoral approval or other means, a dedicated source of revenue that will support current and future transit operations. Sources to be considered may include: a sales tax; levies on motor fuels, motor vehicles, and parking facilities through special benefit assessments; transit impact fees; joint development; and advertising and concessions proposals.

Policy MT-8B. In the planning and design of rapid transit sites and stations and transit centers, high priority shall be given to providing a safe, attractive and comfortable environment for pedestrians, bicyclists and transit users; such amenities shall include weather protection, ample paved walkways, sidewalks, lighting, and landscaping, and ancillary uses that provide conveniences to transit patrons such as cafes, newsstands and other retail sales.

Policy MT-8C. In the siting of transit stations in future rapid transit corridors, major consideration will be given to the opportunities for joint development and/or redevelopment of prospective stations sites, and adjacent neighborhoods, offered by property owners and prospective developers.

With regards to the Transportation Impact Analysis submitted by the applicant, DTPW recommends referencing the adopted *2017 Transportation Improvement Program (TIP)* instead of the 2015 TIP which is currently cited in the report. The applicant should include this information as an addendum to the original Transportation Impact Analysis Report.

Application Impacts in the Traffic Analysis Zone

A preliminary analysis performed in the Traffic Analysis Zones (TAZ) 1096 and 1097, where the application site is located, indicates that if the application is approved, the expected incremental transit impacts generated by the requested land use amendment are minimal and can be absorbed by the existing transit service in the area.

Consistency Review with CDMP Goals, Objectives, Policies, Concepts and Guidelines

The following CDMP goals, objectives, policies, concepts and guidelines will be enhanced if the proposed designation is approved:

Objective LU-1. The location and configuration of Miami-Dade County's urban growth through the year 2030 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.

Policy LU-1A. High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.

Objective LU-7. Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and

designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a safe, pedestrian and bicycle friendly environment that promotes mobility for people of all ages and abilities through the use of rapid transit services.

- Policy LU-7A. Through its various planning, regulatory and development activities, Miami-Dade County shall encourage development of a wide variety of residential and non-residential land uses and activities in nodes around rapid transit stations to produce short trips, minimize transfers, attract transit ridership, and promote travel patterns on the transit line that are balanced directionally and temporally to promote transit operational and financial efficiencies. Land uses that may be approved around transit stations shall include housing, shopping and offices in moderate to high densities and intensities, complemented by compatible entertainment, cultural uses and human varying mixes. The particular uses that are approved in a given station area should, a) respect the character of the nearby community, b) strive to serve the needs of the community for housing and services, and, c) promote a balance in the range of existing and planned land uses along the subject transit line. Rapid transit station sites and their vicinity shall be developed as "urban centers" as provided in this plan element under the heading Urban Centers.
- Policy LU-7B. It is the policy of Miami-Dade County that both the County and its municipalities shall accommodate new development and redevelopment around rapid transit stations that is well designed, conducive to both pedestrian and transit use, and architecturally attractive. In recognition that many transit riders begin and end their trips as pedestrians, pedestrian accommodations shall include, as appropriate, continuous sidewalks to the transit station, small blocks and closely intersecting streets, buildings oriented to the street or other pedestrian paths, parking lots predominantly to the rear and sides of buildings, primary building entrances as close to the street or transit stop as to the parking lot, shade trees, awnings, and other weather protection for pedestrians.
- Policy LU-7D. Redevelopment of property within one-half mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances from nearby areas to the transit services and shall, wherever practical, be done by establishing blocks of walkable scale that form an interconnected network of streets, maximizing connectivity with existing streets and promoting a comfortable and attractive environment for pedestrians of all ages and abilities.
- Policy LU-7F. Residential development around rail rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within 1/4 mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between 1/4 and 1/2 mile walking distance from the station. Business and office development intensities around rail stations should produce at least 75 employees per acre within 1/4 mile walking distance from the station, 100 employees per acre within 700 feet, and minimum of 50 employees per acre between 1/4 and 1/2 mile walking distance from the station. Where existing and planned urban services and facilities are adequate to accommodate this development as indicated by the minimum level-of-service standards and other policies adopted in this Plan, and where permitted by applicable federal and State laws and regulations, these densities

and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy LU-7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this policy.

- Policy LU-8A. Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element.
- Policy LU-10A. Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, high intensity activity centers, mass transit supportive development, and mixed-use projects to promote energy conservation.
- Policy TE-1F. Transit-supportive Land Use Element policies including, but not limited to, Urban Center guidelines shall be vigorously implemented in association with planned rapid transit facilities identified in the Mass Transit Subelement.
- Policy MT-3A. Miami-Dade County shall strive to establish, through legislative or electoral approval or other means, a dedicated source of revenue that will support current and future transit operations. Sources to be considered may include: a sales tax; levies on motor fuels, motor vehicles, and parking facilities through special benefit assessments; transit impact fees; joint development; and advertising and concessions proposals.
- Policy MT-8B. In the planning and design of rapid transit sites and stations and transit centers, high priority shall be given to providing a safe, attractive and comfortable environment for pedestrians, bicyclists and transit users; such amenities shall include weather protection, ample paved walkways, sidewalks, lighting, and landscaping, and ancillary uses that provide conveniences to transit patrons such as cafes, newsstands and other retail sales.
- Policy MT-8C. In the siting of transit stations in future rapid transit corridors, major consideration will be given to the opportunities for joint development and/or redevelopment of prospective stations sites, and adjacent neighborhoods, offered by property owners and prospective developers.

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APPENDICES

	Appendices Page
Appendix A: Amendment Application-----	3
Appendix B: Applicant's Transportation Impact Analysis-----	25
Appendix C: Staff Comments on Applicant's Traffic Impact Analysis-----	47
Appendix D: Photos of Site and Surroundings-----	51
Appendix E: Miami-Dade County Public Schools Analysis-----	59

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APPENDIX A

Amendment Application

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**AMENDMENT REQUEST TO THE
LAND USE ELEMENT & LAND USE PLAN MAP
OCTOBER 2016 AMENDMENT CYCLE
MIAMI-DADE COUNTY
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

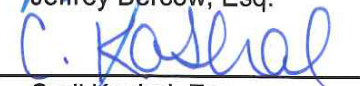
Adler 13th Floor Douglas Station, LP
1400 NW 107th Avenue
5th Floor
Miami, FL 33172

2. APPLICANT'S REPRESENTATIVES

Jeffrey Bercow, Esq.
Bercow Radell & Fernandez, PLLC
200 South Biscayne Boulevard, Suite 850
Miami, Florida 33131
(305) 374-5300

By: 
Jeffrey Bercow, Esq.

Date: October 31, 2016

By: 
Carli Koshal, Esq.

Date: October 31, 2016

3. DESCRIPTION OF REQUESTED CHANGES

Amendments to the Comprehensive Development Master Plan ("CDMP") and Land Use Plan Map ("LUPM") are requested.

A. A change to the Land Use Element text and the Land Use Plan Map is requested.

B. Description of Application Area

The Application Area includes the Douglas Road Metrorail Station and appurtenant County-owned land located in the northwest corner of the intersection between 37th Avenue and US-1 in Section 20, Township 54 South, Range 41 East (the "Douglas Road Station"). The Douglas Road Station is approximately 7.54 net acres / 9.68 gross acres in size. The Application Area is more accurately described on the attached location map and survey. The terms Application Area and Douglas Road Station are used interchangeably throughout this application.

C. Acreage

Application Area: approximately 7.54 net / 9.68 gross acres

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Acreage owned by Applicant: 0 acres.

D. Requested Changes

- 1) It is requested that the Douglas Road Metrorail Station Community Urban Center be redesignated on the CDMP LUPM from Community Urban Center to Metropolitan Urban Center.
- 2) It is requested that proposed text included in Exhibit B be inserted into the Urban Center section of the Land Use Element of the CDMP.

4. REASONS FOR AMENDMENTS

The Douglas Road Station is located within the City of Miami. The CDMP LUPM currently designates the Douglas Road Station and surrounding area as a Community Urban Center. Although the Douglas Road Station is located within the City of Miami, redevelopment jurisdiction is retained by Miami-Dade County through Chapter 33C and Section 33C-8 of the Miami-Dade County Code of Ordinances ("County Code"). At this time, Miami-Dade County, the owner of the Douglas Road Station, is seeking to redevelop this area. In the second half of 2014, Miami-Dade County issued a Request for Proposals ("RFP") for redevelopment of the Douglas Road Station. In evaluating the Douglas Road Station for redevelopment, the Miami-Dade County Department of Transportation and Public Works and the awardee of the RFP, the Applicant, have recognized that the Douglas Road Station should more appropriately be designated as a Metropolitan Urban Center, rather than its current designation as a Community Urban Center. The Douglas Road Station is directly connected to rapid rail transit and the greater density and intensity of the Metropolitan Urban Center would allow development further in line with Chapter 33C of the County Code and the first Objective of the CDMP Land Use Element stating that "the location and configuration of Miami-Dade County's urban growth through the year 2030 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services...." .

The proposed text amendment outlines the Urban Center standards which will be applicable to the Douglas Road Station Metropolitan Urban Center. Densities and intensities of developments located within the Douglas Station Metropolitan Urban Center will not be lower than those provided in Policy LU-7F. Further, development within the Douglas Station Metropolitan Urban Center will have a minimum Floor Area Ratio (FAR) of 3.0, and a maximum FAR of 8.0 in the core, and an FAR of not less than 0.75 and a maximum FAR of 1.50 in the edge; and a maximum density of 250 dwellings per gross acre. The proposed text amendment confirms that the Douglas Road Metrorail Station and associated rapid transit zone will be the core of the urban center and developed accordingly. Additionally, the proposed text clarifies that properties outside the urban center core, which are located within the incorporated municipalities of Miami and Coral Gables, will be developed in accordance with those municipalities' adopted comprehensive plans and zoning. The City of Miami and the City of Coral Gables have not created regulations which specifically incorporate Urban Center development standards. Therefore, development within those incorporated areas, outside the Douglas Station Property, will be developed in accordance with their respective municipalities' regulations until such a time as those municipalities adopt comprehensive plans and zoning which match the Urban Center standards.

Amendments to LUPM. Policy LU-8E indicates that applications requesting amendments to the CDMP Land Use Plan map must be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:

- i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;
- ii) Enhance or impede provision of services at or above adopted LOS Standards;
- iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods;
- iv) Enhance or degrade environmental or historical resources, features or systems of County significance; and
- v) If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein.

Plan Map Deficiency. The re-designation of the Application Area from Community Urban Center to Metropolitan Urban Center will permit increased density and intensity at a location that is centrally located and well-served by transit and urban infrastructure. The redevelopment of the Douglas Road Station will accommodate projected population growth close to the urban core and generate economic growth by creating a mixed-use, walkable and transit oriented town center.

Infrastructure. The Applicant does not anticipate that the approval of this application will result in a deficiency in the adopted LOS standards. The Applicant has submitted a traffic analysis which demonstrates compliance with traffic LOS standards. Further, the Applicant will work with other Departments and agencies to address any potential concerns.

