

MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING

General Comments

1. **COMMENT:** A careful review of the application provided shows that there is likely to be an impact on the Miami-Dade Police Department (MDPD) resources based upon the increase in the overall development, hotel units, population, traffic, etc. Sergeant Walter Hopwood, the designated MDPD representative to the DIC, visited the area and reviewed the site for the proposed modification. Public safety service in the area is adequate at this time. However, growth within an existing police district results in increased demands for police service. The demands for service typically vary based upon the specific demographics of the area and traffic volume. Service demands are normally evaluated once developments are established. At present, the police department does not object to the proposed changes, but encourages developers work with police during any future design and construction stages to determine the best possible solutions.

Regarding actual construction when development occurs, the following applicable guidelines are provided to address public safety issues:

1. The development should comply with requirements of the Code of Miami-Dade County.
2. A Crime Prevention Through Environmental Design (CPTED) study coordinated and conducted through the police, and other appropriate departments respectively, with the developer may be very beneficial. CPTED is premised on the concept that the proper design and the effective use of the built environment can lead to a reduction of crime thereby increasing the quality of life.
3. All burglar alarm systems require an annual registration with MDPD by the user. This includes all systems even if they are not monitored by an alarm company.
4. Each structure should have address numbers conspicuously mounted and easily observable from the roadway.
5. A lighted directory should be erected near each point of entry and at other appropriate locations within the development for rapid location by responding emergency vehicles.
6. Shrubbery and landscaping at all driveways should be sufficient set back to permit vehicle operators and unobstructed view.
7. Landscaping and lighting should be maintained so that address numbers are never allowed to become obscured.
8. Adequate lighting, closed circuit television, and security officers in vehicle parking garage can discourage criminal activity. Outdoor lighting can be one of the most effective deterrents against crime. Properly used, it discourages criminal activity and reduces fear.
9. Stairwells should have access control to restrict movements of persons contemplating criminal activity.
10. Any unmanned, card-accessible security entrance gate should have a coded lock-box feature for emergency access by police and fire rescue vehicles.
11. Designated areas within the development that are kept free of parked motor vehicles in order to facilitate access to buildings by emergency vehicles

(fire lanes) is accomplished by application of the owner or lesser of the development pursuant to Miami-Dade County Ordinance 30-388, Creation of Emergency Vehicle Zones. Only those developments with zones so designated are authorized to have police enforcement.

RESPONSE: This comment is acknowledged by the Applicant. However, the Property is located within the City of Hialeah and is therefore subject to the jurisdiction of the City of Hialeah and its Police Department. The Miami-Dade County Police Department does not have jurisdiction over the Property.

Question 17 – Water Supply

2. **COMMENT:** With respect to Question 17 regarding water supply, it is important to note that the City of Hialeah and WASD are in the process of finalizing a wholesale water service agreement. Water availability for the site will be contingent on the execution of the agreement. If the project is approved, it will be included in WASD's water allocation system, once it is adopted. This information should be included in Section B of Question 17.

RESPONSE: This comment is acknowledged by the Applicant. A letter from Miami-Dade Water and Sewer Department to the SFRPC dated July 15th, 2008, confirms the information stated above. This information is included in **Section B of Question 17 – Water Supply**. The service provider letters have been received from the City of Hialeah and from Miami-Dade County Water and Sewer Department. These letters are attached as part of revised **Question 17 – Water Supply** and revised **Question 18 – Wastewater Management** included in this response.

Question 21 - Transportation

3. **COMMENT:** Page 21-4(R) – Exhibit 2(R) 2006 Annual Average Daily Traffic. Discrepancies in AADT information were found for I-75, and SR 826. Please check the AADT volumes for the following corridors:
- I-75 north of HEFT, 146,500 AADT (2006)
 - I-75 south of Miami Gardens Drive/NW 186 Street, 108,500 AADT (2006)
 - I-75 between West Hialeah Gardens Boulevard and SR 826, 112,000 AADT (2006)
 - SR 826 north of I-75, 102,500 AADT (2006)

RESPONSE: Counts for these stations were changed as a response to the Comments made by Florida Department of Transportation – District VI for the first sufficiency. Please refer to the Comments 3, 4 and 5 on the first Statement of Information Needed made by Kittelson & Associates, Inc. on behalf of Florida Department of Transportation – District VI and the Applicant's responses thereto.