Compatibility. The proposed shift from Community Urban Center to Metropolitan Urban Center will be entirely compatible with abutting and nearby land uses. This area is easily accessible by transit and roadways and the proposed development will introduce the component of walkability. The surrounding areas in the City of Miami are also designated for mixed-uses, residential and commercial, while the nearby areas in the City of Coral Gables are currently industrial. It should be noted that the surrounding area is in a state of transition. Bird Road (SW 40 Street) is becoming an increasingly prominent thoroughfare in this part of Miami-Dade County, and redevelopment patterns in this area reflect this shift. A number of approximately twelve (12) story, mixed-use multi-family residential projects are in the process of being developed in the Application Area's immediate vicinity. Additionally, these new developments will serve to transition the Douglas Road Station Urban Center "core" from the less dense and intense "edge" areas. Further, the proposed text amendment contains specific language which allows development outside of the Douglas Road Station core to be developed in accordance with the applicable municipality's adopted comprehensive plan and zoning, until such time as those municipalities amend their respective comprehensive plans and land development regulations to allow densities and intensities commensurate with the proposed Metropolitan Urban Center.

Historical and Environmental Resources. There are no historically or archeologically significant structures on the Property. Therefore, this application will have no impact on the County's historical or environmental resources.

Urban Center. This criterion is the heart of this application: the Applicant seeks to develop an entirely transit-oriented, mixed-use town center that promotes transit ridership and pedestrianism in compliance with Objective LU-7, as further described above.

Consistency with CDMP Objectives and Policies. This application addresses several policies and objectives within the Land Use Element and Transportation Element of the CDMP.

The Future Land Use Element of CDMP describes the long-term planning vision for "Urban Centers." Specifically, page I-45 of the CDMP indicates that "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." The CDMP envisions that Urban Centers will contain a variety of uses, including commercial and residential uses, which are cohesively designed, have direct accessibility to mass transit, and are integrated both vertically and horizontally. The locations of urban centers and their combination of uses should be "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." See Page I-46 of the Comprehensive Plan. In line with this concept, Miami-Dade County has designated many Metro-rail transit stations as Urban Centers on the Future Land Use Map, the Douglas Road Station included. However, unlike other stations, the Douglas Road Station is uniquely located at the intersection of two major roadways and the border between the City of Miami and the City of Coral Gables. These factors favor the Douglas Road Station with pedestrian and vehicular traffic not enjoyed by other Metrorail stations; thus redevelopment of the Douglas Road Station will encourage the use of transit in a manner that other stations cannot.

The CDMP's Statement of Legislative Intent identifies Urban Centers as an issue of County-wide importance. Urban Centers are specifically identified in the Statement of Legislative Intent as one of four fundamental growth management components "that are necessary to carry on a central metropolitan government in Miami-Dade County..." and providing further that the County's policies with respect to Urban Centers "shall serve as minimum standards for zoning, service, and regulation to be implemented through all municipal comprehensive plans and land development regulations." The Land Use Element of the CDMP builds on this concept.

Approval of this application is consistent with the following Objectives and Policies of the CDMP Land Use Element:

- **Objective LU-1. The location and configuration of Miami-Dade County's urban growth through the year 2025 shall emphasize concentration and intensification of development around centers of activity, development or well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl.**

The instant application will concentrate and intensify development around a center of transit activity. The change from Community Urban Center to Metropolitan Urban Center will

encourage the creation of a mixed-use, multi-purpose transit hub in an infill location where public services, including transit, can comfortably accommodate the increase.

- **Policy LU-1A. High intensity, well-designed urban centers shall be facilitated by Miami-Dade County at locations having high countywide multimodal accessibility.**

The Applicant seeks to develop a high intensity, well-designed urban center at a location with access to existing Metrorail transit, in addition to pedestrian, bicycle, bus, and vehicular access. US-1, Douglas Road, the Underline, and the Metrorail confer on the site the very definition of countywide multimodal accessibility.

- **LU-1C. Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.**

The proposed amendments will grant priority to well-planned urban infill development which will revitalize this section of Miami-Dade County with a project that prioritizes access to transit, bicycle, and the pedestrian experience. Due to this area's proximity to residential uses, the Underline, and transit, the Douglas Road Station Urban Center can accommodate additional demand in a way that other areas cannot.

- **LU-1G. Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.**

US-1, Douglas Road, and the Metrorail create a node of activity that proper planning, as proposed by the Applicant, will be able to harness and encourage. Businesses created will be able to serve not only patrons from the immediately surrounding area, but also patrons from other parts of the County that arrive by vehicle, bicycle, and Metrorail.

- **Objective LU-7. Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors and urban centers to be planned and designed to promote transit-oriented development (TOD), and transit use, which mixes residential, retail, office, open space and public uses in a safe, pedestrian and bicycle friendly environment that promotes mobility for people of all ages and abilities through the use of rapid transit services."**

The change in Urban Center designation will promote development of transit-oriented, mixed use development in a safe, pedestrian and bicycle friendly environment. Transit is integral to the proposed redevelopment of this area and will promote mobility for people of all ages and abilities through access to the Metrorail.

- **Policy LU-7A.** Through its various planning, regulatory and development activities, Miami-Dade County shall encourage development of a wide variety of residential and non-residential land uses and activities in nodes around rapid transit stations to promote mobility, produce short trips, minimize transfers, attract transit ridership, and promote travel patterns on the transit line that are balanced directionally and temporally to promote transit operational and financial efficiencies. Land uses that may be approved around transit stations shall include housing, shopping and offices in moderate to high densities and intensities, complemented by compatible entertainment, cultural uses and human services in varying mixes. The particular uses that are approved in a given station area should, a) respect the character of the nearby community, b) strive to serve the needs of the community for housing and services, and, c) promote a balance in the range of existing and planned land uses along the subject transit line. Rapid transit station sites and their vicinity shall be developed as "urban centers" as provided in this plan element under the heading Urban Centers.

The Applicant intends to redevelop the Douglas Road Station as mixed-use hub that provides essential services to the surrounding community as well as draws patrons from other parts of the County via transit. The envisioned development will respect the character of the nearby community, by limiting intense development to the "core" of the Urban Center and providing a balance in the range of existing and proposed uses.

- **Policy LU-7F.** Residential development around rail rapid transit stations should have a minimum density of 15 dwelling units per acre (15 du/ac) within 1/4 mile walking distance from the stations and 20 du/ac or higher within 700 feet of the station, and a minimum of 10 du/ac between 1/4 and 1/2 mile walking distance from the station. Business and office development intensities around rail stations should produce at least 75 employees per acre within 1/4 mile walking distance from the station, 100 employees per acre within 700 feet, and minimum of 50 employees per acre between 1/4 and 1/2 mile walking distance from the station. Where existing and planned urban services and facilities are adequate to accommodate this development as indicated by the minimum level-of-service standards and other policies adopted in this Plan, and where permitted by applicable federal and State laws and regulations, these densities and intensities shall be required in all subsequent development approvals. Where services and facilities are currently or projected to be inadequate, or where required by Policy LU-7A, development may be approved at lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this policy.

Douglas Road Station and the surrounding Urban Center area are in the relatively unique position of being able to accommodate a variety of uses, including residential uses, based on proximity to roadways and transit. The minimum standards in Policy LU-7F will certainly be satisfied.

These policies are critical elements of the Comprehensive Plan's integration of transportation infrastructure into land use planning. However, this application is also consistent with the Goal, Objectives, and Policies of Transportation Element of the CDMP:

- **Transportation Element Goal.** Develop and maintain an integrated multimodal transportation system in Miami-Dade County to move people of all age and abilities and goods in a manner consistent with overall countywide land use and environmental protection goals and integration of climate change considerations in the fiscal decision-making process.

The increase to the proposed Metropolitan Urban Center for Douglas Road Station will encourage revitalization of the aging Metrorail Station. Pedestrians and transit users of all ages and abilities will be given priority throughout the area to be redeveloped.

- **TE-1F. Transit-supportive Land Use Element policies including, but not limited to, Urban Center guidelines shall be vigorously implemented in association with planned rapid transit facilities identified in the Mass Transit Subelement.**

The Applicant seeks updating and implementation of the Urban Center designation most beneficial to the County's existing Douglas Station rapid transit facility. The proposed amendments will ensure development of a well-planned transit-oriented project centered around the Metrorail, bus access, and pedestrian access.

- **TE-3B. Miami-Dade County shall analyze planned land use patterns and intensities in planned rapid and premium transit station areas and shall identify transportation and land use plan changes needed to improve interrelationships. This analysis shall address, at a minimum, the existing Metrorail corridor, the planned initial segment of the East-West corridor, the planned North corridor, and the South Miami-Dade Busway corridor as well as rapid and premium transit corridors listed in the Mass Transit Subelement. This analysis shall identify locations where planned transit facilities are not supported by the planned land use or development intensity with consideration of mitigating benefits of planned transit rider feeders such as major park-and-ride or bus terminal facilities in the corridor. Where such locations are identified, alternative land uses or intensities will be analyzed, and potential land use or transportation plan amendments will be identified. The information produced by this analysis shall be provided to the MPO, the Board of County Commissioners and the directly affected municipalities having comprehensive planning and zoning jurisdiction in the immediate vicinity of these planned transit corridors for their consideration. It is the policy of Miami-Dade County that affected municipalities consider local plan amendments to reflect the findings of this analysis.**

The instant application requests a land use plan change needed to improve the interrelationship between the Metrorail, buses, vehicles, bicyclists, and pedestrians within this area. While affected municipalities may choose to follow the lead set by Miami-Dade County, they are not required to do so unless those municipalities determine the shift is compatible with the properties within their jurisdiction.

5. ADDITIONAL MATERIAL SUBMITTED

- 1) Legal Description and Location Map of Application Area
- 2) Sketch of Survey
- 3) Traffic Analysis

The Applicant reserves the right to supplement the application with additional documentation within the time permitted by the Code of Miami-Dade County.

COMPLETE DISCLOSURE FORMS: See attached.

DISCLOSURE OF INTEREST

This form or a facsimile must be filed by all applicants having an ownership interest in any real property covered by an application to amend the Land Use Plan map. Submit this form with your application. Attach additional sheets where necessary.

1. APPLICANT (S) NAME AND ADDRESS:

APPLICANT (A): Adler 13th Floor Douglas Station, LP
1400 NW 107th Avenue
5th Floor
Miami, FL 33172

Use the above alphabetical designation for applicants in completing Sections 2 and 3, below.

2. PROPERTY DESCRIPTION: Provide the following information for all properties in the Application Area in which the applicant has an interest. Complete information must be provided for each parcel.

<u>APPLICANT</u>	<u>OWNER OF RECORD</u>	<u>FOLIO NUMBER*</u>	<u>ACRES IN SIZE (net) *</u>
		01-4120-068-0010	2.46
		01-4120-059-0010	0.37
		01-4120-059-0020	1.95
		01-4120-068-0020	2.76

<u>A</u>	Miami-Dade County	Total:	7.54 acres
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* See Survey submitted with application

3. For each applicant, check the appropriate column to indicate the nature of the applicant's interest in the property identified in 2. above.

<u>APPLICANT</u>	<u>OWNER</u>	<u>LESSEE</u>	<u>CONTRACTOR FOR PURCHASE</u>	<u>OTHER (Attach Explanation)</u>
<u>A</u>		X		

4. DISCLOSURE OF APPLICANT'S INTEREST: Complete all appropriate sections and indicate N/A for each section that is not applicable.

- a. If the applicant is an individual (natural person) list the applicant and all other individual owners below and the percentage of interest held by each.

INDIVIDUAL'S NAME AND ADDRESS

PERCENTAGE OF INTEREST

N/A

- b. If the applicant is a **CORPORATION**, list the corporation's name, the name and address of the principal stockholders and the percentage of stock owned by each. [Note: where the principal officers or stockholders, consist of another corporation (5), trustee(s), partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.]

CORPORATION NAME: _____

NAME, ADDRESS, AND OFFICE (if applicable)

PERCENTAGE OF STOCK

- c. If the applicant is a **TRUSTEE**, list the trustee's name, the name beneficiaries of the trust, and the percentage of interest held by each. [Note: where the beneficiary/beneficiaries consist of corporation(s), partnership(s), or other similar entities, further disclosure shall be required which discloses the identity of the individual (s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

TRUSTEES NAME: N/A

BENEFICIARY'S NAME AND ADDRESS

PERCENTAGE OF INTEREST

N/A

- d. If the applicant is a **PARTNERSHIP** or **LIMITED PARTNERSHIP**, list the name of the partnership, the name and address of the principals of the partnership, including general and limited partners and the percentage of interest held by each partner. [Note: where the partner (s) consist of another partnership(s), corporation (5) trust (5) or other similar entities, further disclosure shall be required which discloses the identity of the individual (s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

PARTNERSHIP NAME: Adler 13th Floor Douglas Station, LP

NAME AND ADDRESS OF PARTNERS

PERCENTAGE OF
INTEREST

See attached for further disclosure

- e. If the applicant is party to a **CONTRACT FOR PURCHASE**, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. [Note: where the principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust, partnership, or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

NAME AND ADDRESS

PERCENT AGE OF
INTEREST

N/A

Date of Contract: _____

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

5. DISCLOSURE OF OWNER'S INTEREST: Complete only if an entity other than the applicant is the owner of record as shown on 2.a., above.

- a. If the owner is an individual (natural person) list the applicant and all other individual owners below and the percentage of interest held by each.

INDIVIDUAL'S NAME AND ADDRESS

PERCENTAGE OF
INTEREST

N/A

- b. If the owner is a **CORPORATION**, list the corporation's name, the name and address of the principal stockholders and the percentage of stock owned by each. [Note: where the principal officers or stockholders consist of another corporation(s), trustee(s) partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s)

(natural persons) having the ultimate ownership interest in the aforementioned entity.]

CORPORATION NAME: Miami-Dade County, municipal corporation

<u>NAME, ADDRESS, AND OFFICE (if applicable)</u>	<u>PERCENTAGE OF STOCK</u>
--	----------------------------

N/A

- c. If the owner is a **TRUSTEE**, and list the trustee's name, the name and address of the beneficiaries of the trust and the percentage of interest held by each. [Note: where the beneficiary/beneficiaries consist of corporation(s), another trust(s), partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

TRUSTEE'S

NAME: N/A

<u>BENEFICIARY'S NAME AND ADDRESS</u>	<u>PERCENTAGE OF INTEREST</u>
---------------------------------------	-------------------------------

N/A

- d. If the owner is a **PARTNERSHIP** or **LIMITED PARTNERSHIP**, list the name of the partnership, the name and address of the principals of the partnership, including general and limited partners, and the percentage of interest held by each. [Note: where the partner(s) consist of another partnership(s), corporation(s) trust(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

PARTNERSHIP NAME:

N/A

<u>NAME AND ADDRESS OF PARTNERS</u>	<u>PERCENTAGE OF OWNERSHIP</u>
-------------------------------------	--------------------------------

N/A

- e. If the owner is party to a **CONTRACT FOR PURCHASE**, whether contingent on this application or not, and whether a Corporation, Trustee, or Partnership, list the names of the contract purchasers below, including the principal officers, stockholders, beneficiaries, or partners. [Note: where the principal officers, stockholders, beneficiaries, or partners consist of another corporation, trust, partnership, or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity].

NAME, ADDRESS, AND OFFICE (if applicable)

PERCENTAGE OF
INTEREST

N/A

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

N/A

For any changes of ownership or changes in contract for purchase subsequent to the date of the application, but prior to the date of the final public hearing, a supplemental disclosure of interest shall be filed.

[Signature Page Follows]

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

Applicant's Signatures and Printed Names

Title:

Adler 13th Floor Douglas Station, LP

Sworn to and subscribed before me

this 31 day of OCTOBER, 2016.

Notary Public, State of Florida at Large (SEAL)

My Commission Expires: MARCH 24, 2020



Elisa Seguin
Commission # FF975191
Expires: March 24, 2020
Bonded thru Aaron Notary

Disclosure shall not be required of any entity, the ~~entity~~ interest in which are regularly traded on an established securities market in the United States or other country; or pension funds or pension trusts of more than five thousand (5,000) ownership interests; 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 each level of ownership, and no one pension or entity holds more than a total of five (5) percent of the ownership interest in the partnership, corporation or trust; or of any entity, the ownership interest of which are held in a partnership, corporation or trust consisting of more than 5,000 separate interests and where no one person or entity holds more than a total of 5% of the ownership interest in the partnership, corporation or trust. Entities whose ownership interests are held in 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

Adler 13th Floor Douglas Station, LP

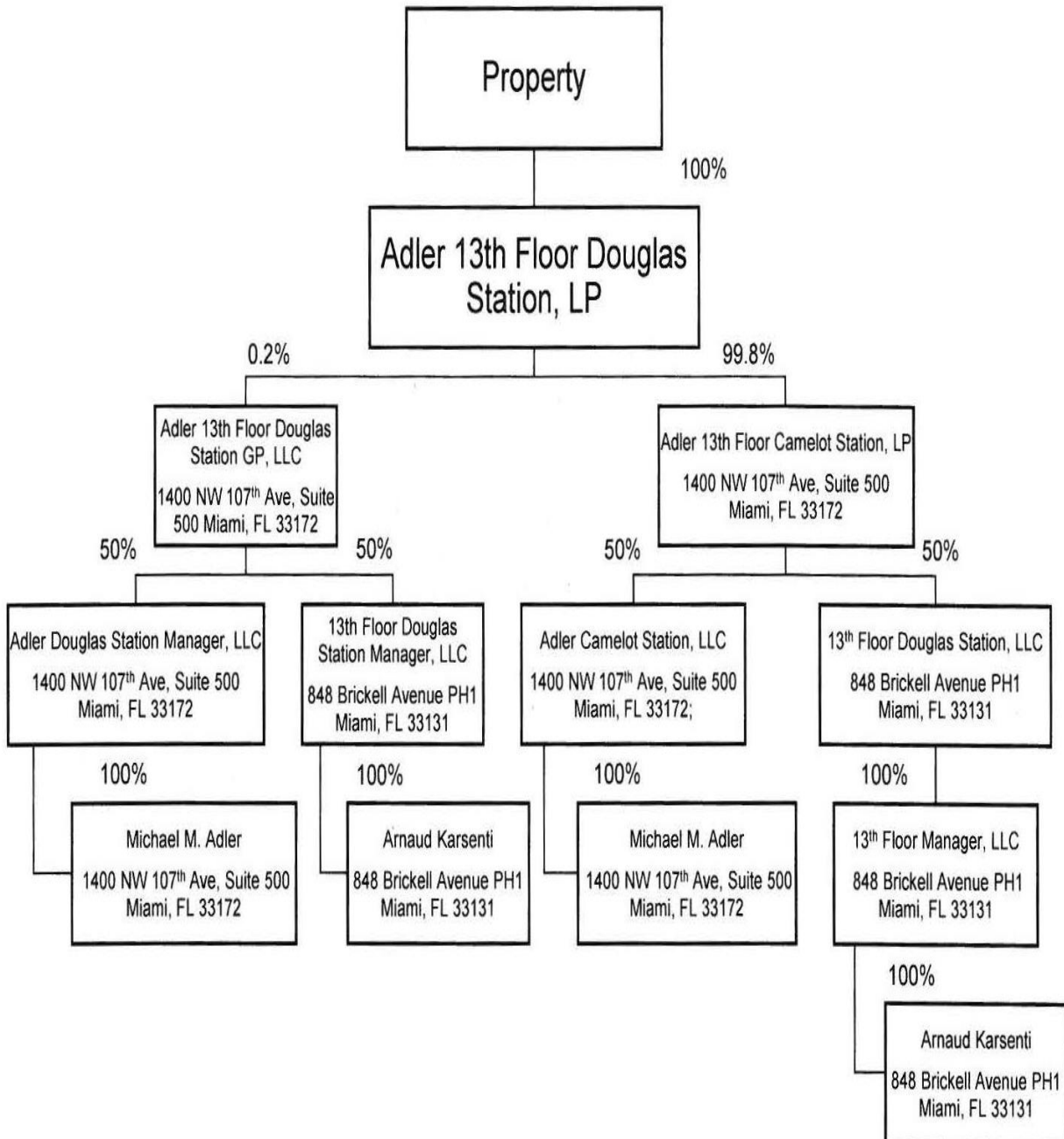


EXHIBIT A

LOCATION MAP FOR APPLICATION TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

APPLICANT / REPRESENTATIVE

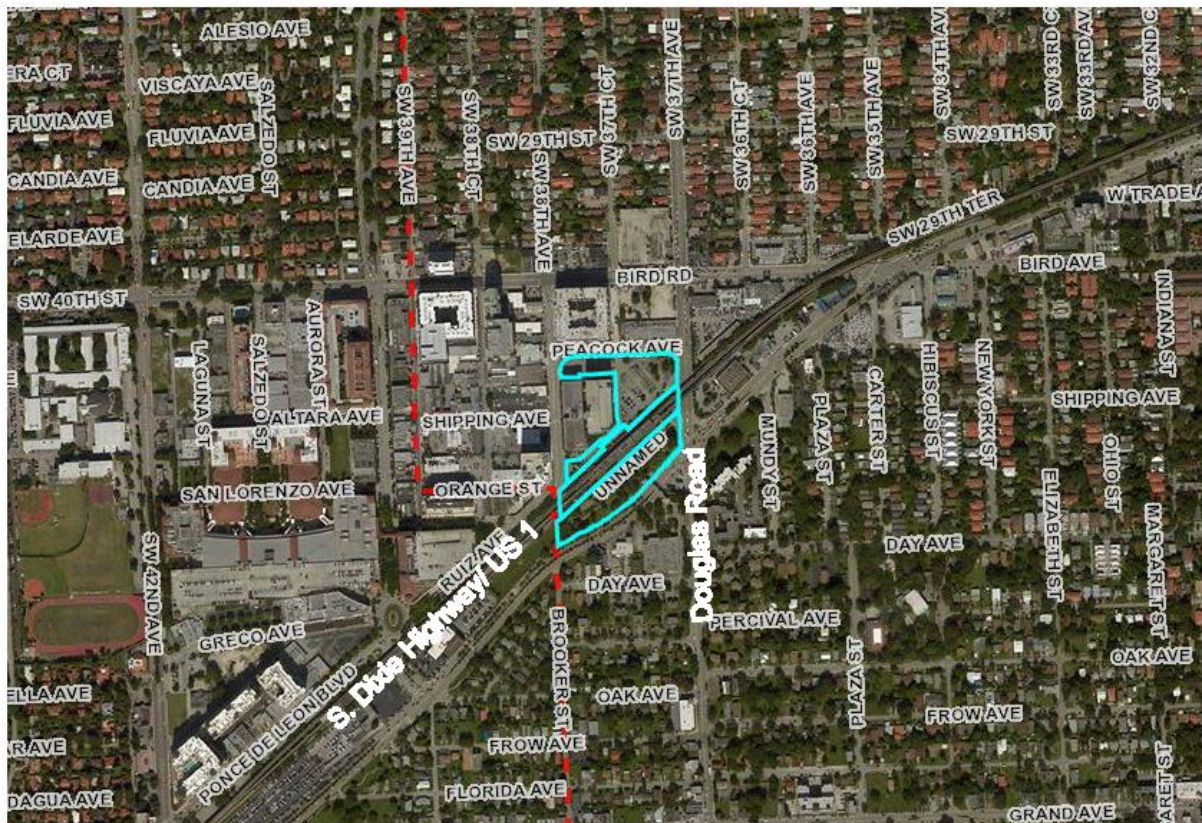
Adler 13th Floor Douglas Station, LP / Jeffrey Bercow, Esq.