COMMENT: Also, include the AADT for the following roadway segments:

- NW 57 Avenue (SR 823) north of Miami Garden Drive (SR 860), 45,500 AADT (2006)
- Gratigny Parkway (SR924) east of SR 826, 52,500 AADT (2006)

RESPONSE: Exhibit 21-2 (R) – 2006 Annual Average Daily Traffic has been revised to include volumes on these roadway segments, as requested.

4. **COMMENT:** Page 21-5(R), last paragraph. Add to the list of roadway improvements needed to meet adopted LOS standard:

- NW 138 Street between NW 97 Avenue and NW 87 Avenue.

RESPONSE: Please note that this section of road is included in page 21-8. Currently, this segment operates above the adopted level of service standard. However, with programmed improvements it is projected to operate within the adopted standard.

5. **COMMENT:** Page 21-6(R) and 21-7(R), Existing Traffic Conditions. Revised tables as follows:

Add the following segments and present the existing tragic conditions.

- NW 57 Avenue from NW 215 Street to NW 74 Street
- NW 67 Avenue from NW 202 Street to NW 74 Street
- NW 72 Avenue from NW 138 Street to NW 74 Street
- NW 196 Street from NW 78 Avenue to NW 67 Avenue
- NW 154 Street between I-75 and NW 57 Avenue
- NW 138 (W 84) Street from NW 97 Avenue to Hialeah Gardens Blvd. (NW 92 Ave.), from NW 92 Avenue to NW 87 Avenue, and from NW 87 Avenue to W 20 Ave. (Frontage Road)
- NW 122 Street (W 68) Street from SR 826 to NW 57 (W 4) Avenue
- NW 90 Street from NW 107 Avenue to NW 87 Avenue and from
- NW 74 Street from NW 87 Avenue to NW 57 Avenue

RESPONSE: Project consumption for these roadways has been calculated and is provided in **Appendix 21-3 (R) – HCS Analysis**. Consistent with DRI rules established by the State of Florida, since project consumption is well below significant (less than 5 percent), link analysis was not performed for these segments.

COMMENT: Delete the following segments:

- **NW 130 Street between NW 97 Avenue and NW 87 Avenue**

RESPONSE: Project consumption is significant (more than 5 percent) in two segments along NW 130 Street. Roadway capacity analysis is warranted for these segments.

COMMENT: Please clarify the location of Beacon Station Boulevard. Also, use the Miami-Dade County Concurrency database for existing traffic analysis. 2007 volume, Service Volumes and other information should be obtained from these traffic concurrency tables.

RESPONSE: The tables have been revised to replace Beacon Station Boulevard with Hialeah Gardens Drive. Please note that during methodology discussions, Miami-Dade County Public Works asked that generalized values be used and specifically that the concurrency database not be used to establish segment analysis. The analysis provided is consistent with the agreed upon methodology.

6. **COMMENT:** Page 21-8(R) – Second paragraph. Provide intersection analysis for the intersection of NW 97 Avenue and NW 138 Street, since this intersection is part of a failing segment.

RESPONSE: Both NW 138th Street and NW 97 Avenue are projected to operate within the adopted LOS Standard. Intersection capacity analysis is not warranted at this intersection.

7. **COMMENT:** Page 21-8(R) – Third paragraph. Add the following intersection and analyze for future traffic conditions since the project driveways have not yet been determined.

- **NW 107 Avenue/NW 170 Street**
- **NW 107 Avenue/NW 154 Street**
- **NW 97 Avenue/NW 154 Street**
- **NW162 Avenue/NW 154 Street**

RESPONSE: It is anticipated that these intersections will not exist in the future. The Florida Turnpike Enterprise has indicated that limited access along NW 170 Street due to the proposed interchange will extend from HEFT to NW 92 Avenue. As a result, NW 107 Avenue will not be extended to NW 170 Street. Similarly, it has been agreed with the City of Hialeah that NW 154 Street will not be constructed between NW 97 Avenue and NW 107 Avenue. Instead, NW 156 Street will serve as the alternate alignment for SW 154 Street and provide access to the City Park and the southern end of the Project.