DESCRIPTION OF SUBJECT AREA

PARCEL 1: TRACTS A AND B, OF "DOUGLAS ROAD STATION VINTAGE," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 169, PAGE 33, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

PARCEL 2: LOTS 1 AND 2, IN BLOCK 1, OF "DOUGLAS ROAD STATION," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 158, PAGE 32, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; LESS AND EXCEPT THE FOLLOWING:

TRACTS A AND B, OF "DOUGLAS ROAD STATION VINTAGE," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 169, PAGE 33, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA



Application Area: 7.54 Net Acres owned by Miami-Dade County
0 Net Acres owned by Applicant

LEGAL DESCRIPTION OF SUBJECT AREA

PARCEL 1: TRACTS A AND B, OF "DOUGLAS ROAD STATION VINTAGE," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 169, PAGE 33, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

PARCEL 2: LOTS 1 AND 2, IN BLOCK 1, OF "DOUGLAS ROAD STATION," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 158, PAGE 32, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; LESS AND EXCEPT THE FOLLOWING:

TRACTS A AND B, OF "DOUGLAS ROAD STATION VINTAGE," ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 169, PAGE 33, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA

Net Area: 328,308 Square Feet / 7.54 Acres

Gross Area: 421,798 Square Feet / 9.68 Acres

EXHIBIT B

AMENDMENT REQUEST TO THE LAND USE ELEMENT & LAND USE PLAN MAP OCTOBER 2016 AMENDMENT CYCLE MIAMI-DADE COUNTY COMPREHENSIVE DEVELOPMENT MASTER PLAN

Adler 13th Floor Douglas Station, LP / Jeffrey Bercow, Esq.
Proposed Text Amendment

Amend the Urban Center provisions, page I-48 of the CDMP Land Use Element as follows:

LAND USE ELEMENT

* * *

Urban Centers

* * *

Density and Intensity. The range of average floor area ratios (FARs) and the maximum allowed residential densities of development within the Regional, Metropolitan and Community Urban Centers are shown in the table below.

	Average Floor Area Ratios (FAR)	Max. Densities Dwellings per Gross Acre
Regional Activity Centers	greater than 4.0 in the core not less than 2.0 in the edge	500
Metropolitan Urban Centers	greater than 3.0 in the core not less than 0.75 in the edge	250
Community Urban Centers	greater than 1.5 in the core not less than 0.5 in the edge	125

In addition, the densities and intensities of developments located within designated Community Urban Centers and around rail rapid transit stations should not be lower than those provided in Policy LU-7F. Height of buildings at the edge of Metropolitan Urban Centers adjoining stable residential neighborhoods should taper to a height no more than 2 stories higher than the adjacent residences, and one story higher at the edge of Community Urban Centers. However, where the adjacent area is undergoing transition, heights at the edge of the Center may be based on adopted comprehensive plans and zoning of the surrounding area. Densities of residential uses shall be authorized as necessary for residential or mixed-use developments in Urban Centers to conform to these intensity and height policies.

As noted previously in this section, urban centers are encouraged to intensify incrementally over time. Accordingly, in planned future rapid transit corridors, these intensities may be implemented in phases as necessary to conform with provisions of the Transportation Element, and the concurrency management program in the Capital

Improvement Element, while ensuring achievement of the other land use and design requirements of this section and Policy LU-7F.

Douglas Road Metrorail Station. The policies for development of Urban Centers as set forth in this Land Use Element shall govern the Douglas Metrorail Station Metropolitan Urban Center (Douglas Station MUC) except as set forth herein. The CDMP Statement of Legislative Intent provides that the policies for development of Urban Centers are a fundamental CDMP growth management component, required for Miami-Dade County's central metropolitan government, and shall serve as minimum standards for zoning, service, and regulation for municipal governments to implement through their comprehensive plans and land development regulations. The Douglas Station MUC is located entirely within incorporated areas, and the County's Rapid Transit Zone land development regulations (Chapter 33C, County Code) govern the Douglas Road Metrorail Station property. Densities and intensities of developments located within the Douglas Station MUC should not be lower than those provided in Policy LU-7F. Further, development within the Douglas Station MUC core shall have a minimum Floor Area Ratio (FAR) of 3.0, and a maximum FAR of 8.0, and in the MUC edge an FAR of not less than 0.75 and a maximum FAR of 1.50; and a maximum density of 250 dwellings per gross acre. The Douglas Road Metrorail Station property shall constitute the core of the Douglas Station MUC and be developed accordingly. However, properties outside of the Douglas Station MUC core shall be developed in accordance with the following criteria: (1) The particular uses that are approved outside of the Douglas Station MUC core should, (a) respect the character of the nearby community, (b) strive to serve the needs of the community for housing and services, and, (c) promote a balance in the range of existing and planned land uses along the subject transit line; (2) Where services and facilities are currently or projected to be inadequate, the municipality may approve development at a lower density or intensity provided that the development plan, including any parcel plan, can accommodate, and will not impede, future densification and intensification that will conform with this paragraph; and (3) Development outside of the Douglas Station MUC core shall be developed in accordance with the applicable municipality's adopted comprehensive plan and zoning, until such time as those municipalities amend their respective comprehensive plans and land development regulations to allow densities and intensities of developments within the Douglas Station MUC as set forth in this paragraph.

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APPENDIX B

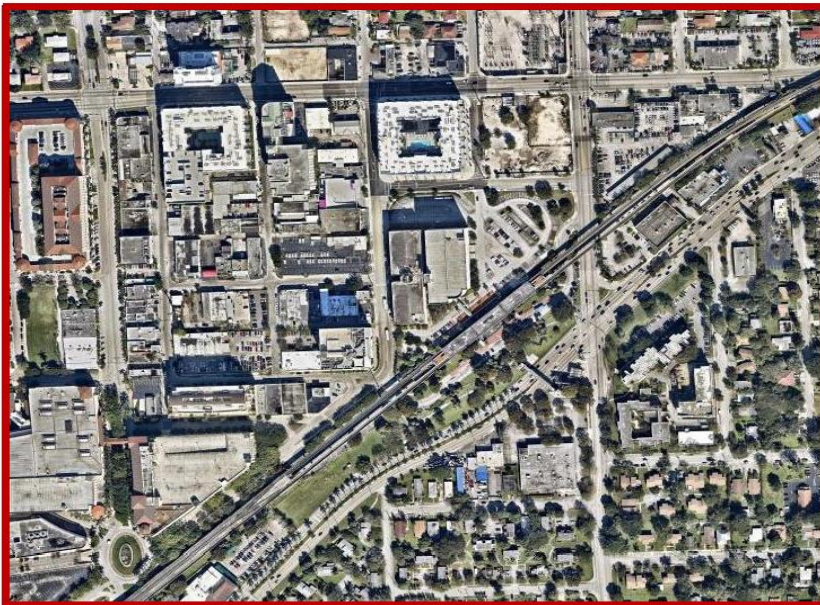
Applicant's Transportation Impact Analysis

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*Comprehensive Development Master Plan
Amendment Transportation Analysis for
Submittal to Miami-Dade County*

**Douglas Road Metrorail Station
Proposed Metropolitan Urban Center
(MUC)**



Kimley»Horn

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October 2016
043760000

***Comprehensive Development Master Plan
Amendment Transportation Analysis for
Submittal to Miami-Dade County***

**Douglas Road Metrorail Station
Proposed Metropolitan Urban Center (MUC)**

Prepared by:

Kimley-Horn and Associates, Inc.

Kimley»Horn

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October 2016
04376000

TABLE OF CONTENTS

Introduction	1
Data Collection	3
Programmed Roadway Improvements	4
Amendment Site Traffic	6
Background Area Growth	10
Roadway Segment Capacity Analysis	11
Conclusion	17

LIST OF FIGURES

Figure 1: Amendment Location Map	2
Figure 2: Project Trip Distribution	9

LIST OF TABLES

Table 1: Potential Maximum CDMP Amendment Trip Generation	7
Table 2: Cardinal Trip Distribution	8
Table 3 : Existing Conditions Roadway Segment Capacity Analysis	14
Table 4 : Short-Term (Year 2020) P.M. Peak Hour Roadway Capacity without Amendment	15
Table 5 : Short-Term (Year 2020) P.M. Peak Hour Roadway Capacity with Amendment	15
Table 6: Long-Term (Year 2030) P.M. Peak Hour Roadway Capacity without Amendment	16
Table 7: Long-Term (Year 2030) P.M. Peak Hour Roadway Capacity with Amendment	16

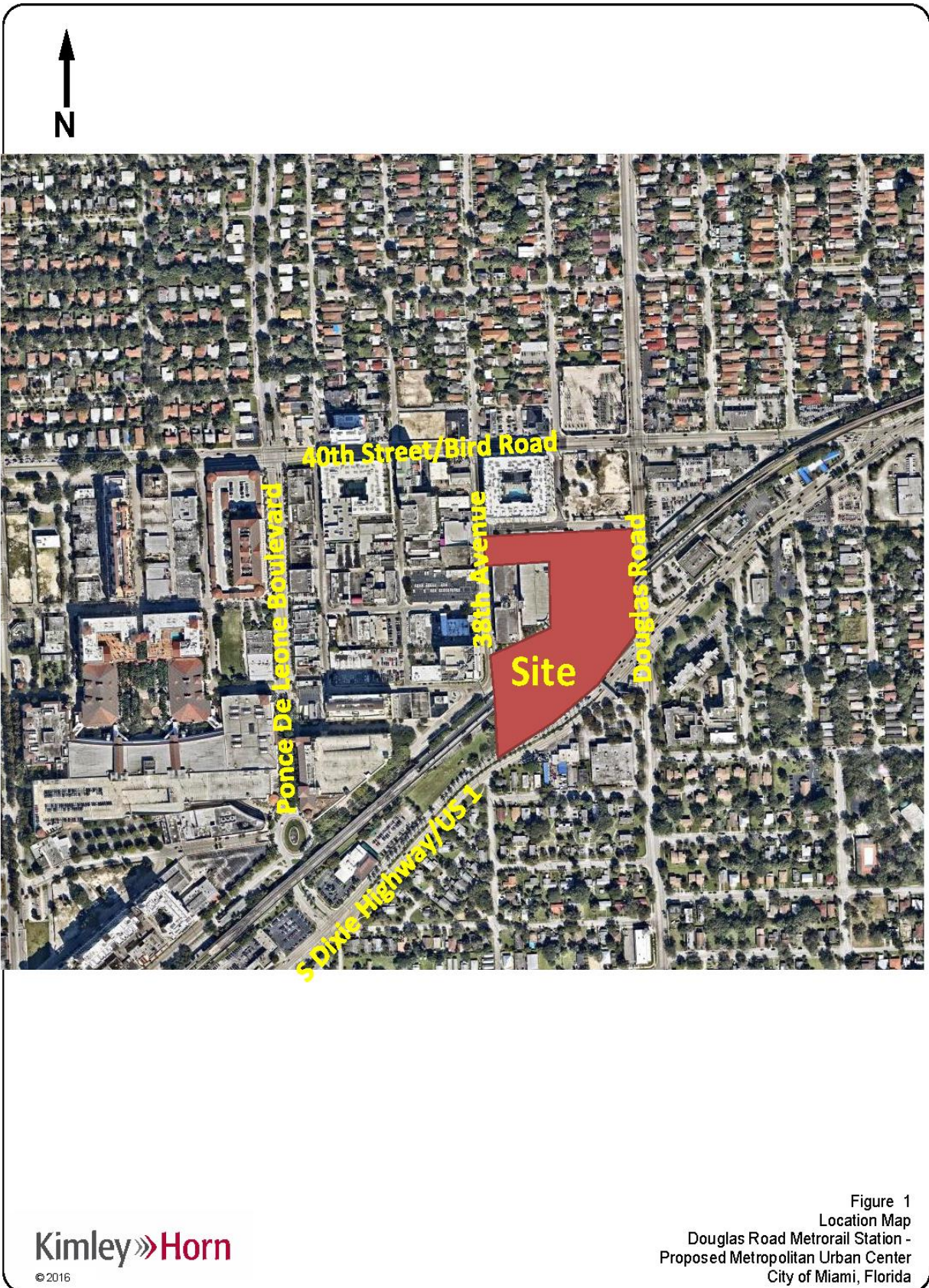
LIST OF APPENDICES

Appendix A:	Concurrency Tables/Traffic Data
Appendix B:	Programmed Roadway Improvements
Appendix C:	Trip Generation
Appendix D:	Cardinal Distribution
Appendix E:	Growth Rate Calculations

INTRODUCTION

It is proposed to amend the existing Comprehensive Development Master Plan (CDMP) designation for the approximate 7.51-acre area generally bounded by Peacock Avenue to the north, US-1/Dixie Highway to the south, SW 38th Avenue to the west, and Douglas Road to the east referred to as the Douglas Metrorail Station. The amendment proposes to change the existing Community Urban Center designation (CUC) to Metropolitan Urban Center (MUC) which will result in an increase in residential density from 125 residential units per acre to 250 residential units per acre and an increase in overall floor area ratio (FAR) from 6 in the CUC designation and 8 in the MUC designation. A location map of the amendment is provided in **Figure 1**.

Kimley-Horn and Associates, Inc. has completed this transportation analysis in support of the proposed CDMP amendment application. The purpose of the analysis is to assess the impact of the proposed land use designation change on the surrounding roadway network and to determine if adequate capacity is available to support future traffic volumes. This report summarizes amendment trip generation, project trip distribution, and capacity analyses.



DATA COLLECTION

Roadway segment traffic data obtained from the concurrency tables for Florida Department of Transportation (FDOT) and Miami-Dade County for the following roadway segments:

- SW 37th Avenue between US-1/Dixie Highway and 8th Street
- SW 37th Avenue between US-1/Dixie Highway and Ingraham Highway
- SR 976/SW 40th Street/Bird Road east of SW 42nd Avenue
- SR 976/SW 40th Street/Bird Road west of SW 42nd Avenue
- US-1/Dixie Highway/SR 5 east of SW 57th Avenue

The roadway segment traffic data provided by Miami-Dade County is provided in **Appendix A**.

PROGRAMMED ROADWAY IMPROVEMENTS

Local transportation plans were reviewed to gather planned and programmed transportation improvement information in the amendment area. The purpose of the plan review is to identify programmed capacity improvements for consideration in this analysis. The following transportation plans were reviewed as part of the background research:

- City of Miami Capital Improvement Plan (CIP)
- Miami-Dade County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP)
- Miami-Dade County Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP)
- Florida Department of Transportation (FDOT) Five-Year Work Program

Relevant information from these plans is summarized below.

City of Miami Capital Improvement Plan (CIP)

The 2015-2016 City of Miami Capital Improvement Plan (CIP) specifies programmed transportation improvements to be implemented within the City of Miami over the next five (5) years. Based on the review, no projects were identified within the study area.

Miami-Dade County MPO Transportation Improvement Program (TIP)

The Miami-Dade Transportation Improvement Program (TIP) includes programmed improvements to be implemented within Miami-Dade County over the next five (5) years. The 2015 TIP is for fiscal years 2015 to 2019. Improvements identified in the TIP are characterized as intermodal, highway, transit, aviation, seaport, and non-motorized. Based on the review of the 2015 Miami-Dade MPO TIP, two (2) projects were identified within the study area, including:

- SR 976/Bird Road is scheduled to undergo a PD&E/EMO Study from SR 821/HEFT to US-1/Dixie Highway
- SR 5/US-1/Dixie Highway is scheduled to undergo a PD&E/EMO Study from SW 152nd Street to SR 9/I-95

Miami-Dade County MPO 2040 Long Range Transportation Plan (LRTP)

The Miami-Dade 2040 LRTP, adopted by the Miami-Dade County MPO, was developed to guide long-term transportation investments in Miami-Dade County. The LRTP focuses on the County's transportation infrastructure needs including roadways, transit facilities, bicycle facilities, pedestrian facilities, and other modes of transportation. Based on the review of the Miami-Dade MPO LRTP, no projects were identified within the study area.

Florida Department of Transportation (FDOT) Five-Year Work Program

The 2016-2020 FDOT Five-Year Work Program includes State roadway improvements to be implemented over the next five (5) years. Based on the review of the 2016-2020 FDOT Work Program, two (2) projects were identified within the study area, including:

- SR 5/US-1/Dixie Highway between Riviera Drive to SW 27th Avenue is programmed for resurfacing.
- SR 976/SW 40th Street from east of SW 38th Court to US-1/S Dixie Highway programmed for resurfacing.

These projects are not expected to increase roadway capacity. Detailed programmed roadway improvement projects are provided in **Appendix B**.

AMENDMENT SITE TRAFFIC

Amendment site traffic is defined as the vehicle trips expected to be generated by the proposed amendment, and the distribution and assignment of this traffic over the roadway network.

Existing and Proposed Land Uses

The amendment site is generally located at 3060 SW 37th Court in Miami, Florida. The amendment site is currently used as a surface parking lot for the adjacent transit station and office building. The amendment site is currently included in the Community Urban Center (CUC) land use designation with an assumed allowable floor area ratio (FAR) of 6.0 and an allowable residential density of 125 units per acre. Based upon a planning analysis provided by others, the following development plan currently permitted under the CUC designation for this site was assumed to be the following: 939 high-rise residential dwelling units (7.51 acres at 125 units per acre), 152,504 s.f. of retail space, 350 hotel rooms, and 350,000 s.f. of office space.

Metropolitan Urban Center (MUC) is the proposed land use designation for the area in which the site is located which has a proposed maximum FAR of 8.0 and an allowable residential density of 250 units per acre. Based upon the planning analysis provided by others, the following development plan that will be permitted under the MUC designation for this site was assumed to be the following: 1,878 high-rise dwelling units (7.51 acres at 250 units per acre), 152,504 s.f. of retail space, 400 hotel rooms, and 425,000 s.f. of office space.

In summary, the proposed amendment will result in a net increase of 939 high-rise residential units, 50 hotel rooms, and 75,000 s.f. of office space based upon the planning analysis provided.

Trip Generation

Trip generation calculations for the proposed amendment were performed using the Institute of Transportation Engineer's (ITE's) *Trip Generation*, 9th Edition. Trip generation was determined using ITE Land Use Code (LUC) 222 (High-Rise Apartment), ITE LUC 310 (Hotel), ITE LUC 710 (General Office Building), and ITE LUC 820 (Shopping Center). **Appendix C** contains the trip generation calculations.

Internal Capture Volumes

Internal capture is expected between the complementary land uses within a project. Internal capture trips are trips made among the on-site uses. Internal capture trips for the project were determined based upon methodology contained in the ITE's, *Trip Generation Handbook*, 3rd Edition. The P.M. peak hour internal capture rate for the approved development potential is expected to be 23.3 percent (23.3%). The P.M. peak hour internal capture rate for the proposed development potential is expected to be 21.7 percent (21.7%). The internal capture detailed calculations are contained in Appendix C.

Pass-By Capture Volumes

A portion of the driveway volumes at the project site will be the result of new trips on the roadway network. The remainder of the driveway volumes will be trips from the adjacent traffic passing by the site (pass-by capture trips). Pass-by trips are intermediate stops on the way from an origin to a primary trip

destination. The pass-by percentages were determined based on information provided in the ITE *Trip Generation Handbook*, 3rd Edition. The average pass-by capture used for the uses was 14.9 percent (14.9%) for the approved development potential and 11.5 percent (11.5%) for the proposed development potential. Detailed calculations and figures depicting pass-by project trips are contained in Appendix C.

Multimodal and Pedestrian Reduction Factors

In order to account for the urban environment in which the amendment is located, transit (multimodal) reduction factors were applied to the site. It is expected that a portion of visitors, residents, and employees of the amendment will utilize transit or walk. Miami-Dade County Transit (MDT) provides rail service and bus service for several routes near the project site. A 10.0 percent (10.0%) reduction factor was utilized for the multimodal reductions for the amendment.

Net New Project Trips

Table 1 summarizes the project's trip generation potential for the weekday P.M. peak hour. As shown in Table 1, this project is expected to result in a net increase of 270 new trips during the P.M. peak hour. Detailed trip generation information is included in Appendix C.