8. **COMMENT: Page 21-010(R) – last paragraph.** This paragraph lists the other improvements to the external roadway network; in addition to the 2008 TIP projects, included in the analysis. These roadway improvements are:

- NW 170 Street between the HEFT and NW 97 Avenue, new 4-lane road. The transportation consultant clarifies that the project needs 4 lanes in this section and the developer on the north side of NW 170 Street will be responsible for the additional two-lanes when property is developed at a later time. This is fine since the roadway improvements needed to support Application No. 5, which was filed in April 2005 to amend the County's CDMP and approved by the Board of County Commissioners on April 19, 2006 (Ord. 06-43), lists NW 170 Street between the HEFT and NW 97 Avenue as a 6-lane divided facility.
- NW 170 Street between NW 97 Avenue and I-75 overpass, a new 2 lane road. This connection from NW 97 Avenue to the east of I-75 was not considered in the traffic impact analysis submitted in support of the CDMP amendment application. We believe the reason was because the Town of Miami Lakes and the community to the east of I-75 were opposed to the connection.
- NW 107 Avenue between NW 166 Street and NW 138 Street, new 2-lane road. The approval of CDMP Amendment Application No. 5 by the Board of County Commissioners was conditioned to the construction of NW 107 Avenue between NW 170 Street and NW 138 Street as a 4-lane divided roadway.
- NW 97 Avenue between NW 170 Street and NW 154 Street, new 4 lane road. The approval of CDMP Amendment Application No. 5 by the Board of County Commissioners was conditioned to the construction of NW 97 Avenue between NW 170 Street and NW 138 Street as a 4-lane divided roadway.

In addition, the approval of CDMP Amendment Application No. 5 by the Board of County Commissioners was conditioned to the construction of following roadways:

- NW 154 Street between NW 107 Avenue and NW 97 Avenue, a new 4-lane divided roadway; and
- HEFT/NW 170 Street interchange.

We acknowledge that some of the improvements listed in the Ordinance approving Application No. 5 are the result of the inclusion of the Graham Company property in the traffic assessment. Therefore, the construction of NW 97 Avenue from NW 186 Street to NW 170 Street as a 4-lane road and the widening of from 4 to 6 lane of NW 170 Street between the HEFT and NW 97 Avenue must be built by the developer of the property. However, the improvement of NW 154 Street between NW 107 Avenue and NW 97 Avenue is the result of this DRI as well

as the improvement of NW 107 Avenue between NW 170 Street and NW 138 Street. The property to the west of NW 107 is a lake.

RESPONSE: The CDMP does not provide conditions for approval. Application No. 5 was not conditioned on the construction of roads. While it is true that this six lane configuration of NW 170 Avenue, the HEFT Interchange, and NW 154 Street were added to the Comprehensive Development Master Plan during the April 2005 Amendment Cycle along with Application No. 5, which expanded the Urban Development Boundary to include the Beacon Countyline and other parcels (Miami-Dade County Ordinance No. 06-43), the Applicant should not be burdened with the impacts of the other projects that have not yet been proposed or approved by the City, City of Hialeah Gardens or Miami-Dade County. It is appropriate for the Applicant to be responsible for its proportionate share of the improvements for this section. As such, the Applicant anticipates that this Project necessitates the construction of NW 170 Street as a four lane roadway, the approval and construction of the HEFT Interchange and the construction of NW 156 Street as the alternate for NW 154 Street.

9. **COMMENT:** Page 21-12(R) – 21B. Trip Generation. Use the equation when estimation the trip generation for the Office use. Also, revise Table 21-4(R), accordingly. And adjustment to the internal/external split for the generated trips must be made based on the trip generation revision for the office use.

RESPONSE: The equation published by ITE was used to estimate trip generation for office.

10. **COMMENT:** Page 21-21(R) and 21-22(R) – Table 21-6(R), Future Traffic Conditions without Project. Revise table based on the comments provided above for Table 21-1(R). Please note that NW 130 Street. West 76 Street between NW 97 Avenue and NW 87 Avenue cannot be analyzed as 4-lanes divided facility because this improvement is not funded (2008TIP). Tables 21-7(R) and 12-8(R) should also be revised based on above comments. In addition, the information in main body of report and appendixes should be revised based on above recommended changes.

RESPONSE: Table 21-6 (R) – Future Traffic Conditions without Project, Table 21-7 (R) – Project Traffic Assignment and Table 21-8 (R) Future Traffic Conditions with Project and the corresponding text have been revised, as requested. Please note that NW 130th Street was analyzed as a 2 lane facility, as requested.