Table 1: Potential Maximum CDMP Amendment Trip Generation

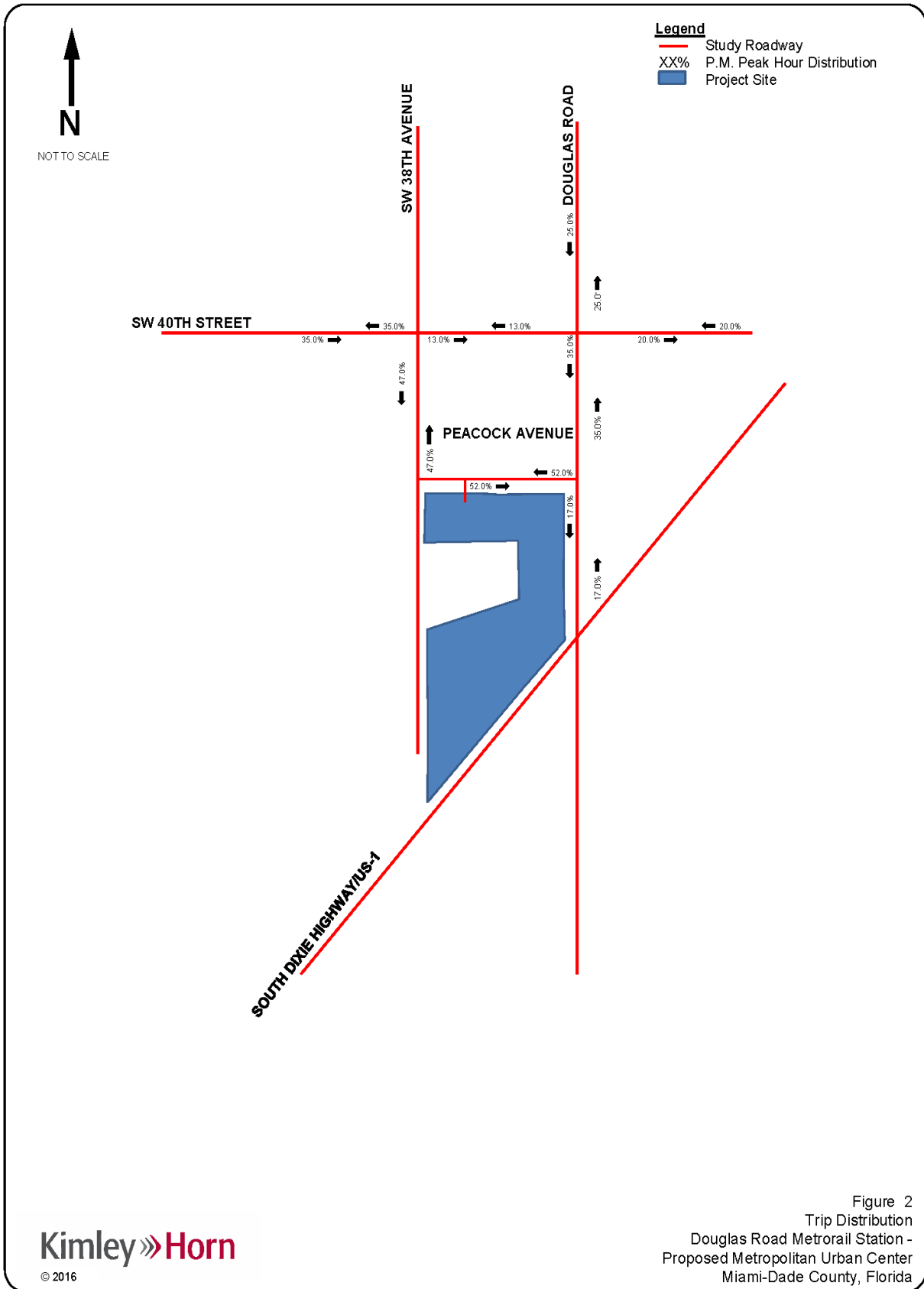
P.M. Peak Hour				
Land Use (ITE Code)	Scale	Net External Trips	Entering Trips	Exiting Trips
<i>Existing Maximum Development Potential</i>				
High-Rise Apartment (222)	939 du	170	95	75
Hotel (310)	350 rooms	180	85	95
General Office Building (710)	350 ksf	418	67	351
Shopping Center (820)	152.504 ksf	399	202	197
Existing Maximum Development Potential		1,167	449	718
10% Multi-Modal Reduction		117	45	72
Existing Vehicle-Trips		1,050	404	646
<i>Proposed Maximum Development Potential</i>				
High-Rise Apartment (222)	1,878 du	442	258	184
Hotel (310)	400 rooms	204	94	110
General Office Building (710)	425 ksf	496	76	420
Shopping Center (820)	152.504 ksf	384	201	183
Proposed Maximum Development Potential		1,526	629	897
10% Multi-Modal Reduction		153	63	90
Proposed Vehicle-Trips		1,373	566	807
<i>Net Change (Proposed – Existing)</i>				
Net New Vehicle Trips		323	162	161

Trip Distribution and Assignment

The likely distribution of amendment traffic was forecast for the trips generated by the proposed maximum development potential. The trip distribution was based on a cardinal trip distribution obtained from the MPO's *2040 Cost Feasible Plan* for the amendment site's traffic analysis zone (TAZ 1097). The cardinal trip distribution for TAZ 1097 interpolated for the year 2020 is provided in **Table 2**. The detailed cardinal distribution is contained in **Appendix D**. The amendment distribution is shown in **Figure 2**.

Table 2: Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips
North-Northeast	17.5%
East-Northeast	10.1%
East-Southeast	3.5%
South-Southeast	2.5%
South-Southwest	13.6%
West-Southwest	21.9%
West-Northwest	13.2%
North-Northwest	17.9%
Total	100%



BACKGROUND AREA GROWTH

Short-term and long-term growth on the study area's roadways was determined based on a comparison of the 2010 and 2040 traffic volumes from the Southeast Florida Regional Planning Model (SERPM) and from the 5-year and 10-year historical growth trends calculated from FDOT count stations within the study area. The resulting growth rates from the SERPM, 5-year and 10-year historic growth calculations were 0.39 percent (0.39%), -0.58 percent (-0.58%), and 0.24 percent (0.24%), respectively. Based on these results, a conservative growth rate of 0.5 percent (0.5%) was selected. The growth rate was applied to the 2015 traffic data and compounded annually to develop the 2020 volumes. Long-term (Year 2030) volumes were estimated by linearly applying the growth rate to the 2015 traffic data. Detailed growth calculations are contained in **Appendix E**.

ROADWAY SEGMENT CAPACITY ANALYSIS

The impacts on roadway segments from the proposed CDMP amendment was examined for the P.M. peak hour during both short-term (2020) and long-term (2030) planning horizon years. The proposed amended density results in a net increase in trips during the P.M. peak hour. Additional trips resulting from the amendment were distributed over the transportation network per

Figure 2. Roadway segments considered to be significantly impacted by the proposed amendment are roadways where additional trips resulting from the amendment are equal to or greater than 5 percent (5%) of the adopted capacity of the segment.

Existing (Year 2015) Conditions

Table 3 provides a summary of the results of the P.M peak hour roadway segment capacity analysis under existing conditions. The results indicate that all roadway segments currently operate at adopted levels of service (LOS E or better).

Short-term (Year 2020) Conditions

Short-term (Year 2020) conditions were analyzed with and without the proposed amendment to the Comprehensive Development Master Plan (CDMP).

Table 4 and Table 5 contains the results of the short-term (2020) roadway segment capacity analysis. The results indicate that all roadway segments are expected to operate at the adopted level of service (LOS E or better) into the short-term (Year 2020).

Long-Term (Year 2030) Conditions

Long-term (Year 2030) conditions were analyzed with and without the proposed amendment to the Comprehensive Development Master Plan (CDMP).

Table 6 and

Roadway	Segment		Capacit y ⁽¹⁾	Adop ted LOS Stand ard ⁽²⁾	Existin g P.M. Peak Hour Peak Season Volum es ⁽³⁾	Gr ow th Rat e	2030 P.M. Peak Hour Volumes	
	From	To					Backgr ound	Exc eed s Cap acit y?
Douglas Road	North of SW 40th Street		192 0	E+20	495	0.5 0%	532	No
	SR 976/SW 40th Street/ Bird Road	Peacock Avenue	192 0	E+20	495	0.5 0%	532	No
	Peacock Avenue	S Dixie Highway/US-1	192 0	E+20	495	0.5 0%	532	No
	South of S Dixie Highway/US-1		140 0	E	807	0.5 0%	868	No
SR 976/SW 40th Street/ Bird Road	S Dixie Highway/US-1	Douglas Road	350 4	E+20	3,092	0.5 0%	3,324	No
	Douglas Road	SW 38th Avenue	350 4	E+20	3,092	0.5 0%	3,324	No
	South of S Dixie Highway/US-1		350 4	E+20	3,092	0.5 0%	3,324	No

S Dixie Highway/ US-1	SR 976/SW 40th Street/ Bird Road	Douglas Road	808 5	E+50	5,158	0.5 0%	5,545	No
	Douglas Road	Ponce De Leon Blvd	808 5	E+50	5,158	0.5 0%	5,545	No

(1) "Max LOS" from concurrency tables
provided by Miami-Dade County on

Notes: 10/05/2016

(2) "Adopted LOS" from concurrency tables
provided by Miami-Dade County on 10/05/2016

(3) "PHP" from concurrency tables provided by
Miami Dade County on 10/05/2016

Table 7 contains the results of the long-term (Year 2030) roadway segment capacity analysis. The results indicate that all roadway segments are expected to operate at the adopted level of service (LOS E or better) into the long-term (Year 2030).

Table 3 : Existing Conditions Roadway Segment Capacity Analysis

Roadway	Segment		Capacity ⁽¹⁾	Adopted LOS Standard ⁽²⁾	Existing P.M. Peak Hour Peak Season Volumes ⁽³⁾	Existing LOS ⁽⁵⁾
	From	To				
Douglas Road	North of SW 40th Street		1920	E+20	495	D
	SR 976/SW 40th Street/ Bird Road	Peacock Avenue	1920	E+20	495	D
	Peacock Avenue	S Dixie Highway/US-1	1920	E+20	495	D
	South of S Dixie Highway/US-1		1400	E	807	C
SR 976/SW 40th Street/ Bird Road	S Dixie Highway/US-1	Douglas Road	3504	E+20	3,092	E+6
	Douglas Road	SW 38th Avenue	3504	E+20	3,092	E+6
	West of SW 38 th Avenue		3504	E+20	3,092	E+6
S Dixie Highway/US-1	SR 976/SW 40th Street/ Bird Road	Douglas Road	8085	E+50	5,158	C
	Douglas Road	Ponce De Leon Blvd	8085	E+50	5,158	C

Notes: (1) "Max LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (2) "Adopted LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (3) "PHP" from concurrency tables provided by Miami Dade County on 10/05/2016
 (4) "Existing LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016

Table 4 : Short-Term (Year 2020) P.M. Peak Hour Roadway Capacity without Amendment

Roadway	Segment		Capacity ⁽¹⁾	Adopted LOS Standard ⁽²⁾	Existing P.M. Peak Hour Peak Season Volumes ⁽³⁾	Growth Rate	2020 P.M. Peak Hour Volumes	
	From	To					Background	Exceeds Capacity?
Douglas Road	North of SW 40th Street		1920	E+20	495	0.50%	507	No
	SR 976/SW 40th Street/ Bird Road	Peacock Avenue	1920	E+20	495	0.50%	507	No
	Peacock Avenue	S Dixie Highway/US-1	1920	E+20	495	0.50%	507	No
	South of S Dixie Highway/US-1		1400	E	807	0.50%	827	No
SR 976/SW 40th Street/ Bird Road	S Dixie Highway/US-1	Douglas Road	3504	E+20	3,092	0.50%	3,170	No
	Douglas Road	SW 38th Avenue	3504	E+20	3,092	0.50%	3,170	No
	South of S Dixie Highway/US-1		3504	E+20	3,092	0.50%	3,170	No
	SR 976/SW 40th Street/ Bird Road	Douglas Road	8085	E+50	5,158	0.50%	5,288	No
S Dixie Highway/US-1	Douglas Road	Ponce De Leon Blvd	8085	E+50	5,158	0.50%	5,288	No

Notes: (1) "Max LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (2) "Adopted LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (3) "PHP" from concurrency tables provided by Miami Dade County on 10/05/2016

Table 5 : Short-Term (Year 2020) P.M. Peak Hour Roadway Capacity with Amendment

Roadway	Segment		Capacity ⁽¹⁾	Adopted LOS Standard ⁽²⁾	Existing P.M. Peak Hour Peak Season Volumes ⁽³⁾	Growth Rate	2020 P.M. Peak Hour Volumes		Trip Distribution	Project P.M. Peak Hour Vehicle Trips	Project Contribution Greater than 5%	2020 P.M. Peak Hour Volumes	
	From	To					Background	Exceeds Capacity?				With Project Trips	Exceeds Capacity?
Douglas Road	North of SW 40th Street		1920	E+20	495	0.50%	507	No	25%	81	4%	No	
	SR 976/SW 40th Street/ Bird Road	Peacock Avenue	1920	E+20	495	0.50%	507	No	35%	113	6%	Yes	620
	Peacock Avenue	S Dixie Highway/US-1	1920	E+20	495	0.50%	507	No	17%	55	3%	No	
	South of S Dixie Highway/US-1		1400	E	807	0.50%	827	No	3%	10	1%	No	
SR 976/SW 40th Street/ Bird Road	S Dixie Highway/US-1	Douglas Road	3504	E+20	3,092	0.50%	3,170	No	20%	65	2%	No	
	Douglas Road	SW 38th Avenue	3504	E+20	3,092	0.50%	3,170	No	13%	42	1%	No	
	South of S Dixie Highway/US-1		3504	E+20	3,092	0.50%	3,170	No	35%	113	3%	No	
	SR 976/SW 40th Street/ Bird Road	Douglas Road	8085	E+50	5,158	0.50%	5,288	No	3%	10	0%	No	
S Dixie Highway/US-1	Douglas Road	Ponce De Leon Blvd	8085	E+50	5,158	0.50%	5,288	No	14%	45	1%	No	

Notes: (1) "Max LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (2) "Adopted LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (3) "PHP" from concurrency tables provided by Miami Dade County on 10/05/2016

Table 6 : Long-Term (Year 2030) P.M. Peak Hour Roadway Capacity without Amendment

Roadway	Segment		Capacity ⁽¹⁾	Adopted LOS Standard ⁽²⁾	Existing P.M. Peak Hour Peak Season Volumes ⁽³⁾	Growth Rate	2030 P.M. Peak Hour Volumes	
	From	To					Background	Exceeds Capacity?
Douglas Road	North of SW 40th Street		1920	E+20	495	0.50%	532	No
	SR 976/SW 40th Street/ Bird Road	Peacock Avenue	1920	E+20	495	0.50%	532	No
	Peacock Avenue	S Dixie Highway/US-1	1920	E+20	495	0.50%	532	No
	South of S Dixie Highway/US-1		1400	E	807	0.50%	868	No
SR 976/SW 40th Street/ Bird Road	S Dixie Highway/US-1	Douglas Road	3504	E+20	3,092	0.50%	3,324	No
	Douglas Road	SW 38th Avenue	3504	E+20	3,092	0.50%	3,324	No
	South of S Dixie Highway/US-1		3504	E+20	3,092	0.50%	3,324	No
	SR 976/SW 40th Street/ Bird Road	Douglas Road	8085	E+50	5,158	0.50%	5,545	No
S Dixie Highway/US-1	Douglas Road	Ponce De Leon Blvd	8085	E+50	5,158	0.50%	5,545	No

Notes: (1) "Max LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (2) "Adopted LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (3) "PHP" from concurrency tables provided by Miami Dade County on 10/05/2016

Table 7 : Long-Term (Year 2030) P.M. Peak Hour Roadway Capacity with Amendment

Roadway	Segment		Capacity ⁽¹⁾	Adopted LOS Standard ⁽²⁾	Existing P.M. Peak Hour Peak Season Volumes ⁽³⁾	Growth Rate	2030 P.M. Peak Hour Volumes		Trip Distribution	Project P.M. Peak Hour Vehicle Trips	Project Contribution Greater than 5%	2030 P.M. Peak Hour Volumes	
	From	To					Background	Exceeds Capacity?				With Project Trips	Exceeds Capacity?
Douglas Road	North of SW 40th Street		1920	E+20	495	0.50%	532	No	25%	81	4%	No	
	SR 976/SW 40th Street/ Bird Road	Peacock Avenue	1920	E+20	495	0.50%	532	No	35%	113	6%	Yes	645
	Peacock Avenue	S Dixie Highway/US-1	1920	E+20	495	0.50%	532	No	17%	55	3%	No	
	South of S Dixie Highway/US-1		1400	E	807	0.50%	868	No	3%	10	1%	No	
SR 976/SW 40th Street/ Bird Road	S Dixie Highway/US-1	Douglas Road	3504	E+20	3,092	0.50%	3,324	No	20%	65	2%	No	
	Douglas Road	SW 38th Avenue	3504	E+20	3,092	0.50%	3,324	No	13%	42	1%	No	
	South of S Dixie Highway/US-1		3504	E+20	3,092	0.50%	3,324	No	35%	113	3%	No	
	SR 976/SW 40th Street/ Bird Road	Douglas Road	8085	E+50	5,158	0.50%	5,545	No	3%	10	0%	No	
S Dixie Highway/US-1	Douglas Road	Ponce De Leon Blvd	8085	E+50	5,158	0.50%	5,545	No	14%	45	1%	No	

Notes: (1) "Max LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (2) "Adopted LOS" from concurrency tables provided by Miami-Dade County on 10/05/2016
 (3) "PHP" from concurrency tables provided by Miami Dade County on 10/05/2016

CONCLUSION

This transportation analysis assessed the impacts of a proposed amendment of the existing Comprehensive Development Master Plan (CDMP) designation for the approximate 7.51-acre area generally bounded by Peacock Avenue to the north, US-1/Dixie Highway to the south, SW 38th Avenue to the west, and Douglas Road to the east. The amendment site is currently included in the Community Urban Center (CUC) land use designation with an assumed allowable floor area ratio (FAR) of 6.0 and an allowable residential density of 125 units per acre. Metropolitan Urban Center (MUC) is the proposed land use designation for the area in which the site is located which has a proposed maximum FAR of 8.0 and an allowable residential density of 250 units per acre. In summary, the proposed amendment will result in a net increase of 939 high-rise residential units, 50 hotel rooms, and 75,000 s.f. of office space based upon the planning analysis provided.

A roadway capacity analysis was prepared for existing traffic conditions, short-term (year 2020), and long-term (year 2030) horizons with and without the amendment as appropriate. The results indicate that all significant roadway segments are expected to operate at adopted levels of service. As a result, the proposed land use designation amendment is not expected to have an adverse impact on the roadway segments.

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APPENDIX C

Staff Comments on Applicant's Traffic Impact Analysis

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Staff Comments on Applicant's Traffic Impact Analysis

The County's *Instructions for Preparing Applications Requesting Amendments to the Miami-Dade County Comprehensive Development Master Plan October 2016-2017 Amendment Cycle* report (*Instructions Report*) requires that applicants of any Standard CDMP application to submit a traffic impact analysis (TIA) report in support of the application. The applicant submitted a TIA report which provided the CDMP required analysis related to impacts on the County's roadway network should the application be approved (see Appendix B: "Comprehensive Development Master Plan Amendment Transportation Analysis for Submittal to Miami-Dade County," dated October 2016, Prepared by Kimley-Horn & Associates, Inc.). Miami-Dade County's Department of Transportation and Public Works and the Department of Regulatory and Economic Resources reviewed the applicant's TIA and provide the following comments the applicant needs to address.

County Staff Comments

The Department of Transportation and Public Works, Traffic Engineering Division, reviewed the TA and provide the following comments:

1. Net New Project Trips (page 7): Please correct the number of trips stated in the paragraph to match those calculated in Table 1 (i.e. should be 323 not 270.)
2. Figure 2 (page 9): The entering trip percentages do not add up to 100%. Please show the percentages on all the links; they are missing on US-1 and south of US-1 on Douglas Road. Also, they are not adding up internally throughout the network.
3. Existing (Year 2015) Conditions (page 12): It appears the Bird Road is currently operating at a LOS F according to the concurrency tables. Please confirm.
4. The Table shown on Page 12 and titled "Table 6 and" appears to be a duplicate of Table 3 on page 14. If so, please remove it.
5. Table 3 (page 14): Please list the Count Station Numbers in the table. Also, the notation for Existing LOS (5) is missing, while the Notes only list (4). This appears to be a typo. Please confirm the Existing LOS for Bird Road (see comment #3 above.)
6. Please correct the 3rd segment description for Bird Road in Tables 4-7. It should read "West of SW 38th Avenue" as in Table 3.
7. Please confirm the values in the column titled 'Project Contribution Greater than 5%' in both Tables 5 and 7.
8. Please confirm the columns for the Trip Distribution percentages and Project PM Peak Hour Vehicle trips in Tables 4-7 based on any changes resulting from Comment #2.

DTPW also recommends a pedestrian signal at the signalized intersection of Douglas Road and Peacock Avenue.

County staff of the Department of Regulatory and Economic Resources, Planning Division, reviewed the TA and provides the following comments:

1. For the programmed improvements planned in Miami-Dade County for the next five years, the *2017 Transportation Improvement Program (TIP)* needs to be consulted, not the 2015 TIP.
2. The projects analyzed within the *2017 TIP* need to be for roadway capacity (*Instructions Report*, page 13) and not the PD&E studies listed.

3. Both of the two Traffic Analysis Zones (TAZs), which the application site is located, namely 1097 and 1096, should be utilized for analysis, instead of the single TAZ of 1097.
4. Reference is made to the study area (pages 4, 5, etc.) but the study area boundaries are not defined.
5. The short-term (concurrency) analysis was performed only for the PM peak hour. However, the concurrency analysis needs to be based on the average of the two highest consecutive hours (CDMP Traffic Circulation Policy TC-1B, *Instructions* Report page 14).
6. List the concurrency traffic count stations utilized in the analysis for Tables 5 and 6.
7. The narrative on page 7, incorrectly states that the net increase in PM peak hour trips would be 270 instead of 323 as shown in Table 1.
8. The traffic study failed to identify impacts on Ponce De Leon Boulevard for the existing, short term and long term temporal scenarios.
9. Internalization of the Project trips was assumed but not done using the ITE methodology.
10. Page 15. Short Term (Year 2020) P.M. Peak Hour Roadway Capacity without Amendment: Revise Table 4, the last segment for Bird Road should be 'west of SW 38th Avenue' not 'South of South Dixie Highway/US-1'.
11. Page 15. Short Term (Year 2020) P.M. Peak Hour Roadway Capacity with Amendment: Revise Table 5, the last segment for Bird Road should be 'west of SW 38th Avenue' not 'South of South Dixie Highway/US-1'.
12. Page 16. Long Term (Year 2030) P.M. Peak Hour Roadway Capacity without Amendment: Revise Table 6, the last segment for Bird Road should be 'west of SW 38th Avenue' not 'South of South Dixie Highway/US-1'.
13. Page 16. Long Term (Year 2030) P.M. Peak Hour Roadway Capacity with Amendment: Revise Table 7, the last segment for Bird Road should be 'west of SW 38th Avenue' not 'South of South Dixie Highway/US-1'.
14. Page 16. Long Term (Year 2030) P.M. Peak Hour Roadway Capacity without Amendment: Revise Table 6, the 2030 PM peak hour volume for Bird Road should be 3,333 trips not 3,324 trips as shown.
15. Page 16. Long Term (Year 2030) P.M. Peak Hour Roadway Capacity without Amendment: Revise Table 6, the 2030 PM peak hour volume for S. Dixie Highway/US-1 should be 5,560 trips not 5,545 trips as shown.
16. Page 16. Long Term (Year 2030) P.M. Peak Hour Roadway Capacity with Amendment: Revise Table 7, the 2030 PM peak hour volume for Bird Road should be 3,333 trips not 3,324 trips as shown.
17. Page 16. Long Term (Year 2030) P.M. Peak Hour Roadway Capacity with Amendment: Revise Table 7, the 2030 PM peak hour volume for S. Dixie Highway/US-1 should be 5,560 trips not 5,545 trips as shown.

Fiscal Impacts On Infrastructure and Services

On October 23, 2001, the Board of County Commissioners adopted Ordinance No. 01-163 requiring the review procedures for amendments to the Comprehensive Development Master Plan (CDMP) to include a written evaluation of fiscal impacts for any proposed land use change. The following is a fiscal evaluation of Application No. 6 of the October 2016 Cycle Applications to amend the CDMP from County departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owner(s) or will require general taxpayer support and includes an estimate of that support.

The agencies use various methodologies for their calculations. The agencies rely on a variety of sources for revenue, such as, property taxes, impact fees, connection fees, user fees, gas taxes, taxing districts, general fund contribution, federal and state grants, federal funds, etc. Certain variables, such as property use, location, number of dwelling units, and type of units were considered by the service agencies in developing their cost estimates.

Solid Waste Services

The adopted level of service standard (LOS) for the County Public Works and Waste Management System is as follows: to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five (5) years. As of FY 2016-17, the Department of Solid Waste Management (DSWM) is in compliance with this standard, meaning that there is adequate disposal capacity to meet projected growth in demand, inclusive of the application reviewed here, which is not anticipated to have a negative impact on disposal service.

Residential Collection and Disposal Service

Currently, the household waste collection fee is \$439 per residential unit, which also covers costs for waste disposal, bulky waste pick up, illegal dumping clean-up, trash and recycling center operations, curbside recycling, home chemical collection centers, and code enforcement.

Fiscal Impact – Waste Disposal Capacity and Service

The cost of providing disposal capacity for WCSA customers, municipalities and private haulers is paid for by System users. In FY 2015-16, the DSWM charges a contract disposal rate of \$66.27 per ton to DSWM Collections and those private haulers and municipalities with long-term disposal agreements. The short-term disposal rate is \$87.38 per ton in FY 2016-17.

These rates adjust annually with the Consumer Price Index, South Region. In addition, the DSWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is used to ensure availability of disposal capacity in the System. Landfill closure, remediation and long-term care are funded by a portion of the Utility Service Fee charged to all customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department (WASD) provides for the majority of water and sewer service needs throughout the county. The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on the actual labor and materials costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. The water impact fee was calculated at a rate of \$1.39 per gallon per day (gpd), and the sewer impact fee was calculated at a rate of \$5.60 per gpd. The annual operations and maintenance cost was based on \$1.3982 per 1,000 gallons for water and \$1.9789 per 1,000 gallons for sewer.

The applicant requests to redesignate a ±7.54 gross acre parcel from "Community Urban Center" to "Metropolitan Urban Center." The Application seeks to facilitate the development of 1,878 multifamily units, 152,504 square feet of retail; 425,000 square feet of office use; and 400 hotel rooms. If the site is developed with the proposed development, the water connection charge for the proposed 1,878 multi-family units is estimated at \$391,563; the water connection charge for the proposed 152,504 square feet of retail is estimated at \$21,198; the water connection charge for the proposed 400-room hotel is estimated at \$55,600; and the water connection charge for the proposed 425,000 square feet of office use is estimated at \$29,538.

The sewer connection charge for the proposed 1,878 multi-family units, if the site is developed with the proposed development, is estimated at \$1,577,520; the sewer connection charge for the proposed 152,504 square feet of retail is estimated at \$85,402; the sewer connection charge for the proposed 400-room hotel is estimated at \$224,000; and the sewer connection charge for the proposed 425,000 square feet of office use is estimated at \$119,000.

Drainage and Flood Protection

The Miami-Dade County Division of Environmental and Resources Management (DERM) is responsible for the enforcement of current stormwater management and disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is not responsible for providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development. The above noted determinations are predicated upon the provisions of Chapter 46, Section 4611.1 of the South Florida Building Code; Section 24-58.3(G) of the Code of Miami-Dade County, Florida; Chapter 40E-40 Florida Administrative Code, Basis of Review South Florida Water Management District (SFWMD); and Section D4 Part 2 of the Public Works Manual of Miami-Dade County. All these legal provisions emphasize the requirement for full on-site retention of stormwater as a post development condition for all proposed commercial, industrial, and residential subdivisions.

Additionally, DERM staff notes that new development, within the urbanized area of the County, is assessed a stormwater utility fee. This fee commensurate with the percentage of impervious area of each parcel of land, and is assessed pursuant to the requirements of Section 24-61, Article IV, of the Code of Miami-Dade County. Finally, according to the same Code Section, the proceedings may only be utilized for the maintenance and improvement of public storm drainage systems.

Based upon the above noted considerations, it is the opinion of DERM that Ordinance No. 01-163 will not change, reverse, or affect these factual requirements.

Public Schools

Pending

Fire Rescue

No comment

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APPENDIX D

Photos of Site and Surroundings

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Application Site - Douglas Road Metrorail Station



Multi-family structure under construction along Peacock Avenue
adjacent to the north of the application site



Retail operations
along US-1, across from the application site



Miami-Dade County Department of Water and Sewer
located on the application site

APPENDIX E

Miami-Dade County School Analysis

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Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools
Alberto M. Carvalho

March 8, 2017

VIA ELECTRONIC MAIL

Mr. Jeffrey Bercow
Bercow Radell & Fernandez, PLLC
200 S. Biscayne Blvd, Suite 850
Miami, Florida 33131

jbercow@brzoninglaw.com

Miami-Dade County School Board
Dr. Lawrence S. Feldman, Chair
Dr. Marta Pérez, Vice Chair
Dr. Dorothy Bendross-Mindingall
Susie V. Castillo
Dr. Steve Gallon III
Perla Tabares Hantman
Dr. Martin Karp
Lubby Navarro
Mari Tere Rojas

**RE: PUBLIC SCHOOL CONCURRENCY PRELIMINARY ANALYSIS
JEFREY BERCOW
LOCATED AT 3060 SW 37 COURT
PH0117011700033 – FOLIO Nos.: 0141200680010, 0141200680020**

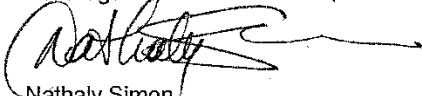
Dear Applicant:

Pursuant to State Statutes and the Interlocal Agreements for Public School Facility Planning in Miami-Dade County, the above-referenced application was reviewed for compliance with Public School Concurrency. Accordingly, enclosed please find the School District's Preliminary Concurrency Analysis (Schools Planning Level Review).

As noted in the Preliminary Concurrency Analysis (Schools Planning Level Review), the proposed development would yield a maximum residential density of 1878 multifamily units, which generate 187 students: 85 elementary, 46 middle and 56 senior high students. At this time, all school levels have sufficient capacity available to serve the application. However, a final determination of Public School Concurrency and capacity reservation will only be made at the time of approval of final plat, site plan or functional equivalent. As such, this analysis does not constitute a Public School Concurrency approval.

Should you have any questions, please feel free to contact me at 305-995-7287.

Best regards,


Nathaly Simon
Supervisor

NS:ns

L-238

Enclosure

cc: Ms. Ana Rijo-Conde, AICP
Mr. Michael A. Levine
Mr. Ivan M. Rodríguez
City of Miami
School Concurrency Master File

Planning, Design & Sustainability

Ms. Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132
305.005.7285 • 305.005.1760 (FAX) • arijo@mdadeschools.net



Concurrency Management System (CMS)

Miami Dade County Public Schools

Miami-Dade County Public Schools

Concurrency Management System Preliminary Concurrency Analysis

MDCPS Application Number: PH0117011700033 Local Government (LG): Miami
 Date Application Received: 1/17/2017 3:41:15 PM LG Application Number: MDC-CDMP-APP
 Type of Application: Public Hearing Sub Type: Land Use
 Applicant's Name: Jeffrey Bercow
 Address/Location: 200 S. Biscayne Blvd, Ste 850
 Master Folio Number: 0141200680010
 Additional Folio Number(s): 0141200680020,

PROPOSED # OF UNITS 1878
 SINGLE-FAMILY DETACHED UNITS: 0
 SINGLE-FAMILY ATTACHED UNITS: 0
 MULTIFAMILY UNITS: 1878

CONCURRENCY SERVICE AREA SCHOOLS						
CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
5561	FRANCES S TUCKER ELEMENTARY	78	85	78	NO	Current CSA
5561	FRANCES S TUCKER ELEMENTARY	0	7	0	NO	Current CSA Five Year Plan
6741	PONCE DE LEON MIDDLE	-77	46	0	NO	Current CSA
6741	PONCE DE LEON MIDDLE	0	46	0	NO	Current CSA Five Year Plan
7071	CORAL GABLES SENIOR	-605	56	0	NO	Current CSA
7071	CORAL GABLES SENIOR	0	56	0	NO	Current CSA Five Year Plan
ADJACENT SERVICE AREA SCHOOLS						
5041	SILVER BLUFF ELEMENTARY	109	7	7	YES	Adjacent CSA
6961	WEST MIAMI MIDDLE	397	46	46	YES	Adjacent CSA
7341	MIAMI JACKSON SENIOR	317	56	56	YES	Adjacent CSA
*An Impact reduction of 24.18% included for charter and magnet schools (Schools of Choice).						

MDCPS has conducted a preliminary public school concurrency review of this application; please see results above. A final determination of public school concurrency and capacity reservation will be made at the time of approval of plat, site plan or functional equivalent. **THIS ANALYSIS DOES NOT CONSTITUTE PUBLIC SCHOOL CONCURRENCY APPROVAL.**

1450 NE 2 Avenue, Room 525, Miami, Florida 33132 / 305-995-7634 / 305-995-4760 fax /
 concurrency@dadeschools.net